Appendix D

Air Quality Technical Report

John Wayne Airport Settlement Agreement Amendment

Air Quality Technical Report

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County of Orange

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Acronyms and Abbreviations

AB2588	California Air Toxics Hotspots Assessment and Information Act
ACC	Advanced Clean Cars
ACRP	Airport Cooperative Research Program
ADD	Average Daily Departures
AERMOD	Regulatory Model Improvement Committee Model
AF	adjustment factor
APU	Auxiliary Power Unit
AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standard
CAP	Criteria Air Pollutant
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CO	carbon monoxide
CPF	cancer potency factor
COPC	Chemicals of Potential Concern
CoGen	CoGeneration Facility
DBR	daily breathing rate
ED	exposure duration
EDMS	Emissions Dispersion and Modeling System
EF	exposure frequency
EIR	Environmental Impact Report
ET	exposure time
EMFAC	EMission FACtor model
ENVIRON	ENVIRON International Corporation
EVF	exposure value factor
FAA	Federal Aviation Administration
FIP	Federal Implementation Plan
GHG	Greenhouse Gas
GSE	Ground support equipment
HI	hazard index
HQ	hazard quotients
ICAO	International Civil Aviation Organization
JWA	John Wayne Airport

Acronyms and Abbreviations

LOS	level of service
LTO	landing-takeoff cycles
MAP	Million Annual Passengers
MATES	Multiple Air Toxics Exposure Study
MICR	maximum incremental cancer risk
MP	multi-pathway factor
NAAQS	National Ambient Air Quality Standard
NEDs	National Elevation Datasets
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OFFROAD	Emissions Inventory Program model
$PM_{2.5}$	particulate matter equal to or less than 2.5 microns in diameter
PM_{10}	particulate matter equal to or less than 10 microns in diameter
ppb	parts per billion
REL	reference exposure level
RON	remain overnight
RTP	Regional Transportation Plan
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainability Communities Strategy
SIP	State Implementation Plan
SO_2	sulfur dioxide
SR	State Route
TACs	toxics air contaminants
UFP	Ultrafine particles
USGS	United States Geologic Survey
VOC	volatile organic compound

1 Introduction

1.1 Project Description

This Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts associated with proposed amendments to the terms and conditions of the Stipulation of Settling Parties that was approved by the Honorable Terry J. Hatter and that resolved the litigation entitled *County of Orange vs. Air Cal* (United States District Court Case No. CV85-1542 TJH [MCX] (Settlement Agreement 1985).[1] In conformance with the California Environmental Quality Act (CEQA), this technical report identifies and assesses the potential individual and cumulative impacts that would result from the Proposed Project's emission of criteria air pollutants and toxic air contaminants.

The County of Orange, as the proprietor of John Wayne Airport (JWA) and a party to the Settlement Agreement, is the project proponent and lead agency. This analysis evaluates the potential air quality-related impacts of the Proposed Project and three different alternatives (known as Alternatives A, B and C), as well as the No Project Alternative. As discussed later in this report (see **Table 3.1-1**), the Proposed Project and each Alternative proposes different levels of air operations and passenger levels. Neither the Proposed Project nor any of the alternatives propose facilities improvements.

1.1.1 Mitigation Measures

As discussed in further detail in Section 5 of this technical report, the Proposed Project will significantly impact existing air quality conditions. Therefore, in an effort to identify potentially feasible mitigation measures, JWA reviewed emission reduction strategies contained in the Airport Cooperative Research Program's (ACRP) Report 56, Handbook for Considering Practical Greenhouse Gas Emission Reduction Strategies for Airports.[2] While Report 56 is tailored to greenhouse gases, many of the emission reduction strategies result in co-benefits in the form of reductions in criteria air pollutants and toxic air contaminants.

Based on that review, **Table 1.1-1** of this technical report identifies feasible mitigation measures for inclusion in the EIR and adoption by the County in order to mitigate the Proposed Project's air quality-related impacts. Of the 15 mitigation measures identified in **Table 1.1-1**, only the emissions reduction attributable to the ground support equipment (GSE) electrification mitigation measure was quantified in this technical report. This limited quantification is conservative and appropriate in light of the uncertainty regarding the specific emission reduction benefits attributable to many of the mitigation measures. Ultimately, because of JWA's inability to directly regulate or improve tailpipe emissions from aircraft and other mobile sources, which are subject to federal and state regulation, even with adoption and implementation of these mitigation measures, air quality-related impacts would be significant and unavoidable as described in Section 5.

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[1] The County of Orange, City of Newport Beach, and two citizens groups (Stop Polluting Our Newport ["SPON"] and the Airport Working Group ["AWG"]), are the signators to the Settlement Agreement. Additional background is provided in Section 2.3.

[2] Transportation Research Board, 2011. Airport Cooperative Research Program (ACRP). Report 56. Handbook for Considering Practical Greenhouse Gas Emission Reduction Strategies for Airports. Available at: http://onlinepubs.trb.org/onlinepubs/acrp/acrp_rpt_056.pdf. Accessed: March 2014.

Appendix A of this technical report contains a tabular assessment of the feasibility and applicability of each of the emission reduction strategies identified in Report 56 that was not identified as a potentially feasible mitigation measure in **Table 1.1-1**. The emission reduction strategies identified in **Table A-1**of **Appendix A** already have been implemented by JWA, whereas the strategies identified in **Table A-2** are either infeasible or not applicable.

1.2 Existing Conditions

The Airport is located on an unincorporated County island surrounded by the cities of Newport Beach, Costa Mesa, and Irvine. An extensive arterial highway and freeway system surrounds the Airport, providing access from several locations. Freeway access to the Airport is provided via Interstate (I) 405, State Route (SR) 55, and SR-73. Arterial access to the terminal area is from Mac Arthur Boulevard and Campus Drive. Arterial access to the uses on the west side of the Airport is from Red Hill Avenue.

JWA serves both domestic and international destinations, with flights to Canada and Mexico. In 2013, JWA served slightly more than 9 million passengers (AECOM 2014a).[3] The Airport also serves commercial air cargo demands (i.e., Fed Ex and UPS).

Facilities at the Airport include two runways: a 5,701-foot main runway and a 2,887-foot general aviation runway. The existing taxiway system is comprised of three parallel and a number of exit taxiways, which facilitate the movement of aircraft while on the ground at JWA. There is a "remain overnight" (RON) parking apron located primarily south of the passenger terminal, with some RON positions also located at the north end of the terminal building. The south apron area also serves all-cargo aircraft and cargo staging during daytime operating hours. The combined north and south RON facilities encompass approximately 56,000 square yards and 13 narrow-body parking positions.

The terminal building is one contiguous building encompassing 730,505 square feet and providing 20 passenger loading bridges. Several improvements and expansions have occurred over time, with the most recent one being "Terminal C", completed November 2011, which added 282,000 square feet and 6 gates. The terminal includes security screening checkpoints, federal inspection services for international flights, baggage claim area, and ticket counters along with a variety of concessions along with retail space for rental car companies and other ground transportation options. Commuter hold areas are located at the north and south end of the concourses, at Gates 1A, 1B, and 1C and Gates 22A, 22B, and 22C, respectively. These facilities are sized to accommodate three CRJ-700 (70-seat) aircraft each. Access to the commuter aircraft is done across the tarmac and not via a passenger loading bridge.

In addition to scheduled commercial operations and activities, the Airport is home to general aviation. JWA is one of only two airports in the County, which accommodate general aviation.

[3] The NOP identified that JWA currently served approximately 8.9 MAP. This estimate used data for the first six months of 2013 and projected the expected number of passengers to be served for the entire year. This estimate was updated to approximately 9.17 MAP as part of the Technical Report: Aviation Forecasts (Appendix B) prepared for the Proposed Project. The updated projection uses actual passenger data through August as the basis for projecting passenger levels through the end of 2013.

JWA is served by three full service fixed base operators. The total number of general aviation aircraft based at JWA declined from 573 in 2003 to 419 in 2013.

As shown on Exhibit 2-1, Existing On-Site Uses, other key facilities on the Airport include:

- Parking structures on the east side of the Airport that can accommodate 6,597 automobiles, in addition to 1,959 long-term parking spaces in the Main Street lot.
- An air traffic control tower on the west side of the Airport.
- A fire station located on the west side of the airfield adjacent to the air traffic control tower that is operated by the Orange County Fire Authority, which is the primary Airport Rescue and Fire Fighting facility (Station No. 33)[4].
- A commercial aviation fuel farm on the west side of the Airport consisting of three, 300,000-gallon aboveground tanks connected by an underground line to the hydrant system serving the air carrier gate positions on the terminal ramp.
- A general aviation fuel farm with underground tanks located on the southeast corner of the airfield.
- A County maintenance facility at the corner of Campus Drive and Bristol Street North. In addition, a new maintenance facility is under construction on the west side of the Airport.
- A Cogeneration facility used to provide primary source of electricity at airport terminal; fueled by natural gas.
- The Airport administration offices located off the airfield at the corner of Paularino Avenue and Airway Avenue.

In addition to the terminal and airfield area, JWA owns property south of the Airport, which serves as a clear zone and has been developed as a golf course. Long-term and employee parking is located north of I-405.

The area surrounding the Airport is generally urban in character. Surrounding uses include industrial, commercial, and residential uses. The residential area is predominately south and southwest of the Airport. In addition, open space (i.e., Upper Newport Bay) is located south of the Airport.

2 Environmental and Regulatory Setting

2.1 Environmental Setting

2.1.1 Local Air Quality Monitoring Data

The Project site is located within South Coast Air Quality Management District (SCAQMD) jurisdiction.

The SCAQMD maintains ambient air quality monitoring stations throughout the South Coast Air Basin (SCAB). There are four air quality monitoring stations in Orange County: Central Orange County (Anaheim), North Coastal Orange County (Costa Mesa), Saddleback Valley (Mission Viejo), and North Orange County (La Habra).

The Costa Mesa air monitoring station is the station closest to the Project site. The Costa Mesa air monitoring station monitors carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), and sulfur dioxide (SO_2) levels. However, particulate concentrations are not monitored at this station.

Particulate matter equal to or less than 10 microns in diameter (PM_{10}) concentrations monitored at the Anaheim air monitoring station are included for reference. **Figure 1** shows the locations of the Anaheim and Costa Mesa air monitoring stations.

Table 2.1-1 and **Table 2.1-2** list the most recent five years of published data at the two monitoring stations closest to the Project site (Costa Mesa and Anaheim):

- CO levels are below the State and federal standards at both air monitoring stations;
- NO_2 levels are below the State and federal standards at both air monitoring stations;
- O_3 levels have exceeded the State 8-hour standard in all of the past five years for both air monitoring stations, except for 2012 at the Costa Mesa monitoring station. O_3 levels have exceeded the State 1-hour standard in 2008 (Anaheim only) and 2010 (Costa Mesa and Anaheim);
- O_3 levels are below the federal standard at both air monitoring stations;
- PM_{10} levels at the Anaheim air monitoring station exceed the State 24-hour standard in all years except 2010 and 2012. In addition, PM_{10} levels at the Anaheim air monitoring station exceed the State annual mean standard in all years from 2008-2012.[4] This pollutant is not monitored at the Costa Mesa air monitoring station;
- Particulate matter equal to or less than 2.5 microns in diameter ($PM_{2.5}$) levels at the Anaheim air monitoring station exceeded the State annual standards in one of the past five years[5] (this pollutant is not monitored at the Costa Mesa air monitoring station).

[4] Note the PM_{10} State Annual standard is measured as an annual mean, averaged over three years. Based on the published annual mean for 2008 to 2012, there are exceedances of PM_{10} State Annual standard during this time period.

[5] Note, on December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The form of the annual standards is the annual mean, averaged over 3 years. Table 2.1-2 shows count of all exceedances above the current standards, but the text explains exceedances that were relevant to the time period of monitoring only.

From 2008-2012, there are no exceedances of the federal 24-hour or annual standard at Anaheim air monitoring station; and

- SO_2 levels are below the federal and State standards at the Costa Mesa air monitoring station (this pollutant is not monitored at the Anaheim air monitoring station).

2.1.2 Health Risk within the Air Basin

SCAQMD has conducted several phases of the Multiple Air Toxics Exposure Study (MATES) to characterize health risks potentially posed by toxics air contaminants (TACs) in the SCAB. The first such study (MATES-I) was conducted in 1987. During 1998-1999, MATES-II was conducted as part of the Environmental Justice Initiatives adopted by SCAQMD's Governing Board in October 1997. MATES-II was a landmark urban air toxics monitoring and evaluation study that included a comprehensive monitoring program, compilation of an updated TAC emissions inventory, and urban and local scale air quality modeling to characterize SCAB risk.[6]

During 2004-2006, SCAQMD conducted the MATES-III study. In September 2008, SCAQMD released a final MATES-III report,[7] which estimated that basin wide cancer risk was about 1,200 in a million, with TACs from mobile sources accounting for 94% of this risk on average.

SCAQMD also conducted air quality modeling to calculate TAC concentrations and thus risk throughout the basin for 2005. Interactive maps showing model-calculated cancer risks are available on SCAQMD's website.[8] The SCAQMD calculated that TAC cancer risk in the Basin is 1,200 in a million, and ranges from 510 to 1,233 in a million within one half-mile of the Project site. Generally, SCAQMD found that the primary source of risk was due to diesel PM, and that higher risks were found along transportation corridors and freeways.

2.1.3 Climate and Meteorology

Climate within the SCAB is determined by its terrain and geographical location. The SCAB is a coastal plain with connecting broad valleys and low hills. The Pacific Ocean forms the southwestern border, and high mountains surround the rest of the SCAB. The region lies in the semi-permanent high-pressure zone of the eastern Pacific. The resulting climate is mild and tempered by cool ocean breezes. It maintains moderate temperatures and comfortable humidity, and limits precipitation to a few storms during the winter-wet season. This weather pattern is rarely interrupted. However, periods of extremely hot weather, winter storms, or Santa Ana winds do exist.

Although the SCAB has a semi-arid climate, air near the surface is generally moist because of the presence of a shallow marine layer. With very low average wind speeds, there is a limited capacity to disperse air contaminants horizontally. The typical wind flow pattern fluctuates only with occasional winter storms or strong northeasterly Santa Ana winds from the mountains and

[6] SCAQMD. 2000a. "Multiple Air Toxics Exposure Study (MATES-II)." Final Report. South Coast Air Quality Management District, Diamond Bar, California. March.

[7] SCAQMD. 2008. "Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)." Final Report. South Coast Air Quality Management District, Diamond Bar, California. September. Available at: www.aqmd.gov/prdas/matesIII/matesIII.html. Accessed: February 2014.

[8] SCAQMD. 2008. "Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)." MATES III Interactive Carcinogenicity Map. Available at: www.aqmd.gov/prdas/matesIII/matesIII.html. Accessed: February 2014.

deserts northeast of the SCAB. Summer wind flow patterns represent worst-case conditions, as this is the period of higher temperatures and more sunlight, which results in ozone formation.

2.1.4 Ultrafines

Ultrafine particles (UFP) are a subset of $PM_{2.5}$ with particle diameters typically less than 0.1 micrometers (100 nanometers). UFP is not purposefully manufactured nor necessarily of a constant composition or size. Rather, UFP is the result of combustion or friction processes or natural processes in the air or water.

There is currently no ambient air standard for UFP, though the U.S. Environmental Protection Agency (USEPA) has been conducting research on UFP by supporting centers that are established to study the role of airborne particulate matter in causing health problems.[9] Epidemiological studies have consistently found an association between small increases in urban particulates and health effects, including increased morbidity and mortality in people with respiratory and cardiac disease; the elderly are especially susceptible. These health effects are associated with fine rather than coarse particles. Some other epidemiological studies have found that particle number reflecting ambient ultrafine particles correlated with increased symptoms in people with compromised respiratory and cardiovascular symptoms.[10]

2.2 Regulatory Setting

2.2.1 Federal and State Standards

The Federal Clean Air Act (CAA) requires the adoption of national ambient air quality standards (NAAQS), which are periodically updated, to protect the public health and welfare from the effects of air pollution. Current federal standards are set for SO_2, CO, NO_2, 0_3, PM_{10}, fine particulate matter equal to or less than 2.5 microns in diameter ($PM_{2.5}$), and Lead (Pb).[11]

The State of California Air Resources Board (CARB) also has established additional standards, known as the California Ambient Air Quality Standards (CAAQS),[12] which are generally more restrictive than the NAAQS. The NAAQS and CAAQS applicable to this Project are shown in **Table 2.2-1**.

Specific geographic areas are classified as either "attainment" or "non-attainment" areas for each pollutant based upon the comparison of measured data with the NAAQS and CAAQS. Those areas designated as “non-attainment” for purposes of NAAQS compliance are required to prepare regional air quality plans, which set forth a strategy for bringing an area into compliance with the standards. These regional air quality plans developed to meet federal requirements are included in an overall program referred to as the State Implementation Plan (SIP).

Whenever the USEPA revises or establishes a new NAAQS, the State and the USEPA have specific obligations to ensure that the NAAQS is met.[13] These are listed below:

[9] Available at: http://www.epa.gov/ncer/nano/research/particle_index.html. Accessed: February 2014.
[10] Available at: http://www2.envmed.rochester.edu/envmed/PMC/indexPMC.html. Accessed: February 2014.
[11] NAAQS. Available at: http://www.epa.gov/air/criteria.html. Accessed: September 2013.
[12] CAAQS, Available at: http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm. Accessed: September 2013.
[13] USEPA, State Implementation Plan Development Process. Available at: http://www.epa.gov/airquality/urbanair/sipstatus/process.html. Accessed: February 2014.

- The USEPA must designate areas as meeting (attainment areas) or not meeting (non-attainment areas) the NAAQS within two years after its promulgation.
- States must submit "infrastructure SIPs" to show that they have the basic air quality management program components in place to implement the NAAQS within three years after its promulgation.
- States must submit non-attainment area SIPs that outline the strategies and emission control measures that will improve air quality and make the area meet the NAAQS within 18 to 36 months after designation.

The steps involved in the SIP process are described below.[14]

- SIPs must be developed with public input and be formally adopted by the state and submitted to the USEPA by the Governor's designee (CARB in California).
- The USEPA reviews each SIP and proposes to approve or disapprove all or part it. The public is then provided with an opportunity to comment on the USEPA's proposed action. The USEPA considers public input before taking final action on a state's plan.
- If the USEPA approves all or part of a SIP, those control measures are enforceable in federal court. In the event a state fails to submit an approvable SIP or if the USEPA disapproves a SIP, the USEPA is required to develop a Federal Implementation Plan (FIP).

Table 2.2-2, NAAQS and CAAQS Attainment Status,[15] summarizes the attainment status of Orange County for the pollutants regulated by the NAAQS and CAAQS. As seen in **Table 2.2-2**, Orange County is currently in attainment (or unclassified or maintenance) for: the federal, 24-hour PM_{10} standard; the federal and State CO standards; the federal NO_2 standards; the federal and State Pb standards; the federal and State SO_2 standards; and, the State hydrogen sulfide, vinyl chloride, sulfates, and visibility-reducing particles standards. However, as also shown in **Table 2.2-2**, Orange County is currently designated as nonattainment for the federal and State O_3 standards ("extreme"); the State PM_{10} standards; the federal and State $PM_{2.5}$ standards; and, the State NO_2 standards.[16,17]

In addition to its authority to adopt, amend and enforce the NAAQS, Section 233 of the Clean Air Act exclusively vests the authority to promulgate emission standards for aircraft or aircraft engines with the USEPA. States and other municipalities are preempted from adopting or enforcing any standard respecting aircraft engine emissions unless such standard is identical to USEPA's standards.[18]

[14] USEPA, State Implementation Plan Development Process. Available at: http://www.epa.gov/airquality/urbanair/sipstatus/process.html. Accessed: February 2014.
[15] The Green Book Nonattainment areas for Criteria Pollutants, Available at: http://www.epa.gov/air/oaqps/greenbk/index.html. Accessed: September 2013.
[16] USEPA, The Green Book Non-Attainment Areas for Criteria Pollutants, http://epa.gov/oaqps001/greenbk/. Accessed: February 2014.
[17] California standard attainment status based on CARB website. Available at: http://www.arb.ca.gov/desig/adm/adm.htm. Accessed: February 2014.
[18] 42 U.S. Code § 7573 – State Standards and Controls.

To date, the USEPA has adopted oxides of nitrogen (NO_x) emission standards for aircraft gas turbine engines with rated thrusts greater than 26.7 kilonewtons. (These types of engines are used primarily on commercial passenger and freight aircraft.) The requirements were previously adopted by the International Civil Aviation Organization (ICAO). Included in the rule are two new tiers of more stringent emission standards for NO_x. These are referred to as Tier 6 standards and Tier 8 standards. The Tier 6 standards became effective for newly-manufactured aircraft engines beginning in 2013.[19] In addition, the USEPA has aircraft exhaust standards for NO_x, HC, CO, and smoke.[20]

2.2.1.1 Mobile Source Reductions (AB 1493)

Assembly Bill 1493 ("the Pavley Standard" or AB 1493) required CARB to adopt regulations by January 1, 2005, to reduce greenhouse gas (GHG) emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 through 2016. AB 1493 also required the California Climate Action Registry (CCAR) to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by CARB in granting emission reduction credits. AB 1493 further authorized CARB to grant emission reduction credits for reductions of GHG emissions prior to the date of enforcement of regulations, using model year 2000 as the baseline for reduction.

In 2004, CARB applied to the USEPA for a waiver under the federal Clean Air Act to authorize implementation of the AB 1493 regulations. Subsequently, on June 30, 2009, the USEPA granted the waiver to California for its GHG emission standards for motor vehicles. As part of this waiver, USEPA specified the following provision: CARB may not hold a manufacturer liable or responsible for any noncompliance caused by emission debits generated by a manufacturer for the 2009 model year.

CARB's approach to passenger vehicles (cars and light trucks), under AB 1493, combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. This new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. These standards will apply to all passenger and light duty trucks used by customers, employees of and deliveries to the Proposed Project. While AB 1493 focuses on the reduction of GHG emissions, it is anticipated that this regulation would also help reduce criteria air pollutants.

2.2.1.2 Advanced Clean Cars

In January 2012, CARB approved the Advanced Clean Cars (ACC) program,[21] a new emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. While

[19] USEPA, Aircraft. NO_x Emissions from Commercial Aircraft Engines. Available at: http://www.epa.gov/otaq/aviation.htm. Accessed: January 2014.
[20] Available at: http://epa.gov/otaq/standards/nonroad/aircraft.htm. Accessed: February 2014.
[21] Advanced Clean Car program information. Available at: http://www.arb.ca.gov/msprog/consumer_info/advanced_clean_cars/consumer_acc.htm. Accessed: February 2014.

ACC focuses on the reduction of GHG emissions, it is anticipated that this regulation would also help reduce criteria air pollutants.

2.2.2 Local Regulatory Agencies: South Coast Air Quality Management District and Southern California Association of Governments

The South Coast Air Quality Management District was created by the 1977 Lewis-Presley Act, which merged four county air pollution control bodies (i.e., Los Angeles, Orange, and Riverside Counties, and the non-desert portion of San Bernardino County) into one regional district for the SCAB. In SCAB, the SCAQMD is the agency responsible for protecting public health and welfare through the administration of federal and State air quality laws, regulations, and policies. Included in the SCAQMD's tasks are the monitoring of air pollution, the preparation of the Air Quality Management Plan (AQMP) for the SCAB, and the promulgation of rules and regulations. The AQMP includes strategies and tactics to be used to attain the NAAQS and CAAQS standards in SCAB, whereas the rules and regulations include procedures and requirements to control the emission of pollutants and to prevent adverse impacts.

The SCAQMD has established significance thresholds[22] to assess the impacts of project-related construction and operational emissions on regional ambient air quality for purposes of CEQA. The analyses summarized in this report estimate project-related mass emissions, and compare these emissions to these daily mass emissions significance thresholds and the air dispersion modeling results to the ambient air quality thresholds. In addition, the analysis compares the results to the 1-hour federal NO_2 standard (0.100 ppm; 98th percentile averaged over three years) adopted in 2010.[23]

Within the Project area, Southern California Association of Governments (SCAG) is the federally-designated Metropolitan Planning Organization and the state-designated transportation planning agency for six counties: Riverside, San Bernardino, Los Angeles, Ventura, Imperial, and Orange Counties.

The SCAQMD and SCAG are jointly responsible for formulating and implementing the AQMP for the SCAB. SCAG's Regional Mobility Plan and Growth Management Plan form the basis for the land use and transportation control portion of the AQMP. SCAG also is responsible for developing the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program, and performing the conformity analysis for transportation plans and programs.

SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2012.[24] The goals and policies of the RTP/SCS that reduce vehicle miles traveled (VMT) focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play, and designing communities

[22] SCAQMD, 2011. Air Quality Significance Thresholds. March. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: February 2014.
[23] National Ambient Air Quality Standards. Available at: http://www.epa.gov/air/criteria.html. Accessed: February 2014.
[24] SCAG. 2012. 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. April. Available at: http://rtpscs.scag.ca.gov/Pages/default.aspx. Accessed: February 2014.

so there is access to high quality transit service. The 2012-2035 RTP/SCS is expected to reduce per capita transportation emissions by 9 percent by 2020 and 16 percent by 2035.

2.2.3 State Implementation Plan Status

The AQMP and SIP processes generally occur concurrently: The SIP is required under the CAA to provide the framework for non-attainment areas to come into attainment, and the AQMP is prepared by the SCAQMD, in part, to satisfy the requirement for a SIP. The AQMP traditionally evaluates all criteria pollutants; portions of the AQMP represent the required SIP elements, which are then transmitted to the CARB for review, approval, and transmittal to the USEPA for inclusion in the overall California SIP.

The SCAQMD has been preparing AQMPs (and related SIP elements) since the 1989 AQMP. The following table lists the AQMPs prepared by the SCAQMD and a short summary of included SIP elements.

AQMP	SIP Elements (major elements with federal deadlines only)
1989 AQMP	1-hour ozone SIP elements.
1991 AQMP	1-hour ozone SIP elements (attainment demonstration).
1994 AQMP	1-hour ozone SIP elements designed to forestall a potential FIP and PM_{10} SIP elements describing Best Available Control Measures.
1997 AQMP	PM_{10} SIP elements (attainment demonstration) and updated 1-hour ozone SIP elements.
1999 AQMP amendment	Revisions to 8-hour ozone SIP elements as part of the 1997 AQMP lawsuit settlement agreement.
2003 AQMP	Update of some PM_{10} and 1-hour ozone SIP elements.
2007 AQMP	New federal standards requiring 8-hour ozone and $PM_{2.5}$ SIP elements (including new attainment demonstrations and control measures).
2012 AQMP	New federal 24-hour $PM_{2.5}$ standard requiring 24-hour $PM_{2.5}$ SIP elements (attainment demonstration).
2015 AQMP	In development. Will address 2006 8-hour ozone standard (75 parts per billion, “ppb”) requirements, including a 2032 attainment demonstration, as well as several 1997 8-hour ozone standard (80 ppb) anti-backsliding provisions.

As previously mentioned, **Table 2.2-2** shows that Orange County is currently designated as nonattainment for the federal and State O_3 standards (“extreme”); the State PM_{10} standards; the federal and State $PM_{2.5}$ standards; the State NO_2 standards.[25,26] The current status of the SIPs for these non-attainment pollutants are shown below:

[25] USEPA, The Green Book Non-Attainment Areas for Criteria Pollutants, http://epa.gov/oaqps001/greenbk/. Accessed: February 2014.
[26] California standard attainment status based on CARB website. Available at: http://www.arb.ca.gov/desig/adm/adm.htm. Accessed: February 2014.

- The 2007 AQMP provides attainment demonstrations for the annual $PM_{2.5}$ standard by April 5, 2015 and of the 8-hour ozone standard by December 31, 2023; SCAQMD and CARB submitted the amendments to the USEPA. In 2009 and 2011, respectively, at the request of the USEPA, CARB provided clarifying revisions to the annual $PM_{2.5}$ and 8-hour ozone SIP amendments. In 2011, the USEPA approved the control strategy, emission reduction commitment, and attainment demonstration of the annual $PM_{2.5}$ standard by April 5, 2015. In 2012, the USEPA approved the Basin's control strategy, emission reduction commitment, and attainment demonstration of the annual 8-hour ozone standard by June 15, 2024.[27]
- The 2012 AQMP provides attainment demonstrations for the 24-hour $PM_{2.5}$ standard by 2019 and the 1-hour ozone standard by 2023.[28,29] In addition, it provides supplemental information for the approved 8-hour ozone SIP. On January 25, 2013, CARB approved the 2012 AQMP,[30] which was subsequently submitted to the USEPA. To date, the 2012 AQMP has not been formally approved by the USEPA.[31] However, the 2012 AQMP is still considered by the SCAQMD as the current and approved AQMP.
  - Recent court and USEPA decisions regarding SIP Implementation Guidance and the annual average $PM_{2.5}$ standard (12 $\mu g/m^3$) have created uncertainty about whether the 2012 AQMP (24-hour $PM_{2.5}$ SIP) will be reviewed by USEPA. (USEPA withdrew its 24-hour $PM_{2.5}$ Implementation Guidance in June 2013.) A SIP for the annual average $PM_{2.5}$ standard will likely be required in the 2017/2018 time frame.
  - The 2012 AQMP adopted by SCAQMD in December 2012[32] included an aircraft emissions inventory for 2008 and 2035, which accounted for the emissions from JWA's aircraft and Auxiliary Power Unit (APU) operations. The aircraft and associated APU emissions were estimated by SCAQMD staff with assistance from the previous air quality plans and input from the County of Orange for JWA operations. The 2008 emissions inventory shows that the total aircraft and APU related emissions within the SCAQMD are approximately 1,059 tpy volatile organic compound (VOC), 12,747 tpy CO, 4,734 tpy NO_x, 490 tpy SO_x, 291 tpy PM_{10}, and 136 tpy $PM_{2.5}$.[33] These emissions represent 0.5% to 2.5% of the total air basin emissions, depending on the pollutant evaluated.
- The 2015 AQMP was supposed to provide the first attainment demonstration for the 8-hour ozone standard (0.075 ppm). However, court decisions have resulted in changes to the USEPA's proposed Ozone Implementation Guidance (released June 2013). It is likely that SCAQMD will opt for the "Proposed Modified Schedule" with the AQMP (and ozone SIP) due before July 2016.
  - As with previous ozone SIP amendments, the major policy issue will be "filling the black box" of emission reductions necessary for attainment but for which no technology/control

[27] CARB. 2013c. "South Coast Air Basin 2012 $PM_{2.5}$ and Ozone State Implementation Plans, Resolution No. 13-3." Available: http://www.aqmd.gov/aqmp/2012aqmp/Final/CARB-Resolution.pdf. Accessed: February 2014.
[28] Available at: http://www.aqmd.gov/aqmp/2012aqmp/Final-February2013/MainDoc.pdf. Accessed: March 2014.
[29] Available at: http://www.aqmd.gov/aqmp/2012aqmp/Final-February2013/AppVII.pdf. Accessed: March 2014.
[30] Available at: http://www.arb.ca.gov/planning/sip/planarea/scabsip.htm#2012_plan. Accessed: March 2014.
[31] CARB. 2013c. "South Coast Air Basin 2012 $PM_{2.5}$ and Ozone State Implementation Plans, Resolution No. 13-3." Available: http://www.aqmd.gov/aqmp/2012aqmp/Final/CARB-Resolution.pdf. Accessed: February 2014.
[32] Available at: http://www.aqmd.gov/aqmp/2012aqmp/Final-February2013/MainDoc.pdf. Accessed: March 2014.
[33] Available at: http://www.aqmd.gov/aqmp/2012aqmp/Final-February2013/MainDoc.pdf. Accessed: March 2014.

measure has been identified. SCAQMD calls for developing policy papers related to this issue in mid-2015, but this will likely be a discussion among AQMP Advisory Group members much earlier.

The applicable emission budgets in SCAB are established by non-attainment (or maintenance) criteria pollutants by years of analysis (milestone, attainment, and planning horizon years) and are presented in several USEPA-approved SIP amendments and SCAQMD's adopted AQMPs. These emission budgets also serve as emission limits for projects included in the SCAG RTP.

The "approved" emission budget contains reasonable estimates of stationary source, area source, and mobile source emissions. However, the approved SIP/adopted AQMP emission budgets do not specifically discuss individual emissions such as aircraft, GSE, ground access vehicles, on-road vehicles, and off-road vehicles. Emissions from these airport-related sources are merely components of very large aggregate emission source categories in the SIP/AQMP emission budgets.

2.2.4 Clean Air Act Conformity Rule

The 1990 amendments to CAA Section 176 required the USEPA to promulgate rules to ensure that federal actions conform to the appropriate SIP. The USEPA's subsequently issued Conformity Rule consists of transportation and general conformity requirements.

The Transportation Conformity Rule is a set of criteria and procedures for determining SIP conformity for transportation plans, programs and projects funded or approved under Title 23 U.S.C., or the Federal Transit Act. The Transportation Conformity Rule is only applicable to investments in projects for on-road mobile sources and the associated emissions caused by related transportation activities.

The General Conformity Rule[34,35] requires any federal agency responsible for an action in a non-attainment area to determine that the action is either exempt from the General Conformity Rule's requirements or positively determine that the action conforms to the applicable SIP. Application of the General Conformity Rule is triggered by a "federal action," which is defined to include "any activity engaged in by a department, agency, or instrumentality of the Federal government, or any activity that a department, agency or instrumentality of the Federal government supports in any way, provides financial assistance for, licenses, permits, or approves…"[36]

The proposed Project is not subject to the Transportation Conformity Rule, because it does not involve roadway improvements, and is not subject to the General Conformity Rule for two reasons that follow.

[34] USEPA, 2010a. 40 CFR §51.851. Available at: http://www.gpo.gov/fdsys/granule/CFR-2011-title40-vol2/CFR-2011-title40-vol2-sec51-851/content-detail.html. Accessed: March 2014.
[35] USEPA, 2010b. 40 CFR §93.150-.165. Available at: http://www.gpo.gov/fdsys/pkg/CFR-2012-title40-vol21/xml/CFR-2012-title40-vol21-part93.xml. Accessed: March 2014.
[36] USEPA, 2010c. 40 CFR §93.152. Available at: http://www.gpo.gov/fdsys/pkg/CFR-2012-title40-vol21/xml/CFR-2012-title40-vol21-part93.xml. Accessed: March 2014.

First, while the County will coordinate with the Federal Aviation Administration (FAA) regarding the proposed Project's standing under the Airport Noise and Capacity Act of 1990, as well as the Airport's grant assurances and other federal laws, the FAA will not provide approvals, but rather advice and opinion regarding the application of established statutory and regulatory laws to the proposed Project. (See FAA and USEPA, *General Conformity Guidance for Airports: Questions and Answers* (Sept. 25, 2002), p. 4 [explaining that Form 7460 reviews are not "federal actions" because the FAA "is not providing approvals but rather advice concerning the existence of a potential hazard to air navigation"].[37]) No FAA approvals or federal funding are required to implement the proposed Project.

Second, while the parties to the Settlement Agreement will return to the U.S. District Court in the event the proposed Project is approved by each party, those proceedings are primarily a formality needed to ensure that the judicial record contains written documentation of the amendment and continuation of the existing settlement in the subject legal action. The U.S. District Court will not adjudicate the merits of the County's EIR or the proposed Project. Further, the General Conformity Rule exempts "[j]udicial and legislative proceedings" as "[a]ctions which would result in no emissions increase."[38]

[37] FAA and USEPA, 2002. General Conformity Guidance for Airports Questions and Answers Available at: http://www.epa.gov/ttn/oarpg/conform/airport_ga.pdf. Accessed: March, 2014.

[38] USEPA, 2010d. 40 CFR §93.153(c)(2)(i). Available at: http://www.gpo.gov/fdsys/pkg/CFR-2012-title40-vol21/xml/CFR-2012-title40-vol21-part93.xml. Accessed: March 2014.

3 Methodology and Inventory

The basic steps conducted in performing this air quality analysis are as follows: (1) develop emissions inventories for existing conditions (2013) and future conditions (2016, 2021, and 2026); (2) perform air dispersion modeling for pollutant concentrations; and (3) assess the Project's impact relative to the SCAQMD's numeric thresholds and the Appendix G criteria of the State CEQA Guidelines.

3.1 Emissions Inventory

This section describes the methodology that ENVIRON International Corporation (ENVIRON) used to develop the criteria pollutant emission inventories associated with the Project, which are limited to operational emissions (as no construction activity is proposed as part of the Project). This analysis is limited to an evaluation of criteria pollutants (i.e., those pollutants for which the USEPA or CARB has set criteria for ambient air quality) and toxic air pollutants as identified by Office of Environmental Health Hazard Assessment (OEHHA). For this analysis, the following criteria pollutants were considered: CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, Pb, and sulfates. Because ozone is a secondary pollutant (i.e., it is not directly emitted but is formed in the atmosphere), emissions of VOCs and NO_x, which react in the presence of sunlight to form ozone, were used to assess impacts on ozone levels. The emissions of NO_x are also used to determine NO_2 impacts, as described later in this report.

To estimate the criteria pollutant emissions from the Project, ENVIRON directly or indirectly relied primarily on emissions estimation guidance from government-sponsored organizations, energy surveys by other consulting firms, Project specific studies (e.g., aircraft and traffic studies), and emission estimation software.

Emissions Dispersion and Modeling System

ENVIRON primarily used the Emissions Dispersion and Modeling System (EDMS) 5.1.4 to assist in quantifying Criteria Air Pollutant (CAP) emissions. EDMS is a combined emissions and dispersion model for assessing air quality at civilian airports and military air bases.[39] The model was developed by the FAA in cooperation with the United States Air Force. The model is used to produce an inventory of emissions generated by sources on and around the airport or air base, and to calculate pollutant concentrations in these environments.

EDMS performs two primary functions: generating emissions inventories and performing dispersion analyses. EDMS calculates CAP and Hazardous Air Pollutant emissions for several types of airport sources, based on aircraft engine performance, times in mode, and landing-takeoff cycles (LTOs), by engine type, for each inventory. EDMS incorporates both USEPA-approved emissions inventory methodologies and dispersion models to ensure that analyses performed with the application conform to USEPA guidelines. Appendix B contains the EDMS input files for the Project and Alternatives.

[39] Federal Aviation Administration. Emissions and Dispersion Modeling System (EDMS). Available at: http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model/. Accessed: January 2014.

ENVIRON specifically utilized EDMS to quantify CAP emissions from aircraft and APUs. ENVIRON also followed the EDMS methodology to estimate emissions from GSE, the parking lots, and terminal roadways. To incorporate the benefits of electrification of GSE, additional post-processing of the EDMS output was performed. For the parking lots and terminal roadways, ENVIRON followed EDMS methodology, but performed the calculations outside of EDMS such that the offsite traffic-related emissions could be estimated using a consistent approach. (EDMS does not provide an estimate for offsite traffic related emissions.)

California Emission Estimator Model™

ENVIRON primarily utilized the California Emission Estimator Model version 2013.2.2 (CalEEMod™)[40] to assist in quantifying the CAP emissions for Project traffic presented in this report.

CalEEMod™ calculates criteria emissions for projects located in California and was developed under the auspices of the SCAQMD upon receiving input from other California air districts. CalEEMod™ utilizes widely accepted models for emissions estimates combined with appropriate default data that can be used if site-specific information is not available. For example, CalEEMod™ incorporates the USEPA AP-42 emission factors,[41] CARB's on-road and off-road equipment emission models such as EMission FACtor model (EMFAC) and Emissions Inventory Program model (OFFROAD), and studies commissioned by California agencies, such as the California Energy Commission and CalRecycle. (OFFROAD[42] is an emission factor model used to calculate emission rates from off-road mobile sources [e.g., construction type equipment, agricultural equipment], and the off-road diesel emission factors used by CalEEMod™ are based on the CARB's OFFROAD 2011 program. EMFAC[43] is an emissions factor model used to calculate emissions rates from on-road vehicles [e.g. passenger vehicles, haul trucks].)

As for the CalEEMod® default values and existing regulation methodologies, the program is set to be customized for use in each specific local air district region. Appropriate statewide default values also can be utilized if regional default values are not defined. Here, ENVIRON used default factors for the Orange County area that is within the SCAQMD jurisdiction for the emission inventory, unless otherwise noted in the methodology descriptions below. Details regarding the specific methodologies used by CalEEMod™ can be found in the CalEEMod™ User's Guide and associated appendices.[44] The CalEEMod™ output files are provided for reference in Appendix C to this report.

[40] SCAQMD. 2013. California Emissions Estimator Model™. Available at: http://www.caleemod.com/. Accessed: November, 2013.
[41] The USEPA maintains a compilation of Air Pollutant Emission Factors and process information for several air pollution source categories. The data is based on source test data, material balance studies, and engineering estimates. Available at: http://epa.gov/ttnchie1/ap42/. Accessed: November, 2013.
[42] CARB, 2011. Off Road Mobile Source Emission Factors. Available at: http://www.arb.ca.gov/msei/msei.htm. Accessed: September, 2013.
[43] CARB, 2011. EMFAC 2011 Release. Available at: http://arb.ca.gov/msei/onroad/latest_version.htm. Accessed: November, 2013.
[44] SCAQMD. 2013. California Emissions Estimator Model™. Available at: http://www.caleemod.com/. Accessed: November, 2013.

Alternatives

In addition to the Proposed Project analysis, ENVIRON evaluated three Alternatives with different operational parameters than the Proposed Project, as well as the No Project Alternative (see **Table 3.1-1**). The analysis of the Alternatives evaluates emission levels during three Phases identical to the Project (Phase 1: 2016-2020, Phase 2: 2021-2025, Phase 3: 2026-2030).

As discussed further in the EIR, Alternative A was delineated based on information contained in the FAA's "APO Terminal and Forecast Report" (dated January 2013); Alternative B was delineated based on input from JWA's commercial air service providers; Alternative C was delineated based on the physical capacity of JWA's airfield; and, the No Project Alternative assumes the continuation of the provisions in the Settlement Agreement, as currently amended,[45] consistent with the State CEQA Guidelines.

The No Project Alternative's maintenance of the currently permitted 10.8 Million Annual Passengers (MAPs) level is unlikely to satisfy the regional demand for air travel. Both FAA and SCAG projections indicate that forecasted passenger demand at JWA exceeds the current Settlement Agreement limits of 10.8 MAP. The FAA projections anticipate unconstrained passenger demand at JWA reaching 12.8 MAP by 2030 (AECOM 2014b).[46] As JWA served approximately 9.17 million annual passengers (in the 2013 Baseline year), allowing an increase in MAP to only 10.8 MAP likely would cause residents of Orange County to divert to other facilities in the region to satisfy their air travel needs (AECOM 2014b).[47] This diversion of workers and residents to other facilities such as Los Angeles International Airport and Ontario would likely result in additional travel on the regional roadway system, which could result in additional congestion, vehicle miles traveled (VMT), and emissions for these longer distance trips.

ENVIRON estimated emissions for the Alternatives based on the same data as that relied upon for the Project analysis and thus relied upon the same models discussed above. For aircraft, ENVIRON used EDMS to estimate emissions based on Alternative-specific aircraft estimates. Since the basis for other sources of emissions was similar to the Project, however, ENVIRON used the Project emission estimates and the MAP and Class A Average Daily Departures (ADD) values for the Project and Alternatives to estimate emissions for each Alternative. Specifically, MAP was used to estimate emissions for the stationary sources, utilities and parking, and ADD was used to estimate emissions for GSE and airside (JWA vehicles/equipment) sources. The trip generation data was used to estimate emissions for traffic.

[45] It should be noted that this level of passenger and air cargo service is greater than current operations but is permitted under the Settlement Agreement.

[46] AECOM. 2014 (April). *John Wayne Airport Settlement Agreement Amendment Environmental Impact Report Capacity Analysis Technical Report.* Orange, CA: AECOM.

[47] AECOM. 2014 (April). *John Wayne Airport Settlement Agreement Amendment Environmental Impact Report Capacity Analysis Technical Report.* Orange, CA: AECOM.

3.1.1 Aircraft

Aircraft operational emissions are based on Project-specific projections of aircraft landings and takeoffs,[48] and modeled using EDMS. This analysis does not account for the ICAO and USEPA programs to reduce aircraft emissions. While it is expected that these will help reduce emissions, it was not possible to quantify the benefits of these at this time.

The aircraft data included 44 potential aircraft types, as summarized in **Table 3.1-2**, which identifies aircraft classifications and engine types included in the technical report's inventories. Note that the analysis conservatively assumes the continuation of the existing fleet mix for the entire term of the Proposed Project. Given the length of this planning timeframe (i.e., through 2030), it is reasonable to assume that there will be some fleet turnover and interest in introducing newer and next generation aircraft, which are anticipated be more fuel efficient and produce less emissions. That being said, because of the uncertainty regarding the specifics of the emission benefits attributable to the next generation of aircraft, and the uncertainty regarding the timing of the introduction of those aircraft into the commercial market, the worst-case assumption of no improvement in the fleet's emission characteristics has been made for this technical report.

The aircraft data also included LTO estimates for commercial aviation and general aviation aircraft, including cargo aircraft (see **Table 3.1-3**).

Emissions were calculated based on EDMS default emission factors by aircraft type[49] and EDMS default times-in-mode (e.g., takeoff, climbout, and approach varies by aircraft – see **Table 3.1-4**), except for the following categories which were modified to specifically represent the operations at JWA:

- Taxi time (including landing roll time, which is approximately 0.2 to 0.3 minutes in duration) was based on data estimated for JWA (see **Table 3.1-5**);
- APUs were assumed to not operate while aircraft are at the gate due to landline power provided to the aircraft.

Aircraft-related CAP and Chemical of Potential Concern (COPC) emissions for the Proposed Project and each Alternative are provided in **Tables 3.1-6** and **3.1-7**.

3.1.2 Auxiliary Power Units

ENVIRON calculated emissions from APUs by utilizing EDMS default APU assignments (engine type/horsepower) by aircraft class. In addition, ENVIRON used JWA-specific taxi time data for APU run time for each LTO. ENVIRON assumed that there are no APU emissions once the aircraft arrive at the gate, since the aircraft are plugged in for electricity and preconditioned air.

[48] Landrum & Brown. 2014 (April). *Noise Analysis Technical Report.* Laguna Niguel, CA: Mestre Greve, a Division of Landrum & Brown.

[49] Available at: http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model/. Accessed: October 2013.

Table 3.1-8 summarizes APU-related CAP emissions for the Proposed Project and each Alternative.

3.1.3 Ground Support Equipment

Emissions from GSE equipment, including air conditioners, air starts, aircraft tractors, baggage tractors, belt loaders, cabin service trucks, cargo loaders, catering trucks, forklifts, fuel trucks, hydrant trucks, lavatory trucks, service trucks and water service equipment, were estimated.

ENVIRON calculated emissions for GSE based on EDMS defaults for each aircraft class (see **Table 3.1-9** for the default aircraft GSE assignments). EDMS defaults include fuel type, operating time, horsepower, and load factor. However, ENVIRON utilized information on actual GSE fuel types, in order to estimate emission reductions from electrification for specific GSE types.[50]

GSE-related CAP emissions are presented in **Table 3.1-10** for the Proposed Project and each Alternative. This table reflects fuel usage and emissions adjustments that account for the actual percent electrification for each GSE equipment type. Furthermore, ENVIRON incorporated Mitigation Measure AQ/GHG-7 (see **Table 1.1-1**) to increase the percentage of electrified GSE from Baseline (i.e., 2013) conditions by 15% for Phase 1, 35% for Phase 2, and 50% for Phase 3.

3.1.4 Mobile Sources

The emissions inventory includes several types of mobile sources. Vehicles associated with the Airport's day-to-day operations include landside and airside vehicles owned and operated by the Airport and by third parties, such as on-site maintenance trucks, shuttle services, employee and passenger transportation, and other off-road equipment not included in GSE above. The emissions are based on site-specific data, including a list of equipment/vehicles, horsepower or model year, annual mileage/operating hours, fuel type, and fuel consumption totals. Mobile sources also include passenger-related terminal and associated off-site traffic, as well as emissions from vehicles in the JWA parking lots and structures.

This analysis does not quantify emissions reductions from the Pavley Standard or the Advanced Clean Cars program, which are expected to reduce the emissions estimated from mobile sources.[51]

3.1.4.1 Parking Lots

ENVIRON calculated emissions for parking lot activity in accordance with the methodology outlined in EDMS, which relies on EMFAC.[52] The related inputs included idling time, distance traveled (based on size of parking lot), and total number of vehicles entering and exiting per hour of day. Idling and speed assumptions are specific to JWA. To estimate the parking lot activity for each phase, ENVIRON scaled parking activity by the ratio of the MAP for the Phase

[50] Based on airline specific Information.
[51] CalEEMod includes the Pavley Standard for GHG emissions, but not criteria pollutant emissions.
[52] FAA. EDMS 5.1.4 User's Guide. Available at: http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model/media/EDMS_5.1.4_User_Manual.pdf. Accessed: February 2014.

to the Baseline MAP. ENVIRON assumed Parking Structure C2 would exist beginning in Phase 1 of Project.

Table 3.1-11 summarizes parking lot vehicle counts by phase; **Table 3.1-12** summarizes emission factors for parking lots; and, **Table 3.1-13** provides parking lot-related CAP emissions for the Proposed Project.

3.1.4.2 Terminal Traffic

ENVIRON calculated CAP emissions from terminal traffic (including off-site traffic) by utilizing trip generation rates and average trip lengths provided by Fehr & Peers.[53] ENVIRON utilized CalEEMod emission factors for each Phase year (2016, 2021, and 2026) to estimate Project CAP emissions. **Table 3.1-14** provides an overview summary of the CalEEMod inputs and trip generation attributes. **Table 3.1-15** summarizes the terminal traffic-related CAP emissions for the Proposed Project.

3.1.4.3 JWA-Owned Vehicles

ENVIRON calculated CAP emissions from JWA owned and operated on-road vehicles by utilizing vehicle model year and annual mileage information provided by JWA. **Table 3.1-16a** presents the CAP emission calculations for this source type on a vehicle-by-vehicle basis, based on EMFAC2011 emission factors.[54] **Table 3.1-16b** then identifies the CAP emissions for this source type for the Proposed Project and each Alternative. And, **Table 3.1-16c** presents the Baseline CAP emissions for this source type.

3.1.4.4 JWA-Owned Airside Equipment

ENVIRON calculated CAP emissions from JWA owned and operated (non-GSE) off-road equipment by utilizing equipment-specific horsepower and activity data (hours) provided by JWA. **Table 3.1-17a** presents the CAP emission calculations for this source type on a vehicle-by-vehicle basis, based on OFFROAD2011 emission factors.[55] **Table 3.1-17b** then identifies the CAP emissions for this source type for the Proposed Project and each Alternative. And, **Table 3.1-17c** presents the Baseline CAP emissions for this source type.

3.1.5 Stationary Sources

ENVIRON estimated emissions for stationary source equipment, including heaters/boilers, emergency engines, steam washers, surface cleaners, cooling tower, the CoGeneration Facility (CoGen), and gasoline and diesel dispensing tanks. The stationary source estimates are based on site-specific emission estimates for the Baseline and are scaled based on Class A ADDs for each Phase of the Proposed Project and Alternatives. **Table 3.1-18** summarizes the CAP emissions for stationary sources under the Proposed Project and each Alternative, excluding the CoGen, which is summarized separately.

[53] Fehr and Peers. "John Wayne Airport Traffic Impact Analysis Final Report". April 30, 2014.
[54] California Air Resources Board. EMFAC2011. http://www.arb.ca.gov/msei/modeling.htm. Accessed: February 2014.
[55] California Air Resources Board. OFFROAD2011. http://www.arb.ca.gov/msei/categories.htm#offroad_motor_vehicles. Accessed: February 2014.

3.1.5.1 CoGen

ENVIRON estimated emissions for the CoGen, which is used as the primary source of electricity at the Airport. The CoGen is fueled by natural gas, and thus creates CAP emissions.

ENVIRON relied upon the CoGen usage from the 2012-2013 Baseline conditions to estimate the Proposed Project's CoGen emissions. The CoGen related emissions were assumed to increase in proportion to the increase in MAP due to an estimated increase in electricity demand. The increased demand in electricity was based on the derivation of the electricity required in the Baseline conditions per MAP, which was estimated due to the differences in electrical demand between the day, and nighttime (when there are no passengers).

Table 3.1-19 identifies the CoGen's operating parameters that are relevant to this analysis, including electricity demand by time of day. Based on this information, ENVIRON estimated electricity generation and the resulting CAP emissions for the CoGen for each Phase of the Proposed Project and Alternatives, as shown in **Table 3.1-20** and **Table 3.1-21**, respectively.

3.1.6 Consumer Products

Consumer products are various solvents used in non-industrial applications, which emit VOCs during product use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries. SCAQMD has developed an emission factor based on the total of all building square footage for both residential and non-residential buildings.[56] Since the building size will not change during the Project, ENVIRON has assumed that the Proposed Project's consumer product-related emissions will not change from Baseline conditions.

3.2 Air Dispersion Modeling

The American Meteorological Society/USEPA Regulatory Model Improvement Committee Model (AERMOD) was used to evaluate the air dispersion of pollutants from the Project site in order to evaluate compliance with the NAAQS and CAAQS. As of December 9, 2006, USEPA promulgated AERMOD as a replacement for ISCST3 as the recommended dispersion model.

3.2.1 Regulatory Model Improvement Committee Model

AERMOD (Version 12345) was used to estimate offsite ambient air concentrations. This model, which has been approved for use by USEPA, CARB, and SCAQMD, incorporates multiple variables in its algorithms including:

- Meteorological data representative of surface and upper air conditions;
- Local terrain data to account for elevation changes;
- Physical specification of emission sources including information such as:
  - Location;
  - Release height; and
  - Source dimensions.

[56] CalEEMod. CalEEMod User's Guide, Section 4.5.2. http://caleemod.com/. Accessed: February 2014.

Dispersion model averaging times are specified based on the averaging times of ambient air quality standards and the air quality significance thresholds established by the appropriate regulatory agencies. Averaging times include 1-hour, 24-hour, and annual for the various pollutants (see **Table 2.2-1**). Dispersion modeling was performed using the maximum daily emissions and the complete 5-year meteorological data set to evaluate short-term impacts, thereby ensuring that all likely meteorological conditions are considered. This approach is conservative, since it assumes that maximum daily emissions could occur on any day, even though there is a low probability that worst-case meteorological conditions would occur at exactly the same time as when the maximum emissions would occur.

The following other options in AERMOD were also selected for use in this analysis:

- SCAQMD recommends that the regulatory default option in AERMOD be used, which established the settings for variables such as building downwash, urban modeling dispersion option, receptor heights, off-site receptor grid spacing, and project boundary receptor spacing.[57]
- The air dispersion model was run using a unit emission factor approach.
- The model output was used in a post-processing calculation with actual emission rates to estimate the air concentrations at each receptor.
- The NO_2 concentration was estimated by assuming that 75% of the annual and 80% of the hourly NO_x emissions would result in NO_2 consistent with guidance.[58,59]

The air dispersion model files are listed in Appendix D and included electronically.

3.2.1.1 Source Characterization

Two different types of emission sources are used in the air dispersion model; area sources and point sources.

Sources that can be reasonably represented as emitting at a uniform rate over a two-dimensional surface, such as dust from a roadway, are modeled as area sources. Therefore, area sources modeled include Class A and E aircraft LTO, APU at taxiways, and on-site terminal traffic.

Sources that emit from smokestacks are modeled as point sources. Therefore, the CoGen stacks are the only point source.

The following sources were not modeled since they have minimal or no increase in emissions from Baseline conditions: general aviation aircraft, miscellaneous stationary sources (e.g., fuel tanks), GSE, and JWA owned off-road equipment.

It should be noted that general aviation aircraft operations are expected to decrease in the future.[60] However, the modeling analysis conservatively assumes that general aviation

[57] AQMD, 2005. AQMD Modeling Guidance for AERMOD. Available at: http://www.aqmd.gov/smog/metdata/AERMOD_ModelingGuidance.html. Accessed: February, 2014.
[58] Available at: http://www.epa.gov/region07/air/nsr/nsrmemos/appwno2_2.pdf p.5-6. Accessed: February, 2014.
[59] USEPA, 2005. 40 CFR Part 51. Appendix W. Section 5.2.4.

operations remain static (i.e., equivalent to Baseline conditions). If general aviation was included in the air dispersion modeling analysis, the Project impacts would be lower than that estimated due to the resulting decrease in emissions related to general aviation aircraft operations.

Source Locations

Figure 2 shows the locations of the onsite terminal traffic roadways, runways, taxiways, and CoGen stacks that were included in the air dispersion model. The surrounding buildings near the CoGen stacks are also shown so that the building downwash effects would be appropriately represented.

Source Configuration

ENVIRON followed the EDMS Technical Manual and EDMS User's Manual for default guidance on aircraft LTO modeling.[61] Taxiway and runway locations are based on the aerial photo and the airport layout map.

The model includes take-off and taxi-in emissions on the commercial runway.[62] The emission sources are extended along the runway center line to a point where the aircraft reaches the mixing height (3,000-ft). The altitude profile, which shows the change of altitude between 0 and 3,000-ft with the distance along the flight path, is estimated based on the typical JWA aircraft flight paths. The change of altitude between 0 and 1,000-ft, and then 1,000-ft and 3,000-ft, is assumed to be linear when setting up the sources, consistent with EDMS methodology.

There are six aircraft LTO modes modeled by EDMS: approach, taxi in, startup, taxi out, takeoff and climb out:

- The Approach mode is modeled as a series of airborne area sources from the mixing height (3,000 ft.) to touchdown on the runway.
- The Taxi In mode includes the landing ground roll attributed to the runway and the taxi in attributed to the taxiway.
- The Startup mode at JWA occurs at taxiway area only. JWA aircraft do not have startup emissions at the gate since the gates are entirely electrified.
- The Taxi Out mode is attributed to the taxiway area.
- The Takeoff is mode includes everything from ground roll on the runway, through wheels off, and the airborne portion of the ascent up to cutback during which the aircraft operates at maximum thrust (up to 1,000 ft. altitude). The ground roll to wheels off sources are attributed to the runway, while the airborne portion is attributed to a vertical 2-dimensional grid of area sources extending along the runway center line starting at the runway end representing the airborne departure path, from the runway up to 1,000 ft.

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[60] AECOM, 2014 (April). *John Wayne Airport Settlement Agreement Amendment Environmental Impact Report Aviation Forecasts Technical Report.* Orange, CA: AECOM.

[61] Federal Aviation Administration, EDMS User Manual (page 4-5, 6-58, 60, and 61): http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model/media/EDMS_5.1.4_User_Manual.pdf.

[62] JWA Runway Map: http://www.ocair.com/generalaviation/JWAPilotGuide/map.pdf

- The Climb Out mode is modeled as a series of airborne area sources from 1,000 to 3,000 ft. after takeoff.

APU emissions are modeled as area sources on the taxiways. Passenger traffic related on-road vehicle emissions are modeled as area sources on the terminal roadways. The CoGen stacks are modeled as point sources on the roof of the building.

Table 3.2-1 provides a summary overview of the AERMOD source parameters utilized in this analysis.

Temporal Factors

Temporal changes of emissions during the day are modeled using hourly operation profiles as scaling factors, as shown in **Table 3.2-2**. The aircraft (and associated APU) hourly profiles are based on Class A operations by hour for the period of September 1, 2012 through August 31, 2013 reported by Landrum & Brown.[63] The CoGen hourly profiles are based on site-specific differences in electrical demand between the day and nighttime (when there are no passengers). The traffic hourly profiles are based on traffic counts on the major on-site streets reported by Fehr & Peers.[64]

Emission Rates

The emission rates for modeled sources were based on the emission inventory described above. Note, however, the traffic emissions included in the model only cover the on-site traffic, which incorporates a small portion of each traffic trip (based on trip distance provided by Fehr & Peers and terminal roadway length measured in JWA GIS files).

The AERMOD run was set up to obtain the dispersion factors and thus the emission rates are derived for the area sources as 1 g/s per source group and for the point source as 1 g/s per stack. The emission rates were converted from the emission inventory for each source group, as shown in **Table 3.2-3** and **3.2-4**, and used to estimate the concentrations of CAPs and COPCs at varies receptor locations. The annual, 1-hr and 24-hr emission rates were assumed to be the same.

3.2.1.2 Meteorology

SCAQMD provides AERMOD model-ready meteorological data sets for use in air quality and risk impact analyses in the SCAB. SCAQMD's Costa Mesa meteorological data set was selected based on that station's geographic proximity to the Project site. The SCAQMD meteorological data set for January 1, 2007 to December 31, 2011 (the most recent data set available) was used for the analysis.[65] The data set included ambient temperature, wind speed, wind direction, atmospheric stability, and mixing height parameters. Calm wind conditions were included in the modeling analysis consistent with guidance provided by SCAQMD. **Figure 3** depicts the wind rose for these data.

[63] Landrum & Brown. 2014 (April). *Noise Analysis Technical Report.* Laguna Niguel, CA: Mestre Greve, a Division of Landrum & Brown.
[64] Fehr and Peers. "John Wayne Airport Traffic Impact Analysis Final Report". April 30, 2014.
[65] SCAQMD Meteorological Data for AERMOD provided by Jillian Baker on October 15, 2013. Met Station List. Available at: http://www.aqmd.gov/smog/metdata/AERMOD.html. Accessed: February 2014.

3.2.1.3 Land Use

The land uses in the Project vicinity include residential uses to the south and west and industrial uses surrounding the site. The closest residential land uses are located adjacent to the Project site along the southern and southwestern boundary. AERMOD offers the option of using either rural or urban dispersion characteristics. Selection of rural or urban dispersion characteristics depends on the predominant land use within a three-kilometer radius of the site. SCAQMD recommends that the urban land use option be chosen for this area.[66]

Data specifying terrain elevations of sources and receptors are imported into the model. Elevations are based on National Elevation Datasets (NEDs) and consist of an array of regularly spaced points on a horizontal plane for which an elevation is specified. NEDs used in this analysis were obtained from the United States Geologic Survey (USGS) and are spaced at 10 meters by 10 meters.[67]

3.2.1.4 Receptors

The following receptors are included in the AERMOD mode per SCAQMD guidance.[68,69]

- Fence line receptors 25 m apart;
- Fine grid 25 m x 25 m up to 200 m from the fence line;
- Coarse grid 100 m x 100 m from 200 m to 1000 m from the fence line; and
- Sensitive receptors are gridded receptors in residential areas as well as discrete receptors, including long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities, within 1000 m of the project boundary.[70]

The locations of all receptors are illustrated on **Figure 4**. Criteria pollutant impacts were evaluated at receptors where a person can be situated for an hour or longer at a time, consistent with SCAQMD guidance.[71] Receptor heights were assumed to be one meter based on currently available documentation from SCAQMD and Office of OEHHA.[72]

A search for non-residential sensitive receptors (such as daycare centers, schools, hospitals, and other care facilities[73]) showed that there are 21 sensitive receptors within 1000 m of the Project site. Non-residential sensitive receptor locations were identified for the Project and based on searches of the following on-line public databases:

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[66] AQMD, 2005. Risk Assessment Procedures for Rules 1401 and 202. Available at: www.aqmd.gov/prdas/pdf/riskassessmentprocedures-v7.pdf. Accessed: November 2013.
[67] USGS NED. Available at: http://ned.usgs.gov/usgs_gn_ned_dsi/viewer.htm. Accessed: December 2013.
[68] SCAQMD Modeling Guidance for AERMOD. Available at: http://www.aqmd.gov/smog/metdata/AERMOD_ModelingGuidance.html. Last Updated August 23, 2011.
[69] SCAQMD Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act (AB2588) June 2011.
[70] SCAQMD. 1993. CEQA Air Quality Handbook. April.
[71] SCAQMD. 2008. Final Localized Significance Threshold Methodology. July. Pg. 3-2. Available at: http://www.aqmd.gov/ceqa/handbook/LST/Method_final.pdf. Accessed: August 2012.
[72] Cal/EPA. 2003. The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. Office of Environmental Health Hazard Assessment. August.
[73] For purposes of this analysis, retirement homes and elderly residential care facilities are included in this grouping of nonresidential sensitive receptors.

- California Community Care Licensing Division (http://ccld.ca.gov/docs/ccld_search/ccld_search.aspx);
- California Department of Education, California School Directory (http://www.cde.ca.gov/re/sd);
- Orange County Parks (http://ocparks.com/gov/occr/ocparks/map.asp); and
- California Healthcare Information Division Facility Listings (http://www.oshpd.ca.gov/hid/Products/Listings.html).

Databases were searched for all zip codes surrounding the Project site. Sensitive receptors are discussed in further detail in Section 3.3.1.

3.2.1.5 Background Concentrations

In order to determine if the concentrations of CO and NO_2 (attainment pollutants) would be below the ambient air quality standards, the maximum concentrations for NO_2 and CO from 2008-2012 at the Anaheim and Costa Mesa monitoring stations were determined. The rows entitled "Maximum Concentration" for these two pollutants in **Table 2.1-1** and **Table 2.1-2**, respectively, report the maximum concentrations from these monitoring stations.[74] These concentrations were then added to the maximum modeled concentrations for these pollutants to determine the combined modeled and background concentrations. The other pollutants evaluated (i.e., PM_{10}, $PM_{2.5}$) have incremental thresholds and thus the results are not added to background concentrations.

3.3 Health Risk Assessment

The Health Risk Assessment (HRA) was conducted in accordance with CARB's Air Toxics Hot Spots Program Risk Assessment Guidelines and is consistent with risk assessment guidance documents issued by USEPA and the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control. Simplifying assumptions were also obtained from the SCAQMD risk assessment guidelines. Toxicity factors for each toxic air contaminant (TAC) are obtained from Attachment L of the SCAQMD's Risk Assessment Procedures for Rules 1401 and 212 and updated as appropriate with more recent toxicity values approved by OEHHA. TAC modeled concentrations will be used to calculate cancer risk, chronic hazard index (HI), and acute HI at each relevant receptor.

Based on a review of the emissions inventory, the emissions from aircraft are expected to be the predominate source of COPCs and thus are the focus of this HRA. The emissions inventory shows that, according to EDMS, the aircraft emissions are, on average, 93% of the COPCs emissions inventory.[75]

[74] The peak 1-hour background concentration for CO was determined based on data from the USEPA AirData website. Available at: http://www.epa.gov/airdata/ad_rep_mon.html. Accessed: January 2014. The 5-year peak background concentration for NO_2 was downloaded from CARB website. Available at: http://www.arb.ca.gov/qaweb/.

[75] Based on the Phase 1 emissions inventory of COPCs.

3.3.1 Identifying Sensitive Receptors

Sensitive receptors refer to those segments of the population most susceptible to impacts from air pollution emissions (e.g., children, the elderly, and people with pre-existing serious health problems affected by air quality) (SCAQMD 1993). For this analysis, sensitive receptors that could be affected by the operation of the Project include all identified residential communities, public and private K-12 schools, public and private day care centers, convalescent homes and elderly residential facilities, hospitals and long-term care facilities, and parks and athletic facilities within 1,000 meters of the Project site. Residential communities that could be affected by the operation of the Project include residents of Irvine, Newport Beach, Costa Mesa and Santa Ana whose homes are within 1,000 meters of the Project site. Sensitive receptors other than residential communities within 1,000 meters of the Project site are listed in **Table 3.3-1.** All receptors are shown on **Figure 4**.

The nearest sensitive receptors to the Project site are residents in Newport Beach immediately adjacent to the southern portion of the Project site. Some other sensitive receptors are highlighted below:

- **Schools:** The nearest schools are the Orange County Christian School: CHEP/PCHS public school, approximately 1,100 feet (335 meters) from the western boundary of the Project site, and the Newport Montessori private school, approximately 1,215 feet (370 meters) from the eastern boundary of the Project site.
- **Daycare Centers:** The nearest daycare center is the Tutor Time Child Care/Learning Center, approximately 1,520 feet (463 meters) from the eastern boundary of the Project site.
- **Elderly Residential Facilities:** The nearest residential facility for the elderly is Irvine Cottages No. 9, located approximately 1,745 feet (532 meters) from the eastern boundary of the Project site.
- **Parks and Athletic Facilities:** The Newport Beach Golf Course is immediately adjacent to the southern boundary of the Project site, while the Upper Newport Bay Nature Preserve recreational area is approximately 2,400 feet (732 meters) from the southern boundary of the Project site.

3.3.2 Hazard Assessment

Identification of chemicals of potential concern and specification of their toxicities are described below.

3.3.2.1 Chemicals of Potential Concern

The COPC were identified based on the emission inventory for the onsite, aircraft-related operational emissions of the Project. The methodology used to create this emissions inventory is discussed above in Section 3.1.

Table 3.3-2 shows the aircraft-related COPC identified for inclusion in this HRA. EDMS provides emission estimates for 394 speciated organic gases, of which 45 are hazardous air pollutants.

3.3.2.2 Toxicities

Compounds were evaluated for their potential health effects in two categories, carcinogenic and non-carcinogenic. Many compounds produce non-carcinogenic effects at sufficiently high doses, but only some compounds are associated with carcinogenic effects. Most regulatory agencies consider carcinogens to pose a risk of cancer at all exposure levels (i.e., a "no-threshold" assumption); that is, any increase in dose is assumed to be associated with an increase in the probability of developing cancer. In contrast, non-carcinogens generally are thought to produce adverse health effects only when some minimum exposure level is reached (i.e., a threshold).

Toxicity studies with laboratory animals or epidemiological studies of human populations are relied upon to develop toxicity criteria. The toxicities of many of the volatile COPCs are relatively well-known and their toxicity criteria have been well established. Toxicological values used in this assessment were taken from SCAQMD's Risk Assessment Procedures for Rules 1401 and 212, and updated as necessary based on OEHHA updates to toxicity values[76,77]. **Table 3.3-3** lists those COPCs with known toxicities (i.e., TACs) as identified by the OEHHA and SCAQMD that are evaluated as part of the HRA. The modeled emission rates for all COPCs are listed in **Table 3.2-4**.

3.3.2.3 Exposure Assessment

The health risk posed by the identified COPCs requires an assessment of the fate and transport of potential emissions to receptors and an estimation of exposure at a receptor(s). The fate and transport of COPCs are estimated using air dispersion modeling tools.

Exposure is characterized by pathways. Primary and secondary exposure pathways include inhalation, non-inhalation primary, and non-inhalation secondary exposure pathways. The primary non-inhalation pathways include dermal exposure to soil, water ingestion, crop ingestion (direct deposition), and soil ingestion. The secondary non-inhalation pathways include ingestion of mother's milk, fish, dairy products, all types of meat and eggs, and crop ingestion (root uptake). All of these exposure pathways are conservatively included and evaluated per the SCAQMD multi-pathway factors.

The water ingestion pathway is not likely to be a significant factor since the drinking water supply in the vicinity of the Project site is not derived from local surface water. Exposure pathways for ingestion of fish, dairy, animal, and agricultural produce are also not likely to be significant factors because recreational fishing areas, animal and dairy farms, and commercial agricultural areas are beyond the Project's likely zone of impact. Inhalation, dermal absorption, mother's milk ingestion, ingestion of home-grown produce, and soil ingestion pathways are the most likely pathways of exposure for residential and sensitive receptors. The aforementioned exposure pathways are also conservatively evaluated for occupational receptors.

[76] SCAQMD. 2009. Permit Application Package "L". For use in conjunction with Risk Assessment Procedures for Rules 1401 and 212. Version 7.0. Available: http://www.aqmd.gov/prdas/pdf/1401AttL2.pdf. Accessed: January 2014.

[77] OEHHA. 2013. Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values. August. Accessed: January 2014.

Additional assumptions are also made to estimate cancer risk exposure. Per SCAQMD HRA guidance,[78] continuous exposure of 24 hours per day, 350 days per year for a 70-year lifetime is assumed for residents. This is a highly conservative assumption, since most people do not remain at home all day and on average residents change residences every 11 to 12 years.[79] In addition, this analysis assumes that residents are experiencing outdoor concentrations for the entire exposure period. The same conservative assumptions are made to estimate exposure for other types of sensitive receptors.

For occupational receptors, SCAQMD guidance suggests that the exposure be based on 245 working days per year and a 40-year working lifetime. This is a conservative assumption, since most people do not remain at the same job for 40 years. The SCAQMD also suggests specific daily breathing rates and exposure value factors for estimating cancer risks. The exposure assumptions used in this analysis are shown in **Table 3.3-4**.

Based on this approach, the potential excess cancer risk associated with exposure to a carcinogen is estimated as the product of the lifetime average daily exposure concentration of the carcinogen, the multi-pathway factor (MP) for chemicals having impacts due to multiple pathways, and the cancer potency factor (CPF) for that carcinogen as presented in **Table 3.3-3**. The lifetime average daily exposure concentration is the ambient air concentration (AvgC) adjusted by the daily breathing rate (DBR), the MP for chemicals having impacts due to multiple pathways, and the exposure value factor (EVF) which is the exposure time (ET), the exposure frequency (EF), and the exposure duration (ED) averaged over a lifespan of 70 years. The annual concentration adjustment factor (AFann) accounts for the worker's work-day and work-week exposure. The equation used to calculate the potential excess cancer risk[80] is:

$$Risk_i = AvgC_i \times AF_{ann} \times CPF_i \times DBR \times EVF \times MP_i$$

Where:

$Risk_i$	=	Lifetime excess cancer risk from exposure to chemical "i" (unitless)
$AvgC_i$	=	Annual average concentration for chemical "i" ($\mu g/m^3$)
AF_{ann}	=	Annual concentration adjustment factor (unitless)
CPF_i	=	Cancer potency factor for chemical "i" $(mg/kg\text{-}day)^{-1}$
DBR	=	Daily breathing rate (L/kg body weight-day)
EVF	=	Exposure value factor (unitless)
MP_i	=	Cancer risk multi-pathway factor for chemical "i" (unitless)

And

[78] SCAQMD, Risk Assessment Procedures for Rules 1401 and 212, Version 7.0 (Latest Version) Procedures, Equations, and Assumptions Effective On Or After July 1, 2005

[79] United States Environmental Protection Agency (USEPA). 2011. Exposure Factors Handbook: 2011 Edition; Recommended Values for Population Mobility. National Center for Environmental Assessment Office of Research and Development. EPA/600/R-09/052F. September.

[80] SCAQMD, Risk Assessment Procedures for Rules 1401 and 212, Version 7.0 (Latest Version) Procedures, Equations, and Assumptions Effective On or After July 1, 2005.

$$EVF = \frac{ET \times EF \times ED}{AT}$$

Where:

ET	=	Exposure time (hours/24 hours)
EF	=	Exposure Frequency (days/year)
ED	=	Exposure Duration (years)
AT	=	Averaging Time (365 days/year x 70 years, or 25,550 days)

An estimate of an individual's incremental excess cancer risk from exposure to Project emissions is calculated by summing the chemical-specific excess cancer risks. To obtain an estimate of total risk from all carcinogens emitted from the Project, cancer risks were summed across all exposure pathways for potential carcinogens of concern. Cancer risks are calculated for long-term exposures.

The potential for non-carcinogenic (chronic/acute) health effects is evaluated by calculating the total HI for the Project emissions. Non-cancer health effects range from mild symptoms to aggravation of existing illnesses, subclinical disease, and mortality. Exposure to TACs may result in impacts to the respiratory system including inflammation and bronchial irritation, impacts to the nervous system, immune system, reproductive system, the kidneys, and the eyes including eye irritation, and developmental impacts. This HI represents the sum of the hazard quotients (HQs) developed for each individual chemical, where a HQ is the ratio of the representative air concentration of the chemical to the chemical-specific non-cancer reference exposure level (REL). The chronic and acute non-cancer RELs represent the maximum annual average and 1-hr peak exposure concentrations, respectively, at (or below) which no adverse health effects are anticipated.

The equations used to calculate the chronic and acute HIs are:

$$CHI = \sum_i \frac{MaxC_i \times ChronicMP_i}{ChronicREL_i}$$

Where:

CHI	=	Chronic hazard index (unitless)
$MaxC_i$	=	Maximum annual concentration for chemical “i” (µg/m^3)
$ChronicMP_i$	=	Chronic multi-pathway factor for chemical “i” (unitless)
$ChronicREL_i$	=	Chronic reference exposure level for chemical “i” (µg/m^3)

$$AHI = \sum_i \frac{PeakC_i \times AF_i}{AcuteREL_i}$$

Where:

AHI	=	Acute hazard index (unitless)
$PeakC_i$	=	Maximum 1-hr concentration for chemical “i” (µg/m^3)
MP	=	Multi-pathway factor (unitless)
$AcuteREL_i$	=	Acute reference exposure level for chemical “i” (µg/m^3)

AF_i	=	Adjustment factor for chemical "i". If the averaging time for REL_i is 1-hr then AF_i = 1 for all other cases SCAQMD has developed appropriate adjustment factors.[81]

3.3.2.4 Risk Characterization

The results from the health risk calculations provide an estimate of the potential risks and hazards to individuals through inhalation of ambient air and other selected pathways as discussed above. The estimated risks and hazards include lifetime excess cancer risk estimates, cumulative chronic HI estimates, and cumulative acute HI estimates for the receptor locations of concern.

The cancer risks from exposure to multiple carcinogens and multiple pathways are summed across all exposure pathways for all sources contributing to the overall exposure that may potentially impact the receptor.[82] Incremental cancer risks are compared to the risk significance threshold of greater than or equal to ten in a million (1×10^{-5}) pursuant to the SCAQMD CEQA Significance Thresholds, which is also consistent with the California Air Toxics "Hotspots" Assessment and Information Act (AB2588).

The cancer burden was also estimated since the maximum incremental cancer risk (MICR) from the Project is greater than or equal to one in a million at one or more receptors. The cancer burden was estimated by identifying the area where the incremental cancer risk is greater than or equal to one in a million. The population in this area is estimated based on a population density of 7,000 persons/km^2, which was assumed based on SCAQMD's risk assessment guidance.[83] The equation used to determine cancer burden is:

$$CB = ZIP \times MICR$$

Where:

CB	=	Cancer Burden
ZIP	=	Zone of Impact Population (persons)
MICR	=	Maximum Incremental Cancer Risk

The resulting cancer burden is then compared to the threshold of greater than 0.5 pursuant to the SCAQMD's CEQA Significance Thresholds.

The chronic HI and acute HI, which represent the exposure to multiple contaminants summed across all exposure pathways, are compared to a hazard threshold of greater than or equal to one (1.0) pursuant to the SCAQMD CEQA Significance Thresholds. An HI greater than or equal to one indicates that exposure to contaminants from the Project may cause adverse health effects in exposed populations. It is important to note, however, that the level of concern associated with exposure to non-carcinogenic compounds does not increase linearly as the HI

[81] SCAQMD. 2009. Permit Application Package "L". For use in conjunction with Risk Assessment Procedures for Rules 1401 and 212. Version 7.0. Available: http://www.aqmd.gov/prdas/pdf/1401AttL7Dec2012.pdf. Accessed: April, 2014.

[82] USEPA. 1989. *Risk Assessment Guidance for Superfund Volume I, Human Health Evaluation Manual (Part A)*. USEPA 540/1-89-002, Office of Emergency and Remedial Response, Washington, DC. December.

[83] SCAQMD, Risk Assessment Procedures for Rules 1401 and 212, Version 7.0 (Latest Version) Procedures, Equations, and Assumptions Effective On Or After July 1, 2005

exceeds one. Typically, compound-specific HQs are summed to calculate pathway-specific HI values. Thus, the result shown here is a conservative representation of the maximum HI.

3.3.2.5 Uncertainty Characterization

In any risk evaluation, a number of assumptions are made in order to estimate human exposure and to calculate potential risks. These assumptions may, however, introduce uncertainty in risk calculations. Regulatory guidance requires that conservative assumptions be used to provide an upper-bound estimate of the risk and to avoid underestimating the potential exposures and associated health risks.

The key sources of uncertainty in this health risk evaluation include:

- Identification of Project-related chemicals,
- Estimation of exposure concentrations,
- Identification of exposure pathways,
- Exposure assumptions, and
- Selection of chemical toxicity values.

In all of these cases, conservative assumptions are made in this assessment. Thus, estimated excess cancer risks are upper-bound estimates and the actual incidence of cancer is likely to be lower.

4 Significance Thresholds

The SCAQMD has established significance thresholds[84] to assess the impacts of project-related operational emissions on regional and local ambient air quality. **Table 4-1** shows the significance thresholds for operations as adopted by the SCAQMD for CAP emissions and TACs.

The analysis summarized in this report estimates project-related operational mass emissions and compares the emissions to these mass daily significance thresholds. This report also compares the ambient air quality impacts and human health impacts from onsite operational activities to the State and local ambient air quality and risk standards, for which the SCAQMD has also established significance thresholds.

As previously noted, general aviation aircraft operations are expected to decrease in the future (AECOM 2014a). Since Pb emissions are predominately attributable to general aviation aircraft, Pb emissions are also expected to decrease. Therefore, the analysis does not quantitatively evaluate the Pb NAAQS and CAAQS.

The Proposed Project also is not expected to have meaningful sulfate emissions, which primarily are formed from sulfur dioxide emissions from power plants and industrial facilities. These emissions generally are considered a secondary particulate matter that forms in the atmosphere from gases.[85] Therefore, the analysis also does not quantitatively evaluate the sulfate CAAQS.

In addition to utilizing the SCAQMD thresholds, this report discusses the Project impacts as they relate to the CEQA Appendix G[86] criteria. These include if the Project would:

1. Conflict with or obstruct implementation of the applicable air quality plan?
2. Violate any air quality standard or contribute substantially to an existing or project air quality violation?
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?
4. Expose sensitive receptors to substantial pollutant concentrations?
5. Create objectionable odor affecting a substantial number of people?

The Project is evaluated against these criteria in Section 5 of this technical report.

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[84] SCAQMD. 2011. Air Quality Significance Thresholds. March. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013.

[85] Available at: http://www.epa.gov/airtrends/aqtrnd04/pmreport03/pmunderstand_2405.pdf. Accessed: February, 2014.

[86] Available at: http://resources.ca.gov/ceqa/docs/Adopted_and_Transmitted_Text_of_SB97_CEQA_Guidelines_Amendments.pdf . Accessed: March 2014.

5 Project Results

5.1 Baseline/Existing Conditions Emissions Inventory

The Baseline/existing conditions emissions inventory for CAPs and COPCs are shown in **Tables 5.1-1** and **5.1-2**, respectively. The total criteria pollutant emissions based on the Baseline/existing conditions were estimated to be 1,050 lb/day, 2,998 lb/day, 23,453 lb/day, 259 lb/day, 565 lb/day and 229 lb/day for VOCs, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ respectively.

5.2 Emission Inventories

The following analysis addresses whether the Proposed Project and each Alternative would "violate any air quality standard or contribute substantially to an existing or projected air quality violation," as provided in Appendix G of the State CEQA Guidelines. In order to assess the significance of the Proposed Project's and each Alternative's impacts under this criterion, SCAQMD's mass daily thresholds (see **Table 4-1**) were utilized as the numeric benchmark. The SCAQMD mass emission thresholds are significance thresholds for CEQA but not intended to specifically represent the potential air concentration relative to the CAAQS or NAAQS.

The criteria air pollutant operational mass emissions of VOCs, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ were estimated using the methodology described in Section 3 above.

As shown below, for the Proposed Project and each Alternative, the primary sources of the operational emissions are the traffic-related mobile sources and the aircraft. The emissions from traffic-related mobile sources are expected to gradually decline in the future as cars become more fuel efficient due to existing regulations (i.e., Pavley Standard and the Advanced Clean Cars program). Similarly the emissions from aircraft are expected to gradually decline in the future as aircraft engines become more efficient and aircraft fuel becomes cleaner.

5.2.1 Proposed Project

The daily CAP and COPC emissions estimated due to Project operations are summarized in **Tables 5.2-1** through **5.2-6**.

Phase 1 of the Proposed Project will exceed the SCAQMD mass daily significance threshold for NO_x. Phase 2 of the Proposed Project will exceed the SCAQMD mass daily significance threshold for VOCs and NO_x. And, Phase 3 of the Proposed Project will exceed the SCAQMD mass daily significance thresholds for VOC, NO_x, and PM_{10}.

5.2.2 Alternative A

The daily CAP and COPC emissions estimated due to Alternative A operations are summarized in **Tables 5.2-7a** and **5.2-7b**, respectively.

Phases 1 and 2 of Alternative A will exceed the SCAQMD mass daily significance threshold for NO_x. Phase 3 of Alternative A will exceed the SCAQMD mass daily significance thresholds for VOC, NO_x, and PM_{10}.

5.2.3 Alternative B

The daily CAP and COPC emissions estimated due to Alternative B operations are summarized in **Tables 5.2-8a** and **5.2-8b**.

Phase 1 of Alternative B will exceed the SCAQMD mass daily significance threshold for NO_x. Phases 2 and 3 of Alternative B will exceed the SCAQMD mass daily significance thresholds for VOCs, NO_x, PM_{10} and $PM_{2.5}$.

5.2.4 Alternative C

The daily CAP and COPC emissions estimated due to Alternative C operations are summarized in **Tables 5.2-9a** and **5.2-9b**.

All Phases of Alternative C will exceed the SCAQMD mass daily significance thresholds for VOCs, NO_X, SO_x, PM_{10} and $PM_{2.5.}$

5.2.5 No Project

The daily CAP and COPC emissions estimated for the No Project Alternative operations are summarized in **Tables 5.2-10a** and **5.2-10b**.

As shown in **Table 5.2-10a**, the No Project Alternative will exceed the SCAQMD mass daily emissions significance threshold for NO_x.

5.3 Ambient Air Quality Evaluation

The following analysis addresses whether the Proposed Project and each Alternative would "violate any air quality standard or contribute substantially to an existing or projected air quality violation," as provided in Appendix G of the State CEQA Guidelines. In order to assess the significance of the Proposed Project's and each Alternative's impacts under this criterion, SCAQMD's ambient air quality standards for criteria pollutants (see **Table 4-1**), as well as the CAAQS and NAAQS (see **Table 2.2-1**), were utilized as the numeric benchmarks.

The ambient air quality estimates presented below are based on conservative emission estimates. For example, the air dispersion modeling results are based on the combination of maximum emissions that may occur with the worst-case meteorological conditions. Thus, while it is possible that these estimates of ambient air quality concentrations may occur, these are conservatively high estimates and thus they may never occur.

5.3.1 Proposed Project

The ambient air quality results from Project operational emissions are summarized in **Table 5.3-1a** and **Table 5.3-1b**.

During full Project implementation (Phase 3), air quality impacts from operations would exceed the SCAQMD CEQA significance thresholds for 1-hour NO_2, and 24-hour and annual PM_{10} concentrations. Air quality impacts from operations would also be above the 1-hour NO_2 NAAQS; and the 1-hour NO_2 and the 24-hour and annual PM_{10} CAAQS.

5.3.2 Alternative A

The ambient air quality results from Alternative A operational emissions are summarized in **Table 5.3-2a** and **Table 5.3-2b**.

During full Alternative A implementation (Phase 3), air quality impacts from operations would exceed the SCAQMD CEQA significance thresholds for 1-hour NO_2, 24-hour $PM_{2.5}$, and 24-hour and annual PM_{10} concentrations. Air quality impacts from operations would also be above the 1-hour NO_2 NAAQS; and the 1-hour NO_2 and the 24-hour and annual PM_{10} CAAQS.

5.3.3 Alternative B

The ambient air quality results from Alternative B operational emissions are summarized in **Table 5.3-3a** and **Table 5.3-3b**.

During full Alternative B implementation (Phase 3), air quality impacts from operations would exceed the SCAQMD CEQA significance thresholds for 1-hour NO_2, 24-hour $PM_{2.5}$, and 24-hour and annual PM_{10} concentrations. Air quality impacts from operations would also be above the 1-hour NO_2 and the annual $PM_{2.5}$ NAAQS; and the 1-hour NO_2, the 24-hour and annual PM_{10}, and the annual $PM_{2.5}$ CAAQS.

5.3.4 Alternative C

The ambient air quality results from Alternative C operational emissions are summarized in **Table 5.3-4a** and **Table 5.3-4b**.

During full Alternative C implementation (Phase 3), air quality impacts from operations would exceed the SCAQMD CEQA significance thresholds for 1-hour and annual NO_2, 24-hour $PM_{2.5}$, and 24-hour and annual PM_{10} concentrations. Air quality impacts from operations would also be above the 1-hour NO_2, 1-hour SO_2 and annual $PM_{2.5}$ NAAQS; and the 1-hour and annual NO_2, the 24-hour and annual PM_{10}, and the annual $PM_{2.5}$ CAAQS.[87]

5.3.5 No Project

The ambient air quality results from the No Project Alternative operational emissions are summarized in **Table 5.3-5a** and **Table 5.3-5b**.

Under the No Project Alternative, air quality impacts from operations would exceed the SCAQMD CEQA significance thresholds for 1-hour NO_2 and 24-hour and annual PM_{10} concentrations. Air quality impacts from operations would also be above the 1-hour NO_2 NAAQS; and the 1-hour NO_2 and the 24-hour and annual PM_{10} CAAQS.

5.3.6 Localized CO Hotspots

Based on the discussion below, a CO “hot spots” analysis is not needed to determine whether the change in the level of service (LOS) of an intersection attributable to the Project would have the potential to result in exceedances of the CAAQS or NAAQS.

[87] Note, this analysis has conservatively compared the maximum SO_2 concentration versus the 1-hour SO_2 NAAQS. The 1-hour SO_2 NAAQS is actually based on the 3-year average of the 99th percentile of the daily 1-hour maximum.

It has long been recognized that CO exceedances are caused by vehicular emissions,[88] primarily when idling at intersections.[89,90] Accordingly, vehicle emissions standards have become increasingly more stringent.

Before the first vehicle emission regulations, cars in the 1950s were typically emitting about 87 grams of CO per mile.[91] Since the first regulation of CO emissions from vehicles (model year 1966) in California, vehicle emissions standards for CO applicable to light duty vehicles have decreased by 96% for automobiles[92,93] and new cold weather CO standards have been implemented, effective for the 1996 model year.[94] Currently, the CO standard in California is a maximum of 3.4 grams/mile for passenger cars (with provisions for certain cars to emit even less).[95] With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations in the SCAQMD have steadily declined.

The analysis prepared for CO attainment in the SCAB by the SCAQMD can be used to assist in evaluating the potential for CO exceedances. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan).[96] As discussed in the 1992 CO Plan, peak CO concentrations in the SCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Blvd. and Imperial Highway (Lynwood); Wilshire Blvd. and Veteran Ave. (Westwood); Sunset Blvd. and Highland Ave. (Hollywood); and La Cienega Blvd. and Century Blvd. (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm, which indicates that the most stringent 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day.[97] The Los Angeles County

[88] USEPA. 2000. Air Quality Criteria for Carbon Monoxide. EPA 600/P-099/001F. June.
[89] SCAQMD. 1993. CEQA Air Quality Handbook. Section 4.5. April.
[90] SCAQMD. 2003. Air Quality Management Plan. August.
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[95] CARB, 2010. Available at: http://www.arb.ca.gov/msprog/levprog/cleandoc/ldtps_clean_complete_warranty_12-10.pdf. Accessed: February, 2013.
[96] SCAQMD. 1992. Federal Attainment Plan for Carbon Monoxide.
[97] Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

Metropolitan Transportation Authority evaluated the LOS in the vicinity of the Wilshire Blvd/Veteran Ave. intersection[98] and found it to be Level E at peak morning traffic and Level F at peak afternoon traffic.[99]

At full implementation of the Proposed Project, the highest average daily trips at an intersection would be approximately 68,600 at the Jamboree Road and Michelson Drive intersection,[100] which is below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP. This daily trip estimate is based on the peak hour conditions of the intersection.[101] There is no reason unique to SCAB meteorology to conclude that the CO concentrations at the Jamboree Road and Michelson Drive intersection would exceed the 1-hour CO standard if modeled in detail, based on the studies undertaken for the 2003 AQMP. The supporting data for this analysis is included in Appendix E.

For Alternative A, the highest average daily trips at an intersection would be approximately 68,700 at the Jamboree Road and Michelson Drive intersection,[100] which is below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP.

For Alternative B, the highest average daily trips at an intersection would be approximately 69,000 at the Jamboree Road and Michelson Drive intersection,[100] which is below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP.

For Alternative C, the highest average daily trips at an intersection would be approximately 69,300 at the Jamboree Road and Michelson Drive intersection,[100] which is below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP.

For the No Project Alternative, the highest average daily trips at an intersection would be approximately 68,100 at the Jamboree Road and Michelson Drive intersection,[100] which is below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP.

5.4 Project Health Risk Assessment

The following analysis addresses whether the Proposed Project and each Alternative would "expose sensitive receptors to substantial pollutant concentrations," as provided in Appendix G of the State CEQA Guidelines. In order to assess the significance of the Proposed Project's and each Alternative's impacts under this criterion, SCAQMD's TAC thresholds (see **Table 4-1**) were utilized as the numeric benchmark.

[98] The Metropolitan Transportation Authority measured traffic volumes and calculated the LOS for the intersection Wilshire Blvd/ Sepulveda Ave., which is a block west along Wilshire Blvd., still east of Highway 405.

[99] Metropolitan Transportation Authority. 2004. Congestion Management Program for Los Angeles County. Exhibit 2-6 and Appendix A. July 22.

[100] Analysis based on Fehr and Peers traffic data for the intersections surrounding JWA.

[101] Consistent with Fehr and Peers methodology, ENVIRON multiplied the average of the AM and PM peak hour volumes by a factor of 8 to estimate the average daily trips per intersection.

The health risk assessment results for the Proposed Project and each Alternative are summarized in **Table 5.4-1**. The cancer risks and noncancer hazards presented in **Table 5.4-1** represent the maximum health impacts predicted for each receptor type. Therefore, the health impacts at all other modeled receptors would be less than these values for each receptor type.

5.4.1 Proposed Project

Cancer risks and noncancer hazards from Project operations were calculated based on Phase 3 emissions; as discussed previously, Phase 3 emissions are the highest emissions and, therefore, their utilization for the entire exposure period is conservative.

Cancer risks and noncancer hazards from Project operations would not exceed SCAQMD significance thresholds except for the acute noncancer hazard for workers, which would equal the SCAQMD significance threshold. The cancer burden estimate for the Project is approximately 0.14, which is below the SCAQMD significance threshold of equal to or greater than 0.5.

5.4.2 Alternative A

Cancer risks and chronic noncancer hazards due to operations under Alternative A would not exceed SCAQMD significance thresholds. The acute noncancer HI for the worker receptor (1.5), however, exceeds the SCAQMD significance threshold of equal to or greater than 1.0. The cancer burden estimate for Alternative A is approximately 0.28, which is below the SCAQMD significance threshold of equal to or greater than 0.5.

5.4.3 Alternative B

Cancer risks and chronic noncancer hazards due to operations under Alternative B would not exceed SCAQMD significance thresholds. The acute noncancer HI for the worker receptor (1.2), however, exceeds the SCAQMD significance threshold of equal to or greater than 1.0. The cancer burden estimate for Alternative B is approximately 0.21, which is below the SCAQMD significance threshold of equal to or greater than 0.5.

5.4.4 Alternative C

Cancer risks and chronic noncancer hazards due to operations under Alternative C would not exceed SCAQMD significance thresholds. The acute noncancer HI for the residential receptor (1.3), sensitive receptor (1.4), and worker receptor (2.5), however, exceeds the SCAQMD significance threshold of equal to or greater than 1.0. The cancer burden estimate for Alternative C is approximately 0.81, which also exceeds the SCAQMD significance threshold of equal to or greater than 0.5.

5.4.5 No Project

Cancer risks and noncancer hazards under the No Project Alternative would not exceed SCAQMD significance thresholds. The cancer burden estimate for the No Project Alternative is approximately 0.11, which is below the SCAQMD significance threshold of equal to or greater than 0.5.

5.5 AQMP Consistency

The following analysis addresses whether the Proposed Project and each Alternative would "conflict with or obstruct implementation of the applicable air quality plan," as provided in Appendix G of the State CEQA Guidelines. For purposes of this analysis, the applicable air quality plan is SCAQMD's 2012 AQMP.

As discussed above in Section 2, the SCAQMD has adopted the 2012 AQMP. The AQMP includes strategies and tactics to be used to attain the NAAQS and CAAQS standards in SCAB. Included in the AQMP are assumptions for aircraft emissions for JWA. These emissions are based on an assumption that JWA will have 166,327 LTOs in 2035.[102] The LTOs assumed for the Project and Alternatives are shown in **Table 3.1-3**.

The **Project** is estimated to have 188,236 LTOs (Baseline plus Project) by Phase 3, which exceeds that assumed in the 2012 AQMP for JWA, and thus, the Project is considered to be inconsistent with the 2012 AQMP. This would be a significant impact.

Alternative A is estimated to have 187,233 LTOs (Baseline plus Alternative) by Phase 3, which exceeds that assumed in the 2012 AQMP for JWA, and thus, Alternative A is considered to be inconsistent with the 2012 AQMP. This would be a significant impact.

Alternative B is estimated to have 199,718 LTOs (Baseline plus Alternative)by Phase 3, which exceeds that assumed in the 2012 AQMP for JWA, and thus, Alternative B is considered to be inconsistent with the 2012 AQMP. This would be a significant impact.

Alternative C is estimated to have 210,220 LTOs (Baseline plus Alternative)by Phase 3, which exceeds that assumed in the 2012 AQMP for JWA, and thus, Alternative C is considered to be inconsistent with the 2012 AQMP. This would be a significant impact.

The **No Project Alternative** is estimated to have 205,200 LTOs (Baseline plus Alternative), which exceeds that assumed in the 2012 AQMP for JWA, and thus, the Project is considered to be inconsistent with the 2012 AQMP. This would be a significant impact. Note that the No Project Alternative has a higher assumed LTO value because the assumed timeframe for the No Project Alternative does not have as much of a decrease in General Aviation LTOs.

5.6 Odors

The following analysis addresses whether the Proposed Project and each Alternative would "create objectionable odors affecting a substantial number of people," as provided in Appendix G of the State CEQA Guidelines.

The occurrence and severity of potential odor impacts depends on numerous factors, such as. the nature, frequency, and intensity of the source, the wind speeds and direction, and the sensitivity of the receiving location each contribute to the intensity of the impact. While offensive odors rarely cause any physical harm, they can be unpleasant and cause distress among the public and generate citizen complaints.

[102] Integra Consulting, Inc., 2012. Aircraft Emissions Inventory for 2008 and 2035. November.

The Proposed Project and Alternatives are not expected to generate any meaningful sources of odor. And, given the characteristics of the JWA operations, and the SCAQMD rules and regulations (e.g., Rule 201 and 203 requiring permits and Rule 402 nuisance rule), it is anticipated that there will not be any odor issues related to the Proposed Project or Alternatives.

5.7 Mitigation Measures

As previously discussed, **Table 1.1-1** contains a list of feasible mitigation measures to address the significant impacts identified in **Sections 5.2**, **5.3**, **5.4** and **5.5**, above. However, even with implementation of these mitigation measures, significant impacts would remain; therefore, the identified air quality impacts are unavoidably significant under CEQA.

The predominant source of the Proposed Project onsite emissions are related to aircraft and traffic related mobile sources. JWA has no operational control over these emission sources. Indeed, as relatedly discussed in Section 2 of this technical report, States and other municipalities are preempted from adopting or enforcing any standard respecting aircraft engine emissions unless such standard is identical to the USEPA's standards. While the ICAO and USEPA have taken steps to improve aircraft efficiency, information to quantitatively evaluate the reduction of aircraft emissions was not available. Given the emphasis to improve aircraft efficiency, in part to address air quality issues, it is likely that aircraft emissions will reduce as more fuel efficient aircraft technology is developed.

Similarly, the engine efficiency and fuel standards for light-duty vehicles are set by the USEPA and CARB, and the County is mostly preempted from directly regulating the tailpipe emissions of the vehicles utilized by passengers traveling to and from the Airport. That being said, as explained above, the State of California has a number of regulatory standards in place (Pavley and ACC) that will secure emission reductions benefits accounted for in the Project inventory, and additional reductions are likely due to the State’s continued focus on reducing transportation-related GHG emissions (and criteria pollutants), including its policy goal to increase the number of zero-emission vehicles on the road.

6 Cumulative Impacts Analysis

The following analysis addresses whether the Proposed Project and each Alternative would "result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)," as provided in Appendix G of the State CEQA Guidelines.

6.1 Discussion

The cumulative impacts analysis for air quality is based on the guidance provided by SCAQMD.[103]

> "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions…Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

This analysis also conservatively assumes the same noncancer HI significance threshold for the cumulative analysis.

The related projects are shown in Section 5 of the DEIR. These projects may result in construction and/or operational criteria air pollutant and toxic air contaminant emissions that could contribute to cumulative impacts. However, information that could be quantitatively evaluated in combination with the Proposed Project is generally not available for most projects listed. Without specific information for all of the related projects, it would be speculative to quantitatively evaluate the cumulative effects of these related projects. Further, based on SCAQMD's methodology to evaluating cumulative impacts, it is not necessary to develop emission estimates for the related projects to assess the Project's cumulative impacts.

As discussed above, if the project exceeds the SCAQMD's recommended significance thresholds for project-specific construction air emissions, then the project would have a cumulatively considerable increase in emissions for those pollutants. Since the Project plans for no construction, the Project would not have a cumulatively considerable increase in emissions due to construction for any pollutants.

As discussed above, if the project exceeds the SCAQMD's recommended significance thresholds for project-specific operational air emissions, then the project would have a cumulatively considerable increase in emissions for those pollutants. For the Project (Phase 3),

[103] South Coast Air Quality Management District, Appendix D. Page D-3. Available at: http://www.aqmd.gov/hb/2003/030929a.html. Accessed: May 2014.

operational emissions would exceed the SCAQMD's threshold for VOC, NO_x, and PM_{10} emissions and for acute noncancer hazard at a worker receptor. Thus, the Project would have a cumulatively considerable increase in emissions due to operational-related VOC, NO_x, and PM_{10} emissions, and for acute noncancer hazard at a worker receptor. **Table 5.2-5** lists the Project (Phase 3) CAP emissions.

For Alternative A, operational emissions would exceed the SCAQMD's threshold for VOC, NO_x, and PM_{10} emissions and for acute noncancer hazard at a worker receptor. Thus, the Project would have a cumulatively considerable increase in emissions due to operational-related VOC, NO_x, and PM_{10} emissions and for acute noncancer hazard at a worker receptor. **Table 5.2-7a** lists the Alternative A CAP emissions.

For Alternative B, operational emissions would exceed the SCAQMD's threshold for VOC, NO_x, $PM_{10,}$ and $PM_{2.5}$ emissions and for acute noncancer hazard at a worker receptor. Thus, the Project would have a cumulatively considerable increase in emissions due to operational-related VOC, NO_x, PM_{10} and $PM_{2.5}$ emissions and for acute noncancer hazard at a worker receptor. **Table 5.2-8a** lists the Alternative B CAP emissions.

For Alternative C, operational emissions would exceed the SCAQMD's threshold for VOC, NO_x, SO_x, $PM_{10,}$ and $PM_{2.5}$ emissions, for acute noncancer hazard at resident, sensitive, and worker receptors, and cancer burden. Thus, the Project would have a cumulatively considerable increase in emissions due to operational-related VOC, NO_x, SO_x, PM_{10}, and $PM_{2.5}$ emissions and for acute noncancer hazard at resident, sensitive, and worker receptors. **Table 5.2-9a** lists the Alternative C CAP emissions.

For the No Project Alternative, operational emissions would exceed the SCAQMD's threshold for NO_x emissions. Thus, the No Project Alternative would have a cumulatively considerable increase in emissions due to operational-related NO_x emissions. **Table 5.2-10a** lists the No Project Alternative CAP emissions.

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Tables

Table 1.1-1 Feasible Mitigation Measures
John Wayne Airport
Orange County, California

ID	Mitigation Measure	Reference
AQ/GHG-1	Upon Project approval, JWA shall support single/reduced engine taxiing procedures authorized by the FAA that achieve corresponding benefits in air quality and/or GHG emission reductions and do not result in adverse noise impacts.	[ACRP Report 56, Strategy AF-14]
AQ/GHG-2	Upon Project approval, JWA shall support the efforts of the airport industry – including those of the FAA, commercial air carriers, and aircraft manufacturers – to develop air quality and GHG emission benchmarking databases that improve the understanding of the relative efficiencies of aviation operations by actively participating in aviation community networks and participating in the biannual ACI-NA Environmental Benchmark Survey.	[ACRP Report 56, Strategy PM-05]
AQ/GHG-3	Upon Project approval, JWA shall continue to evaluate the effects of future Airport-related improvement projects cognizant of and informed by the resulting air quality and GHG emissions in accordance with the requirements of CEQA.	[ACRP Report 56, Strategy BP-01]
AQ/GHG-4	By January 1, 2018, the County of Orange/JWA shall develop and adopt a Climate Action Plan for greenhouse gas emissions sources at the Airport under the County's control. The Climate Action Plan shall be consistent with the requirements of the Global Warming Solutions Act of 2006 ("AB 32") and the goals of Executive Order S-3-05. In order to secure greenhouse gas emission reductions from sources under the County's control, the Climate Action Plan shall identify one or more of the following greenhouse gas reduction strategies, or combination thereof. i. Maximizing the energy efficiency of existing Airport structures and facilities through retrofitting and redevelopment at the conclusion and/or expiration of their useful life; ii. Tracking energy use at intervals no less than every 12 months in order to allow for the efficient optimization of energy use; iii. Utilizing energy-efficient (LED or equivalent) lighting on the airfield, within terminal buildings, and in connection with surface and parking lot security lighting; iv. Installing window awnings, sunshades or window tinting in appropriate areas; v. Providing a minimum of 60 electric car charging stations consistent with AQ/GHG-11 below; vi. Increasing the purchase and use of renewable energy; vii. Requiring third parties, concurrent with the execution of new, renewed or amended lease or contractual agreements, to meet the more stringent energy efficiency requirements required in AQ/GHG-5 below; viii. Continuing to maximize use of hybrid or alternatively fueled on-site equipment, including equipment fueled by CNG, LNG, or Biodiesel; ix. Installing light colored "cool" roofs and cool pavements in any new development subsequently proposed at the Airport; x. Purchasing carbon offset credits through an adopted program such as CAPCOA's Greenhouse Gas Reduction Exchange (Rx) Registry, of which the SCAQMD is a participating air district (www.ghgrx.org); xi. Increasing solid waste reduction and recycling in accordance with AQ/GHG-10 below; and/or xii. Collaborating with commercial air carriers to reduce ground-based aircraft engine greenhouse gas emissions through single engine taxiing (SET) for purposes of taxi-in and taxi-out between the runway ends and terminal areas to the extent feasible and without compromising passenger safety and aircraft engine operational considerations. The above list of greenhouse gas reduction strategies is non-exclusive and can be supplemented by any additional strategies subsequently identified by the County of Orange/JWA. In order to ensure progress in implementation of the Climate Action Plan and its reduction objectives, JWA shall conduct annual greenhouse gas emission inventories for all stationary sources and other sources over which JWA has control.	[ACRP Report 56, Strategies BP-02, BP-03, BP-08, EM-01, EM-06, EM-18EM-38, PM-01 and PM-04]
AQ/GHG-5	Upon Project approval, JWA shall specify energy efficiency requirements and goals for equipment and appliances in contractual agreements, as applicable. At a minimum: (i) Concurrent with the execution of lease agreements, amendments, and/or renewals with commercial air carriers, JWA shall set a Ground Support Equipment electrification requirement of a 15 percent increase above baseline by 2016, 35 percent above baseline by 2021, and 50 percent increase above baseline by 2026. (The baseline electrification conditions are established by reference to calendar year 2013.) (ii) Concurrent with the execution of lease agreements, amendments, and/or renewals with all applicable Airport tenants, JWA shall require that any new equipment or appliances purchased by the tenant for the provision of services under its contract with JWA shall be ENERGY STAR rated or equivalent, to the extent such equipment and appliances are commercially and technologically available. (iii) Concurrent with the execution of lease agreements, amendments, and/or renewals with all applicable Airport tenants, JWA shall require that all tenants develop, implement and submit to the Airport – within six months of lease execution – a fleet-wide, anti-idling policy. At a minimum, the anti-idling policy shall include the requirement that vehicle engines shall be turned off when vehicles are not occupied, and that occupied vehicles be turned off after no more than a five-minute idling period.	[ACRP Report 56, Strategies EM-02, EM-31, GS-01]
AQ/GHG-6	Upon Project approval, JWA shall install energy efficient equipment and controls for equipment being replaced as technologically available.	[ACRP Report 56, Strategy EM-21]
AQ/GHG-7	Upon Project approval, JWA shall install variable speed drives and optimize the control of air handling unit pumps for equipment being replaced as technologically available.	[ACRP Report 56, Strategy EM-24]
AQ/GHG-8	Upon Project approval, and as technologically available, JWA shall install energy efficient elevators and escalators as the existing ones require replacement.	[ACRP Report 56, Strategy EM-35]
AQ/GHG-9	By 2016, JWA shall optimize the energy efficiency and control of the conveyor motors in the baggage handling system by adding more "photo eyes" to track bags and reduce the time that the system runs after a bag has gone through from twenty minutes to ten minutes. JWA also will replace the older electric conveyor drive motors in Terminals A & B with new, more efficient ones capable of variable frequency by 2016.	[ACRP Report 56, Strategy EM-36]
AQ/GHG-10	By 2016, JWA shall develop an Integrated Solid Waste Management Plan (ISWMP) that strives to achieve the policy goal of the State of California – set forth in Public Resources Code section 41780.01 – that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter. In furtherance of the State's policy goal, the ISWMP shall evaluate further improvements to the Airport's existing solid waste diversion rate through enhanced recycling and composting opportunities.	[ACRP Report 56, Strategies ME-01, ME-02 and ME-04]

Table 1.1-1 Feasible Mitigation Measures
John Wayne Airport
Orange County, California

ID	Mitigation Measure	Reference
AQ/GHG-11	By 2016, JWA shall install electric vehicle chargers in public parking structures A1, A2, B2 and C, the Main Street parking lot, and the employee parking lots. Chargers will be located close to the terminals to give preference to the electric vehicle users. By 2021, JWA shall also provide preferential parking for vehicles powered by compressed natural gas and other low emission sources. JWA's parking program ("PARCS") will be used to track the demand/use of the low emission vehicle spaces/chargers, and JWA will re-evaluate the percentage/quantity of spaces required every two years. JWA will optimize the efficiency of the parking program and adjust it according to future demands for electric chargers and the other types of low-emission vehicles driven by the public.	[ACRP Report 56, Strategy GT-01]
AQ/GHG-12	Upon Project approval, JWA shall support the expansion of public transit opportunities to the Airport by coordinating with OCTA, Irvine iShuttle, and MetroLink upon the request of the transit providers. Additionally, JWA will continue to make available – on the Airport's website – current information about public transit options that can be utilized to access the Airport.	[ACRP Report 56, Strategies GT-03 and GT-05]
AQ/GHG-13	Upon Project approval, JWA shall support bicycle use by Airport employees and the air traveling public by providing convenient, secure bicycle racks for use on the Airport's premises.	[ACRP Report 56, Strategy GT-13]
AQ/GHG-14	Upon Project approval, JWA shall continue to support the use of alternatively-fueled taxis and shuttles through the Request for Proposal process and in the contractual agreements (all taxis are currently CNG). JWA also shall support the use of alternatively-fueled rental vehicles by providing electricity for chargers where practicable by 2020.	[ACRP Report 56, Strategies GT-15 and GT-16]
AQ/GHG-15	Upon Project approval, JWA shall support the efforts of commercial air carriers to utilize paperless ticket technology by upgrading the current kiosks and CUPPS system with new, more efficient technology as it becomes commercially available.	[ACRP Report 56, Strategy AF-18]

Table 2.1-1. Air Quality Data for Costa Mesa Monitoring Station
John Wayne Airport
Orange County, California

Pollutant	2008	2009	2010	2011	2012
Ozone (O_3)					
Maximum Concentration 1-hr period, ppm	0.094	0.087	**0.097**	0.093	0.090
Maximum Concentration 8-hr period, ppm	**0.079**	**0.072**	**0.076**	**0.077**	**0.076**
Annual 4th Highest Daily maximum over 3 years	0.073	0.065	0.060	0.063	0.059
Number of Exceedances, California Standard Concentration 1-hr period	0	0	1	0	0
Number of Exceedances, California Standard Concentration 8-hr period	6	3	2	1	1
Number of Exceedances, National Standard Concentration 8-hr period	3	0	1	1	1
Carbon Monoxide (CO)					
Maximum Concentration 1-hr period, ppm	3	3	2	3	2
Maximum Concentration 8-hr period, ppm	2.0	2.2	2.1	2.2	1.7
Number of Exceedances, California Standard Concentration 1-hr period	0	0	0	0	0
Number of Exceedances, California Standard Concentration 8-hr period	0	0	0	0	0
Number of Exceedances, National Standard Concentration 1-hr period	0	0	0	0	0
Number of Exceedances, National Standard Concentration 8-hr period	0	0	0	0	0
Nitrogen Dioxide (NO_2)					
Maximum Concentration 1-hr period, ppm	0.081	0.065	0.070	0.061	0.074
98th Percentile Daily Maximum Concentration 1-hr period, ppm	0.064	0.057	0.056	0.053	0.051
Annual Arithmetic Mean (AAM), ppm	0.013	0.013	0.011	0.010	0.010
Number of Exceedances, California Standard Concentration 1-hr period	0	0	0	0	0
Number of Exceedances, California Standard Annual Arithmetic Mean (AAM)	0	0	0	0	0
Number of Exceedances, National Standard Concentration 1-hr period	0	0	0	0	0
Number of Exceedances, National Standard Annual Arithmetic Mean (AAM)	0	0	0	0	0
Sulfur Dioxide (SO_2)					
Maximum Concentration 1-hr period, ppm	0.009	0.009	0.010	0.008	0.006
Maximum Concentration 24-hr period, ppm	0.003	0.003	0.002	0.001	0.001
Annual Arithmetic Mean (AAM), ppm	0.001	0.004	N/A	N/A	N/A
Number of Exceedances, California Standard Concentration 1-hr period	0	0	0	0	0
Number of Exceedances, California Standard Concentration 24-hr period	0	0	0	0	0
Number of Exceedances, National Standard Concentration 1-hr period	0	0	0	0	0
Number of Exceedances, National Standard Concentration 24-hr period	0	0	0	0	0
Number of Exceedances, National Standard Annual Arithmetic Mean (AAM)	0	0	0	0	0
Respirable Particulate Matter (PM_{10})					
Maximum Concentration 24-hr period, $\mu g/m^3$	NM	NM	NM	NM	NM
Number of Exceedances, Annual Arithmetic Mean (AAM)	N/A	N/A	N/A	N/A	N/A
Fine Particulate Matter ($PM_{2.5}$)					
Maximum Concentration 24-hr period, $\mu g/m^3$	NM	NM	NM	NM	NM
Number of Exceedances, National Standard Concentration 24-hr period	N/A	N/A	N/A	N/A	N/A
Number of Exceedances, National Standard Annual Arithmetic Mean (AAM)	N/A	N/A	N/A	N/A	N/A
Number of Exceedances, California Standard Annual Arithmetic Mean (AAM)	N/A	N/A	N/A	N/A	N/A

Notes:

[1] NM indicates pollutants that were Not Monitored. N/A indicates that information was not available.

[2] USEPA adopted new $PM_{2.5}$ annual average standard of 12.0 $\mu g/m^3$ in 2012

[3] USEPA adopted new SO_2 standards of 75pb for 99th percentile of 1-hr daily maximum concentrations over 3 years in 2010. Previous 24-hr and annual average standards were revoked.

[4] Bold values are Monitoring data that exceed the standards.

[5] The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to ore less than the standard.

References:

a. Available at: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf. Accessed: February, 2014.

b. Available at: http://www.epa.gov/air/criteria.html. Accessed: February, 2014.

c. Available at: http://www.aqmd.gov/smog/historicaldata.htm. Accessed: February, 2014.

d. Available at: http://www.epa.gov/airdata/ad_maps.html. Accessed: February, 2014.

e. Available at: http://www.epa.gov/airquality/airdata/ad_rep_mon.html. Accessed: February, 2014.

Table 2.1-2. Air Quality Data for Anaheim Monitoring Station
John Wayne Airport
Orange County, California

Pollutant	2008	2009	2010	2011	2012
Ozone (O_3)					
Maximum Concentration 1-hr period, ppm	**0.105**	0.093	**0.104**	0.088	0.079
Maximum California Concentration 8-hr period, ppm	**0.086**	**0.077**	**0.088**	**0.072**	0.067
Annual 4th Highest Daily maximum over 3 years, ppm	0.076	0.068	0.060	0.064	0.065
Number of Exceedances, California Standard Concentration 1-hr period	2	0	1	0	0
Number of Exceedances, California Standard Concentration 8-hr period	10	2	1	1	0
Number of Exceedances, National Standard Concentration 8-hr period	4	1	1	0	0
Carbon Monoxide (CO)					
Maximum Concentration 1-hr period, ppm	4	3	3	3	3
Maximum Concentration 8-hr period, ppm	3.4	2.7	2.0	2.1	2.3
Number of Exceedances, California Standard Concentration 1-hr period	0	0	0	0	0
Number of Exceedances, California Standard Concentration 8-hr period	0	0	0	0	0
Number of Exceedances, National Standard Concentration 1-hr period	0	0	0	0	0
Number of Exceedances, National Standard Concentration 8-hr period	0	0	0	0	0
Nitrogen Dioxide (NO_2)					
Maximum Concentration 1-hr period, ppm	0.093	0.068	0.073	0.074	0.067
98th Percentile Daily Maximum Concentration 1-hr period, ppm	0.073	0.062	0.061	0.061	0.054
Annual Arithmetic Mean (AAM), ppm	0.020	0.018	0.018	0.017	0.015
Number of Exceedances, California Standard Concentration 1-hr period	0	0	0	0	0
Number of Exceedances, California Standard Annual Arithmetic Mean (AAM)	0	0	0	0	0
Number of Exceedances, National Standard Concentration 1-hr period	0	0	0	0	0
Number of Exceedances, National Standard Annual Arithmetic Mean (AAM)	0	0	0	0	0
Sulfur Dioxide (SO_2)					
Maximum Concentration 1-hr period, ppm	NM	NM	NM	NM	NM
Maximum Concentration 24-hr period, ppm	NM	NM	NM	NM	NM
Annual Arithmetic Mean (AAM), ppm	NM	NM	NM	NM	NM
Respirable Particulate Matter (PM_{10})					
Maximum Concentration 24-hr period, $\mu g/m^3$	**61**	**63**	43	**53**	48
Annual Arithmetic Mean (AAM), $\mu g/m^3$	28.6	30.9	22.4	24.8	22.4
Number of Exceedances, California Standard 24-hr period	3	1	0	2	0
Number of Exceedances, California Standard Annual Arithmetic Mean	1	1	1	1	1
Number of Exceedances, National Standard Concentration 24-hr period	0	0	0	0	0
Fine Particulate Matter ($PM_{2.5}$)					
Maximum Concentration 24-hr period, $\mu g/m^3$	31.0	32.0	25.0	28.0	25.0
Annual Arithmetic Mean (AAM), $\mu g/m^3$	**13.7**	11.8	10.2	11.0	10.8
Number of Exceedances, National Standard Concentration 24-hr period	0	0	0	0	0
Number of Exceedances, National Standard Annual Arithmetic Mean (AAM)	0	0	0	0	0
Number of Exceedances, California Standard Annual Arithmetic Mean (AAM)	1	0	0	0	0

Notes:

[1] NM indicates pollutants that were Not Monitored. N/A indicates that information was not available.

[2] USEPA adopted new $PM_{2.5}$ annual average standard of 12.0 $\mu g/m^3$ in 2012.

[3] USEPA adopted new SO_2 standards of 75pb for 99th percentile of 1-hr daily maximum concentrations over 3 years in 2010.

[4] Bold values are Monitoring data that exceed the standards.

[5] The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to ore less than the standard.

References:

a. Available at: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf. Accessed: February, 2014.

b. Available at: http://www.epa.gov/air/criteria.html. Accessed: February, 2014.

c. Available at: http://www.aqmd.gov/smog/historicaldata.htm. Accessed: February, 2014.

d. Available at: http://www.epa.gov/airdata/ad_maps.html. Accessed: February, 2014.

e. Available at: http://www.epa.gov/airquality/airdata/ad_rep_mon.html. Accessed: February, 2014.

Table 2.2-1. Summary of NAAQS and CAAQS
John Wayne Airport
Orange County, California

Pollutant	Averaging Period	California Standard[1]	Federal Standard[2]
Ozone (O_3)	1 hour	0.09 ppm (180 µg/m^3)	---
	8 hour	0.070 ppm (137 µg/m^3)	0.075 ppm (147 µg/m^3)
Respirable Particulate Matter (PM_{10})	24 hour	50 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	---
Fine Particulate Matter ($PM_{2.5}$)	24 hour	---	35 µg/m^3
	Annual	12 µg/m^3	12.0 µg/m^3
Carbon Monoxide (CO)	1 hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
	8 hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
Nitrogen Dioxide (NO_2)	1 hour[3]	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)
	Annual	0.030 ppm (57 µg/m^3)	0.053 ppm 100 µg/m^3)
Lead (Pb)	30 day average	1.5 µg/m^3	---
	Rolling 3-month average	---	0.15 µg/m^3
Sulfur Dioxide (SO_2)	1 hour[4]	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)
	3 hour[5]	---	0.5 ppm (1300 µg/m^3)
	24 hour	0.04 ppm (105 µg/m^3)	---
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm (42 µg/m^3)	---
Vinyl Chloride	24 hour	0.01 ppm (26 µg/m^3)	---
Sulfates	24 hour	25 µg/m^3	---
Visibility-Reducing Particles	8 hour	Extinction coefficient of 0.23 per kilometer (visibility of ten miles or more due to particles when relative humidity is less than 70 percent)	---

Notes:

[1] California standards from CARB website (www.arb.ca.gov/research/aaqs/aaqs2.pdf), updated June 4, 2013.
[2] Federal standards from EPA website (http://www.epa.gov/oar/criteria.html), updated December 14, 2012.
[3] To attain the federal 1-hour NO_2 standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average must not exceed the threshold.
[4] To attain the federal 1-hour SO_2 standard, the 3-year average of the 99th percentile of the daily maximum 1-hour average must not exceed the threshold.
[5] This is a secondary standard.

Abbreviation:

µg/m^3 - micrograms per cubic meter
mg/m^3 - milligrams per cubic meter
ppm - parts per million

Table 2.2-2. NAAQS and CAAQS Attainment Status
John Wayne Airport
Orange County, California

Pollutant	Averaging Period	Orange County Attainment Status	
		California Standard[1]	Federal Standard[2]
Ozone (O_3)	1 hour	Extreme Non-Attainment	---
	8 hour	Non-Attainment	Extreme Non-Attainment
Respirable Particulate Matter (PM_{10})	24 hour	Non-Attainment	Attainment (Maintenance)
	Annual	Non-Attainment	---
Fine Particulate Matter ($PM_{2.5}$)	24 hour	---	Non-Attainment
	Annual	Non-Attainment	Non-Attainment
Carbon Monoxide (CO)	1 hour	Attainment	Attainment (Maintenance)
	8 hour	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2)	1 hour	Non-Attainment	Maintenance
	Annual	Non-Attainment	Maintenance
Lead (Pb)	30 day average	Attainment	---
	Rolling 3-month average	---	Attainment
Sulfur Dioxide (SO_2)	1 hour	Attainment	Attainment
	3 hour	---	Attainment
	24 hour	Attainment	---
Hydrogen Sulfide (H_2S)	1 hour	Unclassified	---
Vinyl Chloride	24 hour	Unclassified	---
Sulfates	24 hour	Attainment	---
Visibility-Reducing Particles	8 hour	Unclassified	---

Notes:

[1] California standard attainment status based on CARB website (www.arb.ca.gov/desig/adm/adm.htm).

[2] Federal standard attainment status based on USEPA websites (www.epa.gov/air/oaqps/greenbk/index.html and www.epa.gov/region09/air/maps/).

Table 3.1-1. ADD and MAP Assumptions
John Wayne Airport
Orange County, California

Scenario	Class A ADD	MAP
Baseline	80	9.17
Baseline + Project - Phase 1	85	10.8
Baseline + Project - Phase 2	95	11.8
Baseline + Project - Phase 3	95	12.5
Baseline + Alternative A - Phase 1	107	10.8
Baseline + Alternative A - Phase 2	120	11.4
Baseline + Alternative A - Phase 3	135	12.8
Baseline + Alternative B - Phase 1	100	10.8
Baseline + Alternative B - Phase 2	110	13.0
Baseline + Alternative B - Phase 3	115	15.0
Baseline + Alternative C - Phase 1	228	16.9
Baseline + Alternative C - Phase 2	228	16.9
Baseline + Alternative C - Phase 3	228	16.9
Baseline + No Project	85	10.8

Abbreviation:
ADD - Average Daily Departures
MAP - Million Annual Passengers

Table 3.1-2. Aircraft Classification and Engine Types
John Wayne Airport
Orange County, California

Aircraft Name	EDMS Aircraft	Engine Used in Model[1]	Aircraft Class
A300	Airbus A300B4-600	Default	Class A
A306	Airbus A300F4-600	PW4158	Class A
A310	Airbus A310	Default	Class A
B757cargo	Boeing 757-200 Series Freighter	PW2037 (4PW072)	Class A
A318	Airbus A318-100 Series	Default	Class A
A319	Airbus A319-100	Default	Class A
A320	Airbus A320-200	Default	Class A
A321	Airbus A321-200	Default	Class A
B733	BOEING 737-300/CFM56-3B-1	Default	Class A
B734	BOEING 737-400/CFM56-3C-1	Default	Class A
B737	Boeing 737-700	Default	Class A
B738	BOEING 737-800/CFM56-7B26	CFM56-7B26 (8CM051)	Class A
B757AC	Boeing 757-200	Default	Class A
CRJ9	Bombardier CRJ-900	CF34-8C5 LEC (8GE110)	Class A
B737	Boeing 737-700	Default	Class E
B738	BOEING 737-800/CFM56-7B26	CFM56-7B26 (8CM051)	Class E
CL60	Bombardier Challenger 600	Default	Class E
CRJ2	Bombardier CRJ-200-LR	CF34-3B	Class E
CRJ7	Bombardier CRJ-700-ER	CF34-8C1	Class E
CRJ9	Bombardier CRJ-900-ER	CF34-8C5 LEC (8GE110)	Class E
E120	Embraer EMB120 Brasilia	Default	Class E
GASEPF	CESSNA 172R / LYCOMING IO-360-L2A	IO-360-B	General Aviation
CNA172	Cessna 172 Skyhawk	IO-360-B	General Aviation
GASEPV	Cessna 210 Centurion	TIO-540-J2B2	General Aviation
DHC6	de Havilland DHC-6	Default	General Aviation
BEC58P	Raytheon Beech Baron 58	TIO-540-J2B2	General Aviation
CNA182	Cessna 182	IO-360-B	General Aviation
CNA206	Cessna 206	TIO-540-J2B2	General Aviation
CNA441	Cessna 441 Conquest	TPE331-8	General Aviation
CNA208	Cessna 208 Caravan	Default	General Aviation
PA28	Piper PA-28 Cherokee Series	IO-320-D1AD	General Aviation
P180	Piaggio 180	Default	General Aviation
MU3001	Mitsubishi MU-300 Diamond	Default	General Aviation
LEAR35	Bombardier Learjet 35	Default	General Aviation
CNA500	Cessna 500 Citation I	Default	General Aviation
CL601	Bombardier Challenger 601	Default	General Aviation
GIV	Gulfstream IV-SP	TAY 611-8C	General Aviation
CNA750	Cessna 750 Citation X	Default	General Aviation
CIT3	Cessna 650 Citation III	Default	General Aviation
GV	Gulfstream V-SP	BR700-710A1-10 (3BR001)	General Aviation
CNA510	Cessna 501 Citation ISP	Default	General Aviation
IA1125	Israel IAI-1125 Astra	TFE731-3	General Aviation
ECLIPSE500	Eclipse 500	PW610F	General Aviation
GIIB	Gulfstream II-B	Default	General Aviation

Notes:
[1] Default engine types from EDMS used where available.

Table 3.1-3. Summary of Annual LTO Cycles
John Wayne Airport
Orange County, California

Aircraft Name	Aircraft Class	Baseline	Baseline + Project			Baseline + Alternative A			Baseline + Alternative B			Baseline + Alternative C		
			Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3
A300	A	159	504	504	504	504	504	504	504	504	504	504	504	504
A306	A	95	300	300	300	300	300	300	300	300	300	300	300	300
A310	A	2	5	5	5	5	5	5	5	5	5	5	5	5
B757cargo	A	206	652	652	652	652	652	652	652	652	652	652	652	652
A318	A	14	14	16	16	18	20	22	16	18	19	38	38	38
A319	A	5,334	5,489	6,166	6,166	6,980	7,861	8,877	6,505	7,183	7,522	15,179	15,179	15,179
A320	A	3,738	3,847	4,321	4,321	4,891	5,509	6,221	4,559	5,034	5,271	10,637	10,637	10,637
A321	A	329	338	380	380	430	484	547	401	442	463	935	935	935
B733	A	2	2	2	2	2	2	2	2	2	2	4	4	4
B734	A	36	37	42	42	47	53	60	44	48	51	102	102	102
B737	A	11,774	12,115	13,611	13,611	15,406	17,350	19,594	14,359	15,855	16,602	33,504	33,504	33,504
B738	A	5,550	5,711	6,416	6,416	7,262	8,179	9,236	6,769	7,474	7,826	15,794	15,794	15,794
B757AC	A	1,643	1,690	1,899	1,899	2,149	2,421	2,733	2,003	2,212	2,316	4,674	4,674	4,674
CRJ9	A	314	323	362	362	410	462	522	382	422	442	892	892	892
B737	E	11,210	15,658	16,375	19,510	7,383	5,180	5,808	10,016	16,107	23,182	0	0	0
CRJ7	E	1,086	4,344	4,344	4,344	4,344	4,344	4,344	4,344	4,344	4,344	0	0	0
CRJ9	E	1,017	2,173	2,272	2,707	1,025	719	806	1,390	2,235	3,217	0	0	0
GASEPF	GA	119,244	99,853	89,181	79,272	99,853	89,181	79,272	99,853	89,181	79,272	99,853	89,181	79,272
CNA172	GA	12,138	10,164	9,078	8,069	10,164	9,078	8,069	10,164	9,078	8,069	10,164	9,078	8,069
GASEPV	GA	7,342	6,148	5,491	4,881	6,148	5,491	4,881	6,148	5,491	4,881	6,148	5,491	4,881
DHC6	GA	4,696	3,932	3,512	3,122	3,932	3,512	3,122	3,932	3,512	3,122	3,932	3,512	3,122
BEC58P	GA	3,442	2,882	2,574	2,288	2,882	2,574	2,288	2,882	2,574	2,288	2,882	2,574	2,288
CNA182	GA	2,804	2,348	2,097	1,864	2,348	2,097	1,864	2,348	2,097	1,864	2,348	2,097	1,864
CNA206	GA	2,048	1,715	1,532	1,361	1,715	1,532	1,361	1,715	1,532	1,361	1,715	1,532	1,361
CNA441	GA	1,598	1,338	1,195	1,062	1,338	1,195	1,062	1,338	1,195	1,062	1,338	1,195	1,062
CNA208	GA	1,516	1,269	1,134	1,008	1,269	1,134	1,008	1,269	1,134	1,008	1,269	1,134	1,008
PA28	GA	1,014	849	758	674	849	758	674	849	758	674	849	758	674
P180	GA	598	501	447	398	501	447	398	501	447	398	501	447	398
MU3001	GA	4,038	3,849	4,033	4,216	3,849	4,033	4,216	3,849	4,033	4,216	3,849	4,033	4,216
LEAR35	GA	4,014	3,826	4,009	4,191	3,826	4,009	4,191	3,826	4,009	4,191	3,826	4,009	4,191
CNA500	GA	3,590	3,422	3,585	3,748	3,422	3,585	3,748	3,422	3,585	3,748	3,422	3,585	3,748
CL601	GA	3,272	3,119	3,268	3,416	3,119	3,268	3,416	3,119	3,268	3,416	3,119	3,268	3,416
GIV	GA	1,830	1,744	1,828	1,911	1,744	1,828	1,911	1,744	1,828	1,911	1,744	1,828	1,911
CNA750	GA	1,352	1,289	1,350	1,412	1,289	1,350	1,412	1,289	1,350	1,412	1,289	1,350	1,412
CIT3	GA	1,180	1,125	1,178	1,232	1,125	1,178	1,232	1,125	1,178	1,232	1,125	1,178	1,232
GV	GA	926	883	925	967	883	925	967	883	925	967	883	925	967
CNA510	GA	866	826	865	904	826	865	904	826	865	904	826	865	904
IA1125	GA	478	456	477	499	456	477	499	456	477	499	456	477	499
ECLIPSE500	GA	242	231	242	253	231	242	253	231	242	253	231	242	253
GIIB	GA	242	231	242	253	231	242	253	231	242	253	231	242	253
Total		220,974	205,200	196,666	188,236	203,807	193,043	187,233	204,250	201,836	199,718	235,220	222,220	210,220

Abbreviations:
GA - General Aviation
LTO - Landing Take Off

Table 3.1-4. Approach, Takeoff, and Climbout Time in Modes
John Wayne Airport
Orange County, California

Aircraft Name	Aircraft Class	Time in Mode (minutes)		
		Approach	Takeoff	Climbout
A300	A	3.88	1.68	0.43
A306	A	3.9	1.21	0.62
A310	A	4.01	1.14	0.58
B757cargo	A	4.06	1.16	1.23
A318	A	4.26	1.54	0.51
A319	A	4.26	1.54	0.51
A320	A	4.02	1.47	0.53
A321	A	3.88	1.45	0.55
B733	A	3.83	1.08	0.96
B734	A	3.67	1.08	0.84
B737	A	3.98	1.12	0.88
B738	A	3.73	1.57	0.43
B757AC	A	4.05	1.02	1.1
CRJ9	A	3.66	1.04	0.95
B737	E	3.98	1.12	0.88
CL60	E	4.09	1.37	0.3
CRJ2	E	4.09	1.37	0.3
CRJ7	E	3.66	1.04	0.95
CRJ9	E	3.66	1.04	0.95
E120	E	4.6	0.83	0.87
GASEPF	GA	7.65	2.02	3.66
CNA172	GA	7.65	2.02	3.66
GASEPV	GA	8.74	1.27	2.04
DHC6	GA	8.77	0.91	1.2
BEC58P	GA	5.43	1.08	1.91
CNA182	GA	8.44	1.6	3.58
CNA206	GA	6.18	1.05	3.12
CNA441	GA	5.72	1.85	0.00
CNA208	GA	4.97	1.07	1.14
PA28	GA	6.35	2.1	3.2
P180	GA	8.77	0.91	1.2
MU3001	GA	4.67	1.72	0.31
LEAR35	GA	4.28	1.17	0.37
CNA500	GA	4.84	2.03	0.31
CL601	GA	3.9	1.38	0.35
GIV	GA	3.69	0.54	0.84
CNA750	GA	4.7	1.37	0.79
CIT3	GA	4.51	1.02	0.87
GV	GA	3.86	0.66	0.79
CNA510	GA	4.84	2.03	0.31
IA1125	GA	4.09	1.62	0.49
ECLIPSE500	GA	5.91	0.61	1.41
GIIB	GA	3.77	0.78	1.72

Notes:
[1] Default times in mode from EDMS based on aircraft.

Table 3.1-5. Summary of Average Taxi Times
John Wayne Airport
Orange County, California

Aircraft Class	Taxi In (minutes)	Taxi Out (minutes)	Total Taxi Time (minutes)
Commercial	5.75	9.63	15.38
General Aviation	3.57	5.98	9.55

Notes:
Based on site specific estimates.

Table 3.1-6. Summary of Aircraft Criteria Pollutant Emissions from EDMS
John Wayne Airport
Orange County, California

Scenario		Aircraft Type	Emissions(tpy)					
			CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Baseline		Commercial aircraft	274.4	53.4	351.8	35.7	5.0	5.0
		General aviation	3,245.4	62.3	29.8	8.3	8.7	8.7
		Total aircraft	3,519.7	115.7	381.6	44.0	13.7	13.7
Project + Baseline	Phase 1	Commercial aircraft	336.2	62.6	428.1	44.0	6.0	6.0
		General aviation	2,728.7	56.0	28.0	7.5	7.4	7.4
		Total aircraft	3,065.0	118.6	456.0	51.5	13.4	13.4
	Phase 2	Commercial aircraft	365.1	68.4	465.7	47.8	6.5	6.5
		General aviation	2,451.2	54.8	28.9	7.3	6.8	6.8
		Total aircraft	2,816.3	123.2	494.6	55.1	13.3	13.3
	Phase 3	Commercial aircraft	387.6	72.4	491.0	50.6	6.9	6.9
		General aviation	2,193.9	53.8	29.9	7.2	6.2	6.2
		Total aircraft	2,581.4	126.1	520.8	57.8	13.1	13.1
Alternative A + Baseline	Phase 1	Commercial aircraft	329.0	62.9	431.5	43.5	6.0	6.0
		General aviation	2,728.7	56.0	28.0	7.5	7.4	7.4
		Total aircraft	3,057.7	118.9	459.4	51.0	13.5	13.5
	Phase 2	Commercial aircraft	344.1	66.5	455.1	45.6	6.4	6.4
		General aviation	2,451.2	54.8	28.9	7.3	6.8	6.8
		Total aircraft	2,795.3	121.2	484.0	53.0	13.2	13.2
	Phase 3	Commercial aircraft	384.1	74.6	508.0	50.9	7.1	7.1
		General aviation	2,193.9	53.8	29.9	7.2	6.2	6.2
		Total aircraft	2,578.0	128.3	537.9	58.1	13.4	13.4
Alternative B + Baseline	Phase 1	Commercial aircraft	331.3	62.8	430.4	43.7	6.0	6.0
		General aviation	2,728.7	56.0	28.0	7.5	7.4	7.4
		Total aircraft	3,060.0	118.8	458.4	51.1	13.5	13.5
	Phase 2	Commercial aircraft	398.7	75.4	511.3	52.3	7.2	7.2
		General aviation	2,451.2	54.8	28.9	7.3	6.8	6.8
		Total aircraft	2,850.0	130.2	540.3	59.6	14.0	14.0
	Phase 3	Commercial aircraft	461.4	86.8	584.3	60.1	8.2	8.2
		General aviation	2,193.9	53.8	29.9	7.2	6.2	6.2
		Total aircraft	2,655.2	140.5	614.2	67.3	14.5	14.5
Alternative C + Baseline	Phase 1	Commercial aircraft	545.1	111.3	740.1	72.6	10.4	10.4
		General aviation	2,728.7	56.0	28.0	7.5	7.4	7.4
		Total aircraft	3,273.8	167.3	768.1	80.1	17.9	17.9
	Phase 2	Commercial aircraft	545.1	111.3	740.1	72.6	10.4	10.4
		General aviation	2,451.2	54.8	28.9	7.3	6.8	6.8
		Total aircraft	2,996.3	166.1	769.0	79.9	17.3	17.3
	Phase 3	Commercial aircraft	545.1	111.3	740.1	72.6	10.4	10.4
		General aviation	2,193.9	53.8	29.9	7.2	6.2	6.2
		Total aircraft	2,738.9	165.1	770.0	79.8	16.7	16.7

Notes:
Emissions reflect Baseline and Project/Alternative + Baseline emissions from EDMS.
Note the "No Project Alternative" has the same activity as Project - Phase 1. Thus the emissions for "No Project Alternative" are equal to phase 1 emissions.
Abbreviation:
tpy - tons per year

Table 3.1-7. Summary of Aircraft COPC Emissions from EDMS
John Wayne Airport
Orange County, California

Scenario		Aircraft Type	Emissions (tpy)																																						
			Formaldehyde	Methyl alcohol	Benzene	Acetaldehyde	Naphthalene	O-xylene	Isopropylbenzene (cumene)	Ethylbenzene	Styrene	1,3-butadiene	Acrolein	Toluene	Phenol (carbolic acid)	M & P-xylene	Propionaldehyde	Acetone	2-methylnaphthalene	Benzaldehyde	N-heptane	Hexaldehyde	Methane	Ethane	Ethylene	Acetylene	Propane	2-methyl-2-propenal (methacrolein)	Methylglyoxal	1-Methylnaphthalene	1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	Furfuryl alcohol	N-propylbenzene	N-butylbenzene	p-Tolualdehyde	1-butene	Glyoxal	2-methylpentane	1,3,5-trimethylbenzene
Baseline		Commercial aircraft	4.9	0.71	0.66	1.7	0.21	6.6E-02	0	6.8E-02	0.12	0.67	0.97	0.25	0.29	0.11	0.29	0.15	8.1E-02	0.19	2.4E-02	0	0	0.21	6.1	1.6	3.0E-02	0.17	0.59	9.6E-02	0.14	0	2.1E-02	0	1.9E-02	0.69	0.72	0.16	2.1E-02
		General aviation	8.2	0.55	1.1	2.7	0.33	0.11	0	0.10	0.21	1.0	1.4	0.35	0.29	0.17	0.51	1.0	6.2E-02	0.31	3.5E-02	6.4E-02	3.5	0.45	9.6	2.4	8.6E-02	0.13	0.45	7.5E-02	0.10	0.58	1.4E-02	6.9E-02	1.3E-02	1.1	1.4	0.23	1.5E-02
		Total aircraft	13.1	1.3	1.7	4.4	0.54	0.17	0	0.17	0.33	1.7	2.4	0.61	0.57	0.28	0.79	1.2	0.14	0.50	5.9E-02	6.4E-02	3.5	0.66	15.7	3.9	0.12	0.30	1.0	0.17	0.24	0.58	3.5E-02	6.9E-02	3.2E-02	1.8	2.1	0.39	3.6E-02
Project + Baseline	Phase 1	Commercial aircraft	5.6	0.82	0.76	1.9	0.25	7.6E-02	0	7.9E-02	0.14	0.76	1.1	0.29	0.33	0.13	0.33	0.17	9.4E-02	0.21	2.7E-02	0	0	0.24	7.0	1.8	3.4E-02	0.19	0.68	0.11	0.16	0	2.4E-02	0	2.1E-02	0.80	0.82	0.18	2.4E-02
		General aviation	7.3	0.51	0.96	2.4	0.29	0.10	0	9.0E-02	0.19	0.90	1.2	0.31	0.27	0.15	0.45	0.89	5.8E-02	0.28	3.2E-02	5.4E-02	2.9	0.40	8.5	2.1	7.4E-02	0.12	0.43	7.2E-02	0.10	0.49	1.4E-02	5.8E-02	1.3E-02	0.98	1.2	0.21	1.4E-02
		Total aircraft	12.9	1.3	1.7	4.3	0.53	0.17	0	0.17	0.33	1.7	2.4	0.60	0.60	0.28	0.78	1.1	0.15	0.49	5.9E-02	5.4E-02	2.9	0.63	15.6	3.9	0.11	0.31	1.1	0.18	0.26	0.49	3.8E-02	5.8E-02	3.4E-02	1.8	2.0	0.39	3.8E-02
	Phase 2	Commercial aircraft	6.1	0.90	0.83	2.1	0.27	8.3E-02	0	8.8E-02	0.15	0.84	1.2	0.32	0.36	0.14	0.36	0.18	0.10	0.23	3.1E-02	0	0	0.26	7.7	2.0	3.8E-02	0.21	0.75	0.12	0.17	0	2.5E-02	0	2.3E-02	0.87	0.90	0.20	2.6E-02
		General aviation	7.0	0.53	0.92	2.3	0.28	9.2E-02	0	9.0E-02	0.18	0.87	1.2	0.30	0.27	0.15	0.43	0.81	6.1E-02	0.27	3.1E-02	4.8E-02	2.6	0.38	8.3	2.0	6.9E-02	0.12	0.44	7.4E-02	0.10	0.43	1.4E-02	5.3E-02	1.3E-02	0.95	1.1	0.20	1.5E-02
		Total aircraft	13.1	1.4	1.8	4.4	0.55	0.18	0	0.18	0.33	1.7	2.4	0.62	0.63	0.29	0.79	0.99	0.16	0.50	6.2E-02	4.8E-02	2.6	0.64	15.9	4.0	0.11	0.34	1.2	0.20	0.28	0.43	3.9E-02	5.3E-02	3.6E-02	1.8	2.0	0.40	4.1E-02
	Phase 3	Commercial aircraft	6.5	0.95	0.88	2.2	0.29	8.7E-02	1.0E-03	9.3E-02	0.16	0.89	1.3	0.34	0.38	0.15	0.38	0.19	0.11	0.25	3.3E-02	0	0	0.27	8.1	2.1	4.0E-02	0.22	0.79	0.13	0.18	0	2.6E-02	0	2.4E-02	0.92	0.96	0.21	2.8E-02
		General aviation	6.8	0.55	0.89	2.2	0.27	8.9E-02	0	8.6E-02	0.17	0.85	1.2	0.30	0.27	0.14	0.41	0.74	6.4E-02	0.26	3.0E-02	4.3E-02	2.3	0.36	8.0	2.0	6.4E-02	0.13	0.46	7.6E-02	0.11	0.39	1.5E-02	4.8E-02	1.4E-02	0.92	1.1	0.20	1.5E-02
		Total aircraft	13.2	1.5	1.8	4.5	0.56	0.18	1.0E-03	0.18	0.34	1.7	2.5	0.64	0.65	0.29	0.79	0.93	0.17	0.50	6.3E-02	4.3E-02	2.3	0.63	16.1	4.1	0.10	0.35	1.2	0.21	0.29	0.39	4.1E-02	4.8E-02	3.8E-02	1.8	2.0	0.41	4.3E-02
Alternative A + Baseline	Phase 1	Commercial aircraft	5.7	0.83	0.77	2.0	0.25	7.6E-02	0	8.1E-02	0.14	0.78	1.1	0.30	0.33	0.13	0.33	0.17	9.5E-02	0.21	2.7E-02	0	0	0.24	7.1	1.8	3.3E-02	0.20	0.69	0.11	0.16	0	2.3E-02	0	2.1E-02	0.81	0.83	0.19	2.4E-02
		General aviation	7.3	0.51	0.96	2.4	0.29	9.6E-02	0	9.0E-02	0.19	0.90	1.2	0.31	0.27	0.15	0.45	0.89	5.8E-02	0.28	3.2E-02	5.4E-02	2.9	0.40	8.5	2.1	7.4E-02	0.12	0.43	7.2E-02	0.10	0.49	1.4E-02	5.8E-02	1.3E-02	0.98	1.2	0.21	1.4E-02
		Total aircraft	12.9	1.3	1.7	4.3	0.54	0.17	0	0.17	0.33	1.7	2.4	0.61	0.60	0.28	0.78	1.1	0.15	0.49	5.9E-02	5.4E-02	2.9	0.64	15.6	3.9	0.11	0.32	1.1	0.19	0.26	0.49	3.7E-02	5.8E-02	3.4E-02	1.8	2.0	0.39	3.8E-02
	Phase 2	Commercial aircraft	6.0	0.88	0.82	2.1	0.26	8.2E-02	0	8.5E-02	0.15	0.82	1.2	0.31	0.35	0.14	0.35	0.18	0.10	0.23	2.9E-02	0	0	0.25	7.5	1.9	3.6E-02	0.21	0.73	0.12	0.17	0	2.4E-02	0	2.2E-02	0.85	0.88	0.20	2.5E-02
		General aviation	7.0	0.53	0.92	2.3	0.28	9.2E-02	0	9.0E-02	0.18	0.87	1.2	0.30	0.27	0.15	0.43	0.81	6.1E-02	0.27	3.1E-02	4.8E-02	2.6	0.38	8.3	2.0	6.9E-02	0.12	0.44	7.4E-02	0.10	0.43	1.4E-02	5.3E-02	1.3E-02	0.95	1.1	0.20	1.5E-02
		Total aircraft	13.0	1.4	1.7	4.4	0.55	0.17	0	0.18	0.33	1.7	2.4	0.62	0.62	0.28	0.78	0.99	0.16	0.49	6.0E-02	4.8E-02	2.6	0.63	15.8	4.0	0.11	0.33	1.2	0.19	0.27	0.43	3.8E-02	5.3E-02	3.5E-02	1.8	2.0	0.40	4.0E-02
	Phase 3	Commercial aircraft	6.7	0.99	0.92	2.3	0.30	9.0E-02	1.0E-03	9.6E-02	0.17	0.92	1.3	0.35	0.40	0.16	0.40	0.20	0.11	0.26	3.3E-02	0	0	0.28	8.5	2.2	4.1E-02	0.23	0.82	0.14	0.19	0	2.8E-02	0	2.6E-02	0.96	0.99	0.22	2.9E-02
		General aviation	6.8	0.55	0.89	2.2	0.27	8.9E-02	0	8.6E-02	0.17	0.85	1.2	0.30	0.27	0.14	0.41	0.74	6.4E-02	0.26	3.0E-02	4.3E-02	2.3	0.36	8.0	2.0	6.4E-02	0.13	0.46	7.6E-02	0.11	0.39	1.5E-02	4.8E-02	1.4E-02	0.92	1.1	0.20	1.5E-02
		Total aircraft	13.5	1.5	1.8	4.6	0.57	0.18	1.0E-03	0.18	0.34	1.8	2.5	0.65	0.67	0.30	0.81	0.94	0.18	0.51	6.3E-02	4.3E-02	2.3	0.64	16.5	4.1	0.11	0.36	1.3	0.21	0.30	0.39	4.3E-02	4.8E-02	4.0E-02	1.9	2.1	0.42	4.4E-02
Alternative B + Baseline	Phase 1	Commercial aircraft	5.6	0.83	0.77	2.0	0.25	7.8E-02	0	8.1E-02	0.14	0.77	1.1	0.29	0.33	0.13	0.33	0.17	0.10	0.21	2.8E-02	0	0	0.24	7.1	1.8	3.3E-02	0.19	0.69	0.11	0.16	0	2.3E-02	0	2.0E-02	0.80	0.83	0.19	2.3E-02
		General aviation	7.3	0.51	0.96	2.4	0.29	9.6E-02	0	9.0E-02	0.19	0.90	1.2	0.31	0.27	0.15	0.45	0.89	0.06	0.28	3.2E-02	5.4E-02	2.9	0.40	8.5	2.1	7.4E-02	0.12	0.43	7.2E-02	0.10	0.49	1.4E-02	5.8E-02	1.3E-02	0.98	1.2	0.21	1.4E-02
		Total aircraft	12.9	1.3	1.7	4.3	0.54	0.17	0	0.17	0.33	1.7	2.4	0.60	0.60	0.28	0.78	1.1	0.15	0.49	6.0E-02	5.4E-02	2.9	0.63	15.6	3.9	0.11	0.31	1.1	0.18	0.26	0.49	3.7E-02	5.8E-02	3.3E-02	1.8	2.0	0.39	3.7E-02
	Phase 2	Commercial aircraft	6.8	0.99	0.92	2.3	0.30	9.3E-02	0	9.6E-02	0.17	0.93	1.3	0.35	0.40	0.15	0.40	0.20	0.11	0.26	3.4E-02	0	0	0.29	8.5	2.2	4.0E-02	0.23	0.83	0.13	0.19	0	2.8E-02	0	2.5E-02	0.97	1.0	0.22	2.8E-02
		General aviation	7.0	0.53	0.92	2.3	0.28	9.2E-02	0	9.0E-02	0.18	0.87	1.2	0.30	0.27	0.15	0.43	0.81	0.06	0.27	3.1E-02	4.8E-02	2.6	0.38	8.3	2.0	6.9E-02	0.12	0.44	7.4E-02	0.10	0.43	1.4E-02	5.3E-02	1.3E-02	0.95	1.1	0.20	1.5E-02
		Total aircraft	13.8	1.5	1.8	4.6	0.58	0.19	0	0.19	0.35	1.8	2.6	0.66	0.66	0.30	0.83	1.0	0.18	0.52	6.5E-02	4.8E-02	2.6	0.66	16.8	4.2	0.11	0.36	1.3	0.21	0.29	0.43	4.2E-02	5.3E-02	3.8E-02	1.9	2.1	0.42	4.3E-02
	Phase 3	Commercial aircraft	7.8	1.1	1.1	2.7	0.34	0.11	1.0E-03	0.11	0.20	1.1	1.6	0.41	0.46	0.18	0.46	0.23	0.13	0.30	3.9E-02	0	0	0.33	9.8	2.5	4.8E-02	0.27	0.95	0.16	0.22	0	3.3E-02	0	2.9E-02	1.1	1.1	0.26	3.3E-02
		General aviation	6.8	0.55	0.89	2.2	0.27	8.9E-02	0	8.6E-02	0.17	0.85	1.2	0.30	0.27	0.14	0.41	0.74	0.06	0.26	3.0E-02	4.3E-02	2.3	0.36	8.0	2.0	6.4E-02	0.13	0.46	7.6E-02	0.11	0.39	1.5E-02	4.8E-02	1.4E-02	0.92	1.1	0.20	1.5E-02
		Total aircraft	14.5	1.7	2.0	4.9	0.62	0.20	1.0E-03	0.20	0.37	1.9	2.7	0.70	0.73	0.32	0.87	0.97	0.19	0.55	6.9E-02	4.3E-02	2.3	0.68	17.8	4.5	0.11	0.40	1.4	0.23	0.33	0.39	4.8E-02	4.8E-02	4.3E-02	2.0	2.2	0.45	4.8E-02
Alternative C + Baseline	Phase 1	Commercial aircraft	10.3	1.5	1.4	3.6	0.45	0.14	2.0E-03	0.15	0.26	1.4	2.0	0.54	0.60	0.24	0.60	0.31	0.17	0.39	5.2E-02	0	0	0.44	12.9	3.3	6.6E-02	0.36	1.3	0.21	0.29	0	4.3E-02	0	4.0E-02	1.5	1.5	0.34	4.4E-02
		General aviation	7.3	0.51	0.96	2.4	0.29	9.6E-02	0	9.0E-02	0.19	0.90	1.2	0.31	0.27	0.15	0.45	0.89	0.06	0.28	3.2E-02	5.4E-02	2.9	0.40	8.5	2.1	7.4E-02	0.12	0.43	7.2E-02	0.10	0.49	1.4E-02	5.8E-02	1.3E-02	0.98	1.2	0.21	1.4E-02
		Total aircraft	17.6	2.0	2.4	5.9	0.74	0.24	2.0E-03	0.24	0.44	2.3	3.3	0.85	0.87	0.38	1.1	1.2	0.23	0.67	8.4E-02	5.4E-02	2.9	0.83	21.4	5.4	0.14	0.48	1.7	0.28	0.39	0.49	5.7E-02	5.8E-02	5.3E-02	2.4	2.7	0.55	5.8E-02
	Phase 2	Commercial aircraft	10.3	1.5	1.4	3.6	0.45	0.14	2.0E-03	0.15	0.26	1.4	2.0	0.54	0.60	0.24	0.60	0.31	0.17	0.39	5.2E-02	0	0	0.44	12.9	3.3	6.6E-02	0.36	1.3	0.21	0.29	0	4.3E-02	0	4.0E-02	1.5	1.5	0.34	4.4E-02
		General aviation	7.0	0.53	0.92	2.3	0.28	9.2E-02	0	9.0E-02	0.18	0.87	1.2	0.30	0.27	0.15	0.43	0.81	0.06	0.27	3.1E-02	4.8E-02	2.6	0.38	8.3	2.0	6.9E-02	0.12	0.44	7.4E-02	0.10	0.43	1.4E-02	5.3E-02	1.3E-02	0.95	1.1	0.20	1.5E-02
		Total aircraft	17.3	2.0	2.3	5.9	0.73	0.23	2.0E-03	0.24	0.44	2.3	3.3	0.84	0.87	0.38	1.03	1.12	0.23	0.66	8.3E-02	4.8E-02	2.6	0.81	21.2	5.3	0.14	0.48	1.7	0.28	0.39	0.43	5.7E-02	5.3E-02	5.3E-02	2.4	2.7	0.54	5.9E-02
	Phase 3	Commercial aircraft	10.3	1.5	1.4	3.6	0.45	0.14	2.0E-03	0.15	0.26	1.4	2.0	0.54	0.60	0.24	0.60	0.31	0.17	0.39	5.2E-02	0	0	0.44	12.9	3.3	6.6E-02	0.36	1.3	0.21	0.29	0	4.3E-02	0	4.0E-02	1.5	1.5	0.34	4.4E-02
		General aviation	6.8	0.55	0.89	2.2	0.27	8.9E-02	0	8.6E-02	0.17	0.85	1.2	0.30	0.27	0.14	0.41	0.74	0.06	0.26	3.0E-02	4.3E-02	2.3	0.36	8.0	2.0	6.4E-02	0.13	0.46	7.6E-02	0.11	0.39	1.5E-02	4.8E-02	1.4E-02	0.92	1.1	0.20	1.5E-02
		Total aircraft	17.0	2.1	2.3	5.8	0.72	0.23	2.0E-03	0.23	0.43	2.3	3.2	0.84	0.87	0.38	1.0	1.0	0.24	0.65	8.2E-02	4.3E-02	2.3	0.79	20.9	5.3	0.13	0.49	1.7	0.28	0.40	0.39	5.8E-02	4.8E-02	5.4E-02	2.4	2.6	0.54	5.9E-02

Notes:
Emissions reflect Baseline and Project/Alternative + Baseline emissions from EDMS.
Note the "No Project Alternative" has the same activity as Project - Phase 1. Thus the emissions for "No Project Alternative" are equal to phase 1 emissions.
Abbreviation:
tpy - tons per year

Table 3.1-7. Summary of Aircraft COPC Emissions from EDMS
John Wayne Airport
Orange County, California

Scenario		Aircraft Type	Emissions (tpy)																														
			(tpy)	1-pentene	Valeraldehyde	N-octane	1-octene	N-nonane	N-dodecane	Propylene	Butyraldehyde	1-nonene	N-decane	2-methyl-2-butene	1,2,3-trimethylbenzene	o-Tolualdehyde	N-pentylbenzene	N-Hexadecane	3-methyl-1-butene	2-methyl-1-butene	Cis-2-butene	Isovaleraldehyde	1-hexene	1-Methyl-2-ethylbenzene (o-ethyltoluene)	1-Methyl-3-ethylbenzene (m-ethyltoluene)	Tolualdehyde	1-Methyl-4-ethylbenzene (p-ethyltoluene)	Cis-2-pentene	N-tridecane	N-Tetradecane	N-Pentadecane	N-heptadecane	Trans-2-pentene
Baseline		Commercial aircraft	7.8E-02	0.31	9.6E-02	2.3E-02	0.11	2.3E-02	0.18	1.8	4.6E-02	9.6E-02	0.13	7.2E-02	4.1E-02	9.0E-02	0	1.9E-02	4.3E-02	5.4E-02	8.2E-02	1.2E-02	0.29	2.5E-02	6.0E-02	0.11	2.4E-02	0.11	0.21	0.16	6.7E-02	3.0E-03	0.14
		General aviation	0.12	0.47	7.4E-02	2.9E-02	0.16	6.6E-02	0.52	2.8	0.42	0.14	0.23	0.11	3.0E-02	7.1E-02	5.4E-02	5.8E-02	3.1E-02	4.3E-02	0.21	9.0E-03	0.47	1.7E-02	4.5E-02	8.4E-02	1.7E-02	8.2E-02	0.37	0.31	0.14	4.0E-03	0.11
		Total aircraft	0.20	0.78	0.17	5.2E-02	0.27	8.9E-02	0.71	4.6	0.46	0.24	0.36	0.19	7.1E-02	0.16	5.4E-02	7.7E-02	7.4E-02	9.7E-02	0.29	2.1E-02	0.75	4.2E-02	0.11	0.19	4.1E-02	0.19	0.58	0.48	0.21	7.0E-03	0.25
Project + Baseline	Phase 1	Commercial aircraft	0.09	0.35	0.11	2.7E-02	0.13	2.7E-02	0.21	2.1	5.3E-02	0.11	0.14	8.4E-02	4.8E-02	0.10	0	2.1E-02	5.0E-02	6.4E-02	9.5E-02	1.5E-02	0.33	2.7E-02	6.9E-02	0.13	2.7E-02	0.13	0.24	0.19	7.9E-02	3.0E-03	0.16
		General aviation	0.11	0.42	7.1E-02	2.6E-02	0.15	5.5E-02	0.45	2.5	0.35	0.13	0.20	0.10	2.8E-02	6.5E-02	4.6E-02	5.1E-02	3.0E-02	3.9E-02	0.18	9.0E-03	0.41	1.7E-02	4.3E-02	7.8E-02	1.7E-02	7.8E-02	0.33	0.28	0.12	4.0E-03	0.10
		Total aircraft	0.20	0.78	0.18	5.3E-02	0.27	8.2E-02	0.66	4.6	0.41	0.24	0.35	0.19	7.6E-02	0.17	4.6E-02	7.2E-02	8.0E-02	0.10	0.27	2.4E-02	0.75	4.4E-02	0.11	0.20	4.4E-02	0.20	0.57	0.46	0.20	7.0E-03	0.26
	Phase 2	Commercial aircraft	9.8E-02	0.39	0.12	2.9E-02	0.14	2.9E-02	0.23	2.3	6.0E-02	0.12	0.16	9.2E-02	5.1E-02	0.11	0	2.3E-02	5.6E-02	6.9E-02	0.10	1.5E-02	0.37	3.2E-02	7.6E-02	0.14	3.1E-02	0.14	0.27	0.21	8.7E-02	4.0E-03	0.18
		General aviation	0.10	0.41	7.3E-02	2.7E-02	0.14	5.4E-02	0.42	2.4	0.32	0.13	0.20	9.9E-02	3.0E-02	6.9E-02	4.1E-02	4.8E-02	3.1E-02	4.1E-02	0.17	8.0E-03	0.40	1.7E-02	4.3E-02	8.2E-02	1.7E-02	8.0E-02	0.32	0.26	0.12	4.0E-03	0.11
		Total aircraft	0.20	0.79	0.19	5.6E-02	0.28	8.3E-02	0.65	4.7	0.38	0.25	0.35	0.19	8.1E-02	0.18	4.1E-02	7.1E-02	8.7E-02	0.11	0.27	2.3E-02	0.76	4.9E-02	0.12	0.22	4.8E-02	0.22	0.58	0.47	0.21	8.0E-03	0.28
	Phase 3	Commercial aircraft	0.10	0.41	0.13	3.1E-02	0.15	3.1E-02	0.24	2.4	6.3E-02	0.13	0.17	9.8E-02	5.4E-02	0.12	0	2.5E-02	5.9E-02	7.3E-02	0.11	1.6E-02	0.39	3.3E-02	8.0E-02	0.15	3.3E-02	0.15	0.28	0.22	9.2E-02	5.0E-03	0.19
		General aviation	0.10	0.39	7.5E-02	2.5E-02	0.14	5.0E-02	0.40	2.4	0.29	0.12	0.19	9.4E-02	3.0E-02	7.1E-02	3.7E-02	4.5E-02	3.2E-02	4.1E-02	0.16	8.0E-03	0.39	1.8E-02	4.8E-02	8.6E-02	1.8E-02	8.5E-02	0.30	0.25	0.11	4.0E-03	0.11
		Total aircraft	0.21	0.80	0.20	5.6E-02	0.28	8.1E-02	0.64	4.7	0.35	0.25	0.36	0.19	8.4E-02	0.19	3.7E-02	7.0E-02	9.1E-02	0.11	0.27	2.4E-02	0.77	5.1E-02	0.13	0.23	5.1E-02	0.23	0.58	0.47	0.20	9.0E-03	0.30
Alternative A + Baseline	Phase 1	Commercial aircraft	9.2E-02	0.36	0.11	2.7E-02	0.13	2.7E-02	0.21	2.1	5.5E-02	0.11	0.15	8.5E-02	4.8E-02	0.11	0	2.1E-02	5.2E-02	6.4E-02	9.5E-02	1.3E-02	0.34	2.8E-02	7.1E-02	0.13	2.7E-02	0.13	0.25	0.19	8.1E-02	4.0E-03	0.17
		General aviation	0.11	0.42	7.1E-02	2.6E-02	0.15	5.5E-02	0.45	2.5	0.35	0.13	0.20	0.10	2.8E-02	6.5E-02	4.6E-02	5.1E-02	3.0E-02	3.9E-02	0.18	9.0E-03	0.41	1.7E-02	4.3E-02	7.8E-02	1.7E-02	7.8E-02	0.33	0.28	0.12	4.0E-03	0.10
		Total aircraft	0.20	0.78	0.18	5.3E-02	0.27	8.2E-02	0.67	4.6	0.41	0.24	0.35	0.19	7.6E-02	0.17	4.6E-02	7.2E-02	8.2E-02	0.10	0.27	2.2E-02	0.75	4.5E-02	0.11	0.21	4.4E-02	0.20	0.57	0.46	0.20	8.0E-03	0.27
	Phase 2	Commercial aircraft	9.6E-02	0.38	0.12	2.9E-02	0.13	2.9E-02	0.23	2.2	5.9E-02	0.12	0.16	9.0E-02	5.1E-02	0.11	0	2.2E-02	5.6E-02	6.9E-02	0.10	1.5E-02	0.36	2.9E-02	7.5E-02	0.14	2.9E-02	0.13	0.26	0.20	8.5E-02	3.0E-03	0.17
		General aviation	0.10	0.41	7.3E-02	2.7E-02	0.14	5.4E-02	0.42	2.4	0.32	0.13	0.20	9.9E-02	3.0E-02	6.9E-02	4.1E-02	4.8E-02	3.1E-02	4.1E-02	0.17	8.0E-03	0.40	1.7E-02	4.3E-02	8.2E-02	1.7E-02	8.0E-02	0.32	0.26	0.12	4.0E-03	0.11
		Total aircraft	0.20	0.78	0.19	5.6E-02	0.27	8.3E-02	0.65	4.6	0.38	0.25	0.35	0.19	8.1E-02	0.18	4.1E-02	7.0E-02	8.7E-02	0.11	0.27	2.3E-02	0.76	4.6E-02	0.12	0.22	4.6E-02	0.21	0.58	0.46	0.20	7.0E-03	0.28
	Phase 3	Commercial aircraft	0.11	0.42	0.13	3.2E-02	0.15	3.2E-02	0.25	2.5	6.6E-02	0.13	0.17	0.10	5.8E-02	0.13	0	2.6E-02	6.1E-02	7.7E-02	0.11	1.8E-02	0.40	3.5E-02	8.4E-02	0.15	3.3E-02	0.15	0.29	0.23	9.5E-02	5.0E-03	0.20
		General aviation	0.10	0.39	7.5E-02	2.5E-02	0.14	5.0E-02	0.40	2.4	0.29	0.12	0.19	9.4E-02	3.0E-02	7.1E-02	3.7E-02	4.5E-02	3.2E-02	4.1E-02	0.16	8.0E-03	0.39	1.8E-02	4.8E-02	8.6E-02	1.8E-02	8.5E-02	0.30	0.25	0.11	4.0E-03	0.11
		Total aircraft	0.21	0.82	0.21	5.7E-02	0.29	8.2E-02	0.65	4.8	0.35	0.26	0.36	0.20	8.8E-02	0.20	3.7E-02	7.1E-02	9.3E-02	0.12	0.27	2.6E-02	0.79	5.3E-02	0.13	0.24	5.1E-02	0.24	0.60	0.48	0.21	9.0E-03	0.31
Alternative B + Baseline	Phase 1	Commercial aircraft	9.1E-02	0.35	0.11	2.8E-02	0.13	2.8E-02	0.21	2.1	5.5E-02	0.11	0.15	8.6E-02	4.8E-02	0.11	0	2.0E-02	5.2E-02	6.4E-02	9.6E-02	1.3E-02	0.34	2.8E-02	7.0E-02	0.13	2.8E-02	0.13	0.25	0.19	8.0E-02	4.0E-03	0.17
		General aviation	0.11	0.42	7.1E-02	2.6E-02	0.15	5.5E-02	0.45	2.5	0.35	0.13	0.20	0.10	2.8E-02	6.5E-02	4.6E-02	5.1E-02	3.0E-02	3.9E-02	0.18	9.0E-03	0.41	1.7E-02	4.3E-02	7.8E-02	1.7E-02	7.8E-02	0.33	0.28	0.12	4.0E-03	0.10
		Total aircraft	0.20	0.78	0.18	5.4E-02	0.27	8.3E-02	0.66	4.6	0.41	0.24	0.35	0.19	7.6E-02	0.17	4.6E-02	7.1E-02	8.2E-02	0.10	0.28	2.2E-02	0.75	4.5E-02	0.11	0.21	4.5E-02	0.21	0.57	0.46	0.20	8.0E-03	0.27
	Phase 2	Commercial aircraft	0.11	0.43	0.13	3.2E-02	0.15	3.2E-02	0.25	2.5	6.4E-02	0.13	0.18	0.10	5.7E-02	0.13	0	2.5E-02	6.1E-02	7.6E-02	0.12	1.7E-02	0.41	3.4E-02	8.4E-02	0.15	3.4E-02	0.15	0.30	0.23	9.6E-02	4.0E-03	0.20
		General aviation	0.10	0.41	7.3E-02	2.7E-02	0.14	5.4E-02	0.42	2.4	0.32	0.13	0.20	9.9E-02	3.0E-02	6.9E-02	4.1E-02	4.8E-02	3.1E-02	4.1E-02	0.17	8.0E-03	0.40	1.7E-02	4.3E-02	8.2E-02	1.7E-02	8.0E-02	0.32	0.26	0.12	4.0E-03	0.11
		Total aircraft	0.21	0.83	0.21	5.9E-02	0.29	8.6E-02	0.68	4.9	0.38	0.26	0.37	0.20	8.7E-02	0.20	4.1E-02	7.3E-02	9.2E-02	0.12	0.29	2.5E-02	0.80	5.1E-02	0.13	0.24	5.1E-02	0.23	0.61	0.49	0.21	8.0E-03	0.30
	Phase 3	Commercial aircraft	0.13	0.49	0.15	3.8E-02	0.17	3.8E-02	0.29	2.9	7.6E-02	0.16	0.20	0.12	6.6E-02	0.15	0	2.9E-02	7.1E-02	8.8E-02	0.13	2.0E-02	0.47	4.0E-02	9.6E-02	0.18	3.9E-02	0.17	0.34	0.26	0.11	5.0E-03	0.23
		General aviation	0.10	0.39	7.5E-02	2.5E-02	0.14	5.0E-02	0.40	2.4	0.29	0.12	0.19	9.4E-02	3.0E-02	7.1E-02	3.7E-02	4.5E-02	3.2E-02	4.1E-02	0.16	8.0E-03	0.39	1.8E-02	4.8E-02	8.6E-02	1.8E-02	8.5E-02	0.30	0.25	0.11	4.0E-03	0.11
		Total aircraft	0.23	0.88	0.23	6.3E-02	0.31	8.8E-02	0.69	5.2	0.36	0.28	0.39	0.21	9.6E-02	0.22	3.7E-02	7.4E-02	0.10	0.13	0.29	2.8E-02	0.85	5.8E-02	0.14	0.26	5.7E-02	0.26	0.64	0.51	0.22	9.0E-03	0.34
Alternative C + Baseline	Phase 1	Commercial aircraft	0.16	0.65	0.20	5.1E-02	0.23	5.1E-02	0.38	3.8	0.10	0.21	0.27	0.16	8.8E-02	0.19	0	4.0E-02	9.4E-02	0.12	0.18	2.6E-02	0.61	5.3E-02	0.13	0.23	5.2E-02	0.23	0.45	0.35	0.15	7.0E-03	0.30
		General aviation	0.11	0.42	7.1E-02	2.6E-02	0.15	5.5E-02	0.45	2.5	0.35	0.13	0.20	0.10	2.8E-02	6.5E-02	4.6E-02	5.1E-02	3.0E-02	3.9E-02	0.18	9.0E-03	0.41	1.7E-02	4.3E-02	7.8E-02	1.7E-02	7.8E-02	0.33	0.28	0.12	4.0E-03	0.10
		Total aircraft	0.27	1.1	0.28	7.7E-02	0.38	0.11	0.84	6.3	0.45	0.34	0.47	0.26	0.12	0.26	4.6E-02	9.1E-02	0.12	0.16	0.35	3.5E-02	1.0	7.0E-02	0.17	0.31	6.9E-02	0.31	0.77	0.62	0.27	1.1E-02	0.40
	Phase 2	Commercial aircraft	0.16	0.65	0.20	5.1E-02	0.23	5.1E-02	0.38	3.8	0.10	0.21	0.27	0.16	8.8E-02	0.19	0	4.0E-02	9.4E-02	0.12	0.18	2.6E-02	0.61	5.3E-02	0.13	0.23	5.2E-02	0.23	0.45	0.35	0.15	7.0E-03	0.30
		General aviation	0.10	0.41	7.3E-02	2.7E-02	0.14	5.4E-02	0.42	2.4	0.32	0.13	0.20	9.9E-02	3.0E-02	6.9E-02	4.1E-02	4.8E-02	3.1E-02	4.1E-02	0.17	8.0E-03	0.40	1.7E-02	4.3E-02	8.2E-02	1.7E-02	8.0E-02	0.32	0.26	0.12	4.0E-03	0.11
		Total aircraft	0.27	1.1	0.28	7.8E-02	0.37	0.11	0.81	6.2	0.42	0.33	0.46	0.25	0.12	0.26	4.1E-02	8.8E-02	0.13	0.16	0.35	3.4E-02	1.0	7.0E-02	0.17	0.31	6.9E-02	0.31	0.76	0.61	0.26	1.1E-02	0.40
	Phase 3	Commercial aircraft	0.16	0.65	0.20	5.1E-02	0.23	5.1E-02	0.38	3.8	0.10	0.21	0.27	0.16	8.8E-02	0.19	0	4.0E-02	9.4E-02	0.12	0.18	2.6E-02	0.61	5.3E-02	0.13	0.23	5.2E-02	0.23	0.45	0.35	0.15	7.0E-03	0.30
		General aviation	0.10	0.39	7.5E-02	2.5E-02	0.14	5.0E-02	0.40	2.4	0.29	0.12	0.19	9.4E-02	3.0E-02	7.1E-02	3.7E-02	4.5E-02	3.2E-02	4.1E-02	0.16	8.0E-03	0.39	1.8E-02	4.8E-02	8.6E-02	1.8E-02	8.5E-02	0.30	0.25	0.11	4.0E-03	0.11
		Total aircraft	0.27	1.0	0.28	7.6E-02	0.37	0.10	0.78	6.1	0.39	0.33	0.46	0.25	0.12	0.26	3.7E-02	8.5E-02	0.13	0.16	0.33	3.4E-02	1.0	7.1E-02	0.18	0.32	7.0E-02	0.32	0.75	0.60	0.26	1.1E-02	0.41

Notes:
Emissions reflect Baseline and Project/Alternative + E
Note the "No Project Alternative" has the same activit

Abbreviation:
tpy - tons per year

Table 3.1-7. Summary of Aircraft COPC Emissions from EDMS
John Wayne Airport
Orange County, California

Scenario		Aircraft Type	Emissions (tpy)																									
			4-methyl-1-pentene	2-methyl-1-pentene	1-decene	N-undecane	Trans-2-hexene	Crotonaldehyde	Heptene	Dimethyl naphthalene	C-10 Olefins	C-10 Paraffins	C-14 Alkane	C-15 Alkane	C-16 Alkane	C-18 Alkane	C-4 Benzene + C-3 Aroald	C-5 Benzene + C-4 Aroald	C6H18O3Si3	C7-C16 Paraffins	C8H24O4Si4	Isomers of dodecane	Isomers of pentadecane	Isomers of pentene	Isomers of tetradecane	Methyl naphthalenes	Decanol	Dodecanol
Baseline		Commercial aircraft	2.6E-02	1.3E-02	7.2E-02	0.17	1.2E-02	0.41	0.17	3.5E-02	2.3	5.8	7.2E-02	6.9E-02	5.8E-02	0	0.26	0.13	0	0	0	0	0	0	0	0	2.3	1.2
		General aviation	1.8E-02	9.0E-03	0.11	0.30	9.0E-03	0.31	0.30	2.5E-02	1.8	4.4	5.7E-02	5.3E-02	8.5E-02	0	0.20	9.8E-02	3.8	8.7E-02	1.3	5.1E-02	4.9E-02	0.21	5.4E-02	0.14	1.8	0.88
		Total aircraft	4.4E-02	2.2E-02	0.18	0.47	2.1E-02	0.72	0.47	6.0E-02	4.1	10.2	0.13	0.12	0.14	0	0.46	0.23	3.8	8.7E-02	1.3	5.1E-02	4.9E-02	0.21	5.4E-02	0.14	4.1	2.0
Project + Baseline	Phase 1	Commercial aircraft	3.0E-02	1.5E-02	8.4E-02	0.20	1.3E-02	0.47	0.20	3.9E-02	2.7	6.6	8.4E-02	8.0E-02	6.6E-02	0	0.30	0.15	0	0	0	0	0	0	0	0	2.7	1.3
		General aviation	1.8E-02	9.0E-03	9.3E-02	0.27	7.0E-03	0.29	0.26	2.3E-02	1.7	4.1	5.3E-02	5.0E-02	7.8E-02	0	0.19	9.1E-02	3.2	7.2E-02	1.1	4.3E-02	4.0E-02	0.17	4.6E-02	0.12	1.7	0.83
		Total aircraft	4.8E-02	2.4E-02	0.18	0.47	2.0E-02	0.76	0.46	6.2E-02	4.3	10.8	0.14	0.13	0.14	0	0.48	0.24	3.2	7.2E-02	1.1	4.3E-02	4.0E-02	0.17	4.6E-02	0.12	4.3	2.2
	Phase 2	Commercial aircraft	3.3E-02	1.5E-02	9.2E-02	0.22	1.4E-02	0.51	0.22	4.2E-02	2.9	7.3	9.3E-02	8.9E-02	7.3E-02	0	0.33	0.16	0	0	0	0	0	0	0	0	2.9	1.5
		General aviation	1.8E-02	9.0E-03	9.3E-02	0.25	8.0E-03	0.30	0.25	2.4E-02	1.7	4.3	5.6E-02	5.3E-02	7.3E-02	0	0.19	9.6E-02	2.8	6.5E-02	1.0	3.8E-02	3.7E-02	0.15	4.1E-02	0.11	1.7	0.86
		Total aircraft	5.1E-02	2.4E-02	0.19	0.47	2.2E-02	0.82	0.47	6.6E-02	4.6	11.6	0.15	0.14	0.15	0	0.52	0.26	2.8	6.5E-02	1.0	3.8E-02	3.7E-02	0.15	4.1E-02	0.11	4.6	2.3
	Phase 3	Commercial aircraft	3.5E-02	1.6E-02	9.8E-02	0.23	1.5E-02	0.54	0.23	4.5E-02	3.1	7.7	9.8E-02	9.4E-02	7.7E-02	0	0.35	0.17	0	0	0	0	0	0	0	0	3.1	1.5
		General aviation	1.9E-02	8.0E-03	8.9E-02	0.24	8.0E-03	0.32	0.24	2.6E-02	1.8	4.4	5.6E-02	5.4E-02	7.0E-02	0	0.20	9.9E-02	2.5	5.7E-02	0.89	3.5E-02	3.3E-02	0.14	3.7E-02	9.3E-02	1.8	0.89
		Total aircraft	5.4E-02	2.4E-02	0.19	0.47	2.3E-02	0.86	0.47	7.1E-02	4.8	12.1	0.15	0.15	0.15	0	0.55	0.27	2.5	5.7E-02	0.89	3.5E-02	3.3E-02	0.14	3.7E-02	9.3E-02	4.8	2.4
Alternative A + Baseline	Phase 1	Commercial aircraft	3.1E-02	1.5E-02	8.5E-02	0.20	1.2E-02	0.47	0.20	3.9E-02	2.7	6.7	8.6E-02	8.2E-02	6.7E-02	0	0.30	0.15	0	0	0	0	0	0	0	0	2.7	1.3
		General aviation	1.8E-02	9.0E-03	9.3E-02	0.27	7.0E-03	0.29	0.26	2.3E-02	1.7	4.1	5.3E-02	5.0E-02	7.8E-02	0	0.19	9.1E-02	3.2	7.2E-02	1.1	4.3E-02	4.0E-02	0.17	4.6E-02	0.12	1.7	0.83
		Total aircraft	4.9E-02	2.4E-02	0.18	0.47	1.9E-02	0.77	0.46	6.2E-02	4.3	10.9	0.14	0.13	0.15	0	0.49	0.24	3.2	7.2E-02	1.1	4.3E-02	4.0E-02	0.17	4.6E-02	0.12	4.3	2.2
	Phase 2	Commercial aircraft	3.1E-02	1.6E-02	9.0E-02	0.22	1.4E-02	0.50	0.21	4.3E-02	2.8	7.1	9.0E-02	8.7E-02	7.1E-02	0	0.32	0.16	0	0	0	0	0	0	0	0	2.8	1.4
		General aviation	1.8E-02	9.0E-03	9.3E-02	0.25	8.0E-03	0.30	0.25	2.4E-02	1.7	4.3	5.6E-02	5.3E-02	7.3E-02	0	0.19	9.6E-02	2.8	6.5E-02	1.0	3.8E-02	3.7E-02	0.15	4.1E-02	0.11	1.7	0.86
		Total aircraft	4.9E-02	2.5E-02	0.18	0.47	2.2E-02	0.81	0.46	6.7E-02	4.6	11.4	0.15	0.14	0.14	0	0.51	0.25	2.8	6.5E-02	1.0	3.8E-02	3.7E-02	0.15	4.1E-02	0.11	4.6	2.3
	Phase 3	Commercial aircraft	3.6E-02	1.8E-02	0.10	0.24	1.6E-02	0.56	0.24	4.8E-02	3.2	8.0	0.10	9.6E-02	8.0E-02	0	0.36	0.18	0	0	0	0	0	0	0	0	3.2	1.6
		General aviation	1.9E-02	8.0E-03	8.9E-02	0.24	8.0E-03	0.32	0.24	2.6E-02	1.8	4.4	5.6E-02	5.4E-02	7.0E-02	0	0.20	9.9E-02	2.5	5.7E-02	0.89	3.5E-02	3.3E-02	0.14	3.7E-02	9.3E-02	1.8	0.89
		Total aircraft	5.5E-02	2.6E-02	0.19	0.48	2.4E-02	0.88	0.48	7.4E-02	5.0	12.4	0.16	0.15	0.15	0	0.56	0.28	2.5	5.7E-02	0.89	3.5E-02	3.3E-02	0.14	3.7E-02	9.3E-02	5.0	2.5
Alternative B + Baseline	Phase 1	Commercial aircraft	2.9E-02	1.4E-02	8.6E-02	0.20	1.3E-02	0.47	0.20	4.0E-02	2.7	6.7	8.6E-02	8.1E-02	6.6E-02	0	0.30	0.15	0	0	0	0	0	0	0	0	2.7	1.3
		General aviation	1.8E-02	9.0E-03	9.3E-02	0.27	7.0E-03	0.29	0.26	2.3E-02	1.7	4.1	5.3E-02	5.0E-02	7.8E-02	0	0.19	9.1E-02	3.2	7.2E-02	1.1	4.3E-02	4.0E-02	0.17	4.6E-02	0.12	1.7	0.83
		Total aircraft	4.7E-02	2.3E-02	0.18	0.47	2.0E-02	0.76	0.46	6.3E-02	4.3	10.8	0.14	0.13	0.14	0	0.48	0.24	3.2	7.2E-02	1.1	4.3E-02	4.0E-02	0.17	4.6E-02	0.12	4.3	2.2
	Phase 2	Commercial aircraft	3.6E-02	1.8E-02	0.10	0.24	1.5E-02	0.57	0.24	4.7E-02	3.2	8.0	0.10	9.7E-02	8.0E-02	0	0.36	0.18	0	0	0	0	0	0	0	0	3.2	1.6
		General aviation	1.8E-02	9.0E-03	9.3E-02	0.25	8.0E-03	0.30	0.25	2.4E-02	1.7	4.3	5.6E-02	5.3E-02	7.3E-02	0	0.19	9.6E-02	2.8	6.5E-02	1.0	3.8E-02	3.7E-02	0.15	4.1E-02	0.11	1.7	0.86
		Total aircraft	5.4E-02	2.7E-02	0.20	0.50	2.3E-02	0.87	0.49	7.1E-02	4.9	12.3	0.16	0.15	0.15	0	0.55	0.28	2.8	6.5E-02	1.0	3.8E-02	3.7E-02	0.15	4.1E-02	0.11	4.9	2.5
	Phase 3	Commercial aircraft	4.1E-02	2.1E-02	0.12	0.28	1.8E-02	0.65	0.28	5.5E-02	3.7	9.2	0.12	0.11	9.3E-02	0	0.42	0.21	0	0	0	0	0	0	0	0	3.7	1.8
		General aviation	1.9E-02	8.0E-03	8.9E-02	0.24	8.0E-03	0.32	0.24	2.6E-02	1.8	4.4	5.6E-02	5.4E-02	7.0E-02	0	0.20	9.9E-02	2.5	5.7E-02	0.89	3.5E-02	3.3E-02	0.14	3.7E-02	9.3E-02	1.8	0.89
		Total aircraft	6.0E-02	2.9E-02	0.21	0.52	2.6E-02	0.97	0.52	8.1E-02	5.5	13.7	0.17	0.17	0.16	0	0.62	0.30	2.5	5.7E-02	0.89	3.5E-02	3.3E-02	0.14	3.7E-02	9.3E-02	5.5	2.7
Alternative C + Baseline	Phase 1	Commercial aircraft	5.6E-02	2.7E-02	0.16	0.37	2.4E-02	0.86	0.36	7.4E-02	4.9	12.2	0.16	0.15	0.12	2.0E-03	0.55	0.27	0	0	0	0	0	0	0	0	4.9	2.4
		General aviation	1.8E-02	9.0E-03	9.3E-02	0.27	7.0E-03	0.29	0.26	2.3E-02	1.7	4.1	5.3E-02	5.0E-02	7.8E-02	0	0.19	9.1E-02	3.2	7.2E-02	1.1	4.3E-02	4.0E-02	0.17	4.6E-02	0.12	1.7	0.83
		Total aircraft	7.4E-02	3.6E-02	0.25	0.63	3.1E-02	1.2	0.63	9.7E-02	6.5	16.3	0.21	0.20	0.20	2.0E-03	0.73	0.36	3.2	7.2E-02	1.1	4.3E-02	4.0E-02	0.17	4.6E-02	0.12	6.5	3.3
	Phase 2	Commercial aircraft	5.6E-02	2.7E-02	0.16	0.37	2.4E-02	0.86	0.36	7.4E-02	4.9	12.2	0.16	0.15	0.12	2.0E-03	0.55	0.27	0	0	0	0	0	0	0	0	4.9	2.4
		General aviation	1.8E-02	9.0E-03	9.3E-02	0.25	8.0E-03	0.30	0.25	2.4E-02	1.7	4.3	5.6E-02	5.3E-02	7.3E-02	0	0.19	9.6E-02	2.8	6.5E-02	1.0	3.8E-02	3.7E-02	0.15	4.1E-02	0.11	1.7	0.86
		Total aircraft	7.4E-02	3.6E-02	0.25	0.62	3.2E-02	1.2	0.62	9.8E-02	6.6	16.5	0.21	0.20	0.20	2.0E-03	0.74	0.37	2.8	6.5E-02	1.0	3.8E-02	3.7E-02	0.15	4.1E-02	0.11	6.6	3.3
	Phase 3	Commercial aircraft	5.6E-02	2.7E-02	0.16	0.37	2.4E-02	0.86	0.36	7.4E-02	4.9	12.2	0.16	0.15	0.12	2.0E-03	0.55	0.27	0	0	0	0	0	0	0	0	4.9	2.4
		General aviation	1.9E-02	8.0E-03	8.9E-02	0.24	8.0E-03	0.32	0.24	2.6E-02	1.8	4.4	5.6E-02	5.4E-02	7.0E-02	0	0.20	9.9E-02	2.5	5.7E-02	0.89	3.5E-02	3.3E-02	0.14	3.7E-02	9.3E-02	1.8	0.89
		Total aircraft	7.5E-02	3.5E-02	0.24	0.61	3.2E-02	1.2	0.61	0.10	6.7	16.6	0.21	0.20	0.19	2.0E-03	0.75	0.37	2.5	5.7E-02	0.89	3.5E-02	3.3E-02	0.14	3.7E-02	9.3E-02	6.7	3.3

Notes:
Emissions reflect Baseline and Project/Alternative + B
Note the "No Project Alternative" has the same activity
Abbreviation:
tpy - tons per year

Table 3.1-8. Summary of APU Criteria Pollutant Emissions from EDMS
John Wayne Airport
Orange County, California

Scenario		Emissions (tpy)					
		CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Baseline		8.7	0.6	10.1	1.4	1.1	1.1
Project + Baseline	Phase 1	9.4	0.6	11.4	1.6	1.2	1.2
	Phase 2	10.1	0.7	12.5	1.7	1.3	1.3
	Phase 3	10.8	0.7	13.2	1.8	1.4	1.4
Alternative A + Baseline	Phase 1	9.1	0.6	11.6	1.5	1.2	1.2
	Phase 2	9.5	0.6	12.3	1.6	1.3	1.3
	Phase 3	10.5	0.7	13.8	1.8	1.4	1.4
Alternative B + Baseline	Phase 1	9.2	0.6	11.5	1.5	1.2	1.2
	Phase 2	10.8	0.7	13.8	1.9	1.5	1.5
	Phase 3	12.3	0.9	15.8	2.2	1.7	1.7
Alternative C + Baseline	Phase 1	13.7	1.0	20.8	2.7	2.1	2.1
	Phase 2	13.8	1.0	20.8	2.7	2.1	2.1
	Phase 3	13.9	1.0	20.7	2.7	2.1	2.1
No Project + Baseline		9.4	0.6	11.4	1.6	1.2	1.2

Notes:
Emissions reflect Baseline and Project/Alternative + Baseline emissions from EDMS.

Abbreviation:
tpy - tons per year

Table 3.1-9. Aircraft GSE Assignments
John Wayne Airport
Orange County, California

Aircraft Name	Aircraft Class	GSE Type[1]	Fuel Type[1]	Departure Operating Time[1] (minutes)	Arrival Operating Time[1] (minutes)	Horsepower[1]	Load Factor[1]
A300	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	190	0.8
		Baggage Tractor	Gasoline	60	60	107	0.55
		Belt Loader	Gasoline	18	17	107	0.5
		Cabin Service Truck	Diesel	18	17	210	0.53
		Cargo Loader	Diesel	40	40	80	0.5
		Catering Truck	Diesel	10	10	210	0.53
		Hydrant Truck	Diesel	20	0	235	0.7
		Lavatory Truck	Diesel	0	25	235	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
A306	A	Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	190	0.8
		Baggage Tractor	Gasoline	60	60	107	0.55
		Belt Loader	Gasoline	18	17	107	0.5
		Cargo Loader	Diesel	40	40	80	0.5
		Cargo Loader	Diesel	50	50	133	0.5
		Fork Lift	Diesel	0	0	55	0.3
		Fuel Truck	Diesel	45	0	300	0.25
		Lavatory Truck	Diesel	0	25	235	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
A310	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	190	0.8
		Baggage Tractor	Gasoline	60	60	107	0.55
		Belt Loader	Gasoline	18	17	107	0.5
		Cabin Service Truck	Diesel	18	17	210	0.53
		Cargo Loader	Diesel	40	40	80	0.5
		Catering Truck	Diesel	10	10	210	0.53
		Hydrant Truck	Diesel	20	0	235	0.7
		Lavatory Truck	Diesel	0	25	235	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
B757cargo	A	None					

Table 3.1-9. Aircraft GSE Assignments
John Wayne Airport
Orange County, California

Aircraft Name	Aircraft Class	GSE Type[1]	Fuel Type[1]	Departure Operating Time[1] (minutes)	Arrival Operating Time[1] (minutes)	Horsepower[1]	Load Factor[1]
A318	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
A319	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
A320	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2

Table 3.1-9. Aircraft GSE Assignments
John Wayne Airport
Orange County, California

Aircraft Name	Aircraft Class	GSE Type[1]	Fuel Type[1]	Departure Operating Time[1] (minutes)	Arrival Operating Time[1] (minutes)	Horsepower[1]	Load Factor[1]
A321	A	Air Conditioner	Electric	23	0	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	0	107	0.55
		Belt Loader	Gasoline	24	0	107	0.5
		Cabin Service Truck	Diesel	10	0	210	0.53
		Catering Truck	Diesel	8	0	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	0	56	0.25
		Service Truck	Diesel	8	0	235	0.2
		Water Service	Electric	12	0	0	0.2
B733	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
B734	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2

Table 3.1-9. Aircraft GSE Assignments
John Wayne Airport
Orange County, California

Aircraft Name	Aircraft Class	GSE Type[1]	Fuel Type[1]	Departure Operating Time[1] (minutes)	Arrival Operating Time[1] (minutes)	Horsepower[1]	Load Factor[1]
B737	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
B738	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
B757AC	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	190	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2

Table 3.1-9. Aircraft GSE Assignments
John Wayne Airport
Orange County, California

Aircraft Name	Aircraft Class	GSE Type[1]	Fuel Type[1]	Departure Operating Time[1] (minutes)	Arrival Operating Time[1] (minutes)	Horsepower[1]	Load Factor[1]
CRJ9	A	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	17	107	0.55
		Belt Loader	Gasoline	15	15	107	0.5
		Catering Truck	Diesel	5	5	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Gasoline	0	15	97	0.25
		Service Truck	Diesel	8	7	235	0.2
B737	E	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
CRJ7	E	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	17	107	0.55
		Belt Loader	Gasoline	15	15	107	0.5
		Catering Truck	Diesel	5	5	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Gasoline	0	15	97	0.25
		Service Truck	Diesel	8	7	235	0.2
CRJ9	E	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	17	107	0.55
		Belt Loader	Gasoline	15	15	107	0.5
		Catering Truck	Diesel	5	5	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Gasoline	0	15	97	0.25
		Service Truck	Diesel	8	7	235	0.2
GASEPF	GA	Fuel Truck	Diesel	10	0	175	0.25
CNA172	GA	Fuel Truck	Diesel	10	0	175	0.25
GASEPV	GA	Fuel Truck	Diesel	10	0	175	0.25

Table 3.1-9. Aircraft GSE Assignments
John Wayne Airport
Orange County, California

Aircraft Name	Aircraft Class	GSE Type[1]	Fuel Type[1]	Departure Operating Time[1] (minutes)	Arrival Operating Time[1] (minutes)	Horsepower[1]	Load Factor[1]
DHC6	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	17	107	0.55
		Belt Loader	Gasoline	15	15	107	0.5
		Cabin Service Truck	Diesel	5	5	71	0.53
		Catering Truck	Diesel	5	5	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Diesel	40	0	71	0.75
		Service Truck	Diesel	8	7	235	0.2
BEC58P	GA	Fuel Truck	Diesel	10	0	175	0.25
CNA182	GA	Fuel Truck	Diesel	10	0	175	0.25
CNA206	GA	Fuel Truck	Diesel	10	0	175	0.25
CNA441	GA	Fuel Truck	Diesel	10	0	175	0.25
		Ground Power Unit	Diesel	40	0	71	0.75
CNA208	GA	Fuel Truck	Diesel	10	0	175	0.25
		Ground Power Unit	Diesel	40	0	71	0.75
PA28	GA	Fuel Truck	Diesel	10	0	175	0.25
P180	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
MU3001	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
LEAR35	GA	Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
CNA500	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
CL601	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	17	107	0.55
		Belt Loader	Gasoline	15	15	107	0.5
		Catering Truck	Diesel	5	5	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Diesel	50	0	194	0.75
		Lavatory Truck	Gasoline	0	15	97	0.25
		Service Truck	Diesel	8	7	235	0.2

Table 3.1-9. Aircraft GSE Assignments
John Wayne Airport
Orange County, California

Aircraft Name	Aircraft Class	GSE Type[1]	Fuel Type[1]	Departure Operating Time[1] (minutes)	Arrival Operating Time[1] (minutes)	Horsepower[1]	Load Factor[1]
GIV	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	0	107	0.55
		Belt Loader	Gasoline	15	0	107	0.5
		Catering Truck	Diesel	5	0	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Diesel	0	0	56	0.25
		Service Truck	Diesel	8	0	235	0.2
CNA750	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
CIT3	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
GV	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	0	107	0.55
		Belt Loader	Gasoline	15	0	107	0.5
		Catering Truck	Diesel	5	0	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Diesel	0	0	56	0.25
		Service Truck	Diesel	8	0	235	0.2
CNA510	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
IA1125	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
ECLIPSE5(	GA	None					
GIIB	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	0	107	0.55
		Belt Loader	Diesel	15	0	71	0.5
		Catering Truck	Diesel	5	0	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Diesel	0	0	56	0.25
		Service Truck	Diesel	8	0	235	0.2

Notes:
[1] Default GSE assignments from EDMS based on aircraft.

Abbreviation:
GA - General Aviation

Table 3.1-10. GSE Criteria Pollutant Emissions Calculations
John Wayne Airport
Orange County, California

Scenario[1]		GSE Equipment	Percent Electric GSE[2]	Emissions (tpy)					
				CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Baseline		Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	1.7	0.37	6.7	1.6E-02	0.25	0.25
		Aircraft Tractor	47%	0.33	8.0E-02	1.0	2.9E-03	6.5E-02	6.3E-02
		Baggage Tractor	70%	67.3	1.9	3.5	0.15	6.6E-02	6.1E-02
		Belt Loader	62%	22.2	0.62	1.4	0.11	5.2E-02	4.8E-02
		Cabin Service Truck	0%	0.28	0.22	0.49	1.1E-02	3.2E-02	3.1E-02
		Cargo Loader	0%	5.4E-02	1.5E-02	0.10	3.1E-04	1.2E-02	1.2E-02
		Catering Truck	0%	0.22	0.17	0.39	8.7E-03	2.5E-02	2.4E-02
		Fuel Truck	0%	0.71	0.35	2.1	1.4E-02	5.8E-02	5.6E-02
		Ground Power Unit	0%	56.6	2.0	6.3	0.15	0.21	0.20
		Hydrant Truck	0%	0.75	0.32	2.6	1.1E-02	8.8E-02	8.5E-02
		Lavatory Truck	0%	0.34	4.3E-02	0.28	6.7E-03	9.1E-03	8.7E-03
		Service Truck	13%	0.24	0.12	0.78	4.5E-03	1.9E-02	1.9E-02
		Total		**150.7**	**6.2**	**25.6**	**0.49**	**0.89**	**0.85**
Project + Baseline	Phase 1	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	1.4	0.37	5.5	6.2E-03	0.21	0.20
		Aircraft Tractor	54%	0.23	6.4E-02	0.67	9.0E-04	4.4E-02	4.2E-02
		Baggage Tractor	81%	29.8	0.81	1.6	0.11	5.1E-02	4.7E-02
		Belt Loader	71%	12.8	0.35	0.82	9.8E-02	4.7E-02	4.3E-02
		Cabin Service Truck	0%	0.23	0.23	0.33	4.3E-03	2.0E-02	1.9E-02
		Cargo Loader	0%	0.11	3.2E-02	0.20	3.0E-04	2.7E-02	2.6E-02
		Catering Truck	0%	0.19	0.19	0.27	3.4E-03	1.6E-02	1.5E-02
		Fuel Truck	0%	0.40	0.26	0.91	4.2E-03	3.0E-02	2.9E-02
		Ground Power Unit	0%	37.5	1.3	3.7	0.14	0.14	0.14
		Hydrant Truck	0%	0.62	0.31	2.0	4.2E-03	5.7E-02	5.5E-02
		Lavatory Truck	0%	0.52	4.6E-02	0.22	1.0E-02	8.8E-03	8.3E-03
		Service Truck	15%	0.19	0.11	0.47	1.7E-03	1.4E-02	1.3E-02
		Total		**84.0**	**4.0**	**16.6**	**0.38**	**0.66**	**0.64**

Table 3.1-10. GSE Criteria Pollutant Emissions Calculations
John Wayne Airport
Orange County, California

Scenario[1]		GSE Equipment	Percent Electric GSE[2]	Emissions (tpy)					
				CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Project + Baseline	Phase 2	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	0.76	0.34	2.8	6.1E-03	0.11	0.11
		Aircraft Tractor	63%	8.6E-02	3.9E-02	0.24	6.8E-04	1.6E-02	1.6E-02
		Baggage Tractor	95%	4.5	0.12	0.26	3.3E-02	1.5E-02	1.4E-02
		Belt Loader	83%	6.0	0.15	0.38	6.1E-02	2.9E-02	2.6E-02
		Cabin Service Truck	0%	0.24	0.25	0.33	4.6E-03	2.1E-02	2.0E-02
		Cargo Loader	0%	4.4E-02	1.6E-02	6.9E-02	2.7E-04	7.9E-03	7.7E-03
		Catering Truck	0%	0.19	0.20	0.26	3.7E-03	1.6E-02	1.6E-02
		Fuel Truck	0%	0.22	0.21	0.35	3.8E-03	1.8E-02	1.7E-02
		Ground Power Unit	0%	20.1	0.65	1.7	0.14	8.0E-02	7.5E-02
		Hydrant Truck	0%	0.36	0.26	0.83	4.2E-03	2.8E-02	2.7E-02
		Lavatory Truck	0%	0.51	3.8E-02	9.1E-02	1.0E-02	6.8E-03	6.4E-03
		Service Truck	18%	0.10	9.2E-02	0.19	1.6E-03	8.3E-03	8.0E-03
		Total		**33.0**	**2.4**	**7.5**	**0.27**	**0.36**	**0.35**
	Phase 3	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	0.23	0.19	0.88	3.5E-03	3.2E-02	3.1E-02
		Aircraft Tractor	70%	2.5E-02	2.1E-02	6.4E-02	3.9E-04	3.2E-03	3.1E-03
		Baggage Tractor	100%	0	0	0	0	0	0
		Belt Loader	92%	1.9	4.8E-02	0.12	1.9E-02	9.1E-03	8.4E-03
		Cabin Service Truck	0%	0.15	0.16	0.20	2.9E-03	1.3E-02	1.3E-02
		Cargo Loader	0%	2.4E-02	1.2E-02	3.1E-02	2.6E-04	2.1E-03	2.0E-03
		Catering Truck	0%	0.12	0.13	0.17	2.4E-03	1.1E-02	1.0E-02
		Fuel Truck	0%	0.18	0.19	0.25	3.5E-03	1.5E-02	1.5E-02
		Ground Power Unit	0%	15.8	0.51	1.2	0.14	7.4E-02	6.8E-02
		Hydrant Truck	0%	0.16	0.14	0.28	2.6E-03	1.3E-02	1.2E-02
		Lavatory Truck	0%	0.52	2.7E-02	4.6E-02	1.1E-02	5.8E-03	5.4E-03
		Service Truck	20%	6.0E-02	6.2E-02	8.7E-02	1.1E-03	5.1E-03	5.0E-03
		Total		**19.1**	**1.5**	**3.4**	**0.19**	**0.18**	**0.17**

Table 3.1-10. GSE Criteria Pollutant Emissions Calculations
John Wayne Airport
Orange County, California

Scenario[1]		GSE Equipment	Percent Electric GSE[2]	Emissions (tpy)					
				CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Alternative A + Baseline	Phase 1	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	1.3	0.35	5.2	5.9E-03	0.20	0.19
		Aircraft Tractor	54%	0.22	6.2E-02	0.65	8.7E-04	4.2E-02	4.1E-02
		Baggage Tractor	81%	28.3	0.77	1.5	0.10	4.9E-02	4.5E-02
		Belt Loader	71%	12.1	0.33	0.78	9.3E-02	4.4E-02	4.1E-02
		Cabin Service Truck	0%	0.22	0.22	0.32	4.1E-03	1.9E-02	1.8E-02
		Cargo Loader	0%	0.11	3.2E-02	0.20	3.0E-04	2.7E-02	2.6E-02
		Catering Truck	0%	0.18	0.18	0.25	3.2E-03	1.5E-02	1.5E-02
		Fuel Truck	0%	0.39	0.26	0.90	4.2E-03	2.9E-02	2.8E-02
		Ground Power Unit	0%	37.5	1.3	3.7	0.14	0.14	0.14
		Hydrant Truck	0%	0.59	0.29	1.9	4.0E-03	5.4E-02	5.2E-02
		Lavatory Truck	0%	0.47	4.3E-02	0.20	9.0E-03	8.2E-03	7.7E-03
		Service Truck	15%	0.18	0.10	0.44	1.6E-03	1.3E-02	1.3E-02
		Total		**81.6**	**3.9**	**16.0**	**0.37**	**0.64**	**0.62**
	Phase 2	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	0.69	0.31	2.6	5.5E-03	0.10	0.10
		Aircraft Tractor	63%	8.0E-02	3.7E-02	0.22	6.4E-04	1.5E-02	1.5E-02
		Baggage Tractor	95%	4.1	0.11	0.24	3.0E-02	1.4E-02	1.3E-02
		Belt Loader	83%	5.4	0.14	0.34	5.5E-02	2.6E-02	2.4E-02
		Cabin Service Truck	0%	0.21	0.23	0.30	4.2E-03	1.9E-02	1.8E-02
		Cargo Loader	0%	4.4E-02	1.6E-02	6.9E-02	2.7E-04	7.9E-03	7.7E-03
		Catering Truck	0%	0.17	0.18	0.24	3.3E-03	1.5E-02	1.4E-02
		Fuel Truck	0%	0.22	0.21	0.35	3.7E-03	1.8E-02	1.7E-02
		Ground Power Unit	0%	20.1	0.65	1.7	0.14	8.0E-02	7.5E-02
		Hydrant Truck	0%	0.33	0.23	0.76	3.9E-03	2.5E-02	2.5E-02
		Lavatory Truck	0%	0.44	3.4E-02	8.2E-02	8.9E-03	6.0E-03	5.7E-03
		Service Truck	18%	9.3E-02	8.4E-02	0.17	1.5E-03	7.5E-03	7.3E-03
		Total		**31.8**	**2.2**	**7.0**	**0.26**	**0.34**	**0.32**

Table 3.1-10. GSE Criteria Pollutant Emissions Calculations
John Wayne Airport
Orange County, California

Scenario[1]		GSE Equipment	Percent Electric GSE[2]	Emissions (tpy)					
				CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Alternative A + Baseline	Phase 3	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	0.32	0.27	1.3	5.1E-03	4.5E-02	4.4E-02
		Aircraft Tractor	70%	3.1E-02	2.6E-02	7.9E-02	4.8E-04	3.9E-03	3.8E-03
		Baggage Tractor	100%	0.0	0.0	0.0	0.0	0.0	0.0
		Belt Loader	92%	2.4	6.1E-02	0.15	2.5E-02	1.2E-02	1.1E-02
		Cabin Service Truck	0%	0.21	0.22	0.29	4.1E-03	1.8E-02	1.8E-02
		Cargo Loader	0%	2.4E-02	1.2E-02	3.1E-02	2.6E-04	2.1E-03	2.0E-03
		Catering Truck	0%	0.17	0.18	0.23	3.3E-03	1.5E-02	1.4E-02
		Fuel Truck	0%	0.18	0.19	0.25	3.4E-03	1.5E-02	1.5E-02
		Ground Power Unit	0%	15.8	0.51	1.2	0.14	7.4E-02	6.8E-02
		Hydrant Truck	0%	0.22	0.21	0.40	3.7E-03	1.8E-02	1.7E-02
		Lavatory Truck	0%	0.44	3.2E-02	5.4E-02	9.2E-03	5.7E-03	5.3E-03
		Service Truck	20%	7.4E-02	7.7E-02	0.11	1.4E-03	6.3E-03	6.1E-03
		Total		**19.8**	**1.8**	**4.1**	**0.20**	**0.21**	**0.20**
Alternative B + Baseline	Phase 1	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	1.4	0.36	5.3	6.0E-03	0.20	0.19
		Aircraft Tractor	54%	0.22	6.2E-02	0.65	8.8E-04	4.3E-02	4.1E-02
		Baggage Tractor	81%	28.8	0.78	1.5	0.11	4.9E-02	4.5E-02
		Belt Loader	71%	12.3	0.33	0.79	9.5E-02	4.5E-02	4.1E-02
		Cabin Service Truck	0%	0.23	0.23	0.32	4.1E-03	1.9E-02	1.9E-02
		Cargo Loader	0%	0.11	3.2E-02	0.20	3.0E-04	2.7E-02	2.6E-02
		Catering Truck	0%	0.18	0.18	0.26	3.3E-03	1.5E-02	1.5E-02
		Fuel Truck	0%	0.39	0.26	0.90	4.2E-03	2.9E-02	2.9E-02
		Ground Power Unit	0%	37.5	1.3	3.7	0.14	0.14	0.14
		Hydrant Truck	0%	0.60	0.30	1.9	4.1E-03	5.5E-02	5.3E-02
		Lavatory Truck	0%	0.49	4.4E-02	0.21	9.4E-03	8.4E-03	7.9E-03
		Service Truck	15%	0.18	0.11	0.45	1.6E-03	1.3E-02	1.3E-02
		Total		**82.4**	**3.9**	**16.2**	**0.37**	**0.65**	**0.62**

Table 3.1-10. GSE Criteria Pollutant Emissions Calculations
John Wayne Airport
Orange County, California

Scenario[1]		GSE Equipment	Percent Electric GSE[2]	Emissions (tpy)					
				CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Alternative B + Baseline	Phase 2	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	0.83	0.37	3.1	6.6E-03	0.13	0.12
		Aircraft Tractor	63%	0.09	4.2E-02	0.26	7.3E-04	1.7E-02	1.7E-02
		Baggage Tractor	95%	4.8	0.13	0.28	3.6E-02	1.7E-02	1.5E-02
		Belt Loader	83%	6.4	0.16	0.41	6.5E-02	3.1E-02	2.9E-02
		Cabin Service Truck	0%	0.26	0.27	0.36	5.0E-03	2.3E-02	2.2E-02
		Cargo Loader	0%	4.4E-02	1.6E-02	6.9E-02	2.7E-04	7.9E-03	7.7E-03
		Catering Truck	0%	0.20	0.22	0.28	4.0E-03	1.8E-02	1.7E-02
		Fuel Truck	0%	0.22	0.21	0.35	3.8E-03	1.8E-02	1.7E-02
		Ground Power Unit	0%	20.1	0.65	1.7	0.14	8.0E-02	7.5E-02
		Hydrant Truck	0%	0.39	0.28	0.91	4.6E-03	3.1E-02	3.0E-02
		Lavatory Truck	0%	0.51	4.0E-02	0.10	1.0E-02	7.1E-03	6.7E-03
		Service Truck	18%	0.11	9.9E-02	0.20	1.7E-03	8.8E-03	8.6E-03
		Total		**34.0**	**2.5**	**8.0**	**0.28**	**0.38**	**0.37**
	Phase 3	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	0.27	0.23	1.1	4.3E-03	3.8E-02	3.7E-02
		Aircraft Tractor	70%	2.8E-02	2.4E-02	7.3E-02	4.4E-04	3.6E-03	3.5E-03
		Baggage Tractor	100%	0	0	0	0	0	0
		Belt Loader	92%	2.2	5.6E-02	0.14	2.2E-02	1.1E-02	9.8E-03
		Cabin Service Truck	0%	0.18	0.19	0.25	3.5E-03	1.6E-02	1.5E-02
		Cargo Loader	0%	2.4E-02	1.2E-02	3.1E-02	2.6E-04	2.1E-03	2.0E-03
		Catering Truck	0%	0.15	0.16	0.20	2.9E-03	1.3E-02	1.2E-02
		Fuel Truck	0%	0.18	0.19	0.25	3.5E-03	1.6E-02	1.5E-02
		Ground Power Unit	0%	15.8	0.51	1.2	0.14	7.4E-02	6.8E-02
		Hydrant Truck	0%	0.19	0.17	0.34	3.1E-03	1.5E-02	1.5E-02
		Lavatory Truck	0%	0.55	3.1E-02	5.3E-02	1.1E-02	6.3E-03	5.9E-03
		Service Truck	20%	7.0E-02	7.2E-02	0.10	1.3E-03	5.9E-03	5.7E-03
		Total		**19.6**	**1.6**	**3.7**	**0.20**	**0.20**	**0.19**

Table 3.1-10. GSE Criteria Pollutant Emissions Calculations
John Wayne Airport
Orange County, California

Scenario[1]		GSE Equipment	Percent Electric GSE[2]	Emissions (tpy)					
				CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Alternative C + Baseline	Phase 1	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	2.3	0.61	9.0	1.0E-02	0.34	0.33
		Aircraft Tractor	54%	0.32	9.1E-02	0.95	1.3E-03	6.2E-02	6.1E-02
		Baggage Tractor	81%	44.2	1.2	2.3	0.16	7.6E-02	7.0E-02
		Belt Loader	71%	18.5	0.50	1.2	0.14	6.7E-02	6.2E-02
		Cabin Service Truck	0%	0.38	0.38	0.54	7.0E-03	3.3E-02	3.2E-02
		Cargo Loader	0%	0.11	3.2E-02	0.20	3.0E-04	2.7E-02	2.6E-02
		Catering Truck	0%	0.29	0.29	0.42	5.3E-03	2.5E-02	2.4E-02
		Fuel Truck	0%	0.37	0.25	0.85	3.9E-03	2.8E-02	2.7E-02
		Ground Power Unit	0%	37.5	1.3	3.7	0.14	0.14	0.14
		Hydrant Truck	0%	1.0	0.51	3.3	7.0E-03	9.3E-02	9.0E-02
		Lavatory Truck	0%	0.29	5.8E-02	0.31	4.6E-03	9.2E-03	8.8E-03
		Service Truck	15%	0.26	0.15	0.63	2.3E-03	1.9E-02	1.8E-02
		Total		**105.5**	**5.3**	**23.4**	**0.49**	**0.92**	**0.89**
	Phase 2	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	1.2	0.51	4.3	9.2E-03	0.17	0.17
		Aircraft Tractor	63%	0.11	5.2E-02	0.32	9.1E-04	2.2E-02	2.1E-02
		Baggage Tractor	95%	6.1	0.16	0.36	4.5E-02	2.1E-02	2.0E-02
		Belt Loader	83%	8.0	0.20	0.51	8.2E-02	3.9E-02	3.6E-02
		Cabin Service Truck	0%	0.35	0.38	0.49	6.9E-03	3.1E-02	3.0E-02
		Cargo Loader	0%	4.4E-02	1.6E-02	6.9E-02	2.7E-04	7.9E-03	7.7E-03
		Catering Truck	0%	0.27	0.29	0.37	5.3E-03	2.4E-02	2.3E-02
		Fuel Truck	0%	0.20	0.19	0.33	3.5E-03	1.7E-02	1.6E-02
		Ground Power Unit	0%	20.1	0.65	1.7	0.14	8.0E-02	7.5E-02
		Hydrant Truck	0%	0.54	0.39	1.3	6.4E-03	4.2E-02	4.1E-02
		Lavatory Truck	0%	0.24	4.5E-02	0.11	4.7E-03	5.6E-03	5.4E-03
		Service Truck	18%	0.13	0.12	0.24	2.1E-03	1.0E-02	1.0E-02
		Total		**37.3**	**3.0**	**10.0**	**0.31**	**0.47**	**0.45**

Table 3.1-10. GSE Criteria Pollutant Emissions Calculations
John Wayne Airport
Orange County, California

Scenario[1]		GSE Equipment	Percent Electric GSE[2]	Emissions (tpy)					
				CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Alternative C + Baseline	Phase 3	Air Conditioner	0%	0	0	0	0	0	0
		Air Start	0%	0.54	0.46	2.1	8.5E-03	7.6E-02	7.4E-02
		Aircraft Tractor	70%	4.4E-02	3.8E-02	0.11	6.9E-04	5.6E-03	5.4E-03
		Baggage Tractor	100%	0	0	0	0	0	0
		Belt Loader	92%	3.6	9.2E-02	0.23	3.7E-02	1.8E-02	1.6E-02
		Cabin Service Truck	0%	0.35	0.37	0.48	6.8E-03	3.1E-02	3.0E-02
		Cargo Loader	0%	1.6E-02	8.0E-03	2.0E-02	1.7E-04	1.3E-03	1.3E-03
		Catering Truck	0%	0.27	0.28	0.37	5.2E-03	2.4E-02	2.3E-02
		Fuel Truck	0%	0.17	0.18	0.23	3.2E-03	1.4E-02	1.4E-02
		Ground Power Unit	0%	15.8	0.51	1.2	0.14	7.4E-02	6.8E-02
		Hydrant Truck	0%	0.37	0.34	0.67	6.1E-03	3.0E-02	2.9E-02
		Lavatory Truck	0%	0.24	4.0E-02	6.8E-02	4.8E-03	4.8E-03	4.6E-03
		Service Truck	20%	0.10	0.11	0.15	2.0E-03	8.9E-03	8.6E-03
		Total		**21.4**	**2.4**	**5.7**	**0.22**	**0.29**	**0.27**

Notes:

[1] Emissions estimated with EDMS and post-processed to reflect electrification of GSE equipment.

[2] The Project will increase the percent of the electrified GSE by 15% over Baseline in Phase 1, 35% over Baseline in Phase 2, and 50% over Baseline in Phase 3.

Note the "No Project Alternative" has the same activity as Project - Phase 1. Thus the emissions for "No Project Alternative" are equal to phase 1 emissions.

Abbreviation:

GSE - ground support equipment

tpy - tons per year

Table 3.1-11. Parking Lot Vehicle Counts by Phase
John Wayne Airport
Orange County, California

Parking Lot	Average Vehicle Trips per Day[1]			
	Baseline	Project + Baseline		
		Phase 1	Phase 2	Phase 3
C1 Parking	1,781	2,015	2,574	3,625
C2 Parking	N/A	1,074	2,059	3,110
A1 Parking	1,256	1,474	2,033	3,084
B2 Parking	2,242	2,200	2,759	3,809
A2 Parking	2,067	2,280	2,839	3,889
Main Street Parking	760	896	1,153	1,572
T-Lot (employees)	2,186	2,186	2,186	2,186
Total	**10,292**	**12,124**	**15,604**	**21,275**

Notes:
[1] Vehicle trip data as provided in the Fehr & Peers traffic study.

Table 3.1-12. Emission Factors for Parking Lots
John Wayne Airport
Orange County, California

Pollutant	Emission Type[1,2]	Emission Factor Units	Baseline Emission Factors		Phase 1 Emission Factors		Phase 2 Emission Factors		Phase 3 Emission Factors	
			5 mph	10 mph	5 mph	10 mph	5 mph	10 mph	5 mph	10 mph
VOC	Running Exhaust	g/mile	0.405	0.271	0.286	0.192	0.210	0.140	0.174	0.115
	Idling Exhaust[3]	g/hr	1.935	1.935	1.512	1.512	1.147	1.147	0.965	0.965
	Starting Exhaust[4]	g/trip	0.346	0.346	0.257	0.257	0.169	0.169	0.127	0.127
	Diurnal	g/vehicle/day	0.518	0.518	0.428	0.428	0.345	0.345	0.303	0.303
	Hot Soak	g/vehicle/day	1.069	1.069	0.940	0.940	0.762	0.762	0.659	0.659
	Running Loss	g/vehicle/day	3.197	3.197	2.717	2.717	2.274	2.274	2.038	2.038
	Resting Loss	g/vehicle/day	0.418	0.418	0.378	0.378	0.329	0.329	0.300	0.300
CO	Running Exhaust	g/mile	4.061	3.441	3.000	2.569	2.054	1.793	1.643	1.444
	Idling Exhaust[3]	g/hr	22.213	22.213	16.794	16.794	11.828	11.828	9.612	9.612
	Starting Exhaust[4]	g/trip	4.087	4.087	3.156	3.156	2.179	2.179	1.681	1.681
NO_x	Running Exhaust	g/mile	1.061	0.832	0.811	0.643	0.530	0.429	0.391	0.318
	Idling Exhaust[3]	g/hr	3.203	3.203	2.654	2.654	1.910	1.910	1.594	1.594
	Starting Exhaust[4]	g/trip	0.423	0.423	0.344	0.344	0.253	0.253	0.204	0.204
PM_{10}	Running Exhaust	g/mile	0.033	0.023	0.018	0.013	0.015	0.010	0.016	0.011
	Idling Exhaust[3]	g/hr	0.081	0.081	0.068	0.068	0.065	0.065	0.067	0.067
	Starting Exhaust[4]	g/trip	0.003	0.003	0.003	0.003	0.003	0.003	0.004	0.004
	Tire Wear	g/mile	0.008	0.008	0.008	0.008	0.009	0.009	0.009	0.009
	Brake Wear	g/mile	0.040	0.040	0.040	0.040	0.041	0.041	0.041	0.041
$PM_{2.5}$	Running Exhaust	g/mile	0.030	0.021	0.017	0.012	0.014	0.010	0.014	0.010
	Idling Exhaust[3]	g/hr	0.074	0.074	0.063	0.063	0.060	0.060	0.062	0.062
	Starting Exhaust[4]	g/trip	0.003	0.003	0.003	0.003	0.003	0.003	0.004	0.004
	Tire Wear	g/mile	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002
	Brake Wear	g/mile	0.017	0.017	0.017	0.017	0.017	0.017	0.017	0.017
SO_x	Running Exhaust	g/mile	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
	Idling Exhaust[3]	g/hr	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022
	Starting Exhaust[4]	g/trip	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001

Notes:

[1] Emission factors from EMFAC2011-PL (http://www.arb.ca.gov/msei/modeling.htm) for Orange County vehicle fleet mix.

[2] Vehicle speeds assumed to be 10 mph for surface lots (A1, A2, B2, C1, and C2) and 5 mph for remote lots (Main Street and T-Lot).

[3] Idling time per vehicle assumed to be 3 minutes per trip.

[4] One vehicle start per parking lot visit.

Abbreviation:

g - gram
hr - hour
mph - miles per hour
veh - vehicle

Table 3.1-13. Parking Lot Criteria Pollutant Emissions Calculations
John Wayne Airport
Orange County, California

A. Phase 1 - Baseline + Project

Emission Type	Emissions (lb/day)					
	VOC	CO	NO_x	PM_{10}	$PM_{2.5}$	SO_x
Running Exhaust	1.84	21.63	5.63	0.12	0.11	0.04
Starting Exhaust	6.86	84.36	9.19	0.07	0.07	0.02
Idling Exhaust	2.02	22.44	3.55	0.09	0.08	0.03
Diurnal Evaporative	11.44	0	0	0	0	0
Hot Soak Evaporate	25.13	0	0	0	0	0
Running Loss	72.63	0	0	0	0	0
Resting Loss	10.11	0	0	0	0	0
Tire Wear	0	0	0	0.07	0.02	0
Brake Wear	0	0	0	0.32	0.14	0
Total	**130.02**	**128.44**	**18.37**	**0.67**	**0.41**	**0.09**

B. Phase 2 - Baseline + Project

Emission Type	Emissions (lb/day)					
	VOC	CO	NO_x	PM_{10}	$PM_{2.5}$	SO_x
Running Exhaust	1.58	17.87	4.42	0.12	0.11	0.04
Starting Exhaust	5.83	74.98	8.72	0.11	0.10	0.03
Idling Exhaust	1.97	20.35	3.29	0.11	0.10	0.04
Diurnal Evaporative	11.87	0	0	0	0	0
Hot Soak Evaporate	26.21	0	0	0	0	0
Running Loss	78.21	0	0	0	0	0
Resting Loss	11.33	0	0	0	0	0
Tire Wear	0	0	0	0.08	0.02	0
Brake Wear	0	0	0	0.38	0.16	0
Total	**137.02**	**113.19**	**16.43**	**0.80**	**0.50**	**0.11**

C. Phase 3 - Baseline + Project

Emission Type	Emissions (lb/day)					
	VOC	CO	NO_x	PM_{10}	$PM_{2.5}$	SO_x
Running Exhaust	1.63	18.27	4.15	0.15	0.14	0.06
Starting Exhaust	5.95	78.86	9.58	0.19	0.17	0.04
Idling Exhaust	2.26	22.54	3.74	0.16	0.15	0.05
Diurnal Evaporative	14.20	0	0	0	0	0
Hot Soak Evaporate	30.92	0	0	0	0	0
Running Loss	95.59	0	0	0	0	0
Resting Loss	14.09	0	0	0	0	0
Tire Wear	0	0	0	0.10	0.03	0
Brake Wear	0	0	0	0.49	0.21	0
Total	**164.65**	**119.67**	**17.46**	**1.09**	**0.69**	**0.15**

Table 3.1-14. Summary of CalEEMod Inputs and Trip Generation (Terminal Traffic)
John Wayne Airport
Orange County, California

	Baseline	Phase 1	Phase 2	Phase 3
Location	Orange County			
Climate Zone	8			
Operation Year[1]	2013	2016	2021	2025
Land Use	User Defined Commercial			
Assumed Square Footage	100			
Total Daily Trips	45,318	8,091	13,009	16,464
Trips/day/size[2]	453.18	80.91	130.09	164.64
Trip Length[3]	13.08			
Trip Characteristic[3]				
Primary (%)	100			
Diverted (%)	0			
Pass-By (%)	0			
Trip Type[3]				
Non-Res C-C (%)	100			
Non-Res C-W (%)	0			
Non-Res C-NW (%)	0			

Notes

[1] Phase 3 operation year conservatively chosen as 2025 as opposed to the actual operation year 2026 which is not available in CalEEMod.

[2] To adjust to the trip input format needed in CalEEMod, a pseudo land use assumed to be equal to one hundred square feet. This area is multiplied by the trip rate and default emission factors to generate emissions. For more details on methodology, refer to CalEEMod, Appendix A. Available at: http://www.caleemod.com/. Accessed: February 2014.

[3] The trip characteristics and trip types are assumed as primary for commercial-commercial due to the input data provided by Fehr & Peers. These assumptions represent the total VMT as estimated by Fehr & Peers.

Table 3.1-15. Criteria Pollutant Emissions from Terminal Traffic
John Wayne Airport
Orange County, California

A. Project Emission Summary[1]

	Baseline	Phase 1	Phase 2	Phase 3
	(lbs/day)			
VOC	229.62	31.74	38.39	42.09
NO_x	678.32	93.41	100.50	100.53
CO	3058.62	420.52	488.53	522.15
SO_x	6.28	1.12	1.83	2.33
PM_{10}	467.39	82.65	132.63	168.01
$PM_{2.5}$	132.39	22.88	36.53	46.34

Notes

[1] All emissions calculated using CalEEMod. Maximum daily emissions between summer and winter are shown.

Table 3.1-16a. Criteria Pollutant Emissions Calculations for JWA-Owned Vehicles
John Wayne Airport
Orange County, California

Emission Factors[1]							
Unit #	Unit Type	EMFAC CATEGORY	EF (gm/mile)				
			VOC	CO	NO_X	PM_{10}	$PM_{2.5}$
• 5017	Fire Fighting Truck	T7 Ag	4.440024832	9.062768818	31.13807494	0.541245347	0.497945719
• 5046	Truck - Medium duty	T7 Ag	1.485534888	3.032203597	3.335115453	0.047740714	0.043921457
• 3452	Car	LDA	0.031760235	0.621021736	0.060585702	0.005230167	0.004852732
• 5027	Truck	LHD1	0.293509473	2.564113893	4.069136069	0.079350415	0.073002388
• 3759	Truck	LHD1	0.036090224	0.452953959	0.06964329	0.000824385	0.000764893
• 3317	Car	LDA	0.031760235	0.621021736	0.060585702	0.005230167	0.004852732
• 3468	Truck	LHD1	0.036090221	0.433293136	0.06767416	0.000824385	0.000764893
• 5453	Truck - Water Tanker	T7 Ag	14.01069017	20.99924734	58.09474199	5.127589147	4.717382015
• 3877	Car	LDA	0.141927753	3.934013097	0.310935814	0.018574061	0.017233663
• 4103	Car	LDA	0.04319111	0.877979414	0.081401467	0.001743833	0.001617989
• 2301	Car	LDA	0.057923037	1.301483573	0.0940742	0.001307327	0.001212984
• 3567	Truck	LHD1	0.036090224	0.452953959	0.06964329	0.000824385	0.000764893
• 2077	Car	LDA	0.128426024	3.562114478	0.286503047	0.018563507	0.017223873
• 2165	Car	LDA	0.191853614	4.314406061	0.38211648	0.018614195	0.017270903
• 3946	Truck	LHD1	0.072571969	1.05481829	0.276153933	0.010991802	0.01019858
• 3945	Truck	LHD1	2.485522482	33.43941965	0.735193966	0.068698782	0.063741133
• 3461	Car	LDA	0.191853614	4.314406061	0.38211648	0.018614195	0.017270903
• 3967	Car	LDA	0.128426024	3.562114478	0.286503047	0.018563507	0.017223873
• 3850	Truck	LHD1	0.280281165	2.419323406	4.046856447	0.076252801	0.070152567
• 3429	Car	LDA	1.422643459	15.89286953	1.332061707	0.059384375	0.055098887
• 3962	Truck	LHD1	0.072571969	1.05481829	0.276153933	0.010991802	0.01019858
• 3261	Car	LDA	0.234542003	4.372930141	0.454362768	0.018540782	0.017202788
• 3451	Truck	LHD1	0.081964023	1.473382571	0.405037566	0.010991802	0.010198581
• 3821	Truck	LHD1	2.5037161	33.6836311	0.71602848	0.068698764	0.063741119
• 3459	Car	LDA	0.191853614	4.314406061	0.38211648	0.018614195	0.017270903
• 3500	Truck	LHD1	2.944205082	42.89528872	3.411991	0.038471312	0.035695027
• 3207	Car	LDA	0.311698036	4.413114925	0.598007107	0.015774249	0.014635899
• 3968	Car	LDA	0.128426024	3.562114478	0.286503047	0.018563507	0.017223873
• 5450	Truck - Heavy Duty	T7 Ag	2.602404569	5.311905198	16.0968663	0.062876175	0.057846081
• 3379	Truck	LHD1	10.60149803	137.1367362	3.2509301	0.068698769	0.063741118
• 3438	Car	LDA	0.191853614	4.314406061	0.38211648	0.018614195	0.017270903
• 3238	Car	LDA	0.311698036	4.413114925	0.598007107	0.015774249	0.014635899
• 3609	Truck	LHD1	2.520430335	33.90792768	0.698427362	0.068698773	0.063741122
• 3941	Truck	LHD1	2.485522482	33.43941965	0.735193966	0.068698782	0.063741133
• 3015	Car	LDA	0.605958871	6.982854437	0.796225547	0.062970879	0.05842658
• 3230	Car	LDA	0.311698036	4.413114925	0.598007107	0.015774249	0.014635899
• 3709	Truck	LHD1	0.081964023	1.473382571	0.405037566	0.010991802	0.010198581
• 3205	Car	LDA	0.311698036	4.413114925	0.598007107	0.015774249	0.014635899
• 3851	Truck	LHD1	0.280281165	2.419323406	4.046856447	0.076252801	0.070152567
• 3234	Car	LDA	0.037215185	0.712290354	0.071259441	0.002615308	0.002426574
• 1891	Car	LDA	0.039345773	0.765427028	0.076310397	0.00174358	0.001617755
• 3254	Car	LDA	0.191853614	4.314406061	0.38211648	0.018614195	0.017270903
• 1516	Car	LDA	0.141927753	3.934013097	0.310935814	0.018574061	0.017233663
• 3436	Car	LDA	0.153323535	4.237812413	0.314502423	0.018683828	0.017335509
• 3977	Car	LDA	0.128426024	3.562114478	0.286503047	0.018563507	0.017223873

Table 3.1-16a. Criteria Pollutant Emissions Calculations for JWA-Owned Vehicles
John Wayne Airport
Orange County, California

Unit #	Unit Type	EMFAC CATEGORY	EF (gm/mile)				
			VOC	CO	NO_X	PM_{10}	$PM_{2.5}$
• 3855	Car	LDA	0.037215185	0.712290354	0.071259441	0.002615308	0.002426574
• 3711	Truck	LHD1	0.081964023	1.473382571	0.405037566	0.010991802	0.010198581
• 3425	Truck	LHD1	0.077634752	1.382272372	0.376175273	0.010991801	0.01019858
• 1919	Car	LDA	0.044970375	0.976736445	0.08260513	0.001306611	0.001212319
• 3490	Truck	LHD1	0.036090231	0.47094903	0.071445588	0.000824385	0.000764894
• 1890	Car	LDA	0.039345773	0.765427028	0.076310397	0.00174358	0.001617755
• 3976	Car	LDA	0.128426024	3.562114478	0.286503047	0.018563507	0.017223873
• 3725	Car	LDA	0.04319111	0.877979414	0.081401467	0.001743833	0.001617989
• 1963	Car	LDA	0.037215185	0.712290354	0.071259441	0.002615308	0.002426574
• 1961	Car	LDA	0.037215185	0.712290354	0.071259441	0.002615308	0.002426574
• 3003	Car	LDA	0.039345773	0.765427028	0.076310397	0.00174358	0.001617755
• 1962	Car	LDA	0.037215185	0.712290354	0.071259441	0.002615308	0.002426574

Notes:
[1] Emission Factors based on EMFAC 2011, based on vehicle class and model year. Available at: http://www.arb.ca.gov/msei/modeling.htm, Accessed: January 2014

Table 3.1-16b. Criteria Pollutant Emissions for JWA-Owned Vehicles
John Wayne Airport
Orange County, California

A. Summary of Project/Alternative Emissions (lbs/day)						
	VOC	CO	NO_X	PM_{10}	$PM_{2.5}$	SO_2
Project Phase 1	0.06	0.76	0.10	0.00	0.00	0.03
Project Phase 2	0.18	2.28	0.29	0.01	0.01	0.10
Project Phase 3	0.18	2.28	0.29	0.01	0.01	0.10
Alternative A Phase 1	0.32	4.10	0.51	0.02	0.02	0.19
Alternative A Phase 2	0.47	6.07	0.76	0.03	0.02	0.28
Alternative A Phase 3	0.65	8.35	1.05	0.03	0.03	0.38
Alternative B Phase 1	0.24	3.04	0.38	0.01	0.01	0.14
Alternative B Phase 2	0.36	4.56	0.57	0.02	0.02	0.21
Alternative B Phase 3	0.41	5.31	0.67	0.02	0.02	0.24
Alternative C Phase 1	1.75	22.46	2.82	0.09	0.09	1.03
Alternative C Phase 2	1.75	22.46	2.82	0.09	0.09	1.03
Alternative C Phase 3	1.75	22.46	2.82	0.09	0.09	1.03
No Project	0.06	0.76	0.10	0.00	0.00	0.03

B. Summary of Emissions - Baseline + Project/Alternative[2] (lbs/day)							
	ADD	VOC	CO	NO_X	PM_{10}	$PM_{2.5}$	SO_2[1]
Baseline	79.98	0.95	12.14	1.52	0.05	0.05	0.56
Project Phase 1	85	1.01	12.90	1.62	0.05	0.05	0.59
Project Phase 2	95	1.13	14.42	1.81	0.06	0.06	0.66
Project Phase 3	95	1.13	14.42	1.81	0.06	0.06	0.66
Alternative A Phase 1	107	1.27	16.24	2.04	0.07	0.06	0.75
Alternative A Phase 2	120	1.42	18.21	2.28	0.08	0.07	0.84
Alternative A Phase 3	135	1.60	20.49	2.57	0.09	0.08	0.94
Alternative B Phase 1	100	1.18	15.17	1.90	0.06	0.06	0.70
Alternative B Phase 2	110	1.30	16.69	2.09	0.07	0.06	0.77
Alternative B Phase 3	115	1.36	17.45	2.19	0.07	0.07	0.80
Alternative C Phase 1	228	2.70	34.60	4.34	0.14	0.13	1.59
Alternative C Phase 2	228	2.70	34.60	4.34	0.14	0.13	1.59
Alternative C Phase 3	228	2.70	34.60	4.34	0.14	0.13	1.59
No Project	85	1.01	12.90	1.62	0.05	0.05	0.59

Notes

[1] SO_2 emissions are based on fuel consumptions for all JWA owned landside vehicles which included airside equipment.

Table 3.1-16c. Baseline Criteria Pollutant Emissions for JWA-Owned Vehicles
John Wayne Airport
Orange County, California

Baseline Emissions									
Unit #	Year Make Model	HP Rating	Fuel Type[2]	Miles	Emissions (grams/year)				
					VOC	CO	NO_X	PM_{10}	$PM_{2.5}$
• 5017	OSHKOSH STI-3000	575	DIESEL #2	-	-	-	-	-	-
• 5046	FORD F550	362	DIESEL #2	25	37	76	83	1	1
• 5027	CHEV C7500	320	DIESEL #2	279	82	715	1,135	22	20
• 5453	GMC TC7H064	275	DIESEL #2	587	8,224	12,327	34,102	3,010	2,769
• 3850	• 2008 CHEV 2500	353	DIESEL #2	2,774	777	6,711	11,226	212	195
• 5450	IHC 4300V SBA	255	DIESEL #2	4,643	12,083	24,663	74,738	292	269
• 3851	• 2008 CHEV 2500	353	DIESEL #2	5,988	1,678	14,487	24,233	457	420
• 3452	• 2013 FORD ESCAPE	168	GASOLINE	221	7	137	13	1	1
• 3759	• 2012 FORD F250	385	GASOLINE	365	13	165	25	0	0
• 3317	• 2013 JEEP WRANGLER	285	GASOLINE	389	12	242	24	2	2
• 3468	• 2013 FORD F350	385	GASOLINE	491	18	213	33	0	0
• 3877	• 2002 FORD EXPLORER	210	GASOLINE	829	118	3,261	258	15	14
• 4103	• 2009 DODG CARAVAN	197	GASOLINE	853	37	749	69	1	1
• 2301	• 2005 CHEV SUBURBAN	310	GASOLINE	1,419	82	1,847	133	2	2
• 3567	• 2012 FORD F250	385	GASOLINE	1,445	52	655	101	1	1
• 3821	• 1989 GMC TR31003	160	GASOLINE	3,407	8,530	114,760	2,440	234	217
• 3941	• 1990 GMC TC31003	160	GASOLINE	5,112	12,706	170,942	3,758	351	326
• 3234	• 2011 FORD F250	385	GASOLINE	6,589	245	4,693	470	17	16
• 1891	• 2010 FORD CROWN VIC	224	GASOLINE	7,319	288	5,602	559	13	12
• 1516	• 2002 FORD CROWN VIC	220	GASOLINE	7,752	1,100	30,496	2,410	144	134
• 3977	• 2003 CHEV TRAILBLAZER	285	GASOLINE	7,909	1,016	28,173	2,266	147	136
• 3855	• 2011 CHEV TAHOE	320	GASOLINE	8,488	316	6,046	605	22	21
• 1919	• 2008 FORD CROWN VIC	220	GASOLINE	9,542	429	9,320	788	12	12
• 3490	• 2011 FORD F250	385	GASOLINE	10,006	361	4,712	715	8	8
• 1890	• 2010 FORD CROWN VIC	224	GASOLINE	12,803	504	9,800	977	22	21
• 3725	• 2009 CHEV TRAILBLAZER	285	GASOLINE	14,286	617	12,543	1,163	25	23
• 1963	• 2011 FORD CROWN VIC	239	GASOLINE	16,641	619	11,853	1,186	44	40
• 1961	• 2011 FORD CROWN VIC	239	GASOLINE	17,396	647	12,391	1,240	45	42
• 3003	• 2010 CHEV TAHOE	320	GASOLINE	19,326	760	14,793	1,475	34	31
• 1962	• 2011 FORD CROWN VIC	239	GASOLINE	25,784	960	18,366	1,837	67	63
• 2077	• 2003 FORD EXCURSION	255	GASOLINE	1,492	192	5,315	427	28	26
• 2165	• 1999 DODG GRAND CARAVAN	158	GASOLINE	2,250	432	9,707	860	42	39
• 3946	• 2003 CHEV SILVERADO	200	GASOLINE	2,412	175	2,544	666	27	25
• 3945	• 1990 GMC TC31003	160	GASOLINE	2,552	6,343	85,337	1,876	175	163
• 3461	• 1999 FORD EXPLORER	210	GASOLINE	2,613	501	11,274	998	49	45
• 3967	• 2003 CHEV BLAZER	190	GASOLINE	2,622	337	9,340	751	49	45
• 3429	• 1992 FORD RANGER	100	GASOLINE	2,998	4,265	47,647	3,994	178	165
• 3962	• 2003 CHEV S-10	120	GASOLINE	3,048	221	3,215	842	34	31
• 3261	• 1998 FORD EXPLORER	160	GASOLINE	3,083	723	13,482	1,401	57	53
• 3451	• 1999 FORD F250	235	GASOLINE	3,240	266	4,774	1,312	36	33
• 3459	• 1999 FORD EXPLORER	210	GASOLINE	3,548	681	15,308	1,356	66	61
• 3500	• 1993 CHEV CC20903	105	GASOLINE	3,676	10,823	157,683	12,542	141	131
• 3207	• 1996 FORD RANGER	112	GASOLINE	3,856	1,202	17,017	2,306	61	56
• 3968	• 2003 CHEV BLAZER	190	GASOLINE	4,369	561	15,563	1,252	81	75
• 3379	• 1987 CHEV CV30943	160	GASOLINE	4,663	49,435	639,469	15,159	320	297
• 3438	• 1999 CHEV TAHOE	255	GASOLINE	4,793	920	20,679	1,831	89	83
• 3238	• 1996 FORD F250	245	GASOLINE	4,823	1,503	21,284	2,884	76	71
• 3609	• 1988 GMC 2500	230	GASOLINE	4,983	12,559	168,963	3,480	342	318
• 3015	• 1994 CHEV 3500	285	GASOLINE	5,755	3,487	40,186	4,582	362	336
• 3230	• 1996 FORD F250	245	GASOLINE	5,793	1,806	25,565	3,464	91	85
• 3709	• 1999 FORD F350	235	GASOLINE	5,854	480	8,625	2,371	64	60
• 3205	• 1996 FORD F250	245	GASOLINE	5,909	1,842	26,077	3,534	93	86
• 3254	• 1999 FORD F250	235	GASOLINE	7,333	1,407	31,638	2,802	136	127
• 3436	• 2000 CHEV TAHOE	275	GASOLINE	7,794	1,195	33,030	2,451	146	135
• 3711	• 1999 FORD F350	235	GASOLINE	8,496	696	12,518	3,441	93	87
• 3425	• 2001 DODG 3500	175	GASOLINE	9,299	722	12,854	3,498	102	95
• 3976	• 2003 CHEV TAHOE	275	GASOLINE	13,896	1,785	49,499	3,981	258	239
			Total	**323,818**	**156,877**	**2,009,330**	**252,125**	**8,401**	**7,763**

Notes:

[1] SO_2 emissions are based on fuel consumptions for all JWA owned landside vehicles which included airside equipment.

[2] Vehicles with unknown fuel type were assumed to be gasoline based on vehicle description.

Table 3.1-17a. Criteria Pollutant Emissions Calculations for JWA-Owned Airside Equipment
John Wayne Airport
Orange County, California

Emission Factors

Unit #	Make	HP	OFFROAD Category	EF (tons/bhp-hr)		EF (gms/hp-hr)	
				NO_X	PM	VOC	CO
• 8048	SULL	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 8911	CAT C15	1000	Other General Industrial Equipment	2.3766E-06	6.10669E-08	0.31	1.02418
• 8910	CAT C15	1000	Other General Industrial Equipment	2.3766E-06	6.10669E-08	0.31	1.02418
• 5281	U.S JETTING 4018-300	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 7110	DEER 4200	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.49	9.236
• 9073	CAT SR4B	500	Other General Industrial Equipment	1.81577E-06	6.88067E-08	0.956	5.179
• 8905	CAT 3406B	750	Other General Industrial Equipment	1.55205E-06	5.24354E-08	1.425	11.207
• 8906	CAT 3406B	750	Other General Industrial Equipment	1.55205E-06	5.24354E-08	1.425	11.207
• 8907	ONAN 50DL6BL27562B	750	Other General Industrial Equipment	1.55205E-06	5.24354E-08	1.425	11.207
• 9110	CAT 3406	750	Other General Industrial Equipment	1.55205E-06	5.24354E-08	1.425	11.207
• 9147	CAT C15	1000	Other General Industrial Equipment	2.3766E-06	6.10669E-08	0.31	1.02418
• 8063	AMID LTB 5080-4MR	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.828	9.768
• 9087	ADVANCED CY5000	120	Sweepers/Scrubbers	3.58968E-06	3.14272E-07	0.8991	4.08877
• 7191	BCAT NS300	120	Tractors/Loaders/Backhoes	2.38918E-06	1.9029E-07	1.738	4.448
• 9148	CAT C15	1000	Other General Industrial Equipment	2.3766E-06	6.10669E-08	0.31	1.02418
• 8066	IRAN L6E	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 9004	BATT RUNWAY CLOSURE MARKER	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.828	9.768
• 8065	IRAN L6E	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 7179	DEER 6410MWWD	120	Tractors/Loaders/Backhoes	2.38918E-06	1.9029E-07	2.333	5.659
• 8087	TERX RL4060D-4MH	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.49	9.236
• 9503	LBLT RTC8040	175	Cranes	2.8049E-06	1.51278E-07	1.299	3.932
• 8028	MANITOU MLT523	120	Forklifts	1.59869E-06	1.33666E-07	1.75	4.459
• 8088	TERX RL4060D-4MH	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.49	9.236
• 9005	BATT RUNWAY CLOSURE MARKER	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.828	9.768
• 5450A	DEER 4045HF285	120	Sweepers/Scrubbers	3.58968E-06	3.14272E-07	1.559	4.253
• 9015	BATT RUNWAY MARKER	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 9018	BATT RUNWAY MARKER	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 9013	HALI-BRITE MLG8M	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 9012	HALI-BRITE MLG8M	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 8073	ALLMAND NITE LIGHT PRO	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.49	9.236
• 8075	ALLMAND NITE LIGHT PRO	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.49	9.236
• 6071	UPF FT-LDH-1000	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 6126	JURG 430V01500	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.828	9.768
• 6042	JVDV JV60CM	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.49	9.236
• 8303	UNIM --	120	Tractors/Loaders/Backhoes	2.38918E-06	1.9029E-07	2.333	5.659
• 8401	MK 1414H	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.49	9.236
• 8402	BETONIERA WORKMAN 250	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.49	9.236
• 8439	MQUI MQ-20TB	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.828	9.768
• 8710	PRESSURE PRO 4000	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	1.5535	6.26146
• 9202	GRAC GM3500	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.828	9.768
• 9203	GRAC GM3500	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.828	9.768
• 9209	GRAC LINE LAZER 5900	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 9210	GRAC LINE LAZER 5900	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 9369	MRIT 401 Mark Rite	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.828	9.768
• 9585	TENN 140	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.828	9.768
• 8481	HOND EG3500X	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.828	9.768
• 8030	HUSQVARNA Z4824	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 9070	AMLC 7760 American Lincoln	120	Sweepers/Scrubbers	3.58968E-06	3.14272E-07	1.706	4.394
• 8086	GENIE BOOM Z-80/60	120	Cranes	3.3236E-06	2.46142E-07	1.3667	5.06328
• 9208	GRAC LINE LAZER 5900	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.122	8.765
• 6147G	HOND EB1100	50	Other General Industrial Equipment	2.12638E-06	2.0932E-07	4.49	9.236
• 8715	JLG 45HA	50	Forklifts	1.36205E-06	1.52586E-07	4.826	9.773
• 9547	TCM FG15	120	Forklifts	1.59869E-06	1.33666E-07	2.326	5.638

Notes:

[1] SO_2 emissions are based on total fuel used, these are included with JWA owned vehicles since fuel split between vehicles and equipment was not available.

[2] The emissions are estimated from the Baseline condition and scaled based on the change of ADD. The estimates conservatively assume no turnover of the existing fleet.

[3] Baseline emissions are estimated based on OFFROAD 2011 for NO_X and PM and CalEEmod Emission factors for VOC and CO consistent with CalEEMod methodology.

[4] Consistent with CalEEMod methodology, the PM emission factor from OFFROAD is assumed to equal PM10 and PM2.5.

Table 3.1-17b. Criteria Pollutant Emissions for JWA-Owned Airside Equipment
John Wayne Airport
Orange County, California

A. Summary of Project/Alternative Emissions (lbs/day)

	VOC	CO	NO_X	PM_{10}	$PM_{2.5}$	SO_2[1]
Project Phase 1	0.10	0.27	0.10	0.01	0.01	0.00
Project Phase 2	0.29	0.81	0.30	0.02	0.02	0.00
Project Phase 3	0.29	0.81	0.30	0.02	0.02	0.00
Alternative A Phase 1	0.52	1.46	0.54	0.04	0.04	0.00
Alternative A Phase 2	0.77	2.17	0.80	0.06	0.06	0.00
Alternative A Phase 3	1.06	2.98	1.10	0.08	0.08	0.00
Alternative B Phase 1	0.39	1.08	0.40	0.03	0.03	0.00
Alternative B Phase 2	0.58	1.62	0.60	0.04	0.04	0.00
Alternative B Phase 3	0.67	1.90	0.70	0.05	0.05	0.00
Alternative C Phase 1	2.85	8.01	2.97	0.21	0.21	0.00
Alternative C Phase 2	2.85	8.01	2.97	0.21	0.21	0.00
Alternative C Phase 3	2.85	8.01	2.97	0.21	0.21	0.00
No Project	0.10	0.27	0.10	0.01	0.01	0.00

B. Summary of Emissions - Baseline + Project/Alternative[2] (lbs/day)

	ADD	VOC	CO	NO_X	PM_{10}	$PM_{2.5}$	SO_2
Baseline	79.98	1.54	4.33	1.61	0.11	0.11	0.00
Project Phase 1	85	1.63	4.60	1.71	0.12	0.12	0.00
Project Phase 2	95	1.83	5.14	1.91	0.13	0.13	0.00
Project Phase 3	95	1.83	5.14	1.91	0.13	0.13	0.00
Alternative A Phase 1	107	2.06	5.79	2.15	0.15	0.15	0.00
Alternative A Phase 2	120	2.31	6.49	2.41	0.17	0.17	0.00
Alternative A Phase 3	135	2.60	7.31	2.71	0.19	0.19	0.00
Alternative B Phase 1	100	1.92	5.41	2.01	0.14	0.14	0.00
Alternative B Phase 2	110	2.12	5.95	2.21	0.15	0.15	0.00
Alternative B Phase 3	115	2.21	6.22	2.31	0.16	0.16	0.00
Alternative C Phase 1	228	4.38	12.34	4.58	0.32	0.32	0.00
Alternative C Phase 2	228	4.38	12.34	4.58	0.32	0.32	0.00
Alternative C Phase 3	228	4.38	12.34	4.58	0.32	0.32	0.00
No Project	85	1.63	4.60	1.71	0.12	0.12	0.00

Notes

[1] SO_2 emissions for airside equipment are included with the JWA owned vehicles since fuel split between these sources is not

[2] Baseline emissions calculated using Offroad 2011 for NOX and PM and CalEEmod Emission factors for VOC and CO, consistent with CalEEMod methodology.

[3] Consistent with CalEEMod methodology, the PM emission factor from OFFROAD is assumed to equal PM_{10} and $PM_{2.5}$.

[4] Project and Alternative Emissions were estimated using Baseline emissions and change in ADD.

Table 3.1-17c. Baseline Criteria Pollutant Emissions for JWA-Owned Airside Equipment
John Wayne Airport
Orange County, California

Baseline Emissions[1, 3, 4]

Unit #	Make	Unit Type	HP Rating	Fuel Type	Hours	Load factor	(tons/year)		(gms/year)	
							NO_X	PM	VOC	CO
• 8048	SULL	Air Compressor	49	DIESEL #2	4	0.3417	0.0001	0.00001	276.06	587.02
• 8911	CAT C15	Emergency Generators - Stationary	779	DIESEL #2	5	0.3417	0.0032	0.00008	412.59	1363.10
• 8910	CAT C15	Emergency Generators - Stationary	779	DIESEL #2	6	0.3417	0.0038	0.00010	495.10	1635.72
• 5281	U.S JETTING 4018-300	Pressure Washer - Portable	49	DIESEL #2	9	0.3417	0.0003	0.00003	621.14	1320.80
• 7110	DEER 4200	Lawnmower - Riding	26.3	DIESEL #2	9	0.3417	0.0002	0.00002	363.15	747.01
• 9073	CAT SR4B	Emergency Generators - Stationary	382	DIESEL #2	10	0.3417	0.0024	0.00009	1247.86	6760.12
• 8905	CAT 3406B	Emergency Generators - Stationary	518	DIESEL #2	13	0.3417	0.0036	0.00012	3278.94	25787.39
• 8906	CAT 3406B	Emergency Generators - Stationary	518	DIESEL #2	16	0.3417	0.0044	0.00015	4035.61	31738.33
• 8907	ONAN 50DL6BL27562B	Emergency Generators - Stationary	738	DIESEL #2	20	0.3417	0.0078	0.00026	7186.98	56522.41
• 9110	CAT 3406	Emergency Generators - Stationary	587	DIESEL #2	29	0.3417	0.0090	0.00031	8288.88	65188.42
• 9147	CAT C15	Emergency Generators - Stationary	839	DIESEL #2	29	0.3417	0.0198	0.00051	2577.31	8514.93
• 8063	AMID LTB 5080-4MR	Lights-portable	12.2	DIESEL #2	33	0.3417	0.0003	0.00003	664.18	1343.77
• 9087	ADVANCED CY5000	Street Sweeper	66	DIESEL #2	35	0.4556	0.0038	0.00033	946.25	4303.17
• 7191	BCAT NS300	Loader - Front, Bobcat	81	DIESEL #2	44	0.3685	0.0031	0.00025	2282.57	5841.71
• 9148	CAT C15	Emergency Generators - Stationary	839	DIESEL #2	54	0.3417	0.0368	0.00095	4799.13	15855.39
• 8066	IRAN L6E	Lights portable	11.9	DIESEL #2	81	0.3417	0.0007	0.00007	1357.64	2886.88
• 9004	BATT RUNWAY CLOSURE MARKER	Runway Markers - Portable	9.8	DIESEL #2	84	0.3417	0.0006	0.00006	1358.06	2747.62
• 8065	IRAN L6E	Lights- portable	11.9	DIESEL #2	90	0.3417	0.0008	0.00008	1508.49	3207.65
• 7179	DEER 6410MWWD	Loader - Front	104	DIESEL #2	92	0.3685	0.0084	0.00067	8225.71	19952.55
• 8087	TERX RL4060D-4MH	Lights - Portable	25	DIESEL #2	106	0.3417	0.0019	0.00019	4065.72	8363.24
• 9503	LBLT RTC8040	Crane - Self Propelled	165	DIESEL #2	127	0.2881	0.0169	0.00091	7842.24	23738.02
• 8028	MANITOU MLT523	Forklift	75	DIESEL #2	169	0.201	0.0041	0.00034	4458.43	11360.08
• 8088	TERX RL4060D-4MH	Lights - Portable	25	DIESEL #2	204	0.3417	0.0037	0.00036	7824.59	16095.30
• 9005	BATT RUNWAY CLOSURE MARKER	Runway Markers - Portable	9.8	DIESEL #2	381	0.3417	0.0027	0.00027	6159.75	12462.40
• 5450A	DEER 4045HF285	Aux. Motor Sweeper	115	DIESEL #2	437	0.4556	0.0822	0.00720	35695.14	97377.45
• 9015	BATT RUNWAY MARKER	Runway Markers - Portable	9.8	DIESEL #2	500	0.3417	0.0036	0.00035	6901.59	14675.50
• 9018	BATT RUNWAY MARKER	Runway Markers - Portable	9.8	DIESEL #2	533	0.3417	0.0038	0.00037	7357.09	15644.09
• 9013	HALI-BRITE MLG8M	Runway Markers - Portable	12.7	DIESEL #2	587	0.3417	0.0054	0.00053	10500.13	22327.43
• 9012	HALI-BRITE MLG8M	Runway Markers - Portable	12.7	DIESEL #2	593	0.3417	0.0055	0.00054	10607.46	22555.65
• 8073	ALLMAND NITE LIGHT PRO	Lights - Portable	15	DIESEL #2	1976	0.3417	0.0215	0.00212	45474.67	93542.10
• 8075	ALLMAND NITE LIGHT PRO	Lights - Portable	15	DIESEL #2	2100	0.3417	0.0229	0.00225	48328.34	99412.15
• 6071	UPF FT-LDH-1000	Emergency Foam Trailer	14.5	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 6126	JURG 430V01500	Emergency trailer Honda Gen	14.5	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 6042	JVDV JV60CM	Power washer/ vacuum	24	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 8303	UNIM --	Backhoe	110	GASOLINE	0	0.3685	0.0000	0.00000	0.00	0.00
• 8401	MK 1414H	Concrete saw	13	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 8402	BETONIERA WORKMAN 250	Cement Mixer	5.5	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 8439	MQUI MQ-20TB	Trash pump	8	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 8710	PRESSURE PRO 4000	Pressure Washer	13	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 9202	GRAC GM3500	Paint Sprayer	3.5	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 9203	GRAC GM3500	Paint Sprayer	3.5	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 9209	GRAC LINE LAZER 5900	Paint Stripper	5	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 9210	GRAC LINE LAZER 5900	Paint Stripper	5	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 9369	MRIT 401 Mark Rite	pavement striper	5	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 9585	TENN 140	Walk behind Sweeper	8	GASOLINE	0	0.3417	0.0000	0.00000	0.00	0.00
• 8481	HOND EG3500X	Generator	7	GASOLINE	1	0.3417	0.0000	0.00000	11.55	23.36
• 8030	HUSQVARNA Z4824	Lawnmower - riding	26	GASOLINE	15	0.3417	0.0003	0.00003	549.31	1168.05
• 9070	AMLC 7760 American Lincoln	Scrubber/ sweeper	97	GASOLINE	28	0.4556	0.0044	0.00039	2111.02	5437.18
• 8086	GENIE BOOM Z-80/60	Crane	74	GASOLINE	29	0.2881	0.0021	0.00015	844.98	3130.44
• 9208	GRAC LINE LAZER 5900	Paint Stripper	5	GASOLINE	34	0.3417	0.0001	0.00001	239.44	509.15
• 6147G	HOND EB1100	Generator - Portable	20	GASOLINE	36	0.3417	0.0005	0.00005	1104.65	2272.28
• 6324	AAMR 100188-18	Power wash/Vacuum	18	GASOLINE	47	0.3417	0.0006	0.00006	1297.96	2669.93
• 9211	GRAC LINE LAZER 5900	Paint Stripper	5	GASOLINE	67	0.3417	0.0002	0.00002	471.84	1003.33
• 8715	JLG 45HA	Manlift	45	PROPANE	29	0.201	0.0004	0.00004	1265.88	2563.51
• 9547	TCM FG15	Forklift	54.4	PROPANE	64	0.201	0.0011	0.00009	1627.74	3945.48
						Total	**0.2930**	**0.02040**	**254665.18**	**716580.09**

Notes
[1] SO_2 emissions for airside equipment are included with the JWA owned vehicles since fuel split between these sources is not known.
[2] Baseline emissions calculated using Offroad 2011 for NO_X and PM and CalEEmod Emission factors for VOC and CO, consistent with CalEEMod methodology.
[3] Consistent with CalEEMod methodology, the PM emission factor from OFFROAD is assumed to equal PM_{10} and $PM_{2.5}$.

Table 3.1-18. Non-Cogen Stationary Source Criteria Pollutant Emissions Calculations
John Wayne Airport
Orange County, California

A. Summary of Emissions - Baseline + Project/Alternative (lbs/day)

	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Baseline	0.47	3.61	1.34	0.01	0.95	0.95
Project Phase 1	0.49	3.84	1.43	0.01	1.01	1.01
Project Phase 2	0.55	4.29	1.59	0.01	1.13	1.13
Project Phase 3	0.55	4.29	1.59	0.01	1.13	1.13
Alternative A Phase 1	0.62	4.83	1.79	0.01	1.27	1.27
Alternative A Phase 2	0.70	5.42	2.01	0.01	1.42	1.42
Alternative A Phase 3	0.79	6.10	2.26	0.02	1.60	1.60
Alternative B Phase 1	0.58	4.52	1.68	0.01	1.19	1.19
Alternative B Phase 2	0.64	4.97	1.85	0.01	1.31	1.31
Alternative B Phase 3	0.67	5.19	1.93	0.01	1.37	1.37
Alternative C Phase 1	1.33	10.30	3.82	0.03	2.71	2.71
Alternative C Phase 2	1.33	10.30	3.82	0.03	2.71	2.71
Alternative C Phase 3	1.33	10.30	3.82	0.03	2.71	2.71
No Project	0.49	3.84	1.43	0.01	1.01	1.01

B. Summary of Project/Alternative Emissions (lbs/day)

	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Phase 1	0.03	0.23	0.08	0.00	0.06	0.06
Project Phase 2	0.09	0.68	0.25	0.00	0.18	0.18
Project Phase 3	0.09	0.68	0.25	0.00	0.18	0.18
Alternative A Phase 1	0.16	1.22	0.45	0.00	0.32	0.32
Alternative A Phase 2	0.23	1.81	0.67	0.00	0.48	0.48
Alternative A Phase 3	0.32	2.49	0.92	0.01	0.65	0.65
Alternative B Phase 1	0.12	0.90	0.34	0.00	0.24	0.24
Alternative B Phase 2	0.17	1.36	0.50	0.00	0.36	0.36
Alternative B Phase 3	0.20	1.58	0.59	0.00	0.42	0.42
Alternative C Phase 1	0.86	6.69	2.48	0.02	1.76	1.76
Alternative C Phase 2	0.86	6.69	2.48	0.02	1.76	1.76
Alternative C Phase 3	0.86	6.69	2.48	0.02	1.76	1.76
No Project	0.03	0.23	0.08	0.00	0.06	0.06

Notes:

[1] Baseline emissions are based on site specific data.

[2] Project and Alternative emissions are estimated based on the Baseline condition and scaled with the change in ADD.

Table 3.1-19. CoGen Operating Parameters
John Wayne Airport
Orange County, California

Maximum cogen capacity[1]	4.875	MW
Baseline electrical demand (nighttime)[2]	3,012	kW
Baseline purchased electricity (average)[3]	333	kW
Maximum annual cogen energy production for analysis[4]	38,297	MWh
Electricity demand per passenger[5]	0.997	kWh per passenger

Notes:

[1] Maximum Cogen capacity is based on the permit condition which allows only three out of the four cogen engines to operate at any given time. Also, the engines have a rated capacity of 1,750 kW, but the system restricts each engine to a maximum load of 1,625 kW.

[2] Baseline electrical demand represents the energy demand when there are no passengers (i.e. nighttime). Nighttime Hours are between 11 PM and 4:30 AM.

[3] This is assumed to be constant for all analysis until the cogen reaches the maximum electricity

[4] This is estimated based on the maximum cogen capacity during the daytime operating hours.

[5] The baseline electricity usage per passenger is estimated based on the electricity demand in the daytime minus the electricity demand at nighttime and dividing by the number of baseline passengers.

Table 3.1-20. CoGen Electricity Demand by Project and Alternative Phase
John Wayne Airport
Orange County, California

Emission Scenario	Phase	Total Annual Energy Usage (MWh)	Annual Baseline Energy Usage (MWh)	Annual Passenger-Related Energy Usage[1] (MWh)	Annual Cogen Energy (MWh)	Annual Purchased Energy (MWh)
Baseline	Baseline	35,530	26,387	9,143	32,613	2,917
Baseline + Project (Total Facility)	Phase 1	37,157	26,387	10,770	34,240	2,917
	Phase 2	38,154	26,387	11,767	35,237	2,917
	Phase 3	38,852	26,387	12,465	35,935	2,917
Baseline + Alternative A (Total Facility)	Phase 1	37,157	26,387	10,770	34,240	2,917
	Phase 2	37,755	26,387	11,368	34,838	2,917
	Phase 3	39,151	26,387	12,764	36,234	2,917
Baseline + Alternative B (Total Facility)	Phase 1	37,157	26,387	10,770	34,240	2,917
	Phase 2	39,351	26,387	12,964	36,434	2,917
	Phase 3	41,345	26,387	14,958	38,297	3,048
Baseline + Alternative C (Total Facility)	Phase 1	43,240	26,387	16,853	38,297	4,943
	Phase 2	43,240	26,387	16,853	38,297	4,943
	Phase 3	43,240	26,387	16,853	38,297	4,943
Baseline + No Project		37,157	26,387	10,770	34,240	2,917

Notes:

[1] The additional electricity demand is estimated by multiplying that demand rate by the increase in passengers. When the CoGen reaches max capacity, additional electricity demand is assumed to be purchased.

Table 3.1-21. CoGen Criteria Pollutant Emissions Calculations
John Wayne Airport
Orange County, California

A. Summary of Emissions - Baseline + Project/Alternative Facility (lbs/day)						
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Baseline	16.51	6.58	72.66	0.55	9.21	9.21
Project Phase 1	17.34	6.90	76.28	0.58	9.67	9.67
Project Phase 2	17.84	7.10	78.51	0.60	9.95	9.95
Project Phase 3	18.20	7.25	80.06	0.61	10.15	10.15
Alternative A Phase 1	17.34	6.90	76.28	0.58	9.67	9.67
Alternative A Phase 2	17.64	7.02	77.62	0.59	9.84	9.84
Alternative A Phase 3	18.35	7.31	80.73	0.61	10.23	10.23
Alternative B Phase 1	17.34	6.90	76.28	0.58	9.67	9.67
Alternative B Phase 2	18.45	7.35	81.17	0.62	10.29	10.29
Alternative B Phase 3	19.39	7.72	85.32	0.65	10.82	10.82
Alternative C Phase 1	19.39	7.72	76.28	0.65	10.82	10.82
Alternative C Phase 2	19.39	7.72	85.32	0.65	10.82	10.82
Alternative C Phase 3	19.39	7.72	85.32	0.65	10.82	10.82
No Project	17.34	6.90	76.28	0.58	9.67	9.67

B. Summary of Project/Alternative Emissions (lbs/day)						
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Phase 1	0.82	0.33	3.63	0.03	0.46	0.46
Project Phase 2	1.33	0.53	5.85	0.04	0.74	0.74
Project Phase 3	1.68	0.67	7.40	0.06	0.94	0.94
Alternative A Phase 1	0.82	0.33	3.63	0.03	0.46	0.46
Alternative A Phase 2	1.13	0.45	4.96	0.04	0.63	0.63
Alternative A Phase 3	1.83	0.73	8.07	0.06	1.02	1.02
Alternative B Phase 1	0.82	0.33	3.63	0.03	0.46	0.46
Alternative B Phase 2	1.93	0.77	8.51	0.06	1.08	1.08
Alternative B Phase 3	2.88	1.15	12.66	0.10	1.61	1.61
Alternative C Phase 1	2.88	1.15	3.63	0.10	1.61	1.61
Alternative C Phase 2	2.88	1.15	12.66	0.10	1.61	1.61
Alternative C Phase 3	2.88	1.15	12.66	0.10	1.61	1.61
No Project	0.82	0.33	3.63	0.03	0.46	0.46

Notes:

[1] Baseline emissions based on site specific estimate.

[2] Project emissions estimated based on site specific estimate, current energy demand, and increased passenger projections.

[3] Consistent with CalEEMod methodology, the PM emission factor from OFFROAD is assumed to equal PM_{10} and $PM_{2.5}$.

Table 3.2-1. Summary of AERMOD Source Parameters
John Wayne Airport
Orange County, California

Point Sources

CoGen Stack	Stack Height (ft)	Stack Exhaust Temperature (^{o}F)	Stack Velocity (ft/sec)	Stack Diameter (inch)
1	41.33	267	45.09	23.75
2	41.33	256	47.43	23.75
3	41.33	324	49.73	23.75
4	41.33	288	50.58	23.75

Area Sources

Source Group	Source Location	Release Height[1] (m)	Init Vert. Dim.[1] (m)	Dimensions
(Aircraft) Approach	1,000-3,000 ft	Varies with location	4.1	Width: 20m; Length: depends on altitude profile
	1,000 ft to the ground	Varies with location	4.1	Width: 20m; Length: depends on altitude profile
(Aircraft) Taxiin	Runway	12	4.1	Width: 20m; Length: 50m
	Taxiway	12	4.1	Width: 20m; shape based on taxiway path
(Aircraft) Startup	Taxiway	12	4.1	Width: 20m; shape based on taxiway path
(Aircraft) Taxiout	Taxiway	12	4.1	Width: 20m; shape based on taxiway path
(Aircraft) Takeoff	Runway	12	4.1	Width: 20m; Length: 50m
	1,000 ft to the ground	Varies with location	4.1	Width: 20m; Length: depends on altitude profile
(Aircraft) Climbout	1,000-3,000 ft	Varies with location	4.1	Width: 20m; Length: depends on altitude profile
APU	Taxiway	1.5	3.0	Width: 20m; shape based on taxiway path
Terminal Traffic [2, 3]	Roadway	0.90	0.21	Polygon

Notes:

[1] Federal Aviation Administration, EDMS User Manual (page 4-5, 6-58, 60, and 61): http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model/media/EDMS_5.1.4_User_Manual.pdf.

[2] The release heights are assumed to be 0.6m for light duty vehicles and 4.0m for heavy duty vehicles, and weighted by the fleet mix for the three phases of the project. Reference: Air Resources Board (ARB), 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. Appendix VII: Risk Characterization Scenarios. October.

[3] Release heights divided by 4.3. Reference: SCAQMD, 2001. Air Quality Modeling Guidelines, July.

Table 3.2-2. Hourly Operational Profiles
John Wayne Airport
Orange County, California

HOUR	Scaling Factor		
	Aircraft and APU	Traffic	CoGen
Hour 1	0.000	0.039	0.659
Hour 2	0.000	0.035	0.659
Hour 3	0.000	0.026	0.659
Hour 4	0.000	0.035	0.659
Hour 5	0.000	0.149	1.114
Hour 6	0.000	1.095	1.114
Hour 7	0.000	1.133	1.114
Hour 8	4.224	0.957	1.114
Hour 9	2.640	1.173	1.114
Hour 10	1.080	1.598	1.114
Hour 11	1.824	1.624	1.114
Hour 12	1.680	1.723	1.114
Hour 13	1.872	1.574	1.114
Hour 14	2.064	1.270	1.114
Hour 15	1.248	1.269	1.114
Hour 16	1.512	1.280	1.114
Hour 17	1.056	1.429	1.114
Hour 18	0.912	1.302	1.114
Hour 19	0.912	1.173	1.114
Hour 20	1.176	1.158	1.114
Hour 21	0.672	1.265	1.114
Hour 22	1.056	1.343	1.114
Hour 23	0.048	1.157	1.114
Hour 24	0.000	0.193	0.659

Notes:
Temporal changes of emissions during the day are modeled using hourly operational profiles as scaling factors.

Table 3.2-3. Summary of Modeled Criteria Pollutant Emission Rates
John Wayne Airport
Orange County, California

Pollutant	Source Group	Project			Alternative A			Alternative B			Alternative C			No Project
		Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	
NO_x	STARTUP	0	0	0	0	0	0	0	0	0	0	0	0	0
SO_x	STARTUP	0	0	0	0	0	0	0	0	0	0	0	0	0
PM_{10}	STARTUP	0	0	0	0	0	0	0	0	0	0	0	0	0
$PM_{2.5}$	STARTUP	0	0	0	0	0	0	0	0	0	0	0	0	0
NO_x	TAXIOUT	0.158906962	0.231111247	0.284128179	0.37674697	0.471600421	0.691233776	0.30743424	0.375404752	0.487680977	1.574867014	1.510513654	1.63775429	0.158906962
SO_x	TAXIOUT	0.050427933	0.073728918	0.090730007	0.120251694	0.150853814	0.221288194	0.098035043	0.120003856	0.1560091	0.504282379	0.484033367	0.52483598	0.050427933
PM_{10}	TAXIOUT	0.005609496	0.008629994	0.01072996	0.014395169	0.018357663	0.027178426	0.011599728	0.014466596	0.018954193	0.062716368	0.060381193	0.06542111	0.005609496
$PM_{2.5}$	TAXIOUT	0.005609496	0.008629994	0.01072996	0.014395169	0.018357663	0.027178426	0.011599728	0.014466596	0.018954193	0.062716368	0.060381193	0.06542111	0.005609496
NO_x	TAKEOFF	0.976512621	1.540310148	1.848429711	2.559705718	3.298383818	4.791082137	2.05596246	2.59515435	3.319755924	11.26726775	10.89326208	11.63274903	0.976512621
SO_x	TAKEOFF	0.063775658	0.096857303	0.118144622	0.159725627	0.203119785	0.297127675	0.129196091	0.160614792	0.207636149	0.687450454	0.662173709	0.713263275	0.063775658
PM_{10}	TAKEOFF	0.009119027	0.014814824	0.018209288	0.024851338	0.032309487	0.047629998	0.019845603	0.025311622	0.032919643	0.111379045	0.107886435	0.11603315	0.009119027
$PM_{2.5}$	TAKEOFF	0.009119027	0.014814824	0.018209288	0.024851338	0.032309487	0.047629998	0.019845603	0.025311622	0.032919643	0.111379045	0.107886435	0.11603315	0.009119027
NO_x	CLIMBOUT	0.584912246	0.830694484	1.050845638	1.356510222	1.679893492	2.502259275	1.111001775	1.340213889	1.776552457	5.600299085	5.348433209	5.87679598	0.584912246
SO_x	CLIMBOUT	0.04093494	0.056986729	0.072060452	0.092308788	0.11344506	0.168740613	0.075962563	0.090861728	0.120400533	0.374864954	0.35734505	0.393521986	0.04093494
PM_{10}	CLIMBOUT	0.005177997	0.007594395	0.00969436	0.012534136	0.015709618	0.023562912	0.010193546	0.012463529	0.016628636	0.052992903	0.05076738	0.055807296	0.005177997
$PM_{2.5}$	CLIMBOUT	0.005177997	0.007594395	0.00969436	0.012534136	0.015709618	0.023562912	0.010193546	0.012463529	0.016628636	0.052992903	0.05076738	0.055807296	0.005177997
NO_x	APPROACH	0.331708214	0.462625227	0.559022264	0.739110277	0.911301659	1.31749278	0.609482348	0.731831086	0.938257522	2.979821624	2.849583842	3.080936729	0.331708214
SO_x	APPROACH	0.046544436	0.06607699	0.080891813	0.106703957	0.132384112	0.19322103	0.087562291	0.105861263	0.137056422	0.437581322	0.418830883	0.454386459	0.046544436
PM_{10}	APPROACH	0.004487597	0.006616329	0.008025895	0.01081626	0.013611166	0.019811136	0.008802594	0.010813231	0.013918515	0.045623903	0.043828864	0.047211822	0.004487597
$PM_{2.5}$	APPROACH	0.004487597	0.006616329	0.008025895	0.01081626	0.013611166	0.019811136	0.008802594	0.010813231	0.013918515	0.045623903	0.043828864	0.047211822	0.004487597
NO_x	TAXIIN	0.14107164	0.211319794	0.260654594	0.348100803	0.440302309	0.647799166	0.282227888	0.348709303	0.45422688	1.486761203	1.429506775	1.547910296	0.14107164
SO_x	TAXIIN	0.03552681	0.052326532	0.064667424	0.08577639	0.107838592	0.158682885	0.069787887	0.085633768	0.111675154	0.36214908	0.34765069	0.37726883	0.03552681
PM_{10}	TAXIIN	0.004027331	0.006184829	0.007738228	0.010370884	0.013202377	0.019620368	0.008352481	0.010395358	0.013679298	0.045260428	0.043518185	0.047246342	0.004027331
$PM_{2.5}$	TAXIIN	0.004027331	0.006184829	0.007738228	0.010370884	0.013202377	0.019620368	0.008352481	0.010395358	0.013679298	0.045260428	0.043518185	0.047246342	0.004027331
NO_x	APU	0.038100077	0.068985133	0.089250671	0.043017863	0.063420718	0.106625763	0.04145234	0.105911068	0.163614222	0.30820393	0.308901609	0.304868684	0.038100077
SO_x	APU	0.005326183	0.009427174	0.012460303	0.004781653	0.007129939	0.012779436	0.004968835	0.014106728	0.022529925	0.03764063	0.037759746	0.037402398	0.005326183
PM_{10}	APU	0.00430519	0.007487286	0.009974612	0.003573478	0.00529215	0.009665406	0.003811709	0.011043747	0.017765288	0.028366605	0.028502738	0.028162406	0.00430519
$PM_{2.5}$	APU	0.00430519	0.007487286	0.009974612	0.003573478	0.00529215	0.009665406	0.003811709	0.011043747	0.017765288	0.003573478	0.028502738	0.028162406	0.00430519
NO_x	Roadway	0.014712068	0.01582803	0.015833322	0.014562965	0.013294864	0.017118144	0.014595695	0.022951799	0.027662152	0.069541839	0.046532631	0.036779968	0.014712068
SO_x	Roadway	0.000177058	0.000287873	0.000366354	0.000175264	0.000241801	0.000396083	0.000175658	0.000417437	0.000640052	0.00083693	0.000846316	0.000851022	0.000177058
PM_{10}	Roadway	0.013017413	0.020889565	0.026461203	0.012885485	0.017546336	0.028608443	0.012914445	0.030291395	0.046229959	0.061531451	0.061412978	0.061467973	0.013017413
$PM_{2.5}$	Roadway	0.003604261	0.0057532	0.007298106	0.003567733	0.004832441	0.007890324	0.003575751	0.008342561	0.012750409	0.017036826	0.016913763	0.016953114	0.003604261
NO_x	Cogen	0.001722303	0.002777832	0.003516702	0.001722303	0.002355621	0.003516702	0.001722303	0.004044466	0.006016836	0.006016836	0.006016836	0.006016836	0.001722303
SO_x	Cogen	0.000144768	0.00023349	0.000295595	0.000144768	0.000198001	0.000322212	0.000144768	0.000339956	0.000505743	0.000505743	0.000505743	0.000505743	0.000144768
PM_{10}	Cogen	0.002412795	0.003891497	0.004926589	0.002412795	0.003300016	0.005370199	0.002412795	0.00566594	0.008429055	0.008429055	0.008429055	0.008429055	0.002412795
$PM_{2.5}$	Cogen	0.002412795	0.003891497	0.004926589	0.002412795	0.003300016	0.005370199	0.002412795	0.00566594	0.008429055	0.008429055	0.008429055	0.008429055	0.002412795

Notes:
1. Per EDMS methodology, aircraft main engine startup produces only THC, VOC, NMHC, and TOG emissions. A detailed speciated organic gases profile does not exist for main engine startup emissions. Therefore, there are no NOx/Sox/CO2/PM emissions for startup.

Reference:
EDMS 5.1.4 User Guide. Section 2.3. Available online: http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model/media/EDMS_5.1.4_User_Manual.pdf. Accessed February 2014.

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
Formaldehyde	50-00-0	STARTUP	0
Methyl alcohol	67-56-1	STARTUP	0
Benzene	71-43-2	STARTUP	0
Acetaldehyde	75-07-0	STARTUP	0
Naphthalene	91-20-3	STARTUP	0
O-xylene	95-47-6	STARTUP	0
Isopropylbenzene (cumene)	98-82-8	STARTUP	0
Ethylbenzene	100-41-4	STARTUP	0
Styrene	100-42-5	STARTUP	0
1,3-butadiene	106-99-0	STARTUP	0
Acrolein	107-02-8	STARTUP	0
Toluene	108-88-3	STARTUP	0
Phenol (carbolic acid)	108-95-2	STARTUP	0
M & P-xylene	1330-20-7	STARTUP	0
Propionaldehyde	123-38-6	STARTUP	0
Acetone	67-64-1	STARTUP	0
2-methylnaphthalene	91-57-6	STARTUP	0
Benzaldehyde	100-52-7	STARTUP	0
N-heptane	142-82-5	STARTUP	0
Hexaldehyde	66-25-1	STARTUP	0
Methane	74-82-8	STARTUP	0
Ethane	74-84-0	STARTUP	0
Ethylene	74-85-1	STARTUP	0
Acetylene	74-86-2	STARTUP	0
Propane	74-98-6	STARTUP	0
2-methyl-2-propenal (methacrolein)	78-85-3	STARTUP	0
Methylglyoxal	78-98-8	STARTUP	0
1-Methylnaphthalene	90-12-0	STARTUP	0
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	95-63-6	STARTUP	0
Furfuryl alcohol	98-00-0	STARTUP	0
N-propylbenzene	103-65-1	STARTUP	0
N-butylbenzene	104-51-8	STARTUP	0
p-Tolualdehyde	104-87-0	STARTUP	0
1-butene	106-98-9	STARTUP	0
Glyoxal	107-22-2	STARTUP	0
2-methylpentane	107-83-5	STARTUP	0
1,3,5-trimethylbenzene	108-67-8	STARTUP	0
N-pentane	109-66-0	STARTUP	0
1-pentene	109-67-1	STARTUP	0
Valeraldehyde	110-62-3	STARTUP	0
N-octane	111-65-9	STARTUP	0
1-octene	111-66-0	STARTUP	0
N-nonane	111-84-2	STARTUP	0
N-dodecane	112-40-3	STARTUP	0
Propylene	115-07-1	STARTUP	0
Butyraldehyde	123-72-8	STARTUP	0
1-nonene	124-11-8	STARTUP	0
N-decane	124-18-5	STARTUP	0
2-methyl-2-butene	513-35-9	STARTUP	0
1,2,3-trimethylbenzene	526-73-8	STARTUP	0
o-Tolualdehyde	529-20-4	STARTUP	0

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
N-pentylbenzene	538-68-1	STARTUP	0
N-Hexadecane	544-76-3	STARTUP	0
3-methyl-1-butene	563-45-1	STARTUP	0
2-methyl-1-butene	563-46-2	STARTUP	0
Cis-2-butene	590-18-1	STARTUP	0
Isovaleraldehyde	590-86-3	STARTUP	0
1-hexene	592-41-6	STARTUP	0
1-Methyl-2-ethylbenzene (o-ethyltoluene)	611-14-3	STARTUP	0
1-Methyl-3-ethylbenzene (m-ethyltoluene)	620-14-4	STARTUP	0
Tolualdehyde	620-23-5	STARTUP	0
1-Methyl-4-ethylbenzene (p-ethyltoluene)	622-96-8	STARTUP	0
Cis-2-pentene	627-20-3	STARTUP	0
N-tridecane	629-50-5	STARTUP	0
N-Tetradecane	629-59-4	STARTUP	0
N-Pentadecane	629-62-9	STARTUP	0
N-heptadecane	629-78-7	STARTUP	0
Trans-2-pentene	646-04-8	STARTUP	0
4-methyl-1-pentene	691-37-2	STARTUP	0
2-methyl-1-pentene	763-29-1	STARTUP	0
1-decene	872-05-9	STARTUP	0
N-undecane	1120-21-4	STARTUP	0
Trans-2-hexene	4050-45-7	STARTUP	0
Crotonaldehyde	4170-30-3	STARTUP	0
Heptene	25339-56-4	STARTUP	0
Dimethyl napthalene	28804-88-8	STARTUP	0
C-10 Olefins	0	STARTUP	0
C-10 Paraffins	0	STARTUP	0
C-14 Alkane	0	STARTUP	0
C-15 Alkane	0	STARTUP	0
C-16 Alkane	0	STARTUP	0
C-18 Alkane	0	STARTUP	0
C-4 Benzene + C-3 Aroald	0	STARTUP	0
C-5 Benzene + C-4 Aroald	0	STARTUP	0
C6H18O3SI3	0	STARTUP	0
C7-C16 Paraffins	0	STARTUP	0
C8H24O4SI4	0	STARTUP	0
Isomers of dodecane	0	STARTUP	0
Isomers of pentadecane	0	STARTUP	0
Isomers of pentene	0	STARTUP	0
Isomers of tetradecane	0	STARTUP	0
Methyl naphthalenes	0	STARTUP	0
Decanol	112-31-2	STARTUP	0
Dodecanol	112-53-8	STARTUP	0
Formaldehyde	50-00-0	TAXIOUT	0.02548725
Methyl alcohol	67-56-1	TAXIOUT	0.003797197
Benzene	71-43-2	TAXIOUT	0.003480764
Acetaldehyde	75-07-0	TAXIOUT	0.008946427
Naphthalene	91-20-3	TAXIOUT	0.001121899
O-xylene	95-47-6	TAXIOUT	0.000373966
Isopropylbenzene (cumene)	98-82-8	TAXIOUT	0
Ethylbenzene	100-41-4	TAXIOUT	0.000373966
Styrene	100-42-5	TAXIOUT	0.0006904

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
1,3-butadiene	106-99-0	TAXIOUT	0.003538298
Acrolein	107-02-8	TAXIOUT	0.005120463
Toluene	108-88-3	TAXIOUT	0.001352032
Phenol (carbolic acid)	108-95-2	TAXIOUT	0.001438332
M & P-xylene	1330-20-7	TAXIOUT	0.000575333
Propionaldehyde	123-38-6	TAXIOUT	0.001438332
Acetone	67-64-1	TAXIOUT	0.000776699
2-methylnaphthalene	91-57-6	TAXIOUT	0.000489033
Benzaldehyde	100-52-7	TAXIOUT	0.000949299
N-heptane	142-82-5	TAXIOUT	8.62999E-05
Hexaldehyde	66-25-1	TAXIOUT	0
Methane	74-82-8	TAXIOUT	0
Ethane	74-84-0	TAXIOUT	0.001064366
Ethylene	74-85-1	TAXIOUT	0.032074812
Acetylene	74-86-2	TAXIOUT	0.008198495
Propane	74-98-6	TAXIOUT	0.000201367
2-methyl-2-propenal (methacrolein)	78-85-3	TAXIOUT	0.000949299
Methylglyoxal	78-98-8	TAXIOUT	0.003193098
1-Methylnaphthalene	90-12-0	TAXIOUT	0.000489033
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	95-63-6	TAXIOUT	0.000747933
Furfuryl alcohol	98-00-0	TAXIOUT	0
N-propylbenzene	103-65-1	TAXIOUT	8.62999E-05
N-butylbenzene	104-51-8	TAXIOUT	0
p-Tolualdehyde	104-87-0	TAXIOUT	0.000115067
1-butene	106-98-9	TAXIOUT	0.003624598
Glyoxal	107-22-2	TAXIOUT	0.003768431
2-methylpentane	107-83-5	TAXIOUT	0.000891766
1,3,5-trimethylbenzene	108-67-8	TAXIOUT	8.62999E-05
N-pentane	109-66-0	TAXIOUT	0.000373966
1-pentene	109-67-1	TAXIOUT	0.001582166
Valeraldehyde	110-62-3	TAXIOUT	0.0005178
N-octane	111-65-9	TAXIOUT	0.000115067
1-octene	111-66-0	TAXIOUT	0.000632866
N-nonane	111-84-2	TAXIOUT	0.000115067
N-dodecane	112-40-3	TAXIOUT	0.000949299
Propylene	115-07-1	TAXIOUT	0.009406694
Butyraldehyde	123-72-8	TAXIOUT	0.0002589
1-nonene	124-11-8	TAXIOUT	0.0005178
N-decane	124-18-5	TAXIOUT	0.000719166
2-methyl-2-butene	513-35-9	TAXIOUT	0.000402733
1,2,3-trimethylbenzene	526-73-8	TAXIOUT	0.000201367
o-Tolualdehyde	529-20-4	TAXIOUT	0.000489033
N-pentylbenzene	538-68-1	TAXIOUT	0
N-Hexadecane	544-76-3	TAXIOUT	0.000115067
3-methyl-1-butene	563-45-1	TAXIOUT	0.000201367
2-methyl-1-butene	563-46-2	TAXIOUT	0.000287666
Cis-2-butene	590-18-1	TAXIOUT	0.000460266
Isovaleraldehyde	590-86-3	TAXIOUT	2.87666E-05
1-hexene	592-41-6	TAXIOUT	0.001524632
1-Methyl-2-ethylbenzene (o-ethyltoluene)	611-14-3	TAXIOUT	8.62999E-05
1-Methyl-3-ethylbenzene (m-ethyltoluene)	620-14-4	TAXIOUT	0.0002589
Tolualdehyde	620-23-5	TAXIOUT	0.0006041

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
1-Methyl-4-ethylbenzene (p-ethyltoluene)	622-96-8	TAXIOUT	8.62999E-05
Cis-2-pentene	627-20-3	TAXIOUT	0.000632866
N-tridecane	629-50-5	TAXIOUT	0.001121899
N-Tetradecane	629-59-4	TAXIOUT	0.000891766
N-Pentadecane	629-62-9	TAXIOUT	0.000373966
N-heptadecane	629-78-7	TAXIOUT	2.87666E-05
Trans-2-pentene	646-04-8	TAXIOUT	0.000805466
4-methyl-1-pentene	691-37-2	TAXIOUT	0.0001726
2-methyl-1-pentene	763-29-1	TAXIOUT	2.87666E-05
1-decene	872-05-9	TAXIOUT	0.000402733
N-undecane	1120-21-4	TAXIOUT	0.000920533
Trans-2-hexene	4050-45-7	TAXIOUT	2.87666E-05
Crotonaldehyde	4170-30-3	TAXIOUT	0.002128732
Heptene	25339-56-4	TAXIOUT	0.000920533
Dimethyl napthalene	28804-88-8	TAXIOUT	0.000143833
C-10 Olefins	0	TAXIOUT	0.012081992
C-10 Paraffins	0	TAXIOUT	0.030320047
C-14 Alkane	0	TAXIOUT	0.000402733
C-15 Alkane	0	TAXIOUT	0.000373966
C-16 Alkane	0	TAXIOUT	0.0002589
C-18 Alkane	0	TAXIOUT	0
C-4 Benzene + C-3 Aroald	0	TAXIOUT	0.001352032
C-5 Benzene + C-4 Aroald	0	TAXIOUT	0.000747933
C6H18O3SI3	0	TAXIOUT	0
C7-C16 Paraffins	0	TAXIOUT	0
C8H24O4SI4	0	TAXIOUT	0
Isomers of dodecane	0	TAXIOUT	0
Isomers of pentadecane	0	TAXIOUT	0
Isomers of pentene	0	TAXIOUT	0
Isomers of tetradecane	0	TAXIOUT	0
Methyl naphthalenes	0	TAXIOUT	0
Decanol	112-31-2	TAXIOUT	0.012081992
Dodecanol	112-53-8	TAXIOUT	0.006040996
Formaldehyde	50-00-0	TAKEOFF	0.001179433
Methyl alcohol	67-56-1	TAKEOFF	0.000201367
Benzene	71-43-2	TAKEOFF	0.000143833
Acetaldehyde	75-07-0	TAKEOFF	0.0004315
Naphthalene	91-20-3	TAKEOFF	5.75333E-05
O-xylene	95-47-6	TAKEOFF	5.75333E-05
Isopropylbenzene (cumene)	98-82-8	TAKEOFF	0
Ethylbenzene	100-41-4	TAKEOFF	5.75333E-05
Styrene	100-42-5	TAKEOFF	0
1,3-butadiene	106-99-0	TAKEOFF	0.0001726
Acrolein	107-02-8	TAKEOFF	0.000201367
Toluene	108-88-3	TAKEOFF	5.75333E-05
Phenol (carbolic acid)	108-95-2	TAKEOFF	5.75333E-05
M & P-xylene	1330-20-7	TAKEOFF	2.87666E-05
Propionaldehyde	123-38-6	TAKEOFF	5.75333E-05
Acetone	67-64-1	TAKEOFF	0
2-methylnaphthalene	91-57-6	TAKEOFF	5.75333E-05
Benzaldehyde	100-52-7	TAKEOFF	5.75333E-05
N-heptane	142-82-5	TAKEOFF	0

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
Hexaldehyde	66-25-1	TAKEOFF	0
Methane	74-82-8	TAKEOFF	0
Ethane	74-84-0	TAKEOFF	5.75333E-05
Ethylene	74-85-1	TAKEOFF	0.001553399
Acetylene	74-86-2	TAKEOFF	0.000402733
Propane	74-98-6	TAKEOFF	0
2-methyl-2-propenal (methacrolein)	78-85-3	TAKEOFF	2.87666E-05
Methylglyoxal	78-98-8	TAKEOFF	0.000115067
1-Methylnaphthalene	90-12-0	TAKEOFF	5.75333E-05
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	95-63-6	TAKEOFF	0
Furfuryl alcohol	98-00-0	TAKEOFF	0
N-propylbenzene	103-65-1	TAKEOFF	0
N-butylbenzene	104-51-8	TAKEOFF	0
p-Tolualdehyde	104-87-0	TAKEOFF	0
1-butene	106-98-9	TAKEOFF	0.000201367
Glyoxal	107-22-2	TAKEOFF	0.0001726
2-methylpentane	107-83-5	TAKEOFF	2.87666E-05
1,3,5-trimethylbenzene	108-67-8	TAKEOFF	0
N-pentane	109-66-0	TAKEOFF	5.75333E-05
1-pentene	109-67-1	TAKEOFF	0.000115067
Valeraldehyde	110-62-3	TAKEOFF	2.87666E-05
N-octane	111-65-9	TAKEOFF	0
1-octene	111-66-0	TAKEOFF	2.87666E-05
N-nonane	111-84-2	TAKEOFF	0
N-dodecane	112-40-3	TAKEOFF	5.75333E-05
Propylene	115-07-1	TAKEOFF	0.0004315
Butyraldehyde	123-72-8	TAKEOFF	0
1-nonene	124-11-8	TAKEOFF	5.75333E-05
N-decane	124-18-5	TAKEOFF	0
2-methyl-2-butene	513-35-9	TAKEOFF	5.75333E-05
1,2,3-trimethylbenzene	526-73-8	TAKEOFF	0
o-Tolualdehyde	529-20-4	TAKEOFF	2.87666E-05
N-pentylbenzene	538-68-1	TAKEOFF	0
N-Hexadecane	544-76-3	TAKEOFF	0
3-methyl-1-butene	563-45-1	TAKEOFF	0
2-methyl-1-butene	563-46-2	TAKEOFF	2.87666E-05
Cis-2-butene	590-18-1	TAKEOFF	2.87666E-05
Isovaleraldehyde	590-86-3	TAKEOFF	0
1-hexene	592-41-6	TAKEOFF	8.62999E-05
1-Methyl-2-ethylbenzene (o-ethyltoluene)	611-14-3	TAKEOFF	0
1-Methyl-3-ethylbenzene (m-ethyltoluene)	620-14-4	TAKEOFF	5.75333E-05
Tolualdehyde	620-23-5	TAKEOFF	2.87666E-05
1-Methyl-4-ethylbenzene (p-ethyltoluene)	622-96-8	TAKEOFF	0
Cis-2-pentene	627-20-3	TAKEOFF	2.87666E-05
N-tridecane	629-50-5	TAKEOFF	2.87666E-05
N-Tetradecane	629-59-4	TAKEOFF	2.87666E-05
N-Pentadecane	629-62-9	TAKEOFF	5.75333E-05
N-heptadecane	629-78-7	TAKEOFF	0
Trans-2-pentene	646-04-8	TAKEOFF	0
4-methyl-1-pentene	691-37-2	TAKEOFF	0
2-methyl-1-pentene	763-29-1	TAKEOFF	0
1-decene	872-05-9	TAKEOFF	5.75333E-05

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
N-undecane	1120-21-4	TAKEOFF	2.87666E-05
Trans-2-hexene	4050-45-7	TAKEOFF	0
Crotonaldehyde	4170-30-3	TAKEOFF	8.62999E-05
Heptene	25339-56-4	TAKEOFF	2.87666E-05
Dimethyl napthalene	28804-88-8	TAKEOFF	0
C-10 Olefins	0	TAKEOFF	0.0006041
C-10 Paraffins	0	TAKEOFF	0.001524632
C-14 Alkane	0	TAKEOFF	5.75333E-05
C-15 Alkane	0	TAKEOFF	2.87666E-05
C-16 Alkane	0	TAKEOFF	2.87666E-05
C-18 Alkane	0	TAKEOFF	0
C-4 Benzene + C-3 Aroald	0	TAKEOFF	2.87666E-05
C-5 Benzene + C-4 Aroald	0	TAKEOFF	0
C6H18O3SI3	0	TAKEOFF	0
C7-C16 Paraffins	0	TAKEOFF	0
C8H24O4SI4	0	TAKEOFF	0
Isomers of dodecane	0	TAKEOFF	0
Isomers of pentadecane	0	TAKEOFF	0
Isomers of pentene	0	TAKEOFF	0
Isomers of tetradecane	0	TAKEOFF	0
Methyl naphthalenes	0	TAKEOFF	0
Decanol	112-31-2	TAKEOFF	0.0006041
Dodecanol	112-53-8	TAKEOFF	0.000316433
Formaldehyde	50-00-0	CLIMBOUT	0.000661633
Methyl alcohol	67-56-1	CLIMBOUT	0.000115067
Benzene	71-43-2	CLIMBOUT	8.62999E-05
Acetaldehyde	75-07-0	CLIMBOUT	0.0002589
Naphthalene	91-20-3	CLIMBOUT	5.75333E-05
O-xylene	95-47-6	CLIMBOUT	0
Isopropylbenzene (cumene)	98-82-8	CLIMBOUT	0
Ethylbenzene	100-41-4	CLIMBOUT	0
Styrene	100-42-5	CLIMBOUT	0
1,3-butadiene	106-99-0	CLIMBOUT	8.62999E-05
Acrolein	107-02-8	CLIMBOUT	0.000143833
Toluene	108-88-3	CLIMBOUT	2.87666E-05
Phenol (carbolic acid)	108-95-2	CLIMBOUT	2.87666E-05
M & P-xylene	1330-20-7	CLIMBOUT	5.75333E-05
Propionaldehyde	123-38-6	CLIMBOUT	2.87666E-05
Acetone	67-64-1	CLIMBOUT	0
2-methylnaphthalene	91-57-6	CLIMBOUT	2.87666E-05
Benzaldehyde	100-52-7	CLIMBOUT	0
N-heptane	142-82-5	CLIMBOUT	0
Hexaldehyde	66-25-1	CLIMBOUT	0
Methane	74-82-8	CLIMBOUT	0
Ethane	74-84-0	CLIMBOUT	0
Ethylene	74-85-1	CLIMBOUT	0.000891766
Acetylene	74-86-2	CLIMBOUT	0.000230133
Propane	74-98-6	CLIMBOUT	0
2-methyl-2-propenal (methacrolein)	78-85-3	CLIMBOUT	0
Methylglyoxal	78-98-8	CLIMBOUT	5.75333E-05
1-Methylnaphthalene	90-12-0	CLIMBOUT	2.87666E-05
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	95-63-6	CLIMBOUT	0

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
Furfuryl alcohol	98-00-0	CLIMBOUT	0
N-propylbenzene	103-65-1	CLIMBOUT	0
N-butylbenzene	104-51-8	CLIMBOUT	0
p-Tolualdehyde	104-87-0	CLIMBOUT	0
1-butene	106-98-9	CLIMBOUT	0.000115067
Glyoxal	107-22-2	CLIMBOUT	0.000115067
2-methylpentane	107-83-5	CLIMBOUT	0
1,3,5-trimethylbenzene	108-67-8	CLIMBOUT	0
N-pentane	109-66-0	CLIMBOUT	2.87666E-05
1-pentene	109-67-1	CLIMBOUT	8.62999E-05
Valeraldehyde	110-62-3	CLIMBOUT	2.87666E-05
N-octane	111-65-9	CLIMBOUT	0
1-octene	111-66-0	CLIMBOUT	5.75333E-05
N-nonane	111-84-2	CLIMBOUT	0
N-dodecane	112-40-3	CLIMBOUT	0
Propylene	115-07-1	CLIMBOUT	0.000201367
Butyraldehyde	123-72-8	CLIMBOUT	0
1-nonene	124-11-8	CLIMBOUT	2.87666E-05
N-decane	124-18-5	CLIMBOUT	0
2-methyl-2-butene	513-35-9	CLIMBOUT	2.87666E-05
1,2,3-trimethylbenzene	526-73-8	CLIMBOUT	0
o-Tolualdehyde	529-20-4	CLIMBOUT	2.87666E-05
N-pentylbenzene	538-68-1	CLIMBOUT	0
N-Hexadecane	544-76-3	CLIMBOUT	0
3-methyl-1-butene	563-45-1	CLIMBOUT	0
2-methyl-1-butene	563-46-2	CLIMBOUT	0
Cis-2-butene	590-18-1	CLIMBOUT	2.87666E-05
Isovaleraldehyde	590-86-3	CLIMBOUT	0
1-hexene	592-41-6	CLIMBOUT	2.87666E-05
1-Methyl-2-ethylbenzene (o-ethyltoluene)	611-14-3	CLIMBOUT	0
1-Methyl-3-ethylbenzene (m-ethyltoluene)	620-14-4	CLIMBOUT	0
Tolualdehyde	620-23-5	CLIMBOUT	5.75333E-05
1-Methyl-4-ethylbenzene (p-ethyltoluene)	622-96-8	CLIMBOUT	0
Cis-2-pentene	627-20-3	CLIMBOUT	5.75333E-05
N-tridecane	629-50-5	CLIMBOUT	2.87666E-05
N-Tetradecane	629-59-4	CLIMBOUT	0
N-Pentadecane	629-62-9	CLIMBOUT	0
N-heptadecane	629-78-7	CLIMBOUT	0
Trans-2-pentene	646-04-8	CLIMBOUT	0
4-methyl-1-pentene	691-37-2	CLIMBOUT	0
2-methyl-1-pentene	763-29-1	CLIMBOUT	0
1-decene	872-05-9	CLIMBOUT	2.87666E-05
N-undecane	1120-21-4	CLIMBOUT	0
Trans-2-hexene	4050-45-7	CLIMBOUT	0
Crotonaldehyde	4170-30-3	CLIMBOUT	2.87666E-05
Heptene	25339-56-4	CLIMBOUT	0
Dimethyl napthalene	28804-88-8	CLIMBOUT	0
C-10 Olefins	0	CLIMBOUT	0.000316433
C-10 Paraffins	0	CLIMBOUT	0.000862999
C-14 Alkane	0	CLIMBOUT	2.87666E-05
C-15 Alkane	0	CLIMBOUT	2.87666E-05
C-16 Alkane	0	CLIMBOUT	0

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
C-18 Alkane	0	CLIMBOUT	0
C-4 Benzene + C-3 Aroald	0	CLIMBOUT	2.87666E-05
C-5 Benzene + C-4 Aroald	0	CLIMBOUT	0
C6H18O3SI3	0	CLIMBOUT	0
C7-C16 Paraffins	0	CLIMBOUT	0
C8H24O4SI4	0	CLIMBOUT	0
Isomers of dodecane	0	CLIMBOUT	0
Isomers of pentadecane	0	CLIMBOUT	0
Isomers of pentene	0	CLIMBOUT	0
Isomers of tetradecane	0	CLIMBOUT	0
Methyl naphthalenes	0	CLIMBOUT	0
Decanol	112-31-2	CLIMBOUT	0.000316433
Dodecanol	112-53-8	CLIMBOUT	0.000143833
Formaldehyde	50-00-0	APPROACH	0.003336931
Methyl alcohol	67-56-1	APPROACH	0.0005178
Benzene	71-43-2	APPROACH	0.000489033
Acetaldehyde	75-07-0	APPROACH	0.001208199
Naphthalene	91-20-3	APPROACH	0.000143833
O-xylene	95-47-6	APPROACH	5.75333E-05
Isopropylbenzene (cumene)	98-82-8	APPROACH	0
Ethylbenzene	100-41-4	APPROACH	5.75333E-05
Styrene	100-42-5	APPROACH	8.62999E-05
1,3-butadiene	106-99-0	APPROACH	0.0005178
Acrolein	107-02-8	APPROACH	0.000719166
Toluene	108-88-3	APPROACH	0.0001726
Phenol (carbolic acid)	108-95-2	APPROACH	0.000201367
M & P-xylene	1330-20-7	APPROACH	8.62999E-05
Propionaldehyde	123-38-6	APPROACH	0.000201367
Acetone	67-64-1	APPROACH	8.62999E-05
2-methylnaphthalene	91-57-6	APPROACH	2.87666E-05
Benzaldehyde	100-52-7	APPROACH	5.75333E-05
N-heptane	142-82-5	APPROACH	2.87666E-05
Hexaldehyde	66-25-1	APPROACH	0
Methane	74-82-8	APPROACH	0
Ethane	74-84-0	APPROACH	0.000143833
Ethylene	74-85-1	APPROACH	0.004257464
Acetylene	74-86-2	APPROACH	0.001121899
Propane	74-98-6	APPROACH	0
2-methyl-2-propenal (methacrolein)	78-85-3	APPROACH	0.000115067
Methylglyoxal	78-98-8	APPROACH	0.0004315
1-Methylnaphthalene	90-12-0	APPROACH	2.87666E-05
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	95-63-6	APPROACH	8.62999E-05
Furfuryl alcohol	98-00-0	APPROACH	0
N-propylbenzene	103-65-1	APPROACH	5.75333E-05
N-butylbenzene	104-51-8	APPROACH	0
p-Tolualdehyde	104-87-0	APPROACH	2.87666E-05
1-butene	106-98-9	APPROACH	0.0005178
Glyoxal	107-22-2	APPROACH	0.000546566
2-methylpentane	107-83-5	APPROACH	0.000143833
1,3,5-trimethylbenzene	108-67-8	APPROACH	5.75333E-05
N-pentane	109-66-0	APPROACH	2.87666E-05
1-pentene	109-67-1	APPROACH	0.0001726

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
Valeraldehyde	110-62-3	APPROACH	2.87666E-05
N-octane	111-65-9	APPROACH	2.87666E-05
1-octene	111-66-0	APPROACH	8.62999E-05
N-nonane	111-84-2	APPROACH	2.87666E-05
N-dodecane	112-40-3	APPROACH	5.75333E-05
Propylene	115-07-1	APPROACH	0.001352032
Butyraldehyde	123-72-8	APPROACH	2.87666E-05
1-nonene	124-11-8	APPROACH	2.87666E-05
N-decane	124-18-5	APPROACH	8.62999E-05
2-methyl-2-butene	513-35-9	APPROACH	5.75333E-05
1,2,3-trimethylbenzene	526-73-8	APPROACH	2.87666E-05
o-Tolualdehyde	529-20-4	APPROACH	2.87666E-05
N-pentylbenzene	538-68-1	APPROACH	0
N-Hexadecane	544-76-3	APPROACH	2.87666E-05
3-methyl-1-butene	563-45-1	APPROACH	2.87666E-05
2-methyl-1-butene	563-46-2	APPROACH	5.75333E-05
Cis-2-butene	590-18-1	APPROACH	2.87666E-05
Isovaleraldehyde	590-86-3	APPROACH	0
1-hexene	592-41-6	APPROACH	0.000201367
1-Methyl-2-ethylbenzene (o-ethyltoluene)	611-14-3	APPROACH	0
1-Methyl-3-ethylbenzene (m-ethyltoluene)	620-14-4	APPROACH	2.87666E-05
Tolualdehyde	620-23-5	APPROACH	8.62999E-05
1-Methyl-4-ethylbenzene (p-ethyltoluene)	622-96-8	APPROACH	2.87666E-05
Cis-2-pentene	627-20-3	APPROACH	8.62999E-05
N-tridecane	629-50-5	APPROACH	0.000143833
N-Tetradecane	629-59-4	APPROACH	0.000143833
N-Pentadecane	629-62-9	APPROACH	5.75333E-05
N-heptadecane	629-78-7	APPROACH	0
Trans-2-pentene	646-04-8	APPROACH	8.62999E-05
4-methyl-1-pentene	691-37-2	APPROACH	0
2-methyl-1-pentene	763-29-1	APPROACH	0
1-decene	872-05-9	APPROACH	5.75333E-05
N-undecane	1120-21-4	APPROACH	8.62999E-05
Trans-2-hexene	4050-45-7	APPROACH	0
Crotonaldehyde	4170-30-3	APPROACH	0.0002589
Heptene	25339-56-4	APPROACH	0.000115067
Dimethyl napthalene	28804-88-8	APPROACH	0
C-10 Olefins	0	APPROACH	0.001553399
C-10 Paraffins	0	APPROACH	0.003969797
C-14 Alkane	0	APPROACH	5.75333E-05
C-15 Alkane	0	APPROACH	5.75333E-05
C-16 Alkane	0	APPROACH	5.75333E-05
C-18 Alkane	0	APPROACH	0
C-4 Benzene + C-3 Aroald	0	APPROACH	0.0001726
C-5 Benzene + C-4 Aroald	0	APPROACH	5.75333E-05
C6H18O3SI3	0	APPROACH	0
C7-C16 Paraffins	0	APPROACH	0
C8H24O4SI4	0	APPROACH	0
Isomers of dodecane	0	APPROACH	0
Isomers of pentadecane	0	APPROACH	0
Isomers of pentene	0	APPROACH	0
Isomers of tetradecane	0	APPROACH	0

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
Methyl naphthalenes	0	APPROACH	0
Decanol	112-31-2	APPROACH	0.001553399
Dodecanol	112-53-8	APPROACH	0.000776699
Formaldehyde	50-00-0	TAXIIN	0.01536139
Methyl alcohol	67-56-1	TAXIIN	0.002243799
Benzene	71-43-2	TAXIIN	0.002128732
Acetaldehyde	75-07-0	TAXIIN	0.005436896
Naphthalene	91-20-3	TAXIIN	0.000719166
O-xylene	95-47-6	TAXIIN	0.0001726
Isopropylbenzene (cumene)	98-82-8	TAXIIN	0
Ethylbenzene	100-41-4	TAXIIN	0.000201367
Styrene	100-42-5	TAXIIN	0.000402733
1,3-butadiene	106-99-0	TAXIIN	0.002099965
Acrolein	107-02-8	TAXIIN	0.003135565
Toluene	108-88-3	TAXIIN	0.000834233
Phenol (carbolic acid)	108-95-2	TAXIIN	0.000920533
M & P-xylene	1330-20-7	TAXIIN	0.000373966
Propionaldehyde	123-38-6	TAXIIN	0.000920533
Acetone	67-64-1	TAXIIN	0.000575333
2-methylnaphthalene	91-57-6	TAXIIN	0.000230133
Benzaldehyde	100-52-7	TAXIIN	0.000632866
N-heptane	142-82-5	TAXIIN	8.62999E-05
Hexaldehyde	66-25-1	TAXIIN	0
Methane	74-82-8	TAXIIN	0
Ethane	74-84-0	TAXIIN	0.0006904
Ethylene	74-85-1	TAXIIN	0.019446254
Acetylene	74-86-2	TAXIIN	0.004919097
Propane	74-98-6	TAXIIN	0.000115067
2-methyl-2-propenal (methacrolein)	78-85-3	TAXIIN	0.000575333
Methylglyoxal	78-98-8	TAXIIN	0.001869832
1-Methylnaphthalene	90-12-0	TAXIIN	0.000316433
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	95-63-6	TAXIIN	0.000489033
Furfuryl alcohol	98-00-0	TAXIIN	0
N-propylbenzene	103-65-1	TAXIIN	2.87666E-05
N-butylbenzene	104-51-8	TAXIIN	0
p-Tolualdehyde	104-87-0	TAXIIN	5.75333E-05
1-butene	106-98-9	TAXIIN	0.002215032
Glyoxal	107-22-2	TAXIIN	0.002272565
2-methylpentane	107-83-5	TAXIIN	0.0005178
1,3,5-trimethylbenzene	108-67-8	TAXIIN	2.87666E-05
N-pentane	109-66-0	TAXIIN	0.0002589
1-pentene	109-67-1	TAXIIN	0.000978066
Valeraldehyde	110-62-3	TAXIIN	0.000287666
N-octane	111-65-9	TAXIIN	8.62999E-05
1-octene	111-66-0	TAXIIN	0.000373966
N-nonane	111-84-2	TAXIIN	8.62999E-05
N-dodecane	112-40-3	TAXIIN	0.0006041
Propylene	115-07-1	TAXIIN	0.005609496
Butyraldehyde	123-72-8	TAXIIN	0.000143833
1-nonene	124-11-8	TAXIIN	0.000287666
N-decane	124-18-5	TAXIIN	0.000373966
2-methyl-2-butene	513-35-9	TAXIIN	0.000201367

Table 3.2-4. Summary of Modeled COPC Emission Rates
John Wayne Airport
Orange County, California

Pollutant	CASRN	Source Group	Emission Rate (g/s)
1,2,3-trimethylbenzene	526-73-8	TAXIIN	8.62999E-05
o-Tolualdehyde	529-20-4	TAXIIN	0.0002589
N-pentylbenzene	538-68-1	TAXIIN	0
N-Hexadecane	544-76-3	TAXIIN	5.75333E-05
3-methyl-1-butene	563-45-1	TAXIIN	0.000143833
2-methyl-1-butene	563-46-2	TAXIIN	0.0001726
Cis-2-butene	590-18-1	TAXIIN	0.0002589
Isovaleraldehyde	590-86-3	TAXIIN	2.87666E-05
1-hexene	592-41-6	TAXIIN	0.000920533
1-Methyl-2-ethylbenzene (o-ethyltoluene)	611-14-3	TAXIIN	8.62999E-05
1-Methyl-3-ethylbenzene (m-ethyltoluene)	620-14-4	TAXIIN	0.000143833
Tolualdehyde	620-23-5	TAXIIN	0.000373966
1-Methyl-4-ethylbenzene (p-ethyltoluene)	622-96-8	TAXIIN	8.62999E-05
Cis-2-pentene	627-20-3	TAXIIN	0.000373966
N-tridecane	629-50-5	TAXIIN	0.000719166
N-Tetradecane	629-59-4	TAXIIN	0.0005178
N-Pentadecane	629-62-9	TAXIIN	0.000201367
N-heptadecane	629-78-7	TAXIIN	2.87666E-05
Trans-2-pentene	646-04-8	TAXIIN	0.0005178
4-methyl-1-pentene	691-37-2	TAXIIN	8.62999E-05
2-methyl-1-pentene	763-29-1	TAXIIN	2.87666E-05
1-decene	872-05-9	TAXIIN	0.000201367
N-undecane	1120-21-4	TAXIIN	0.000546566
Trans-2-hexene	4050-45-7	TAXIIN	2.87666E-05
Crotonaldehyde	4170-30-3	TAXIIN	0.001323266
Heptene	25339-56-4	TAXIIN	0.000546566
Dimethyl napthalene	28804-88-8	TAXIIN	8.62999E-05
C-10 Olefins	0	TAXIIN	0.007306729
C-10 Paraffins	0	TAXIIN	0.018266821
C-14 Alkane	0	TAXIIN	0.000201367
C-15 Alkane	0	TAXIIN	0.000201367
C-16 Alkane	0	TAXIIN	0.0001726
C-18 Alkane	0	TAXIIN	0
C-4 Benzene + C-3 Aroald	0	TAXIIN	0.000834233
C-5 Benzene + C-4 Aroald	0	TAXIIN	0.000373966
C6H18O3SI3	0	TAXIIN	0
C7-C16 Paraffins	0	TAXIIN	0
C8H24O4SI4	0	TAXIIN	0
Isomers of dodecane	0	TAXIIN	0
Isomers of pentadecane	0	TAXIIN	0
Isomers of pentene	0	TAXIIN	0
Isomers of tetradecane	0	TAXIIN	0
Methyl naphthalenes	0	TAXIIN	0
Decanol	112-31-2	TAXIIN	0.007306729
Dodecanol	112-53-8	TAXIIN	0.003653364

Notes:

1. Per EDMS, a detailed speciated organic gases profile does not exist for main engine startup emissions. Therefore, there are no Chemicals of Potential Concern (COPC) emissions for startup.

Table 3.3-1. Sensitive Receptor Locations
John Wayne Airport
Orange County, California

Sensitive Receptor ID	Type	Name	Street	City	State	Zip code	UTMx	UTMy
SR01	Public School	Access County Community	200 Kalmus Drive	Costa Mesa	CA	92628	418346.3685	3726332.449
SR02	Daycare	Back Bay Montessori	398 N University Dr.	Costa Mesa	CA	92627	417746	3724391
SR03	Daycare	Breen, James & Valerie	2669 Santa Ana Ave.	Costa Mesa	CA	92627	417617.4242	3724864.54
SR04	Daycare	Bright Horizons Irvine	2010 Main St.	Irvine	CA	92614	421070.592	3727529.324
SR05	Park	Del Mesa Park	550 Paularino Ave	Costa Mesa	CA	92626	418531.6617	3727407.446
SR06	Private School	International Christian Montessori School of Newport	381 N University Dr.	Costa Mesa	CA	92627	417668.0144	3724420.764
SR07	Daycare	Int'L Christian Montessori Academy of Newport	2591 Irvine Ave.	Costa Mesa	CA	92627	417727.8497	3724357.618
SR08	Residential Care for the Elderly	Irvine Cottages No. 9	20271 Orchid	Newport Beach	CA	92660	418976.4731	3724331.048
SR09	Private School	Mariners Christian	298 Fischer Ave.	Costa Mesa	CA	92626	418637	3726515
SR10	Golf Course	Newport Beach Golf Course	3100 Irvine Ave	Newport Beach	CA	92660	418404.7857	3724853.176
SR11 and SR12	Daycare and Private School	Newport Montessori	20221 SW Cypress St.	Newport Beach	CA	92660	418896	3724503
SR13	Public School	OCCS:CHEP/PCHS	2910 Redhill Avenue, Suite 200	Costa Mesa	CA	92626	418406.7448	3725692.792
SR14	Public School	Orange County Special Education	200 Kalmus Drive	Costa Mesa	CA	92628	418346.3685	3726332.449
SR15	Public School	Pacific Technology School Santa Ana	102 Baker Street East	Costa Mesa	CA	92626	418634.1777	3727035.119
SR16	Daycare	Peter & Mary Muth Interpretive Center	2301 University Dr	Newport Beach	CA	92660	417902	3724079
SR17	Golf Course	Santa Ana Country Club	20099 Santa Ana Ave	Costa Mesa	CA	92626	418103.1764	3725420.156
SR18	Adult Residential Facility	Stevens Adult Residential Care Home	106 W. Stevens Avenue	Santa Ana	CA	92707	419475.1972	3728681.658
SR19	Daycare	Tutor Time Child Care/Learning Center	1550 Bristol Street North	Newport Beach	CA	92660	419261	3724850
SR20	Park	Upper Newport Bay Nature Preserve	2301 University Drive	Newport Beach	CA	92660	417753.0748	3724308.094
SR21	Daycare	Vineyard Christian Preschool	102 E. Baker	Costa Mesa	CA	92626	418635.7784	3727013.051

Notes:

1. Residential areas not specifically listed.

Table 3.3-2. COPCs Included in HRA
John Wayne Airport
Orange County, California

Source	Chemical	CAS Number
Aircraft	2-methyl-2-propenal (methacrolein)	78853
	Methylglyoxal	78988
	p-Tolualdehyde	104870
	Glyoxal	107222
	2-methylpentane	107835
	2-methyl-2-butene	513359
	o-Tolualdehyde	529204
	N-pentylbenzene	538681
	3-methyl-1-butene	563451
	2-methyl-1-butene	563462
	1-Methyl-2-ethylbenzene (o-ethyltoluene)	611143
	1-Methyl-3-ethylbenzene (m-ethyltoluene)	620144
	Tolualdehyde	620235
	1-Methyl-4-ethylbenzene (p-ethyltoluene)	622968
	N-Pentadecane	629629
	1-decene	872059
	Heptene	25339564
	Dimethyl napthalene	28804888
	C-10 Olefins	--
	C-10 Paraffins	--
	C-14 Alkane	--
	C-15 Alkane	--
	C-16 Alkane	--
	C-18 Alkane	--
	C-4 Benzene + C-3 Aroald	--
	C-5 Benzene + C-4 Aroald	--
	C6H18O3SI3	--
	C7-C16 Paraffins	--
	C8H24O4SI4	--
	Isomers of dodecane	--
	Isomers of pentadecane	--
	Isomers of pentene	--
	Isomers of tetradecane	--

Chemical	CAS Number
Methyl naphthalenes	--
1,2,3-Trimethylbenzene	526738
1,2,4-trimethylbenzene	95636
1,3,5-Trimethylbenzene	108678
1,3-Butadiene	106990
1-BUTENE	106989
1-HEXENE	592416
1-Methylnaphthalene	90120
1-NONENE	124118
1-OCTENE	111660
1-PENTENE	109671
1-PENTENE, 2-METHYL	763291
2-Butenal	4170303
2-HEXENE, (E)-(9CI)	4050457
2-Methylnaphthalene	91576
4-METHYL-1-PENTENE	691372
Acetaldehyde	75070
Acetone	67641
Acrolein	107028
Benzaldehyde	100527
Benzene	71432
BUTANAL, 3-METHYL-	590863
Butyraldehyde	123728
CIS-2-BUTENE	590181
CIS-2-PENTENE	627203
Cumene	98828
Decane	124185
Decanol	112312
Dodecane	112403
Dodecanol	112538
Ethane	74840
Ethene	74851
Ethyl Benzene	100414

Chemical	CAS Number
ETHYNE	74862
Formaldehyde	50000
Furfuryl alcohol	98000
Hexadecane	544763
Hexaldehyde	66251
m,p-xylene	1330207
Methane	74828
Methanol	67561
Naphthalene	91203
n-Butylbenzene	104518
n-Heptadecane	629787
n-Heptane	142825
n-Octane	111659
Nonane	111842
n-Pentane	109660
n-Propylbenzene	103651
ortho-xylene	95476
Pentanal	110623
Phenol	108952
PROPANE	74986
Propionaldehyde	123386
Propylene	115071
Styrene	100425
Tetradecane	629594
Toluene	108883
TRANS-2-PENTENE	646048
Tridecane	629505
Undecane	1120214

Notes:
1. COPCs list as generated by EDMS

Abbreviations:
CAS - Chemical Abstracts Service
COPC - Chemicals of Potential Concern
HRA - Health Risk Assessment

Table 3.3-3. Toxicological Values
John Wayne Airport
Orange County, California

Source	Chemical	CAS Number	Cancer Potency Factor[1] $(mg/kg\text{-}day)^{-1}$	Cancer Risk Resident Multi-Pathway Adjustment[2]	Cancer Risk Worker Multi-Pathway Adjustment[2]	Chronic Hazard Index Reference Exposure Level[1] $(\mu g/m^3)$	Chronic Hazard Index Resident Multi-Pathway Adjustment[2]	Chronic Hazard Index Worker Multi-Pathway Adjustment[2]	Acute Hazard Index Reference Exposure Level[1] $(\mu g/m^3)$
Aircraft	Acetaldehyde	75070	0.01	1	1	140	1	1	470
	Acrolein	107028	--	--	--	0.35	1	1	2.5
	Benzene	71432	0.1	1	1	60	1	1	1,300
	1,3-Butadiene	106990	0.6	1	1	2	1	1	660
	Ethyl Benzene	100414	0.0087	--	--	2000	1	1	--
	Formaldehyde	50000	0.021	1	1	9	1	1	55
	Methanol	67561	--	--	--	4000	1	1	28,000
	Naphthalene	91203	0.12	1	1	9	1	1	--
	Phenol	108952	--	--	--	200	1	1	5,800
	Propylene	115071	--	--	--	3000	1	1	--
	Styrene	100425	--	--	--	900	1	1	21,000
	Toluene	108883	--	--	--	300	1	1	37,000
	m,p-xylene	1330207	--	--	--	700	1	1	22,000
	ortho-xylene	95476	--	--	--	700	1	1	22,000

Notes:
[1] Toxicity values were obtained from OEHHA (2013) and SCAQMD (2005). For instances where the data from the two sources did not match, the more current value was used in the analysis.
[2] Multipath factors are from SCAQMD (2005).

Abbreviations:
kg - kilogram
mg - milligram
µg - microgram
ARB - California Air Resources Board
CAS - Chemical Abstracts Service
OEHHA - Office of Environmental Health Hazard Assessment
SCAQMD - South Coast Air Quality Management District
TAC - Toxic Air Contaminants

References:
SCAQMD. 2005. Risk Assessment Procedures for Rules 1401 and 212. July. Available at http://www.aqmd.gov/prdas/risk%20assessment/riskassessment.html, Accessed January 2014.
OEHHA. 2013. Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values. August. Available from http://www.arb.ca.gov/toxics/healthval/healthval.htm. Accessed January 2014.

Table 3.3-4. Exposure Assumptions
John Wayne Airport
Orange County, California

Project Phase	Population	Intake Factor, Inhalation (m^3/kg-day)	Breathing Rate (L/kg-day)	Exposure Value Factor (unitless)	Annual Concentration Adjustment Factor[3] (unitless)	Exposure Time[4] (hr/day)	Exposure Frequency (days/yr)	Exposure Duration[5] (yr)	Averaging Time (day)
Operation[1,2]	Residential	0.29	302	0.96	1.0	24	350	70	25,550
	Sensitive	0.29	302	0.96	1.0	24	350	70	25,550
	Worker	0.24	149	0.38	4.2	24	245	40	25,550

Notes:

[1] Based on SCAQMD Risk Assessment Procedures for Rules 1401 and 212.

[2] Since workers could be employed at sensitive receptors, health risk impacts at these receptors were calculated for both sensitive and worker population.

[3] Annual concentration adjustment factor for worker is set based on the a typical work schedule of 8 hours a day, 5 days a week.

[4] Exposure time is set based on the conservative assumption of 24 hours per day of operation.

[5] Based on SCAQMD guidance, exposure over a 40-year lifetime is assumed for workers and a 70-year lifetime for residential and sensitive receptors.

Abbreviations:
hr - hour
kg - kilogram
L - liters
m^3 - cubic meters
yr - year
HRA - Health Risk Assessment

Reference:
SCAQMD. 2005. Risk Assessment Procedures for Rules 1401 and 212. July. Available at http://www.aqmd.gov/prdas/risk%20assessment/riskassessment.html. Accessed February 2014.

Table 4-1. SCAQMD Air Quality Significance Thresholds
John Wayne Airport
Orange County, California

Mass Daily Threholds[1]	
Pollutant	**Operation**
NO_x	55 lb/day
VOC	55 lb/day
PM_{10}	150 lb/day
$PM_{2.5}$	55 lb/day
SO_x	150 lb/day
CO	550 lb/day
Lead	3 lb/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds[1]	
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402
GHG	10,000 MT/yr CO_2eq for industrial facilities
Ambient Air Quality Standards for Criteria Pollutants[1]	
NO_2 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)
PM_{10} 24-hour average annual average	 2.5 µg/m^3 (operation) 1.0 µg/m3
$PM_{2.5}$ 24-hour average	 2.5 µg/m^3 (operation)
SO_2 1-hour average 24-hour average	 0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)
Sulfate 24-hour average	 25 µg/m^3 (state)
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)
Lead 30-day average Rolling 3-month average Quarterly average	 1.5 µg/m^3 (state) 0.15 µg/m^3 (federal) 1.5 µg/m^3 (federal)

Note:
[1] http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed February 2014.

Table 5.1-1. Summary of Baseline Criteria Pollutant Emissions
John Wayne Airport
Orange County, California

Source	Emissions (lb/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Aircraft	634.0	2,091	19,286	241.3	75.2	75.2
GSE	33.9	140.2	825.7	2.7	4.9	4.7
APU	3.0	55.3	47.5	7.5	5.9	5.9
Airside	2.5	3.1	16.5	0.6	0.2	0.2
Traffic	229.6	678.3	3,059	6.3	467.4	132.4
Parking Lots	130.5	19.9	144.4	0.08	0.7	0.5
Stationary Sources	17.0	10.2	74.0	0.6	10.2	10.2
Total	**1,050**	**2,998**	**23,453**	**259.0**	**564.5**	**229.0**

Table 5.1-2. Summary of Baseline COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Emissions[1] (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total
Formaldehyde	4.9	8.2	0.2	0.1	13.4
Methyl alcohol	0.7	0.5	N/A	0.02	1.3
Benzene	0.7	1.1	0.2	0.02	2.0
Acetaldehyde	1.7	2.7	0.06	0.04	4.5
Naphthalene	0.2	0.3	N/A	0.005	0.5
O-xylene	0.1	0.1	0.1	0.002	0.3
Isopropylbenzene (cumene)[2]	0.000	0.000	N/A	0.00	0.002
Ethylbenzene	0.1	0.1	0.07	0.002	0.2
Styrene	0.1	0.2	N/A	0.003	0.3
1,3-butadiene	0.7	1.0	N/A	0.02	1.7
Acrolein	1.0	1.4	N/A	0.02	2.4
Toluene	0.3	0.4	0.3	0.006	0.9
Phenol (carbolic acid)	0.3	0.3	N/A	0.007	0.6
M & P-xylene	0.1	0.2	N/A	0.003	0.3
Propionaldehyde	0.3	0.5	0.04	0.007	0.8
Acetone	0.1	1.0	N/A	0.003	1.2
2-methylnaphthalene	0.08	0.06	N/A	0.002	0.1
Benzaldehyde	0.2	0.3	0.01	0.004	0.5
N-heptane	0.02	0.04	0.08	0.001	0.14
Hexaldehyde	0	0.06	0.002	N/A	0.07
Methane	0	3.5	0.3	N/A	3.8
Ethane	0.2	0.5	0.08	0.005	0.7
Ethylene	6.1	9.6	0.5	0.1	16.3
Acetylene	1.6	2.4	0.3	0.04	4.3
Propane	0.03	0.09	N/A	0.001	0.1
2-methyl-2-propenal (methacrolein)	0.2	0.1	N/A	0.004	0.3
Methylglyoxal	0.6	0.5	N/A	0.01	1.1
1-Methylnaphthalene	0.1	0.08	N/A	0.002	0.2
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	0.1	0.1	0.2	0.003	0.4
Furfuryl alcohol	0	0.6	N/A	N/A	0.6
N-propylbenzene	0.02	0.01	0.03	0	0.07
N-butylbenzene	0	0.07	0.02	N/A	0.09
p-Tolualdehyde	0.02	0.01	N/A	0	0.03
1-butene	0.7	1.1	0.1	0.02	1.9
Glyoxal	0.7	1.4	N/A	0.02	2.1
2-methylpentane	0.2	0.2	0.3	0.004	0.7
1,3,5-trimethylbenzene	0.02	0.02	0.13	0.001	0.17
N-pentane	0.08	0.1	0.5	0.002	0.7
1-pentene	0.3	0.5	0.05	0.007	0.8
Valeraldehyde	0.1	0.07	N/A	0.002	0.2
N-octane	0.02	0.03	0.03	0.001	0.08
1-octene	0.1	0.2	N/A	0.003	0.3
N-nonane	0.02	0.07	0.01	0.001	0.1
N-dodecane	0.2	0.5	N/A	0.004	0.7
Propylene	1.8	2.8	0.2	0.04	4.8
Butyraldehyde	0.05	0.4	N/A	0.001	0.5
1-nonene	0.1	0.1	N/A	0.002	0.2
N-decane	0.1	0.2	0.01	0.003	0.4
2-methyl-2-butene	0.07	0.1	0.01	0.002	0.2
1,2,3-trimethylbenzene	0.04	0.03	0.03	0.001	0.10
o-Tolualdehyde	0.09	0.07	N/A	0.002	0.2
N-pentylbenzene	0	0.05	N/A	N/A	0.05
N-Hexadecane	0.02	0.06	N/A	0	0.08
3-methyl-1-butene	0.04	0.03	0.02	0.001	0.09
2-methyl-1-butene	0.05	0.04	N/A	0.001	0.1

Table 5.1-2. Summary of Baseline COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Emissions[1] (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total
Cis-2-butene	0.08	0.2	0.07	0.002	0.4
Isovaleraldehyde	0.01	0.009	N/A	0	0.02
1-hexene	0.3	0.5	0.0	0.007	0.8
1-Methyl-2-ethylbenzene (o-ethyltoluene)	0.03	0.02	N/A	0.001	0.05
1-Methyl-3-ethylbenzene (m-ethyltoluene)	0.06	0.05	0.02	0.001	0.1
Tolualdehyde	0.1	0.08	N/A	0.003	0.2
1-Methyl-4-ethylbenzene (p-ethyltoluene)[3]	0.02	0.02	N/A	0.001	0.05
Cis-2-pentene	0.1	0.08	0.1	0.003	0.3
N-tridecane	0.2	0.4	N/A	0.005	0.6
N-Tetradecane	0.2	0.3	N/A	0.004	0.5
N-Pentadecane	0.07	0.1	N/A	0.002	0.2
N-heptadecane[3]	0.003	0.004	N/A	0	0.01
Trans-2-pentene	0.1	0.1	0.09	0.003	0.3
4-methyl-1-pentene	0.03	0.02	N/A	0.001	0.05
2-methyl-1-pentene	0.01	0.009	N/A	0	0.02
1-decene	0.07	0.1	N/A	0.002	0.2
N-undecane	0.2	0.3	0.02	0.004	0.5
Trans-2-hexene	0.01	0.009	N/A	0	0.02
Crotonaldehyde	0.4	0.3	0.02	0.01	0.7
Heptene	0.2	0.3	N/A	0.004	0.5
Dimethyl napthalene	0.04	0.03	N/A	0.001	0.06
C-10 Olefins	2.3	1.8	N/A	0.06	4.1
C-10 Paraffins	5.8	4.4	N/A	0.1	10.3
C-14 Alkane	0.07	0.06	N/A	0.002	0.1
C-15 Alkane	0.07	0.05	N/A	0.002	0.1
C-16 Alkane	0.06	0.09	N/A	0.001	0.1
C-18 Alkane[2]	0	0	N/A	0	0.001
C-4 Benzene + C-3 Aroald	0.3	0.2	N/A	0.006	0.5
C-5 Benzene + C-4 Aroald	0.1	0.1	N/A	0.003	0.2
C6H18O3SI3	0	3.8	N/A	N/A	3.8
C7-C16 Paraffins	0	0.09	N/A	N/A	0.09
C8H24O4SI4	0	1.3	N/A	N/A	1.3
Isomers of dodecane	0	0.05	N/A	N/A	0.05
Isomers of pentadecane	0	0.05	N/A	N/A	0.05
Isomers of pentene	0	0.2	N/A	N/A	0.2
Isomers of tetradecane	0	0.05	N/A	N/A	0.05
Methyl naphthalenes	0	0.1	N/A	N/A	0.1
Decanol	2.3	1.8	N/A	0.06	4.1
Dodecanol	1.2	0.9	N/A	0.03	2.1

Notes:

[1] Chemicals of Potential Concern (COPC) emissions estimated by EDMS. COPC emissions for GSE and APU are shown for reference to demonstrate that they are much smaller than aircraft related TAC

[2] The total aircraft emissions for this pollutant are non-zero but the Commercial Aviation and General Aviation emissions presented in this table are both zero. This is due to the fact that these values were arrived at by summing the individual aircraft emissions and at low emission levels the individual aircraft emissions all round to zero although the total aircraft emissions from EDMS are non-zero.

[3] The total aircraft emissions for this pollutant differ from the sum of the Commercial Aviation and General Aviation emissions presented in this table. This is due to rounding since these values were arrived at by summing the individual aircraft emissions.

Table 5.2-1. Summary of Phase 1 Criteria Pollutant Emissions
John Wayne Airport
Orange County, California

Source	Project Emissions (lb/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Aircraft	15.8	408.1	-2,492	40.6	-1.6	-1.6
GSE	-11.8	-49.2	-365.2	-0.6	-1.2	-1.2
APU	0.4	7.3	4.1	1.0	0.8	0.8
Airside	0.2	0.2	1.0	0.03	0.01	0.01
Traffic	31.7	93.4	420.5	1.1	82.7	22.9
Parking Lots	-0.5	-1.5	-16.0	0.01	-0.03	-0.05
Stationary Sources	0.9	0.6	3.7	0.03	0.5	0.5
Total	**37**	**459**	**-2,444**	**42**	**81**	**21**
SCAQMD Maximum Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**Yes**	**No**	**No**	**No**	**No**

Notes:
1. Negative emissions indicate a decrease from Baseline condition. These decreases are primarily due to reductions in general aviation, increase in electrified GSE, and improved vehicle emission standards.

Table 5.2-2. Summary of Phase 1 COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Baseline + Phase 1 Project Emissions[1] (tons/yr)					Phase 1 Project Emissions[1] (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
Formaldehyde	5.6	7.3	0.2	0.1	13.2	7.3E-01	-9.4E-01	-1.2E-02	1.6E-02	-2.2E-01
Methyl alcohol	0.8	0.5	N/A	0.02	1.4	1.1E-01	-3.5E-02	0.0E+00	2.0E-03	7.8E-02
Benzene	0.8	1.0	0.1	0.02	1.9	9.6E-02	-1.2E-01	-6.4E-02	2.0E-03	-8.5E-02
Acetaldehyde	1.9	2.4	0.05	0.05	4.4	2.5E-01	-3.0E-01	-4.0E-03	6.0E-03	-4.5E-02
Naphthalene	0.2	0.3	N/A	0.006	0.5	3.1E-02	-3.8E-02	0.0E+00	1.0E-03	-3.0E-03
O-xylene	0.08	0.1	0.1	0.002	0.2	1.0E-02	-1.1E-02	-3.3E-02	0.0E+00	-3.5E-02
Isopropylbenzene (cumene)[2]	0	0	N/A	0	0.002	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
Ethylbenzene	0.08	0.09	0.05	0.002	0.2	1.1E-02	-1.2E-02	-2.4E-02	0.0E+00	-2.5E-02
Styrene	0.1	0.2	N/A	0.003	0.3	1.9E-02	-2.3E-02	0.0E+00	0.0E+00	-6.0E-03
1,3-butadiene	0.8	0.9	N/A	0.02	1.7	9.9E-02	-1.1E-01	0.0E+00	2.0E-03	-9.0E-03
Acrolein	1.1	1.2	N/A	0.03	2.4	1.4E-01	-1.5E-01	0.0E+00	3.0E-03	-2.0E-03
Toluene	0.3	0.3	0.2	0.007	0.8	3.8E-02	-4.0E-02	-1.1E-01	1.0E-03	-1.1E-01
Phenol (carbolic acid)	0.3	0.3	N/A	0.008	0.6	4.4E-02	-2.1E-02	0.0E+00	1.0E-03	2.0E-02
M & P-xylene	0.1	0.1	N/A	0.003	0.3	1.7E-02	-2.1E-02	0.0E+00	0.0E+00	-1.0E-03
Propionaldehyde	0.3	0.5	0.03	0.008	0.8	4.4E-02	-5.7E-02	-2.0E-03	1.0E-03	-1.8E-02
Acetone	0.2	0.9	N/A	0.004	1.1	2.1E-02	-1.6E-01	0.0E+00	1.0E-03	-1.4E-01
2-methylnaphthalene	0.09	0.06	N/A	0.002	0.2	1.3E-02	-4.0E-03	0.0E+00	0.0E+00	9.0E-03
Benzaldehyde	0.2	0.3	0.01	0.005	0.5	2.7E-02	-3.7E-02	-1.0E-03	1.0E-03	-8.0E-03
N-heptane[3]	0.03	0.03	0.05	0.001	0.12	3.0E-03	-3.0E-03	-2.7E-02	0.0E+00	-2.7E-02
Hexaldehyde	0	0.05	0.001	N/A	0.06	0.0E+00	-1.0E-02	-1.0E-03	0.0E+00	-1.1E-02
Methane	0	2.9	0.2	N/A	3.1	0.0E+00	-5.7E-01	-9.0E-02	0.0E+00	-6.6E-01
Ethane	0.2	0.4	0.05	0.006	0.7	2.9E-02	-5.6E-02	-2.5E-02	1.0E-03	-5.0E-02
Ethylene	7.0	8.5	0.3	0.2	16.0	9.1E-01	-1.1E+00	-1.6E-01	2.1E-02	-3.0E-01
Acetylene	1.8	2.1	0.2	0.04	4.1	2.3E-01	-2.6E-01	-9.7E-02	5.0E-03	-1.2E-01
Propane	0.03	0.07	N/A	0.001	0.1	4.0E-03	-1.2E-02	0.0E+00	0.0E+00	-7.0E-03
2-methyl-2-propenal (methacrolein)	0.2	0.1	N/A	0.005	0.3	2.3E-02	-7.0E-03	0.0E+00	1.0E-03	1.8E-02
Methylglyoxal	0.7	0.4	N/A	0.02	1.1	8.9E-02	-2.8E-02	0.0E+00	2.0E-03	6.5E-02
1-Methylnaphthalene	0.1	0.07	N/A	0.003	0.2	1.5E-02	-3.0E-03	0.0E+00	1.0E-03	1.1E-02
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	0.2	0.1	0.1	0.004	0.4	2.0E-02	-4.0E-03	-5.3E-02	1.0E-03	-3.8E-02
Furfuryl alcohol	0	0.5	N/A	N/A	0.5	0.0E+00	-9.4E-02	0.0E+00	0.0E+00	-9.5E-02
N-propylbenzene[3]	0.02	0.01	0.02	0	0.06	3.0E-03	0.0E+00	-1.2E-02	1.0E-03	-9.0E-03
N-butylbenzene	0.0	0.06	0.02	N/A	0.07	0.0E+00	-1.1E-02	-8.0E-03	0.0E+00	-1.9E-02
p-Tolualdehyde[3]	0.02	0.01	N/A	0	0.04	2.0E-03	0.0E+00	0.0E+00	1.0E-03	2.0E-03
1-butene	0.8	1.0	0.1	0.02	1.9	1.0E-01	-1.3E-01	-4.0E-02	3.0E-03	-5.8E-02
Glyoxal	0.8	1.2	N/A	0.02	2.0	1.1E-01	-1.7E-01	0.0E+00	2.0E-03	-5.4E-02
2-methylpentane	0.2	0.2	0.2	0.004	0.6	2.4E-02	-2.3E-02	-1.0E-01	0.0E+00	-1.0E-01
1,3,5-trimethylbenzene	0.02	0.01	0.09	0.001	0.13	3.0E-03	-1.0E-03	-2.4E-02	0.0E+00	-2.4E-02
N-pentane	0.09	0.1	0.4	0.002	0.6	1.3E-02	-1.2E-02	-1.8E-01	0.0E+00	-1.8E-01
1-pentene	0.4	0.4	0.03	0.008	0.8	4.5E-02	-5.1E-02	-1.5E-02	1.0E-03	-2.0E-02
Valeraldehyde	0.1	0.07	N/A	0.003	0.2	1.5E-02	-3.0E-03	0.0E+00	1.0E-03	1.0E-02
N-octane	0.03	0.03	0.02	0.001	0.08	4.0E-03	-3.0E-03	-9.0E-03	0.0E+00	-8.0E-03
1-octene	0.1	0.1	N/A	0.003	0.3	1.9E-02	-1.7E-02	0.0E+00	0.0E+00	-1.0E-03
N-nonane	0.03	0.06	0.01	0.001	0.10	4.0E-03	-1.1E-02	-4.0E-03	0.0E+00	-9.0E-03
N-dodecane	0.2	0.5	N/A	0.005	0.7	2.6E-02	-7.0E-02	0.0E+00	1.0E-03	-4.3E-02
Propylene	2.1	2.5	0.1	0.05	4.7	2.7E-01	-3.2E-01	-5.7E-02	6.0E-03	-1.0E-01
Butyraldehyde	0.05	0.4	N/A	0.001	0.4	7.0E-03	-6.3E-02	0.0E+00	0.0E+00	-5.7E-02
1-nonene	0.1	0.1	N/A	0.003	0.2	1.5E-02	-1.5E-02	0.0E+00	1.0E-03	-1.0E-03
N-decane	0.1	0.2	0.01	0.003	0.4	1.8E-02	-2.9E-02	-4.0E-03	0.0E+00	-1.2E-02
2-methyl-2-butene	0.08	0.1	0.01	0.002	0.2	1.2E-02	-1.2E-02	-4.0E-03	0.0E+00	-5.0E-03
1,2,3-trimethylbenzene	0.05	0.03	0.02	0.001	0.10	7.0E-03	-2.0E-03	-9.0E-03	0.0E+00	-5.0E-03
o-Tolualdehyde	0.1	0.07	N/A	0.002	0.2	1.4E-02	-6.0E-03	0.0E+00	0.0E+00	1.0E-02
N-pentylbenzene	0	0.05	N/A	N/A	0.05	0.0E+00	-8.0E-03	0.0E+00	0.0E+00	-8.0E-03
N-Hexadecane	0.02	0.05	N/A	0	0.07	2.0E-03	-7.0E-03	0.0E+00	1.0E-03	-5.0E-03
3-methyl-1-butene	0.05	0.03	0.01	0.001	0.09	7.0E-03	-1.0E-03	-5.0E-03	0.0E+00	0.0E+00
2-methyl-1-butene	0.06	0.04	N/A	0.002	0.1	1.0E-02	-4.0E-03	0.0E+00	1.0E-03	6.0E-03
Cis-2-butene	0.1	0.2	0.05	0.002	0.3	1.3E-02	-2.9E-02	-2.4E-02	0.0E+00	-3.9E-02
Isovaleraldehyde	0.02	0.009	N/A	0	0.02	3.0E-03	0.0E+00	0.0E+00	0.0E+00	1.0E-03
1-hexene	0.3	0.4	0.02	0.008	0.8	4.5E-02	-5.1E-02	-1.1E-02	1.0E-03	-1.8E-02
1-Methyl-2-ethylbenzene (o-ethyltoluene)	0.03	0.02	N/A	0.001	0.05	2.0E-03	0.0E+00	0.0E+00	0.0E+00	3.0E-03
1-Methyl-3-ethylbenzene (m-ethyltoluene)	0.07	0.04	0.01	0.002	0.1	9.0E-03	-2.0E-03	-5.0E-03	1.0E-03	1.0E-03

Table 5.2-2. Summary of Phase 1 COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Baseline + Phase 1 Project Emissions[1] (tons/yr)					Phase 1 Project Emissions[1] (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
Tolualdehyde	0.1	0.08	N/A	0.003	0.2	1.5E-02	-6.0E-03	0.0E+00	0.0E+00	1.2E-02
1-Methyl-4-ethylbenzene (p-ethyltoluene)	0.03	0.02	N/A	0.001	0.05	3.0E-03	0.0E+00	0.0E+00	0.0E+00	3.0E-03
Cis-2-pentene	0.1	0.08	0.07	0.003	0.3	1.9E-02	-4.0E-03	-3.6E-02	0.0E+00	-2.4E-02
N-tridecane	0.2	0.3	N/A	0.006	0.6	3.3E-02	-4.6E-02	0.0E+00	1.0E-03	-1.2E-02
N-Tetradecane	0.2	0.3	N/A	0.004	0.5	2.4E-02	-3.6E-02	0.0E+00	0.0E+00	-1.2E-02
N-Pentadecane	0.08	0.1	N/A	0.002	0.2	1.2E-02	-1.8E-02	0.0E+00	0.0E+00	-6.0E-03
N-heptadecane[3]	0.003	0.004	N/A	0	0.009	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-1.0E-03
Trans-2-pentene	0.2	0.1	0.06	0.004	0.3	2.1E-02	-7.0E-03	-3.1E-02	1.0E-03	-1.5E-02
4-methyl-1-pentene	0.03	0.02	N/A	0.001	0.05	4.0E-03	0.0E+00	0.0E+00	0.0E+00	3.0E-03
2-methyl-1-pentene	0.02	0.009	N/A	0	0.03	2.0E-03	0.0E+00	0.0E+00	0.0E+00	1.0E-03
1-decene	0.08	0.09	N/A	0.002	0.2	1.2E-02	-1.3E-02	0.0E+00	0.0E+00	0.0E+00
N-undecane	0.2	0.3	0.01	0.005	0.5	2.6E-02	-3.3E-02	-5.0E-03	1.0E-03	-1.3E-02
Trans-2-hexene	0.01	0.007	N/A	0	0.02	1.0E-03	-2.0E-03	0.0E+00	0.0E+00	1.0E-03
Crotonaldehyde	0.5	0.3	0.02	0.01	0.8	6.1E-02	-1.7E-02	-1.0E-03	1.0E-03	4.3E-02
Heptene	0.2	0.3	N/A	0.005	0.5	2.4E-02	-3.5E-02	0.0E+00	1.0E-03	-8.0E-03
Dimethyl napthalene	0.04	0.02	N/A	0.001	0.07	4.0E-03	-2.0E-03	0.0E+00	0.0E+00	4.0E-03
C-10 Olefins	2.7	1.7	N/A	0.06	4.4	3.4E-01	-1.0E-01	0.0E+00	8.0E-03	2.5E-01
C-10 Paraffins	6.6	4.1	N/A	0.2	10.9	8.6E-01	-2.5E-01	0.0E+00	2.0E-02	6.3E-01
C-14 Alkane	0.08	0.05	N/A	0.002	0.1	1.2E-02	-4.0E-03	0.0E+00	0.0E+00	8.0E-03
C-15 Alkane	0.08	0.05	N/A	0.002	0.1	1.1E-02	-3.0E-03	0.0E+00	0.0E+00	7.0E-03
C-16 Alkane	0.07	0.08	N/A	0.002	0.1	8.0E-03	-7.0E-03	0.0E+00	1.0E-03	-1.0E-03
C-18 Alkane[2]	0	0	N/A	0	0.001	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
C-4 Benzene + C-3 Aroald	0.3	0.2	N/A	0.007	0.5	3.9E-02	-1.2E-02	0.0E+00	1.0E-03	2.8E-02
C-5 Benzene + C-4 Aroald	0.1	0.09	N/A	0.003	0.2	1.8E-02	-7.0E-03	0.0E+00	0.0E+00	1.3E-02
C6H18O3SI3	0	3.2	N/A	N/A	3.2	0.0E+00	-6.1E-01	0.0E+00	0.0E+00	-6.1E-01
C7-C16 Paraffins	0	0.07	N/A	N/A	0.07	0.0E+00	-1.5E-02	0.0E+00	0.0E+00	-1.4E-02
C8H24O4SI4	0	1.1	N/A	N/A	1.1	0.0E+00	-2.2E-01	0.0E+00	0.0E+00	-2.2E-01
Isomers of dodecane	0	0.04	N/A	N/A	0.04	0.0E+00	-8.0E-03	0.0E+00	0.0E+00	-8.0E-03
Isomers of pentadecane	0	0.04	N/A	N/A	0.04	0.0E+00	-9.0E-03	0.0E+00	0.0E+00	-8.0E-03
Isomers of pentene	0	0.2	N/A	N/A	0.2	0.0E+00	-3.4E-02	0.0E+00	0.0E+00	-3.3E-02
Isomers of tetradecane	0	0.05	N/A	N/A	0.05	0.0E+00	-8.0E-03	0.0E+00	0.0E+00	-8.0E-03
Methyl naphthalenes	0	0.1	N/A	N/A	0.1	0.0E+00	-2.3E-02	0.0E+00	0.0E+00	-2.3E-02
Decanol	2.7	1.7	N/A	0.06	4.4	3.4E-01	-1.0E-01	0.0E+00	8.0E-03	2.5E-01
Dodecanol	1.3	0.8	N/A	0.03	2.2	1.7E-01	-4.9E-02	0.0E+00	4.0E-03	1.3E-01

Notes:

[1] Chemicals of Potential Concern (COPC) emissions for GSE and APU are shown for reference to demonstrate that they are much smaller than aircraft related COPC emissions. Note also that the aircraft emissions only include commercial aircraft. If general aviation aircraft were included, the emissions would be less than that shown here due to the anticipated decrease in general aviation flights.

[2] The total aircraft emissions for this pollutant are non-zero but the Commercial Aviation and General Aviation emissions presented in this table are both zero. This is due to the fact that these values were arrived at by summing the individual aircraft emissions and at low emission levels the individual aircraft emissions all round to zero although the total aircraft emissions from EDMS are non-zero.

[3] The total aircraft emissions for this pollutant differ from the sum of the Commercial Aviation and General Aviation emissions presented in this table. This is due to rounding since these values were arrived at by summing the individual aircraft emissions.

Table 5.2-3. Summary of Phase 2 Criteria Pollutant Emissions
John Wayne Airport
Orange County, California

Source	Project Emissions (lb/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Aircraft	40.9	619.4	-3,854	60.5	-2.1	-2.1
GSE	-21.0	-99.0	-644.9	-1.2	-2.9	-2.8
APU	0.7	13.1	8.1	1.8	1.4	1.4
Airside	0.5	0.6	3.1	0.1	0.03	0.03
Traffic	38.4	100.5	488.5	1.8	132.6	36.5
Parking Lots	6.5	-3.5	-31.2	0.03	0.1	0.03
Stationary Sources	1.4	1.2	6.1	0.05	0.9	0.9
Total	**68**	**632**	**-4,025**	**63**	**130**	**34**
SCAQMD Maximum Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**Yes**	**Yes**	**No**	**No**	**No**	**No**

Note
1. Negative emissions indicate a decrease from Baseline condition. These decreases are primarily due to reduction in general aviation, increase in electrified GSE, and improved vehicle emission standards.

Table 5.2-4. Summary of Phase 2 COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Baseline + Phase 2 Project Emissions[1] (tons/yr)					Phase 2 Project Emissions[1] (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
Formaldehyde	6.1	7.0	0.1	0.1	13.4	1.3E+00	-1.2E+00	-3.0E-02	2.7E-02	2.8E-02
Methyl alcohol	0.9	0.5	N/A	0.02	1.4	1.8E-01	-1.3E-02	0.0E+00	4.0E-03	1.8E-01
Benzene	0.8	0.9	0.1	0.02	1.8	1.7E-01	-1.6E-01	-1.2E-01	4.0E-03	-1.0E-01
Acetaldehyde	2.1	2.3	0.05	0.05	4.5	4.4E-01	-3.8E-01	-1.0E-02	1.0E-02	5.7E-02
Naphthalene	0.3	0.3	N/A	0.006	0.6	5.5E-02	-4.3E-02	0.0E+00	1.0E-03	1.1E-02
O-xylene	0.1	0.1	0.0	0.002	0.2	1.7E-02	-1.5E-02	-6.2E-02	0.0E+00	-6.1E-02
Isopropylbenzene (cumene)[2]	0.000	0.000	N/A	0	0.002	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
Ethylbenzene	0.1	0.1	0.03	0.002	0.2	2.0E-02	-1.2E-02	-4.6E-02	0.0E+00	-4.1E-02
Styrene	0.2	0.2	N/A	0.004	0.3	3.2E-02	-2.9E-02	0.0E+00	1.0E-03	1.0E-03
1,3-butadiene	0.8	0.9	N/A	0.02	1.7	1.7E-01	-1.4E-01	0.0E+00	4.0E-03	3.7E-02
Acrolein	1.2	1.2	N/A	0.03	2.5	2.5E-01	-1.8E-01	0.0E+00	6.0E-03	7.2E-02
Toluene	0.3	0.3	0.1	0.007	0.8	6.5E-02	-4.7E-02	-2.1E-01	1.0E-03	-1.8E-01
Phenol (carbolic acid)	0.4	0.3	N/A	0.008	0.6	7.4E-02	-2.2E-02	0.0E+00	1.0E-03	5.3E-02
M & P-xylene	0.1	0.1	N/A	0.003	0.3	2.9E-02	-2.3E-02	0.0E+00	0.0E+00	7.0E-03
Propionaldehyde	0.4	0.4	0.03	0.008	0.8	7.5E-02	-7.9E-02	-6.0E-03	1.0E-03	-8.0E-03
Acetone	0.2	0.8	N/A	0.004	1.0	3.8E-02	-2.4E-01	0.0E+00	1.0E-03	-2.0E-01
2-methylnaphthalene	0.1	0.1	N/A	0.002	0.2	2.1E-02	-1.0E-03	0.0E+00	0.0E+00	2.0E-02
Benzaldehyde	0.2	0.3	0.01	0.005	0.5	4.6E-02	-4.7E-02	-2.0E-03	1.0E-03	1.0E-03
N-heptane	0.03	0.03	0.03	0.001	0.10	7.0E-03	-4.0E-03	-5.1E-02	0.0E+00	-4.9E-02
Hexaldehyde	0.00	0.05	0.001	N/A	0.05	0.0E+00	-1.6E-02	-1.0E-03	0.0E+00	-1.7E-02
Methane	0.0	2.6	0.1	N/A	2.7	0.0E+00	-8.8E-01	-1.7E-01	0.0E+00	-1.1E+00
Ethane	0.3	0.4	0.03	0.006	0.7	5.3E-02	-7.5E-02	-4.7E-02	1.0E-03	-7.1E-02
Ethylene	7.7	8.3	0.2	0.2	16.3	1.6E+00	-1.4E+00	-3.0E-01	3.5E-02	-4.5E-02
Acetylene	2.0	2.0	0.1	0.05	4.2	4.0E-01	-3.2E-01	-1.8E-01	9.0E-03	-9.8E-02
Propane	0.0	0.1	N/A	0.001	0.1	8.0E-03	-1.7E-02	0.0E+00	0.0E+00	-8.0E-03
2-methyl-2-propenal (methacrolein)	0.2	0.1	N/A	0.005	0.3	4.2E-02	-3.0E-03	0.0E+00	1.0E-03	4.1E-02
Methylglyoxal	0.7	0.4	N/A	0.02	1.2	1.5E-01	-1.1E-02	0.0E+00	4.0E-03	1.5E-01
1-Methylnaphthalene	0.1	0.1	N/A	0.003	0.2	2.6E-02	-1.0E-03	0.0E+00	1.0E-03	2.4E-02
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	0.2	0.1	0.1	0.004	0.3	3.6E-02	-2.0E-03	-9.9E-02	1.0E-03	-6.5E-02
Furfuryl alcohol	0.0	0.4	N/A	N/A	0.4	0.0E+00	-1.5E-01	0.0E+00	0.0E+00	-1.5E-01
N-propylbenzene	0.03	0.01	0.01	0	0.06	4.0E-03	0.0E+00	-2.2E-02	1.0E-03	-1.6E-02
N-butylbenzene	0.00	0.05	0.01	N/A	0.06	0.0E+00	-1.6E-02	-1.5E-02	0.0E+00	-3.2E-02
p-Tolualdehyde	0.02	0.01	N/A	0	0.04	4.0E-03	0.0E+00	0.0E+00	1.0E-03	5.0E-03
1-butene	0.9	0.9	0.0	0.02	1.9	1.8E-01	-1.6E-01	-7.6E-02	4.0E-03	-5.0E-02
Glyoxal	0.9	1.1	N/A	0.02	2.1	1.9E-01	-2.2E-01	0.0E+00	4.0E-03	-2.7E-02
2-methylpentane	0.2	0.2	0.1	0.005	0.5	4.1E-02	-3.1E-02	-1.9E-01	1.0E-03	-1.8E-01
1,3,5-trimethylbenzene	0.0	0.0	0.05	0.001	0.09	5.0E-03	0.0E+00	-4.4E-02	0.0E+00	-4.4E-02
N-pentane	0.1	0.1	0.2	0.002	0.4	2.0E-02	-1.5E-02	-3.4E-01	0.0E+00	-3.3E-01
1-pentene	0.4	0.4	0.02	0.009	0.8	7.9E-02	-6.6E-02	-2.9E-02	2.0E-03	-1.3E-02
Valeraldehyde	0.1	0.1	N/A	0.003	0.2	2.5E-02	-1.0E-03	0.0E+00	1.0E-03	2.4E-02
N-octane	0.03	0.03	0.01	0.001	0.07	6.0E-03	-2.0E-03	-1.6E-02	0.0E+00	-1.4E-02
1-octene	0.1	0.1	N/A	0.003	0.3	3.1E-02	-2.3E-02	0.0E+00	0.0E+00	6.0E-03
N-nonane	0.03	0.05	0.00	0.001	0.09	6.0E-03	-1.2E-02	-8.0E-03	0.0E+00	-1.4E-02
N-dodecane	0.2	0.4	N/A	0.005	0.7	4.5E-02	-1.0E-01	0.0E+00	1.0E-03	-5.2E-02
Propylene	2.3	2.4	0.1	0.05	4.8	4.6E-01	-4.0E-01	-1.1E-01	1.0E-02	-3.7E-02
Butyraldehyde	0.1	0.3	N/A	0.001	0.4	1.4E-02	-9.7E-02	0.0E+00	0.0E+00	-8.5E-02
1-nonene	0.1	0.1	N/A	0.003	0.3	2.5E-02	-1.8E-02	0.0E+00	1.0E-03	6.0E-03
N-decane	0.2	0.2	0.00	0.004	0.4	3.2E-02	-3.5E-02	-8.0E-03	1.0E-03	-1.0E-02
2-methyl-2-butene	0.1	0.1	0.00	0.002	0.2	2.0E-02	-1.5E-02	-8.0E-03	0.0E+00	-4.0E-03
1,2,3-trimethylbenzene	0.05	0.03	0.01	0.001	0.10	1.0E-02	0.0E+00	-1.8E-02	0.0E+00	-7.0E-03
o-Tolualdehyde	0.1	0.1	N/A	0.003	0.2	2.4E-02	-2.0E-03	0.0E+00	1.0E-03	2.3E-02
N-pentylbenzene	0.00	0.04	N/A	N/A	0.04	0.0E+00	-1.3E-02	0.0E+00	0.0E+00	-1.3E-02
N-Hexadecane	0.02	0.05	N/A	0	0.07	4.0E-03	-1.0E-02	0.0E+00	1.0E-03	-6.0E-03
3-methyl-1-butene	0.06	0.03	0.01	0.001	0.10	1.3E-02	0.0E+00	-9.0E-03	0.0E+00	2.0E-03
2-methyl-1-butene	0.1	0.0	N/A	0.002	0.1	1.5E-02	-2.0E-03	0.0E+00	1.0E-03	1.3E-02
Cis-2-butene	0.1	0.2	0.03	0.002	0.3	2.2E-02	-3.8E-02	-4.6E-02	0.0E+00	-6.2E-02
Isovaleraldehyde	0.02	0.01	N/A	0	0.03	3.0E-03	-1.0E-03	0.0E+00	0.0E+00	3.0E-03
1-hexene	0.4	0.4	0.0	0.009	0.8	7.6E-02	-6.7E-02	-2.0E-02	2.0E-03	-9.0E-03
1-Methyl-2-ethylbenzene (o-ethyltoluene)	0.03	0.02	N/A	0.001	0.05	7.0E-03	0.0E+00	0.0E+00	0.0E+00	6.0E-03
1-Methyl-3-ethylbenzene (m-ethyltoluene)	0.1	0.0	0.01	0.002	0.1	1.6E-02	-2.0E-03	-1.1E-02	1.0E-03	4.0E-03
Tolualdehyde	0.1	0.1	N/A	0.003	0.2	2.7E-02	-2.0E-03	0.0E+00	0.0E+00	2.7E-02
1-Methyl-4-ethylbenzene (p-ethyltoluene)	0.03	0.02	N/A	0.001	0.05	7.0E-03	0.0E+00	0.0E+00	0.0E+00	6.0E-03
Cis-2-pentene	0.1	0.1	0.0	0.003	0.3	3.1E-02	-2.0E-03	-6.7E-02	0.0E+00	-4.0E-02
N-tridecane	0.3	0.3	N/A	0.006	0.6	5.5E-02	-5.7E-02	0.0E+00	1.0E-03	-1.0E-03
N-Tetradecane	0.2	0.3	N/A	0.005	0.5	4.1E-02	-5.0E-02	0.0E+00	1.0E-03	-7.0E-03
N-Pentadecane	0.1	0.1	N/A	0.002	0.2	2.0E-02	-2.2E-02	0.0E+00	0.0E+00	-4.0E-03
N-heptadecane[3]	0.004	0.004	N/A	0	0.01	1.0E-03	0.0E+00	0.0E+00	0.0E+00	0.0E+00
Trans-2-pentene	0.2	0.1	0.03	0.004	0.3	3.7E-02	-3.0E-03	-5.7E-02	1.0E-03	-2.2E-02
4-methyl-1-pentene	0.03	0.02	N/A	0.001	0.06	7.0E-03	0.0E+00	0.0E+00	0.0E+00	6.0E-03
2-methyl-1-pentene	0.02	0.01	N/A	0	0.03	2.0E-03	0.0E+00	0.0E+00	0.0E+00	3.0E-03
1-decene	0.1	0.1	N/A	0.002	0.2	2.0E-02	-1.3E-02	0.0E+00	0.0E+00	5.0E-03
N-undecane	0.2	0.3	0.01	0.005	0.5	4.5E-02	-4.5E-02	-9.0E-03	1.0E-03	-8.0E-03
Trans-2-hexene	0.01	0.01	N/A	0	0.02	2.0E-03	-1.0E-03	0.0E+00	0.0E+00	3.0E-03

Table 5.2-4. Summary of Phase 2 COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Baseline + Phase 2 Project Emissions[1] (tons/yr)					Phase 2 Project Emissions[1] (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
Crotonaldehyde	0.5	0.3	0.02	0.01	0.8	1.1E-01	-7.0E-03	-3.0E-03	2.0E-03	9.7E-02
Heptene	0.2	0.3	N/A	0.005	0.5	4.2E-02	-4.5E-02	0.0E+00	1.0E-03	1.0E-03
Dimethyl napthalene	0.04	0.02	N/A	0.001	0.07	7.0E-03	-1.0E-03	0.0E+00	0.0E+00	9.0E-03
C-10 Olefins	2.9	1.7	N/A	0.07	4.7	6.0E-01	-3.9E-02	0.0E+00	1.3E-02	5.7E-01
C-10 Paraffins	7.3	4.3	N/A	0.2	11.7	1.5E+00	-9.9E-02	0.0E+00	3.3E-02	1.4E+00
C-14 Alkane	0.1	0.1	N/A	0.002	0.1	2.1E-02	-1.0E-03	0.0E+00	0.0E+00	1.8E-02
C-15 Alkane	0.1	0.1	N/A	0.002	0.1	2.0E-02	0.0E+00	0.0E+00	0.0E+00	1.7E-02
C-16 Alkane	0.1	0.1	N/A	0.002	0.1	1.5E-02	-1.2E-02	0.0E+00	1.0E-03	3.0E-03
C-18 Alkane[2]	0.000	0.000	N/A	0	0.002	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1.0E-03
C-4 Benzene + C-3 Aroald	0.3	0.2	N/A	0.008	0.5	6.7E-02	-6.0E-03	0.0E+00	2.0E-03	6.4E-02
C-5 Benzene + C-4 Aroald	0.2	0.1	N/A	0.004	0.3	3.3E-02	-2.0E-03	0.0E+00	1.0E-03	3.1E-02
C6H18O3SI3	0.0	2.8	N/A	N/A	2.8	0.0E+00	-9.5E-01	0.0E+00	0.0E+00	-9.5E-01
C7-C16 Paraffins	0.00	0.07	N/A	N/A	0.07	0.0E+00	-2.2E-02	0.0E+00	0.0E+00	-2.1E-02
C8H24O4SI4	0.0	1.0	N/A	N/A	1.0	0.0E+00	-3.4E-01	0.0E+00	0.0E+00	-3.4E-01
Isomers of dodecane	0.00	0.04	N/A	N/A	0.04	0.0E+00	-1.3E-02	0.0E+00	0.0E+00	-1.3E-02
Isomers of pentadecane	0.00	0.04	N/A	N/A	0.04	0.0E+00	-1.2E-02	0.0E+00	0.0E+00	-1.2E-02
Isomers of pentene	0.0	0.2	N/A	N/A	0.2	0.0E+00	-5.2E-02	0.0E+00	0.0E+00	-5.2E-02
Isomers of tetradecane	0.00	0.04	N/A	N/A	0.04	0.0E+00	-1.3E-02	0.0E+00	0.0E+00	-1.3E-02
Methyl naphthalenes	0.0	0.1	N/A	N/A	0.1	0.0E+00	-3.5E-02	0.0E+00	0.0E+00	-3.6E-02
Decanol	2.9	1.7	N/A	0.07	4.7	6.0E-01	-3.9E-02	0.0E+00	1.3E-02	5.7E-01
Dodecanol	1.5	0.9	N/A	0.03	2.3	3.0E-01	-1.9E-02	0.0E+00	7.0E-03	2.9E-01

Notes:

[1] Chemicals of Potential Concern (COPC) emissions for GSE and APU are shown for reference to demonstrate that they are much smaller than aircraft related COPC emissions. Note also that the aircraft emissions only include commercial aircraft. If general aviation aircraft were included, the emissions would be less than that shown here due to the anticipated decrease in general aviation flights.

[2] The total aircraft emissions for this pollutant are non-zero but the Commercial Aviation and General Aviation emissions presented in this table are both zero. This is due to the fact that these values were arrived at by summing the individual aircraft emissions and at low emission levels the individual aircraft emissions all round to zero although the total aircraft emissions from EDMS are non-zero.

[3] The total aircraft emissions for this pollutant differ from the sum of the Commercial Aviation and General Aviation emissions presented in this table. This is due to rounding since these values were arrived at by summing the individual aircraft emissions.

Table 5.2-5. Summary of Phase 3 Criteria Pollutant Emissions
John Wayne Airport
Orange County, California

Source	Project Emissions (lb/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Aircraft	57.1	763.0	-5,141	75.2	-3.3	-3.3
GSE	-25.7	-121.8	-721.2	-1.6	-3.9	-3.7
APU	1.0	17.0	11.6	2.4	1.9	1.9
Airside	0.5	0.6	3.1	0.1	0.03	0.03
Traffic	42.1	100.5	522.2	2.3	168.0	46.3
Parking Lots	34.2	-2.4	-24.7	0.07	0.4	0.2
Stationary Sources	1.8	1.3	7.7	0.06	1.1	1.1
Total	**111**	**758**	**-5,343**	**78**	**164**	**43**
SCAQMD Maximum Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**Yes**	**Yes**	**No**	**No**	**Yes**	**No**

Note:
1. Negative emissions indicate a decrease from Baseline condition. These decreases are primarily due to reduction in general aviation, increase in electrified GSE, and improved vehicle emission standards.

Table 5.2-6. Summary of Phase 3 COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Baseline + Phase 3 Project Emissions[1] (tons/yr)					Phase 3 Project Emissions[1] (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
Formaldehyde	6.5	6.8	0.1	0.2	13.4	1.6E+00	-1.5E+00	-7.6E-02	3.8E-02	3.8E-02
Methyl alcohol	0.9	0.6	N/A	0.02	1.5	2.4E-01	4.0E-03	0.0E+00	5.3E-03	2.4E-01
Benzene	0.9	0.9	0.0	0.02	1.8	2.2E-01	-1.8E-01	-1.5E-01	5.3E-03	-1.2E-01
Acetaldehyde	2.2	2.2	0.03	0.05	4.5	5.6E-01	-4.5E-01	-2.6E-02	1.3E-02	7.7E-02
Naphthalene	0.3	0.3	N/A	0.005	0.6	7.1E-02	-5.3E-02	0.0E+00	3.8E-04	1.7E-02
O-xylene	0.1	0.1	0.0	0.002	0.2	2.1E-02	-1.8E-02	-7.8E-02	1.9E-04	-7.5E-02
Isopropylbenzene (cumene)[2]	0.001	0.000	N/A	N/A	0.003	1.0E-03	0.0E+00	0.0E+00	0.0E+00	1.0E-03
Ethylbenzene	0.1	0.1	0.02	0.002	0.2	2.5E-02	-1.6E-02	-5.7E-02	1.9E-04	-5.0E-02
Styrene	0.2	0.2	N/A	0.002	0.3	4.1E-02	-3.7E-02	0.0E+00	-8.1E-04	2.0E-03
1,3-butadiene	0.9	0.8	N/A	0.02	1.7	2.2E-01	-1.6E-01	0.0E+00	5.3E-03	5.5E-02
Acrolein	1.3	1.2	N/A	0.03	2.5	3.2E-01	-2.1E-01	0.0E+00	6.7E-03	1.0E-01
Toluene	0.3	0.3	0.1	0.005	0.7	8.4E-02	-5.3E-02	-2.6E-01	-6.2E-04	-2.2E-01
Phenol (carbolic acid)	0.4	0.3	N/A	0.008	0.7	9.4E-02	-1.8E-02	0.0E+00	5.7E-04	7.3E-02
M & P-xylene	0.1	0.1	N/A	0.002	0.3	3.7E-02	-2.8E-02	0.0E+00	-8.1E-04	1.0E-02
Propionaldehyde	0.4	0.4	0.02	0.008	0.8	9.5E-02	-9.5E-02	-1.5E-02	5.7E-04	-1.6E-02
Acetone	0.2	0.7	N/A	0.003	0.9	4.8E-02	-3.1E-01	0.0E+00	1.9E-04	-2.7E-01
2-methylnaphthalene	0.1	0.1	N/A	0.002	0.2	2.6E-02	2.0E-03	0.0E+00	1.9E-04	2.8E-02
Benzaldehyde	0.2	0.3	0.01	0.005	0.5	5.9E-02	-5.7E-02	-5.0E-03	1.4E-03	1.0E-03
N-heptane	0.03	0.03	0.02	N/A	0.08	9.0E-03	-5.0E-03	-6.3E-02	0.0E+00	-6.0E-02
Hexaldehyde	0.00	0.04	0.001	N/A	0.04	0.0E+00	-2.1E-02	-1.0E-03	0.0E+00	-2.3E-02
Methane	0.0	2.3	0.1	N/A	2.4	0.0E+00	-1.2E+00	-2.1E-01	0.0E+00	-1.4E+00
Ethane	0.3	0.4	0.02	0.005	0.6	6.8E-02	-9.6E-02	-5.9E-02	3.8E-04	-8.8E-02
Ethylene	8.1	8.0	0.1	0.2	16.4	2.0E+00	-1.6E+00	-3.7E-01	4.5E-02	1.3E-02
Acetylene	2.1	2.0	0.1	0.05	4.1	5.1E-01	-3.8E-01	-2.3E-01	1.2E-02	-1.0E-01
Propane	0.0	0.1	N/A	N/A	0.1	1.0E-02	-2.2E-02	0.0E+00	0.0E+00	-1.1E-02
2-methyl-2-propenal (methacrolein)	0.2	0.1	N/A	0.004	0.4	5.4E-02	3.0E-03	0.0E+00	3.8E-04	5.6E-02
Methylglyoxal	0.8	0.5	N/A	0.02	1.3	2.0E-01	4.0E-03	0.0E+00	5.1E-03	2.0E-01
1-Methylnaphthalene	0.1	0.1	N/A	0.002	0.2	3.3E-02	1.0E-03	0.0E+00	1.9E-04	3.3E-02
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	0.2	0.1	0.0	0.003	0.3	4.6E-02	2.0E-03	-1.2E-01	1.9E-04	-7.7E-02
Furfuryl alcohol	0.0	0.4	N/A	N/A	0.4	0.0E+00	-2.0E-01	0.0E+00	0.0E+00	-2.0E-01
N-propylbenzene	0.03	0.02	0.01	N/A	0.05	5.0E-03	1.0E-03	-2.7E-02	0.0E+00	-1.9E-02
N-butylbenzene	0.00	0.05	0.01	N/A	0.05	0.0E+00	-2.1E-02	-1.8E-02	0.0E+00	-4.1E-02
p-Tolualdehyde	0.02	0.01	N/A	N/A	0.04	5.0E-03	1.0E-03	0.0E+00	0.0E+00	6.0E-03
1-butene	0.9	0.9	0.0	0.02	1.9	2.3E-01	-1.9E-01	-9.5E-02	6.3E-03	-5.4E-02
Glyoxal	1.0	1.1	N/A	0.02	2.1	2.4E-01	-2.7E-01	0.0E+00	5.3E-03	-3.1E-02
2-methylpentane	0.2	0.2	0.1	0.004	0.5	5.3E-02	-3.5E-02	-2.4E-01	3.8E-04	-2.2E-01
1,3,5-trimethylbenzene	0.03	0.02	0.03	N/A	0.07	7.0E-03	0.0E+00	-5.5E-02	0.0E+00	-5.5E-02
N-pentane	0.1	0.1	0.1	0.002	0.3	2.6E-02	-1.8E-02	-4.2E-01	1.9E-04	-4.1E-01
1-pentene	0.4	0.4	0.01	0.008	0.8	1.0E-01	-8.0E-02	-3.5E-02	5.7E-04	-1.3E-02
Valeraldehyde	0.1	0.1	N/A	0.002	0.2	3.2E-02	1.0E-03	0.0E+00	1.9E-04	3.2E-02
N-octane	0.03	0.03	0.01	N/A	0.07	8.0E-03	-4.0E-03	-2.0E-02	0.0E+00	-1.7E-02
1-octene	0.1	0.1	N/A	0.002	0.3	3.9E-02	-2.4E-02	0.0E+00	-8.1E-04	9.0E-03
N-nonane	0.03	0.05	0.00	N/A	0.09	8.0E-03	-1.6E-02	-9.0E-03	0.0E+00	-1.8E-02
N-dodecane	0.2	0.4	N/A	0.004	0.6	5.9E-02	-1.3E-01	0.0E+00	3.8E-04	-6.8E-02
Propylene	2.4	2.4	0.0	0.06	4.8	5.9E-01	-4.8E-01	-1.3E-01	1.3E-02	-2.6E-02
Butyraldehyde	0.1	0.3	N/A	N/A	0.4	1.7E-02	-1.3E-01	0.0E+00	0.0E+00	-1.1E-01
1-nonene	0.1	0.1	N/A	0.002	0.3	3.2E-02	-2.1E-02	0.0E+00	1.9E-04	9.0E-03
N-decane	0.2	0.2	0.00	0.002	0.4	4.2E-02	-4.3E-02	-9.0E-03	-8.1E-04	-1.2E-02
2-methyl-2-butene	0.1	0.1	0.00	0.002	0.2	2.6E-02	-2.0E-02	-9.0E-03	1.9E-04	-4.0E-03
1,2,3-trimethylbenzene[3]	0.05	0.03	0.01	N/A	0.10	1.3E-02	0.0E+00	-2.2E-02	0.0E+00	-8.0E-03
o-Tolualdehyde	0.1	0.1	N/A	0.002	0.2	3.1E-02	0.0E+00	0.0E+00	1.9E-04	3.1E-02
N-pentylbenzene	0.00	0.04	N/A	N/A	0.04	0.0E+00	-1.7E-02	0.0E+00	0.0E+00	-1.8E-02
N-Hexadecane	0.03	0.05	N/A	N/A	0.07	6.0E-03	-1.3E-02	0.0E+00	0.0E+00	-8.0E-03
3-methyl-1-butene	0.06	0.03	0.003	N/A	0.10	1.6E-02	1.0E-03	-1.2E-02	0.0E+00	3.0E-03
2-methyl-1-butene	0.1	0.0	N/A	0.001	0.1	1.9E-02	-2.0E-03	0.0E+00	1.9E-04	1.8E-02
Cis-2-butene	0.1	0.2	0.02	0.002	0.3	2.8E-02	-4.9E-02	-5.7E-02	1.9E-04	-7.7E-02
Isovaleraldehyde[3]	0.02	0.008	N/A	N/A	0.03	4.0E-03	-1.0E-03	0.0E+00	0.0E+00	4.0E-03
1-hexene	0.4	0.4	0.0	0.008	0.8	9.7E-02	-8.0E-02	-2.4E-02	5.7E-04	-8.0E-03
1-Methyl-2-ethylbenzene (o-ethyltoluene)	0.03	0.02	N/A	N/A	0.05	8.0E-03	1.0E-03	0.0E+00	0.0E+00	8.0E-03

Table 5.2-6. Summary of Phase 3 COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Baseline + Phase 3 Project Emissions[1] (tons/yr)					Phase 3 Project Emissions[1] (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
1-Methyl-3-ethylbenzene (m-ethyltoluene)	0.1	0.0	0.00	0.001	0.1	2.0E-02	3.0E-03	-1.3E-02	1.9E-04	7.0E-03
Tolualdehyde	0.1	0.1	N/A	0.002	0.2	3.5E-02	2.0E-03	0.0E+00	-8.1E-04	3.7E-02
1-Methyl-4-ethylbenzene (p-ethyltoluene)	0.03	0.02	N/A	N/A	0.05	9.0E-03	1.0E-03	0.0E+00	0.0E+00	9.0E-03
Cis-2-pentene	0.1	0.1	0.0	0.002	0.3	3.9E-02	3.0E-03	-8.3E-02	-8.1E-04	-4.7E-02
N-tridecane	0.3	0.3	N/A	0.005	0.6	7.0E-02	-7.1E-02	0.0E+00	3.8E-04	0.0E+00
N-Tetradecane	0.2	0.3	N/A	0.004	0.5	5.2E-02	-6.1E-02	0.0E+00	3.8E-04	-8.0E-03
N-Pentadecane	0.1	0.1	N/A	0.002	0.2	2.5E-02	-3.0E-02	0.0E+00	1.9E-04	-6.0E-03
N-heptadecane[3]	0.005	0.00	N/A	N/A	0.01	2.0E-03	0.0E+00	0.0E+00	0.0E+00	0.0E+00
Trans-2-pentene	0.2	0.1	0.02	0.003	0.3	4.7E-02	2.0E-03	-7.1E-02	1.9E-04	-2.3E-02
4-methyl-1-pentene	0.04	0.02	N/A	N/A	0.06	9.0E-03	1.0E-03	0.0E+00	0.0E+00	9.0E-03
2-methyl-1-pentene[3]	0.02	0.01	N/A	N/A	0.03	3.0E-03	-1.0E-03	0.0E+00	0.0E+00	4.0E-03
1-decene	0.1	0.1	N/A	0.002	0.2	2.6E-02	-1.7E-02	0.0E+00	1.9E-04	8.0E-03
N-undecane	0.2	0.2	0.00	0.004	0.5	5.7E-02	-5.5E-02	-1.2E-02	3.8E-04	-9.0E-03
Trans-2-hexene	0.02	0.01	N/A	N/A	0.03	3.0E-03	-1.0E-03	0.0E+00	0.0E+00	4.0E-03
Crotonaldehyde	0.5	0.3	0.01	0.01	0.9	1.4E-01	6.0E-03	-9.0E-03	2.8E-03	1.3E-01
Heptene	0.2	0.2	N/A	0.004	0.5	5.4E-02	-5.4E-02	0.0E+00	3.8E-04	3.0E-03
Dimethyl napthalene	0.05	0.03	N/A	N/A	0.08	1.0E-02	1.0E-03	0.0E+00	0.0E+00	1.2E-02
C-10 Olefins	3.1	1.8	N/A	0.07	4.9	7.6E-01	1.9E-02	0.0E+00	1.7E-02	7.7E-01
C-10 Paraffins	7.7	4.4	N/A	0.2	12.2	1.9E+00	5.2E-02	0.0E+00	4.3E-02	1.9E+00
C-14 Alkane	0.1	0.1	N/A	0.002	0.2	2.6E-02	-1.0E-03	0.0E+00	1.9E-04	2.5E-02
C-15 Alkane	0.1	0.1	N/A	0.002	0.1	2.5E-02	1.0E-03	0.0E+00	1.9E-04	2.3E-02
C-16 Alkane	0.1	0.1	N/A	0.001	0.2	1.9E-02	-1.5E-02	0.0E+00	1.9E-04	5.0E-03
C-18 Alkane[2]	0.000	0.000	N/A	N/A	0.002	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1.0E-03
C-4 Benzene + C-3 Aroald	0.3	0.2	N/A	0.007	0.6	8.7E-02	5.0E-03	0.0E+00	5.7E-04	8.7E-02
C-5 Benzene + C-4 Aroald	0.2	0.1	N/A	0.002	0.3	4.2E-02	1.0E-03	0.0E+00	-8.1E-04	4.2E-02
C6H18O3SI3	0.0	2.5	N/A	N/A	2.5	0.0E+00	-1.3E+00	0.0E+00	0.0E+00	-1.3E+00
C7-C16 Paraffins	0.00	0.06	N/A	N/A	0.06	0.0E+00	-3.0E-02	0.0E+00	0.0E+00	-2.9E-02
C8H24O4SI4	0.0	0.9	N/A	N/A	0.9	0.0E+00	-4.5E-01	0.0E+00	0.0E+00	-4.5E-01
Isomers of dodecane[3]	0.00	0.04	N/A	N/A	0.03	0.0E+00	-1.6E-02	0.0E+00	0.0E+00	-1.7E-02
Isomers of pentadecane	0.00	0.03	N/A	N/A	0.03	0.0E+00	-1.6E-02	0.0E+00	0.0E+00	-1.6E-02
Isomers of pentene	0.0	0.1	N/A	N/A	0.1	0.0E+00	-7.0E-02	0.0E+00	0.0E+00	-6.9E-02
Isomers of tetradecane	0.00	0.04	N/A	N/A	0.04	0.0E+00	-1.7E-02	0.0E+00	0.0E+00	-1.8E-02
Methyl naphthalenes	0.0	0.1	N/A	N/A	0.1	0.0E+00	-4.7E-02	0.0E+00	0.0E+00	-4.7E-02
Decanol	3.1	1.8	N/A	0.07	4.9	7.6E-01	1.9E-02	0.0E+00	1.7E-02	7.7E-01
Dodecanol	1.5	0.9	N/A	0.03	2.4	3.9E-01	1.2E-02	0.0E+00	7.1E-03	3.9E-01

Notes:

[1] Chemicals of Potential Concern (COPC) emissions for GSE and APU are shown for reference to demonstrate that they are much smaller than aircraft related COPC emissions. Note also that the aircraft emissions only include commercial aircraft. If general aviation aircraft were included, the emissions would be less than that shown here due to the anticipated decrease in general aviation flights.

[2] The total aircraft emissions for this pollutant are non-zero but the Commercial Aviation and General Aviation emissions presented in this table are both zero. This is due to the fact that these values were arrived at by summing the individual aircraft emissions and at low emission levels the individual aircraft emissions all round to zero although the total aircraft emissions from EDMS are non-zero.

[3] The total aircraft emissions for this pollutant differ from the sum of the Commercial Aviation and General Aviation emissions presented in this table. This is due to rounding since these values were arrived at by summing the individual aircraft emissions.

Table 5.2-7a. Summary of Alternative A Criteria Pollutant Emissions
John Wayne Airport
Orange County, California

Criteria Pollutant Emissions[1]

Source	Alternative A Emissions (lbs/day)																	
	VOC			NO_X			CO			SO_X			PM_{10}			$PM_{2.5}$		
	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3
Aircraft	17.4	30.3	69.3	426.7	561.5	856.3	-2,531.5	-3,969.7	-5,160.3	38.0	48.9	77.1	-1.4	-3.0	-2.1	-1.4	-3.0	-2.1
GSE	-12.5	-21.7	-24.1	-52.3	-101.7	-117.9	-378.3	-651.4	-717.1	-0.7	-1.3	-1.6	-1.4	-3.0	-3.7	-1.3	-2.9	-3.6
APU	0.3	0.4	0.8	8.2	12.1	20.3	2.6	4.8	10.0	0.9	1.4	2.4	0.7	1.0	1.8	0.7	1.0	1.8
Airside	0.8	1.2	1.7	1.1	1.6	2.2	5.6	8.2	11.3	0.2	0.3	0.4	0.1	0.1	0.1	0.1	0.1	0.1
Traffic	31.4	32.2	45.5	92.5	84.4	108.7	416.3	410.3	564.5	1.1	1.5	2.5	81.8	111.4	181.6	22.7	30.7	50.1
Parking Lots	-0.5	1.9	38.1	-1.5	-4.0	-2.0	-16.0	-35.0	-21.9	0.0	0.0	0.1	0.0	0.1	0.4	0.0	0.0	0.2
Stationary Sources	1.0	1.4	2.2	1.5	2.3	3.2	4.1	5.6	9.0	0.0	0.0	0.1	0.8	1.1	1.7	0.8	1.1	1.7
Total	**38**	**46**	**134**	**476**	**556**	**871**	**-2,497**	**-4,227**	**-5,304**	**40**	**51**	**81**	**80**	**108**	**180**	**21**	**27**	**48**
SCAQMD Maximum Significance Threshold	**55**	**55**	**55**	**55**	**55**	**55**	**550**	**550**	**550**	**150**	**150**	**150**	**150**	**150**	**150**	**55**	**55**	**55**
Significant?	**No**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**Yes**	**No**	**No**	**No**

Notes:

[1] The Alternative emissions for GSE, airside, and stationary sources are estimated based on the Project emissions multiplied by the ratio of ADD between the Alternative and Project. For parking lots, the Project emissions are multiplied by the ratio of Alternative MAP to Project MAP. For aircraft and APU, the emissions were estimated based on EDMS runs of the anticipated aircraft mix and for traffic the estimated change in trip generation was used to estimate the emissions.

Table 5.2-7b. Summary of Alternative A COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Phase 1 Alternative A Emissions (tons/yr)					Phase 2 Alternative A Emissions (tons/yr)					Phase 3 Alternative A Emissions (tons/yr)					Phase 1 Emissions - Baseline + Alternative A (tons/yr)					Phase 2 Emissions - Baseline + Alternative A (tons/yr)					Phase 3 Emissions - Baseline + Alternative A (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
Formaldehyde	0.79	-0.94	-0.02	0.01	-0.16	1.13	-1.22	-0.04	0.02	-0.12	1.88	-1.47	-0.05	0.03	0.39	5.7	7.3	0.2	0.1	13.2	6.0	7.0	0.1	0.1	13.3	6.7	6.8	0.1	0.1	13.8
Methyl alcohol	0.12	-0.03	0.00	0.00	0.09	0.17	-0.01	0.00	0.00	0.16	0.28	0.00	0.00	0.01	0.29	0.8	0.5	N/A	0.0	1.4	0.9	0.5	N/A	0.0	1.4	1.0	0.6	N/A	0.0	1.6
Benzene	0.11	-0.12	-0.07	0.00	-0.08	0.15	-0.16	-0.13	0.00	-0.13	0.26	-0.18	-0.14	0.00	-0.06	0.8	1.0	0.1	0.0	1.9	0.8	0.9	0.1	0.0	1.8	0.9	0.9	0.1	0.0	1.9
Acetaldehyde	0.28	-0.30	-0.01	0.00	-0.02	0.39	-0.38	-0.01	0.01	0.01	0.66	-0.45	-0.02	0.01	0.20	2.0	2.4	0.1	0.0	4.4	2.1	2.3	0.0	0.0	4.5	2.3	2.2	0.0	0.1	4.7
Naphthalene	0.04	-0.04	0.00	0.00	0.00	0.05	-0.04	0.00	0.00	0.01	0.08	-0.05	0.00	0.00	0.03	0.2	0.3	N/A	0.0	0.5	0.3	0.3	N/A	0.0	0.6	0.3	0.3	N/A	0.0	0.6
O-xylene	0.01	-0.01	-0.04	0.00	-0.04	0.02	-0.02	-0.07	0.00	-0.07	0.02	-0.02	-0.07	0.00	-0.07	0.1	0.1	0.1	0.0	0.2	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.2
Isopropylbenzene (cumene)[3]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000	N/A	0.000	0.002	0.000	0.000	N/A	0.000	0.002	0.001	0.000	N/A	0.000	0.003
Ethylbenzene	0.01	-0.01	-0.03	0.00	-0.03	0.02	-0.01	-0.05	0.00	-0.05	0.03	-0.02	-0.05	0.00	-0.04	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.2
Styrene	0.02	-0.02	0.00	0.00	0.00	0.03	-0.03	0.00	0.00	0.00	0.05	-0.04	0.00	0.00	0.01	0.1	0.2	N/A	0.0	0.3	0.2	0.2	N/A	0.0	0.3	0.2	0.2	N/A	0.0	0.3
1,3-butadiene	0.11	-0.11	0.00	0.00	0.00	0.16	-0.14	0.00	0.00	0.02	0.26	-0.16	0.00	0.00	0.10	0.8	0.9	N/A	0.0	1.7	0.8	0.9	N/A	0.0	1.7	0.9	0.8	N/A	0.0	1.8
Acrolein	0.16	-0.15	0.00	0.00	0.01	0.22	-0.18	0.00	0.00	0.04	0.37	-0.21	0.00	0.01	0.17	1.1	1.2	N/A	0.0	2.4	1.2	1.2	N/A	0.0	2.4	1.3	1.2	N/A	0.0	2.6
Toluene	0.04	-0.04	-0.12	0.00	-0.11	0.06	-0.05	-0.22	0.00	-0.20	0.10	-0.05	-0.24	0.00	-0.19	0.3	0.3	0.2	0.0	0.8	0.3	0.3	0.1	0.0	0.7	0.4	0.3	0.1	0.0	0.7
Phenol (carbolic acid)	0.05	-0.02	0.00	0.00	0.02	0.07	-0.02	0.00	0.00	0.05	0.11	-0.02	0.00	0.00	0.09	0.3	0.3	N/A	0.0	0.6	0.4	0.3	N/A	0.0	0.6	0.4	0.3	N/A	0.0	0.7
M & P-xylene	0.02	-0.02	0.00	0.00	0.00	0.03	-0.02	0.00	0.00	0.00	0.04	-0.03	0.00	0.00	0.02	0.1	0.1	N/A	0.0	0.3	0.1	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
Propionaldehyde	0.05	-0.06	0.00	0.00	-0.02	0.07	-0.08	-0.01	0.00	-0.02	0.11	-0.10	-0.01	0.00	0.01	0.3	0.5	0.0	0.0	0.8	0.4	0.4	0.0	0.0	0.8	0.4	0.4	0.0	0.0	0.8
Acetone	0.02	-0.16	0.00	0.00	-0.13	0.03	-0.24	0.00	0.00	-0.20	0.06	-0.31	0.00	0.00	-0.26	0.2	0.9	N/A	0.0	1.1	0.2	0.8	N/A	0.0	1.0	0.2	0.7	N/A	0.0	0.9
2-methylnaphthalene	0.01	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.02	0.03	0.00	0.00	0.00	0.03	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
Benzaldehyde	0.03	-0.04	0.00	0.00	-0.01	0.04	-0.05	0.00	0.00	-0.01	0.07	-0.06	0.00	0.00	0.02	0.2	0.3	0.0	0.0	0.5	0.2	0.3	0.0	0.0	0.5	0.3	0.3	0.0	0.0	0.5
N-heptane[4]	0.00	0.00	-0.03	0.00	-0.03	0.01	0.00	-0.05	0.00	-0.05	0.01	-0.01	-0.06	0.00	-0.06	0.03	0.03	0.05	0.00	0.12	0.03	0.03	0.03	0.00	0.09	0.03	0.03	0.02	0.00	0.09
Hexaldehyde	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	-0.02	0.00	0.00	-0.02	0.00	0.05	0.00	N/A	0.06	0.00	0.05	0.00	N/A	0.05	0.00	0.04	0.00	N/A	0.04
Methane	0.00	-0.57	-0.10	0.00	-0.67	0.00	-0.88	-0.18	0.00	-1.06	0.00	-1.18	-0.20	0.00	-1.37	0.0	2.9	0.2	N/A	3.1	0.0	2.6	0.1	N/A	2.7	0.0	2.3	0.1	N/A	2.4
Ethane	0.03	-0.06	-0.03	0.00	-0.05	0.05	-0.08	-0.05	0.00	-0.08	0.08	-0.10	-0.06	0.00	-0.07	0.2	0.4	0.0	0.0	0.7	0.3	0.4	0.0	0.0	0.7	0.3	0.4	0.0	0.0	0.7
Ethylene	0.99	-1.07	-0.17	0.02	-0.24	1.42	-1.36	-0.31	0.02	-0.23	2.36	-1.61	-0.35	0.04	0.44	7.1	8.5	0.3	0.2	16.1	7.5	8.3	0.2	0.2	16.1	8.5	8.0	0.1	0.2	16.8
Acetylene	0.25	-0.26	-0.11	0.00	-0.11	0.36	-0.32	-0.19	0.01	-0.15	0.60	-0.38	-0.21	0.01	0.02	1.8	2.1	0.2	0.0	4.1	1.9	2.0	0.1	0.0	4.1	2.2	2.0	0.1	0.0	4.3
Propane	0.00	-0.01	0.00	0.00	-0.01	0.01	-0.02	0.00	0.00	-0.01	0.01	-0.02	0.00	0.00	-0.01	0.0	0.1	N/A	0.0	0.1	0.0	0.1	N/A	0.0	0.1	0.0	0.1	N/A	0.0	0.1
2-methyl-2-propenal (methacrolein)	0.03	-0.01	0.00	0.00	0.02	0.04	0.00	0.00	0.00	0.04	0.06	0.00	0.00	0.00	0.07	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.4
Methylglyoxal	0.10	-0.03	0.00	0.00	0.07	0.14	-0.01	0.00	0.00	0.13	0.23	0.00	0.00	0.00	0.24	0.7	0.4	N/A	0.0	1.1	0.7	0.4	N/A	0.0	1.2	0.8	0.5	N/A	0.0	1.3
1-Methylnaphthalene	0.02	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.02	0.04	0.00	0.00	0.00	0.04	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	0.02	0.00	-0.06	0.00	-0.04	0.03	0.00	-0.10	0.00	-0.07	0.05	0.00	-0.12	0.00	-0.06	0.2	0.1	0.1	0.0	0.4	0.2	0.1	0.1	0.0	0.3	0.2	0.1	0.0	0.0	0.3
Furfuryl alcohol	0.00	-0.09	0.00	0.00	-0.10	0.00	-0.15	0.00	0.00	-0.15	0.00	-0.20	0.00	0.00	-0.20	0.0	0.5	N/A	N/A	0.5	0.0	0.4	N/A	N/A	0.4	0.0	0.4	N/A	N/A	0.4
N-propylbenzene	0.00	0.00	-0.01	0.00	-0.01	0.00	0.00	-0.02	0.00	-0.02	0.01	0.00	-0.03	0.00	-0.02	0.02	0.01	0.02	0.00	0.06	0.02	0.01	0.01	0.00	0.05	0.03	0.02	0.01	0.00	0.06
N-butylbenzene	0.00	-0.01	-0.01	0.00	-0.02	0.00	-0.02	-0.02	0.00	-0.03	0.00	-0.02	-0.02	0.00	-0.04	0.00	0.06	0.02	N/A	0.07	0.00	0.05	0.01	N/A	0.06	0.00	0.05	0.01	N/A	0.05
p-Tolualdehyde[4]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.02	0.01	N/A	0.00	0.04	0.02	0.01	N/A	0.00	0.04	0.03	0.01	N/A	0.00	0.04
1-butene	0.12	-0.13	-0.04	0.00	-0.05	0.16	-0.16	-0.08	0.00	-0.07	0.27	-0.19	-0.09	0.01	0.00	0.8	1.0	0.1	0.0	1.9	0.9	0.9	0.0	0.0	1.9	1.0	0.9	0.0	0.0	1.9
Glyoxal	0.12	-0.17	0.00	0.00	-0.04	0.17	-0.22	0.00	0.00	-0.05	0.28	-0.27	0.00	0.01	0.02	0.8	1.2	N/A	0.0	2.0	0.9	1.1	N/A	0.0	2.0	1.0	1.1	N/A	0.0	2.1
2-methylpentane	0.03	-0.02	-0.11	0.00	-0.11	0.04	-0.03	-0.20	0.00	-0.20	0.06	-0.04	-0.23	0.00	-0.20	0.2	0.2	0.2	0.0	0.6	0.2	0.2	0.1	0.0	0.5	0.2	0.2	0.1	0.0	0.5
1,3,5-trimethylbenzene	0.00	0.00	-0.03	0.00	-0.03	0.00	0.00	-0.05	0.00	-0.05	0.01	0.00	-0.05	0.00	-0.05	0.024	0.014	0.084	0.001	0.125	0.025	0.015	0.045	0.001	0.088	0.029	0.015	0.035	0.001	0.082
N-pentane	0.01	-0.01	-0.19	0.00	-0.19	0.02	-0.02	-0.35	0.00	-0.35	0.03	-0.02	-0.39	0.00	-0.38	0.1	0.1	0.3	0.0	0.5	0.1	0.1	0.2	0.0	0.4	0.1	0.1	0.1	0.0	0.4
1-pentene	0.05	-0.05	-0.02	0.00	-0.02	0.07	-0.07	-0.03	0.00	-0.02	0.12	-0.08	-0.03	0.00	0.01	0.4	0.4	0.0	0.0	0.8	0.4	0.4	0.0	0.0	0.8	0.4	0.4	0.0	0.0	0.8
Valeraldehyde	0.02	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.02	0.04	0.00	0.00	0.00	0.04	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
N-octane	0.00	0.00	-0.01	0.00	-0.01	0.01	0.00	-0.02	0.00	-0.02	0.01	0.00	-0.02	0.00	-0.01	0.03	0.03	0.02	0.00	0.07	0.03	0.03	0.01	0.00	0.07	0.03	0.03	0.01	0.00	0.07
1-octene	0.02	-0.02	0.00	0.00	0.00	0.03	-0.02	0.00	0.00	0.00	0.05	-0.02	0.00	0.00	0.02	0.1	0.1	N/A	0.0	0.3	0.1	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
N-nonane	0.00	-0.01	0.00	0.00	-0.01	0.01	-0.01	-0.01	0.00	-0.02	0.01	-0.02	-0.01	0.00	-0.02	0.03	0.06	0.01	0.00	0.10	0.03	0.05	0.00	0.00	0.09	0.03	0.05	0.00	0.00	0.09
N-dodecane	0.03	-0.07	0.00	0.00	-0.04	0.04	-0.10	0.00	0.00	-0.06	0.07	-0.13	0.00	0.00	-0.06	0.2	0.5	N/A	0.0	0.7	0.2	0.4	N/A	0.0	0.7	0.3	0.4	N/A	0.0	0.7
Propylene	0.29	-0.32	-0.06	0.00	-0.08	0.42	-0.40	-0.11	0.01	-0.09	0.69	-0.48	-0.13	0.01	0.10	2.1	2.5	0.1	0.0	4.8	2.2	2.4	0.1	0.0	4.7	2.5	2.4	0.0	0.1	4.9
Butyraldehyde	0.01	-0.06	0.00	0.00	-0.06	0.01	-0.10	0.00	0.00	-0.09	0.02	-0.13	0.00	0.00	-0.11	0.1	0.4	N/A	0.0	0.4	0.1	0.3	N/A	0.0	0.4	0.1	0.3	N/A	0.0	0.4
1-nonene	0.02	-0.02	0.00	0.00	0.00	0.02	-0.02	0.00	0.00	0.00	0.04	-0.02	0.00	0.00	0.02	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.3
N-decane	0.02	-0.03	0.00	0.00	-0.01	0.03	-0.04	-0.01	0.00	-0.01	0.05	-0.04	-0.01	0.00	0.00	0.1	0.2	0.0	0.0	0.4	0.2	0.2	0.0	0.0	0.4	0.2	0.2	0.0	0.0	0.4
2-methyl-2-butene	0.01	-0.01	0.00	0.00	-0.01	0.02	-0.02	-0.01	0.00	-0.01	0.03	-0.02	-0.01	0.00	0.00	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.2
1,2,3-trimethylbenzene	0.01	0.00	-0.01	0.00	0.00	0.01	0.00	-0.02	0.00	-0.01	0.02	0.00	-0.02	0.00	0.00	0.05	0.03	0.02	0.00	0.10	0.05	0.03	0.01	0.00	0.09	0.06	0.03	0.01	0.00	0.10
o-Tolualdehyde	0.02	-0.01	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.02	0.04	0.00	0.00	0.00	0.04	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
N-pentylbenzene	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	0.05	N/A	N/A	0.05	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.04
N-Hexadecane	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.01	0.00	0.00	-0.01	0.01	-0.01	0.00	0.00	-0.01	0.02	0.05	N/A	0.00	0.07	0.02	0.05	N/A	0.00	0.07	0.03	0.05	N/A	0.00	0.07
3-methyl-1-butene	0.01	0.00	-0.01	0.00	0.00	0.01	0.00	-0.01	0.00	0.00	0.02	0.00	-0.01	0.00	0.01	0.05	0.03	0.01	0.00	0.09	0.06	0.03	0.01	0.00	0.09	0.06	0.03	0.00	0.00	0.10
2-methyl-1-butene	0.01	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.02	0.1	0.0	N/A	0.0	0.1	0.1	0.0	N/A	0.0	0.1	0.1	0.0	N/A	0.0	0.1
Cis-2-butene	0.01	-0.03	-0.03	0.00	-0.04	0.02	-0.04	-0.05	0.00	-0.07	0.03	-0.05	-0.05	0.00	-0.07	0.1	0.2	0.0	0.0	0.3	0.1	0.2	0.0	0.0	0.3	0.1	0.2	0.0	0.0	0.3
Isovaleraldehyde	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.01	0.01	N/A	0.00	0.02	0.02	0.01	N/A	0.00	0.03	0.02	0.01	N/A	0.00	0.03
1-hexene	0.05	-0.05	-0.01	0.00	-0.02	0.07	-0.07	-0.02	0.00	-0.02	0.11	-0.08	-0.02	0.00	0.01	0.3	0.4	0.0	0.0	0.8	0.4	0.4	0.0	0.0	0.8	0.4	0.4	0.0	0.0	0.8
1-Methyl-2-ethylbenzene (o-ethyltoluene)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.03	0.02	N/A	0.00	0.05	0.03	0.02	N/A	0.00	0.05	0.04	0.02	N/A	0.00	0.06
1-Methyl-3-ethylbenzene (m-ethyltoluene)	0.01	0.00	-0.01	0.00	0.00	0.02	0.00	-0.01	0.00	0.00	0.02	0.00	-0.01	0.00	0.01	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1
Tolualdehyde	0.02	-0.01	0.00	0.00	0.01	0.03	0.00	0.00	0.00	0.02	0.04	0.00	0.00	0.00	0.04	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.2
1-Methyl-4-ethylbenzene (p-ethyltoluene)[4]	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.03	0.02	N/A	0.00	0.05	0.03	0.02	N/A	0.00	0.05	0.03	0.02	N/A	0.00	0.06
Cis-2-pentene	0.02	0.00	-0.04	0.00	-0.03	0.03	0.00	-0.07	0.00	-0.05	0.05	0.00	-0.08	0.00	-0.03	0.1	0.1	0.1	0.0	0.3	0.1	0.1	0.0	0.0	0.3	0.2	0.1	0.0	0.0	0.3
N-tridecane	0.04	-0.05	0.00	0.00	-0.01	0.05	-0.06	0.00	0.00	-0.01	0.08	-0.07	0.00	0.00	0.01	0.2	0.3	N/A	0.0	0.6	0.3	0.3	N/A	0.0	0.6	0.3	0.3	N/A	0.0	0.6
N-Tetradecane	0.03	-0.04	0.00	0.00	-0.01	0.04	-0.05	0.00	0.00	-0.01	0.06	-0.06	0.00	0.00	0.00	0.2	0.3	N/A	0.0	0.5	0.2	0.3	N/A	0.0	0.5	0.2	0.3	N/A	0.0	0.5
N-Pentadecane	0.01	-0.02	0.00	0.00	0.00	0.02	-0.02	0.00	0.00	-0.01	0.03	-0.03	0.00	0.00	0.00	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
N-heptadecane[4]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.004	0.004	N/A	0.00	0.009	0.003	0.004	N/A	0.00	0.01	0.005	0.004	N/A	0.00	0.01
Trans-2-pentene	0.02	-0.01	-0.03	0.00	-0.02	0.03	0.00	-0.06	0.00	-0.03	0.06	0.00	-0.07	0.00	-0.01	0.2	0.1	0.1	0.0	0.3	0.2	0.1	0.0	0.0	0.3	0.2	0.1	0.0	0.0	0.3
4-methyl-1-pentene[4]	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.03	0.02	N/A	0.00	0.05	0.03	0.02	N/A	0.00	0.06	0.04	0.02	N/A	0.00	0.06
2-methyl-1-pentene[4]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.02	0.01	N/A	0.00	0.03	0.02	0.01	N/A	0.00	0.03	0.02	0.01	N/A	0.00	0.03
1-decene	0.01	-0.01	0.00	0.00	0.00	0.02	-0.01	0.00	0.00	0.00	0.03	-0.02	0.00	0.00	0.01	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
N-undecane	0.03	-0.03	-0.01	0.00	-0.01	0.04	-0.05	-0.01	0.00	-0.01	0.07	-0.06	-0.01	0.00	0.00	0.2	0.3	0.0	0.0	0.5	0.2	0.3	0.0	0.0	0.5	0.2	0.2	0.0	0.0	0.5
Trans-2-hexene[4]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	N/A	0.00	0.02	0.01	0.01	N/A	0.00	0.02	0.02	0.01	N/A	0.00	0.03
Crotonaldehyde	0.07	-0.02	0.00	0.00	0.05	0.10	-0.01	-0.01	0.00	0.08	0.16	0.01	-0.01	0.00	0.16	0.5	0.3	0.0	0.0	0.8	0.5	0.3	0.0	0.0	0.8	0.6	0.3	0.0	0.0	0.9
Heptene	0.03	-0.04	0.00	0.00	-0.01	0.04	-0.05	0.00	0.00	0.00	0.07	-0.05	0.00	0.00	0.01	0.2	0.3	N/A	0.0	0.5	0.2	0.3	N/A	0.0	0.5	0.2	0.2	N/A	0.0	0.5
Dimethyl napthalene	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.02	0.04	0.02	N/A	0.00	0.07	0.04	0.02	N/A	0.00	0.07	0.05	0.03	N/A	0.00	0.08
C-10 Olefins	0.37	-0.10	0.00	0.01	0.28	0.54	-0.04	0.00	0.01	0.51	0.89	0.02	0.00	0.02	0.93	2.7	1.7	N/A	0.1	4.4	2.8	1.7	N/A	0.1	4.6	3.2	1.8	N/A	0.1	5.0
C-10 Paraffins	0.94	-0.25	0.00	0.01	0.70	1.34	-0.10	0.00	0.02	1.26	2.23	0.05	0.00	0.04	2.32	6.7	4.1	N/A	0.2	11.0	7.1	4.3	N/A	0.2	11.6	8.0	4.4	N/A	0.2	12.6
C-14 Alkane	0.01	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.02	0.03	0.00	0.00	0.00	0.03	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.2
C-15 Alkane	0.01	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.02	0.03	0.00	0.00	0.00	0.03	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.2
C-16 Alkane	0.01	-0.01	0.00	0.00	0.00	0.01	-0.01	0.00	0.00	0.00	0.02	-0.02	0.00	0.00	0.01	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.2
C-18 Alkane[3]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000	N/A	0.000	0.002	0.000	0.000	N/A	0.000	0.002	0.000	0.000	N/A	0.000	0.002

Table 5.2-7b. Summary of Alternative A COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Phase 1 Alternative A Emissions (tons/yr)					Phase 2 Alternative A Emissions (tons/yr)					Phase 3 Alternative A Emissions (tons/yr)					Phase 1 Emissions - Baseline + Alternative A (tons/yr)					Phase 2 Emissions - Baseline + Alternative A (tons/yr)					Phase 3 Emissions - Baseline + Alternative A (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
C-4 Benzene + C-3 Aroald	0.04	-0.01	0.00	0.00	0.03	0.06	-0.01	0.00	0.00	0.06	0.10	0.01	0.00	0.00	0.10	0.3	0.2	N/A	0.0	0.5	0.3	0.2	N/A	0.0	0.5	0.4	0.2	N/A	0.0	0.6
C-5 Benzene + C-4 Aroald	0.02	-0.01	0.00	0.00	0.02	0.03	0.00	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.05	0.2	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
C6H18O3SI3	0.00	-0.61	0.00	0.00	-0.61	0.00	-0.95	0.00	0.00	-0.95	0.00	-1.27	0.00	0.00	-1.26	0.0	3.2	N/A	N/A	3.2	0.0	2.8	N/A	N/A	2.8	0.0	2.5	N/A	N/A	2.5
C7-C16 Paraffins	0.00	-0.02	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	-0.03	0.00	0.00	-0.03	0.00	0.07	N/A	N/A	0.07	0.00	0.07	N/A	N/A	0.07	0.00	0.06	N/A	N/A	0.06
C8H24O4SI4	0.00	-0.22	0.00	0.00	-0.22	0.00	-0.34	0.00	0.00	-0.34	0.00	-0.45	0.00	0.00	-0.45	0.0	1.1	N/A	N/A	1.1	0.0	1.0	N/A	N/A	1.0	0.0	0.9	N/A	N/A	0.9
Isomers of dodecane	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.03
Isomers of pentadecane	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.04	0.00	0.03	N/A	N/A	0.03
Isomers of pentene	0.00	-0.03	0.00	0.00	-0.03	0.00	-0.05	0.00	0.00	-0.05	0.00	-0.07	0.00	0.00	-0.07	0.0	0.2	N/A	N/A	0.2	0.0	0.2	N/A	N/A	0.2	0.0	0.1	N/A	N/A	0.1
Isomers of tetradecane	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	0.05	N/A	N/A	0.05	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.04
Methyl naphthalenes	0.00	-0.02	0.00	0.00	-0.02	0.00	-0.04	0.00	0.00	-0.04	0.00	-0.05	0.00	0.00	-0.05	0.0	0.1	N/A	N/A	0.1	0.0	0.1	N/A	N/A	0.1	0.0	0.1	N/A	N/A	0.1
Decanol	0.37	-0.10	0.00	0.01	0.28	0.54	-0.04	0.00	0.01	0.51	0.89	0.02	0.00	0.02	0.93	2.7	1.7	N/A	0.1	4.4	2.8	1.7	N/A	0.1	4.6	3.2	1.8	N/A	0.1	5.0
Dodecanol	0.19	-0.05	0.00	0.00	0.14	0.27	-0.02	0.00	0.00	0.25	0.45	0.01	0.00	0.01	0.46	1.3	0.8	N/A	0.0	2.2	1.4	0.9	N/A	0.0	2.3	1.6	0.9	N/A	0.0	2.5

Notes:

[1] The Alternative emissions for each category are estimated based on the Project emissions multiplied by the ratio of ADD between the Alternative and Project. For parking lots, the Project emissions are multiplied by the ratio of Alternative MAP to Project MAP. For Traffic, the ratio is based on the generation data.

[2] Chemicals of Potential Concern (COPC) emissions for GSE and APU are shown for reference to demonstrate that they are much smaller than aircraft related COPC emissions. Note also that the aircraft emissions only include commercial aircraft. If general aviation aircraft were included, the emissions would be less than that shown here due to the anticipated decrease in general aviation flights.

[3] The total aircraft emissions for this pollutant are non-zero but the Commercial Aviation and General Aviation emissions presented in this table are both zero. This is due to the fact that these values were arrived at by summing the individual aircraft emissions and at low emission levels the individual aircraft emissions all round to zero although the total aircraft emissions from EDMS are non-zero.

[4] The total aircraft emissions for this pollutant differ from the sum of the Commercial Aviation and General Aviation emissions presented in this table. This is due to rounding since these values were arrived at by summing the individual aircraft emissions.

Table 5.2-8a. Summary of Alternative B Criteria Pollutant Emissions
John Wayne Airport
Orange County, California

Criteria Pollutant Emissions[1]

Source	Alternative B Emissions (lbs/day)																	
	VOC			NO_X			CO			SO_X			PM_{10}			$PM_{2.5}$		
	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3
Aircraft	16.8	79.2	136.0	420.8	869.5	1,274.4	-2,518.9	-3,670.0	-4,737.2	38.9	85.1	127.6	-1.5	1.5	4.1	-1.5	1.5	4.1
GSE	-12.3	-20.2	-24.8	-51.3	-96.4	-119.7	-374.1	-639.5	-718.5	-0.6	-1.2	-1.6	-1.3	-2.8	-3.8	-1.3	-2.7	-3.6
APU	0.3	1.0	1.7	7.9	20.2	31.2	3.1	11.8	20.0	0.9	2.7	4.3	0.7	2.1	3.4	0.7	2.1	3.4
Airside	0.6	0.9	1.1	0.8	1.2	1.4	4.1	6.2	7.2	0.1	-0.6	0.2	0.0	0.1	0.1	0.0	0.1	0.1
Traffic[1]	31.5	55.7	73.5	92.7	145.7	175.6	417.2	708.4	912.2	1.1	2.7	4.1	82.0	192.3	293.5	22.7	53.0	81.0
Parking Lots	-0.5	20.5	67.1	-1.5	-1.8	1.0	-16.0	-19.7	-0.8	0.0	0.0	0.1	0.0	0.2	0.6	0.0	0.1	0.4
Stationary Sources	0.9	2.1	3.1	1.2	2.1	2.7	4.0	9.0	13.3	0.0	0.1	0.1	0.7	1.4	2.0	0.7	1.4	2.0
Total	**37**	**139**	**258**	**470**	**940**	**1,367**	**-2,481**	**-3,594**	**-4,504**	**40**	**89**	**135**	**81**	**195**	**300**	**21**	**55**	**87**
SCAQMD Maximum Significance Threshold	**55**	**55**	**55**	**55**	**55**	**55**	**550**	**550**	**550**	**150**	**150**	**150**	**150**	**150**	**150**	**55**	**55**	**55**
Significant?	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Notes:

[1] The Alternative emissions for GSE, airside, and stationary sources are estimated based on the Project emissions multiplied by the ratio of ADD between the Alternative and Project. For traffic and parking lots, the Project emissions are multiplied by the ratio of Alternative MAP to Project MAP. For aircraft and APU, the emissions were estimated based on EDMS runs of the anticipated aircraft mix.

Table 5.2-8b. Summary of Alternative B COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Phase 1 Alternative B Emissions (tons/yr)					Phase 2 Alternative B Emissions (tons/yr)					Phase 3 Alternative B Emissions (tons/yr)					Phase 1 Emissions - Baseline + Alternative B (tons/yr)					Phase 2 Emissions - Baseline + Alternative B (tons/yr)					Phase 3 Emissions - Baseline + Alternative B (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
Formaldehyde	0.772	-0.944	-0.016	0.013	-0.179	1.91	-1.22	-0.020	0.040	0.697	2.92	-1.47	-0.062	0.065	1.450	5.6	7.3	0.2	0.1	13.2	6.8	7.0	0.2	0.2	14.1	7.8	6.8	0.1	0.2	14.8
Methyl alcohol	0.114	-0.035	N/A	0.002	0.084	0.28	-0.01	N/A	0.006	0.273	0.43	0.00	N/A	0.010	0.444	0.8	0.5	N/A	0.0	1.4	1.0	0.5	N/A	0.0	1.5	1.1	0.6	N/A	0.0	1.7
Benzene	0.102	-0.119	-0.068	0.002	-0.083	0.26	-0.16	-0.116	0.005	-0.007	0.40	-0.18	-0.144	0.009	0.077	0.8	1.0	0.1	0.0	1.9	0.9	0.9	0.1	0.0	1.9	1.1	0.9	0.0	0.0	2.0
Acetaldehyde	0.269	-0.299	-0.006	0.005	-0.032	0.66	-0.38	-0.007	0.014	0.289	1.02	-0.45	-0.021	0.023	0.567	2.0	2.4	0.1	0.0	4.4	2.3	2.3	0.1	0.1	4.7	2.7	2.2	0.0	0.1	5.0
Naphthalene	0.035	-0.038	N/A	0.001	-0.002	0.08	-0.04	N/A	0.002	0.040	0.13	-0.05	N/A	0.003	0.078	0.2	0.3	N/A	0.0	0.5	0.3	0.3	N/A	0.0	0.6	0.3	0.3	N/A	0.0	0.6
O-xylene	0.012	-0.011	-0.035	0.000	-0.037	0.03	-0.02	-0.060	0.000	-0.050	0.04	-0.02	-0.075	0.000	-0.053	0.1	0.1	0.1	0.0	0.2	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.2
Isopropylbenzene (cumene)[3]	0.000	0.000	N/A	0.000	0.000	0.00	0.00	N/A	0.000	0.001	0.00	0.00	N/A	0.000	0.001	0.000	0.000	N/A	0.000	0.002	0.000	0.000	N/A	0.000	0.003	0.001	0.000	N/A	0.000	0.003
Ethylbenzene	0.013	-0.012	-0.026	0.000	-0.026	0.03	-0.01	-0.044	0.000	-0.030	0.04	-0.02	-0.055	0.001	-0.029	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.2
Styrene	0.019	-0.023	N/A	0.000	-0.004	0.05	-0.03	N/A	0.001	0.017	0.07	-0.04	N/A	0.002	0.037	0.1	0.2	N/A	0.0	0.3	0.2	0.2	N/A	0.0	0.4	0.2	0.2	N/A	0.0	0.4
1,3-butadiene	0.105	-0.106	N/A	0.002	-0.004	0.26	-0.14	N/A	0.005	0.127	0.40	-0.16	N/A	0.009	0.246	0.8	0.9	N/A	0.0	1.7	0.9	0.9	N/A	0.0	1.8	1.1	0.8	N/A	0.0	1.9
Acrolein	0.152	-0.150	N/A	0.003	0.006	0.38	-0.18	N/A	0.008	0.203	0.58	-0.21	N/A	0.013	0.381	1.1	1.2	N/A	0.0	2.4	1.3	1.2	N/A	0.0	2.6	1.6	1.2	N/A	0.0	2.8
Toluene	0.039	-0.040	-0.115	0.001	-0.111	0.10	-0.05	-0.197	0.002	-0.140	0.15	-0.05	-0.245	0.003	-0.140	0.3	0.3	0.2	0.0	0.8	0.4	0.3	0.1	0.0	0.8	0.4	0.3	0.1	0.0	0.8
Phenol (carbolic acid)	0.043	-0.021	N/A	0.001	0.023	0.11	-0.02	N/A	0.002	0.092	0.17	-0.02	N/A	0.004	0.156	0.3	0.3	N/A	0.0	0.6	0.4	0.3	N/A	0.0	0.7	0.5	0.3	N/A	0.0	0.7
M & P-xylene	0.018	-0.021	N/A	0.000	0.000	0.04	-0.02	N/A	0.001	0.022	0.07	-0.03	N/A	0.001	0.042	0.1	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
Propionaldehyde	0.043	-0.057	-0.003	0.001	-0.016	0.11	-0.08	-0.004	0.002	0.033	0.17	-0.10	-0.013	0.004	0.070	0.3	0.5	0.0	0.0	0.8	0.4	0.4	0.0	0.0	0.9	0.5	0.4	0.0	0.0	0.9
Acetone	0.023	-0.160	N/A	0.001	-0.135	0.06	-0.24	N/A	0.002	-0.180	0.09	-0.31	N/A	0.002	-0.223	0.2	0.9	N/A	0.0	1.1	0.2	0.8	N/A	0.0	1.0	0.2	0.7	N/A	0.0	1.0
2-methylnaphthalene	0.014	-0.004	N/A	0.000	0.010	0.03	0.00	N/A	0.001	0.031	0.05	0.00	N/A	0.001	0.051	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
Benzaldehyde	0.028	-0.037	-0.001	0.001	-0.007	0.07	-0.05	-0.001	0.002	0.027	0.11	-0.06	-0.004	0.003	0.055	0.2	0.3	0.0	0.0	0.5	0.3	0.3	0.0	0.0	0.5	0.3	0.3	0.0	0.0	0.6
N-heptane	0.004	-0.003	-0.029	0.000	-0.028	0.01	0.00	-0.049	0.000	-0.044	0.02	-0.01	-0.060	0.000	-0.051	0.03	0.03	0.05	0.00	0.12	0.03	0.03	0.03	0.00	0.10	0.04	0.03	0.02	0.00	0.09
Hexaldehyde	0.000	-0.010	-0.001	N/A	-0.011	0.00	-0.02	-0.001	N/A	-0.017	0.00	-0.02	-0.001	N/A	-0.022	0.00	0.05	0.00	N/A	0.06	0.00	0.05	0.00	N/A	0.05	0.00	0.04	0.00	N/A	0.04
Methane	0.000	-0.569	-0.095	N/A	-0.665	0.00	-0.88	-0.163	N/A	-1.047	0.00	-1.18	-0.202	N/A	-1.377	0.0	2.9	0.2	N/A	3.1	0.0	2.6	0.1	N/A	2.7	0.0	2.3	0.1	N/A	2.4
Ethane	0.032	-0.056	-0.026	0.000	-0.050	0.08	-0.08	-0.045	0.002	-0.041	0.12	-0.10	-0.056	0.003	-0.027	0.2	0.4	0.0	0.0	0.7	0.3	0.4	0.0	0.0	0.7	0.3	0.4	0.0	0.0	0.7
Ethylene	0.964	-1.070	-0.169	0.017	-0.256	2.39	-1.36	-0.289	0.050	0.795	3.67	-1.61	-0.358	0.083	1.784	7.1	8.5	0.3	0.2	16.1	8.5	8.3	0.2	0.2	17.1	9.8	8.0	0.1	0.2	18.1
Acetylene	0.243	-0.260	-0.103	0.004	-0.112	0.61	-0.32	-0.176	0.013	0.120	0.93	-0.38	-0.219	0.021	0.354	1.8	2.1	0.2	0.0	4.1	2.2	2.0	0.1	0.1	4.4	2.5	2.0	0.1	0.1	4.6
Propane	0.003	-0.012	N/A	0.000	-0.007	0.01	-0.02	N/A	0.000	-0.004	0.02	-0.02	N/A	0.000	-0.002	0.0	0.1	N/A	0.0	0.1	0.0	0.1	N/A	0.0	0.1	0.0	0.1	N/A	0.0	0.1
2-methyl-2-propenal (methacrolein)	0.024	-0.007	N/A	0.000	0.020	0.06	0.00	N/A	0.001	0.064	0.10	0.00	N/A	0.002	0.105	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.4	0.3	0.1	N/A	0.0	0.4
Methylglyoxal	0.094	-0.028	N/A	0.002	0.070	0.23	-0.01	N/A	0.005	0.227	0.36	0.00	N/A	0.008	0.370	0.7	0.4	N/A	0.0	1.1	0.8	0.4	N/A	0.0	1.3	1.0	0.5	N/A	0.0	1.4
1-Methylnaphthalene	0.016	-0.003	N/A	0.001	0.012	0.04	0.00	N/A	0.001	0.037	0.06	0.00	N/A	0.002	0.061	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.2
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	0.022	-0.004	-0.056	0.001	-0.039	0.05	0.00	-0.095	0.001	-0.043	0.08	0.00	-0.118	0.002	-0.032	0.2	0.1	0.1	0.0	0.4	0.2	0.1	0.1	0.0	0.4	0.2	0.1	0.0	0.0	0.4
Furfuryl alcohol	0.000	-0.094	N/A	N/A	-0.095	0.00	-0.15	N/A	N/A	-0.147	0.00	-0.20	N/A	N/A	-0.195	0.0	0.5	N/A	N/A	0.5	0.0	0.4	N/A	N/A	0.4	0.0	0.4	N/A	N/A	0.4
N-propylbenzene	0.002	0.000	-0.012	0.001	-0.009	0.01	0.00	-0.021	0.001	-0.012	0.01	0.00	-0.026	0.001	-0.012	0.02	0.01	0.02	0.00	0.06	0.03	0.01	0.01	0.00	0.06	0.03	0.02	0.01	0.00	0.06
N-butylbenzene	0.000	-0.011	-0.008	N/A	-0.019	0.00	-0.02	-0.014	N/A	-0.031	0.00	-0.02	-0.017	N/A	-0.041	0.00	0.06	0.02	N/A	0.07	0.00	0.05	0.01	N/A	0.06	0.00	0.05	0.01	N/A	0.05
p-Tolualdehyde	0.001	0.000	N/A	0.001	0.002	0.01	0.00	N/A	0.001	0.007	0.01	0.00	N/A	0.001	0.012	0.02	0.01	N/A	0.00	0.04	0.03	0.01	N/A	0.00	0.04	0.03	0.01	N/A	0.00	0.05
1-butene	0.109	-0.125	-0.043	0.002	-0.054	0.27	-0.16	-0.073	0.006	0.047	0.42	-0.19	-0.091	0.010	0.149	0.8	1.0	0.1	0.0	1.9	1.0	0.9	0.0	0.0	2.0	1.1	0.9	0.0	0.0	2.1
Glyoxal	0.115	-0.167	N/A	0.002	-0.047	0.28	-0.22	N/A	0.006	0.070	0.43	-0.27	N/A	0.010	0.175	0.8	1.2	N/A	0.0	2.0	1.0	1.1	N/A	0.0	2.2	1.1	1.1	N/A	0.0	2.3
2-methylpentane	0.025	-0.023	-0.109	0.000	-0.109	0.06	-0.03	-0.187	0.001	-0.153	0.10	-0.04	-0.232	0.002	-0.169	0.2	0.2	0.2	0.0	0.6	0.2	0.2	0.1	0.0	0.6	0.3	0.2	0.1	0.0	0.5
1,3,5-trimethylbenzene	0.002	-0.001	-0.025	0.000	-0.025	0.01	0.00	-0.039	0.000	-0.036	0.01	0.00	-0.053	0.000	-0.049	0.02	0.01	0.09	0.001	0.13	0.03	0.02	0.05	0.001	0.10	0.03	0.02	0.03	0.001	0.08
N-pentane	0.013	-0.012	-0.189	0.000	-0.189	0.03	-0.02	-0.323	0.001	-0.308	0.05	-0.02	-0.400	0.001	-0.372	0.1	0.1	0.3	0.0	0.5	0.1	0.1	0.2	0.0	0.4	0.1	0.1	0.1	0.0	0.4
1-pentene	0.047	-0.051	-0.016	0.001	-0.019	0.12	-0.07	-0.027	0.003	0.030	0.18	-0.08	-0.034	0.004	0.077	0.4	0.4	0.0	0.0	0.8	0.4	0.4	0.0	0.0	0.9	0.5	0.4	0.0	0.0	0.9
Valeraldehyde	0.015	-0.003	N/A	0.001	0.011	0.04	0.00	N/A	0.001	0.037	0.06	0.00	N/A	0.002	0.060	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.2
N-octane	0.005	-0.003	-0.009	0.000	-0.009	0.01	0.00	-0.016	0.000	-0.010	0.02	0.00	-0.020	0.000	-0.009	0.03	0.03	0.02	0.00	0.07	0.03	0.03	0.01	0.00	0.07	0.04	0.03	0.01	0.00	0.07
1-octene	0.021	-0.017	N/A	0.000	0.000	0.05	-0.02	N/A	0.000	0.021	0.07	-0.02	N/A	0.001	0.041	0.1	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
N-nonane	0.005	-0.011	-0.004	0.000	-0.009	0.01	-0.01	-0.007	0.000	-0.010	0.02	-0.02	-0.009	0.000	-0.010	0.03	0.06	0.01	0.00	0.10	0.03	0.05	0.01	0.00	0.09	0.04	0.05	0.00	0.00	0.09
N-dodecane	0.027	-0.070	N/A	0.001	-0.041	0.07	-0.10	N/A	0.002	-0.028	0.11	-0.13	N/A	0.003	-0.016	0.2	0.5	N/A	0.0	0.7	0.3	0.4	N/A	0.0	0.7	0.3	0.4	N/A	0.0	0.7
Propylene	0.283	-0.318	-0.060	0.004	-0.089	0.70	-0.40	-0.104	0.014	0.210	1.08	-0.48	-0.129	0.024	0.494	2.1	2.5	0.1	0.0	4.8	2.5	2.4	0.1	0.1	5.0	2.9	2.4	0.0	0.1	5.3
Butyraldehyde	0.009	-0.063	N/A	0.000	-0.056	0.02	-0.10	N/A	0.001	-0.078	0.03	-0.13	N/A	0.001	-0.098	0.1	0.4	N/A	0.0	0.4	0.1	0.3	N/A	0.0	0.4	0.1	0.3	N/A	0.0	0.4
1-nonene	0.016	-0.015	N/A	0.001	0.000	0.04	-0.02	N/A	0.001	0.019	0.06	-0.02	N/A	0.002	0.037	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
N-decane	0.021	-0.029	-0.004	0.000	-0.011	0.05	-0.04	-0.007	0.001	0.007	0.08	-0.04	-0.009	0.002	0.025	0.1	0.2	0.0	0.0	0.4	0.2	0.2	0.0	0.0	0.4	0.2	0.2	0.0	0.0	0.4
2-methyl-2-butene	0.014	-0.012	-0.004	0.000	-0.005	0.03	-0.02	-0.007	0.000	0.006	0.05	-0.02	-0.009	0.001	0.017	0.1	0.1	0.1	0.0	0.2	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.2
1,2,3-trimethylbenzene	0.007	-0.002	-0.010	0.000	-0.005	0.02	0.00	-0.017	0.000	-0.001	0.03	0.00	-0.021	0.001	0.005	0.05	0.03	0.02	0.00	0.10	0.06	0.03	0.01	0.00	0.10	0.07	0.03	0.01	0.00	0.11
o-Tolualdehyde	0.016	-0.006	N/A	0.000	0.011	0.04	0.00	N/A	0.001	0.035	0.06	0.00	N/A	0.001	0.057	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
N-pentylbenzene	0.000	-0.008	N/A	N/A	-0.008	0.00	-0.01	N/A	N/A	-0.013	0.00	-0.02	N/A	N/A	-0.018	0.00	0.05	N/A	N/A	0.05	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.04
N-Hexadecane	0.001	-0.007	N/A	0.001	-0.005	0.01	-0.01	N/A	0.001	-0.004	0.01	-0.01	N/A	0.001	-0.003	0.02	0.05	N/A	0.00	0.07	0.03	0.05	N/A	0.00	0.08	0.03	0.05	N/A	0.00	0.08
3-methyl-1-butene	0.009	-0.001	-0.005	0.000	0.000	0.02	0.00	-0.009	0.000	0.008	0.03	0.00	-0.011	0.001	0.016	0.05	0.03	0.01	0.00	0.09	0.06	0.03	0.01	0.00	0.10	0.07	0.03	0.00	0.00	0.11
2-methyl-1-butene	0.010	-0.004	N/A	0.000	0.006	0.02	0.00	N/A	0.001	0.021	0.03	0.00	N/A	0.001	0.034	0.1	0.0	N/A	0.0	0.1	0.1	0.0	N/A	0.0	0.1	0.1	0.0	N/A	0.0	0.1
Cis-2-butene	0.014	-0.029	-0.026	0.000	-0.039	0.03	-0.04	-0.044	0.001	-0.049	0.05	-0.05	-0.055	0.001	-0.051	0.1	0.2	0.0	0.0	0.3	0.1	0.2	0.0	0.0	0.3	0.1	0.2	0.0	0.0	0.3
Isovaleraldehyde	0.001	0.000	N/A	0.000	0.001	0.01	0.00	N/A	0.000	0.004	0.01	0.00	N/A	0.000	0.007	0.01	0.01	N/A	0.00	0.02	0.02	0.01	N/A	0.00	0.03	0.02	0.01	N/A	0.00	0.03
1-hexene	0.047	-0.051	-0.011	0.001	-0.016	0.12	-0.07	-0.019	0.002	0.031	0.18	-0.08	-0.023	0.004	0.077	0.3	0.4	0.0	0.0	0.8	0.4	0.4	0.0	0.0	0.8	0.5	0.4	0.0	0.0	0.9
1-Methyl-2-ethylbenzene (o-ethyltoluene)	0.003	0.000	N/A	0.000	0.003	0.01	0.00	N/A	0.000	0.010	0.02	0.00	N/A	0.000	0.016	0.03	0.02	N/A	0.00	0.05	0.03	0.02	N/A	0.00	0.06	0.04	0.02	N/A	0.00	0.06
1-Methyl-3-ethylbenzene (m-ethyltoluene)	0.010	-0.002	-0.006	0.001	0.001	0.02	0.00	-0.010	0.001	0.013	0.04	0.00	-0.013	0.001	0.025	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.2
Tolualdehyde	0.017	-0.006	N/A	0.000	0.013	0.04	0.00	N/A	0.001	0.042	0.07	0.00	N/A	0.001	0.068	0.1	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.3
1-Methyl-4-ethylbenzene (p-ethyltoluene)	0.004	0.000	N/A	0.000	0.003	0.01	0.00	N/A	0.000	0.010	0.02	0.00	N/A	0.000	0.016	0.03	0.02	N/A	0.00	0.05	0.03	0.02	N/A	0.00	0.06	0.04	0.02	N/A	0.00	0.06
Cis-2-pentene	0.021	-0.004	-0.038	0.000	-0.025	0.05	0.00	-0.064	0.000	-0.023	0.07	0.00	-0.080	0.001	-0.012	0.1	0.1	0.1	0.0	0.3	0.2	0.1	0.0	0.0	0.3	0.2	0.1	0.0	0.0	0.3
N-tridecane	0.036	-0.046	N/A	0.001	-0.010	0.09	-0.06	N/A	0.002	0.027	0.13	-0.07	N/A	0.003	0.060	0.2	0.3	N/A	0.0	0.6	0.3	0.3	N/A	0.0	0.6	0.3	0.3	N/A	0.0	0.6
N-Tetradecane	0.025	-0.036	N/A	0.000	-0.011	0.06	-0.05	N/A	0.001	0.015	0.10	-0.06	N/A	0.002	0.039	0.2	0.3	N/A	0.0	0.5	0.3	0.3	N/A	0.0	0.5	0.3	0.3	N/A	0.0	0.5
N-Pentadecane	0.013	-0.018	N/A	0.000	-0.006	0.03	-0.02	N/A	0.000	0.005	0.04	-0.03	N/A	0.001	0.014	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
N-heptadecane[4]	0.001	0.000	N/A	0.000	0.001	0.00	0.00	N/A	0.000	0.000	0.00	0.00	N/A	0.000	0.001	0.004	0.004	N/A	0.00	0.009	0.004	0.004	N/A	0.00	0.01	0.005	0.004	N/A	0.00	0.01
Trans-2-pentene	0.024	-0.007	-0.032	0.001	-0.015	0.06	0.00	-0.055	0.002	0.000	0.08	0.00	-0.068	0.002	0.021	0.2	0.1	0.1	0.0	0.3	0.2	0.1	0.0	0.0	0.3	0.2	0.1	0.0	0.0	0.4
4-methyl-1-pentene[4]	0.003	0.000	N/A	0.000	0.003	0.01	0.00	N/A	0.000	0.010	0.02	0.00	N/A	0.000	0.017	0.03	0.02	N/A	0.00	0.05	0.04	0.02	N/A	0.00	0.06	0.04	0.02	N/A	0.00	0.07
2-methyl-1-pentene[4]	0.001	0.000	N/A	0.000	0.002	0.01	0.00	N/A	0.000	0.005	0.01	0.00	N/A	0.001	0.008	0.01	0.01	N/A	0.00	0.03	0.02	0.01	N/A	0.00	0.03	0.02	0.01	N/A	0.00	0.03
1-decene	0.014	-0.013	N/A	0.000	0.000	0.03	-0.01	N/A	0.000	0.015	0.05	-0.02	N/A	0.001	0.029	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
N-undecane	0.027	-0.033	-0.005	0.001	-0.012	0.07	-0.05	-0.009	0.002	0.016	0.10	-0.06	-0.011	0.003	0.042	0.2	0.3	0.0	0.0	0.5	0.2	0.3	0.0	0.0	0.5	0.3	0.2	0.0	0.0	0.5
Trans-2-hexene[4]	0.001	-0.002	N/A	0.000	0.002	0.00	0.00	N/A	0.000	0.005	0.01	0.00	N/A	0.000	0.008	0.01	0.007	N/A	0.00	0.02	0.02	0.008	N/A	0.00	0.03	0.02	0.008	N/A	0.00	0.03
Crotonaldehyde	0.064	-0.017	-0.002	0.001	0.046	0.16	-0.01	-0.002	0.003	0.153	0.25	0.01	-0.007	0.005	0.247	0.5	0.3	0.0	0.0	0.8	0.6	0.3	0.0	0.0	0.9	0.7	0.3	0.0	0.0	1.0
Heptene	0.025	-0.035	N/A	0.001	-0.006	0.07	-0.05	N/A	0.002	0.025	0.10	-0.05	N/A	0.002	0.052	0.2	0.3	N/A	0.0	0.5	0.2	0.3	N/A	0.0	0.5	0.3	0.2	N/A	0.0	0.5
Dimethyl napthalene[4]	0.005	-0.002	N/A	0.000	0.005	0.01	0.00	N/A	0.000	0.014	0.02	0.00	N/A	0.000	0.023	0.04	0.02	N/A	0.00	0.07	0.05	0.02	N/A	0.00	0.08	0.06	0.03	N/A	0.00	0.09
C-10 Olefins	0.364	-0.102	N/A	0.006	0.272	0.90	-0.04	N/A	0.019	0.882	1.39	0.02	N/A	0.031	1.438	2.7	1.7	N/A	0.1	4.4	3.2	1.7	N/A	0.1	5.0	3.7	1.8	N/A	0.1	5.6
C-10 Paraffins	0.912	-0.248	N/A	0.016	0.680	2.26	-0.10	N/A	0.048	2.206	3.47	0.05	N/A	0.078	3.595	6.7	4.1	N/A	0.2	11.0	8.0	4.3	N/A	0.2	12.5	9.2	4.4	N/A	0.2	13.9
C-14 Alkane	0.014	-0.004	N/A	0.000	0.009	0.03	0.00	N/A	0.000	0.028	0.05	0.00	N/A	0.001	0.046	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
C-15 Alkane	0.012	-0.003	N/A	0.000	0.008	0.03	0.00	N/A	0.000	0.027	0.04	0.00	N/A	0.001	0.043	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
C-16 Alkane	0.008	-0.007	N/A	0.001	0.000	0.02	-0.01	N/A	0.001	0.011	0.04	-0.02	N/A	0.001	0.022	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
C-18 Alkane[3]	0.000	0.000	N/A	0.000	0.001	0.00	0.00	N/A	0.000	0.001	0.00	0.00	N/A	0.000	0.001	0.000	0.000	N/A	0.000	0.002	0.000	0.000	N/A	0.000	0.002	0.000	0.000	N/A	0.000	0.002
C-4 Benzene + C-3 Aroald	0.040	-0.012	N/A	0.001	0.030	0.10	-0.01	N/A	0.002	0.099	0.16	0.01	N/A	0.004	0.161	0.3	0.2	N/A	0.0	0.5	0.4	0.2	N/A	0.0	0.6	0.4	0.2	N/A	0.0	0.6
C-5 Benzene + C-4 Aroald	0.021	-0.007	N/A	0.000	0.015	0.05	0.00	N/A	0.001	0.048	0.08	0.00	N/A	0.002	0.079	0.1	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
C6H18O3SI3	0.000	-0.613	N/A

Table 5.2-9a. Summary of Alternative C Criteria Pollutant Emissions
John Wayne Airport
Orange County, California

Criteria Pollutant Emissions

Source	Alternative C Emissions (lbs/day)																	
	VOC			NO_X			CO			SO_X			PM_{10}			$PM_{2.5}$		
	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3
Aircraft	282.8	276.2	270.7	2,117.9	2,123.0	2,128.1	-1,347.7	-2,868.2	-4,278.5	197.4	196.6	195.9	22.8	19.4	16.2	22.8	19.4	16.2
GSE	-4.7	-20.2	-20.6	-12.0	-96.4	-109.1	-247.5	-639.5	-708.3	0.0	-1.2	-1.5	0.2	-2.8	-3.3	0.2	-2.7	-3.2
APU	2.5	2.5	2.5	58.7	58.8	58.1	27.6	28.4	28.7	7.2	7.2	7.1	5.4	5.4	5.4	5.4	5.4	5.4
Airside	4.6	4.6	4.6	5.8	5.8	5.8	30.5	30.5	30.5	1.0	-0.6	1.0	0.3	0.3	0.3	0.3	0.3	0.3
Traffic[1]	150.0	112.9	97.8	441.5	295.5	233.5	1,987.7	1,436.2	1,212.9	5.3	5.4	5.4	390.7	389.9	390.3	108.2	107.4	107.6
Parking Lots	73.0	65.8	92.1	8.8	3.6	3.7	56.6	17.7	17.4	0.1	0.1	0.1	0.3	0.4	0.8	0.2	0.2	1.1
Stationary Sources	3.7	3.7	3.7	7.8	7.8	7.8	6.1	15.1	15.1	0.1	0.1	0.1	3.4	3.4	3.4	3.4	3.4	3.4
Total	**512**	**445**	**451**	**2,629**	**2,398**	**2,328**	**513**	**-1,980**	**-3,682**	**211**	**208**	**208**	**423**	**416**	**413**	**140**	**133**	**131**
SCAQMD Maximum Significance Threshold	**55**	**55**	**55**	**55**	**55**	**55**	**550**	**550**	**550**	**150**	**150**	**150**	**150**	**150**	**150**	**55**	**55**	**55**
Significant?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**

Notes:

[1] The Alternative emissions for GSE, airside, and stationary sources are estimated based on the Project emissions multiplied by the ratio of ADD between the Alternative and Project. For traffic and parking lots, the Project emissions are multiplied by the ratio of Alternative MAP to Project MAP. For aircraft and APU, the emissions were estimated based on EDMS runs of the anticipated aircraft mix.

Table 5.2-9b. Summary of Alternative C COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Phase 1 Alternative C Emissions (tons/yr)					Phase 2 Alternative C Emissions (tons/yr)					Phase 3 Alternative C Emissions (tons/yr)					Phase 1 Emissions - Baseline + Alternative C (tons/yr)					Phase 2 Emissions - Baseline + Alternative C (tons/yr)					Phase 3 Emissions - Baseline + Alternative C (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
Formaldehyde	5.413	-0.944	0.06	0.10	4.62	5.41	-1.22	0.02	0.10	4.30	5.41	-1.47	0.01	0.09	4.04	10.3	7.3	0.2	0.2	18.0	10.3	7.0	0.2	0.2	17.7	10.3	6.8	0.2	0.2	17.4
Methyl alcohol	0.794	-0.035	0.00	0.01	0.78	0.79	-0.01	0.00	0.01	0.80	0.79	0.00	0.00	0.01	0.81	1.5	0.5	N/A	0.0	2.1	1.5	0.5	N/A	0.0	2.1	1.5	0.6	N/A	0.0	2.1
Benzene	0.738	-0.119	-0.02	0.01	0.62	0.74	-0.16	-0.10	0.01	0.50	0.74	-0.18	-0.12	0.01	0.45	1.4	1.0	0.2	0.0	2.6	1.4	0.9	0.1	0.0	2.4	1.4	0.9	0.1	0.0	2.4
Acetaldehyde	1.881	-0.299	0.02	0.03	1.63	1.88	-0.38	0.01	0.03	1.54	1.88	-0.45	0.00	0.03	1.46	3.6	2.4	0.1	0.1	6.1	3.6	2.3	0.1	0.1	6.0	3.6	2.2	0.1	0.1	5.9
Naphthalene	0.238	-0.038	0.00	0.00	0.21	0.24	-0.04	0.00	0.00	0.20	0.24	-0.05	0.00	0.00	0.19	0.5	0.3	N/A	0.0	0.8	0.5	0.3	N/A	0.0	0.7	0.5	0.3	N/A	0.0	0.7
O-xylene	0.073	-0.011	-0.01	0.00	0.05	0.07	-0.02	-0.05	0.00	0.01	0.07	-0.02	-0.06	0.00	-0.01	0.1	0.1	0.1	0.0	0.3	0.1	0.1	0.0	0.0	0.3	0.1	0.1	0.0	0.0	0.3
Isopropylbenzene (cumene)[3]	0.002	0.000	0.00	0.00	0.001	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.002	0.000	N/A	0.000	0.003	0.002	0.000	N/A	0.000	0.003	0.002	0.000	N/A	0.000	0.003
Ethylbenzene	0.078	-0.012	-0.01	0.00	0.06	0.08	-0.01	-0.04	0.00	0.03	0.08	-0.02	-0.05	0.00	0.02	0.1	0.1	0.1	0.0	0.3	0.1	0.1	0.0	0.0	0.3	0.1	0.1	0.0	0.0	0.3
Styrene	0.136	-0.023	0.00	0.00	0.11	0.14	-0.03	0.00	0.00	0.11	0.14	-0.04	0.00	0.00	0.10	0.3	0.2	N/A	0.0	0.5	0.3	0.2	N/A	0.0	0.4	0.3	0.2	N/A	0.0	0.4
1,3-butadiene	0.742	-0.106	0.00	0.01	0.64	0.74	-0.14	0.00	0.01	0.62	0.74	-0.16	0.00	0.01	0.59	1.4	0.9	N/A	0.0	2.3	1.4	0.9	N/A	0.0	2.3	1.4	0.8	N/A	0.0	2.3
Acrolein	1.076	-0.150	0.00	0.02	0.95	1.08	-0.18	0.00	0.02	0.91	1.08	-0.21	0.00	0.02	0.88	2.0	1.2	N/A	0.0	3.3	2.0	1.2	N/A	0.0	3.3	2.0	1.2	N/A	0.0	3.3
Toluene	0.283	-0.040	-0.03	0.01	0.23	0.28	-0.05	-0.17	0.01	0.07	0.28	-0.05	-0.20	0.01	0.04	0.5	0.3	0.3	0.0	1.2	0.5	0.3	0.2	0.0	1.0	0.5	0.3	0.1	0.0	1.0
Phenol (carbolic acid)	0.318	-0.021	0.00	0.01	0.30	0.32	-0.02	0.00	0.01	0.30	0.32	-0.02	0.00	0.01	0.30	0.6	0.3	N/A	0.0	0.9	0.6	0.3	N/A	0.0	0.9	0.6	0.3	N/A	0.0	0.9
M & P-xylene	0.124	-0.021	0.00	0.00	0.11	0.12	-0.02	0.00	0.00	0.10	0.12	-0.03	0.00	0.00	0.10	0.2	0.1	N/A	0.0	0.4	0.2	0.1	N/A	0.0	0.4	0.2	0.1	N/A	0.0	0.4
Propionaldehyde	0.318	-0.057	0.01	0.01	0.28	0.32	-0.08	0.00	0.01	0.25	0.32	-0.10	0.00	0.01	0.23	0.6	0.5	0.0	0.0	1.1	0.6	0.4	0.0	0.0	1.1	0.6	0.4	0.0	0.0	1.1
Acetone	0.163	-0.160	0.00	0.00	0.01	0.16	-0.24	0.00	0.00	-0.07	0.16	-0.31	0.00	0.00	-0.15	0.3	0.9	N/A	0.0	1.2	0.3	0.8	N/A	0.0	1.1	0.3	0.7	N/A	0.0	1.1
2-methylnaphthalene	0.090	-0.004	0.00	0.00	0.09	0.09	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.00	0.09	0.2	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.2
Benzaldehyde	0.205	-0.037	0.00	0.00	0.18	0.21	-0.05	0.00	0.00	0.17	0.21	-0.06	0.00	0.00	0.16	0.4	0.3	0.0	0.0	0.7	0.4	0.3	0.0	0.0	0.7	0.4	0.3	0.0	0.0	0.7
N-heptane	0.028	-0.003	-0.01	0.00	0.02	0.03	0.00	-0.04	0.00	-0.02	0.03	-0.01	-0.05	0.00	-0.03	0.05	0.03	0.07	0.00	0.16	0.05	0.03	0.04	0.00	0.13	0.05	0.03	0.03	0.00	0.12
Hexaldehyde	0.000	-0.010	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	-0.02	0.00	0.00	-0.02	0.00	0.05	0.00	N/A	0.06	0.00	0.05	0.00	N/A	0.05	0.00	0.04	0.00	N/A	0.04
Methane	0.000	-0.569	-0.02	0.00	-0.59	0.00	-0.88	-0.14	0.00	-1.02	0.00	-1.18	-0.17	0.00	-1.34	0.0	2.9	0.2	N/A	3.2	0.0	2.6	0.1	N/A	2.8	0.0	2.3	0.1	N/A	2.4
Ethane	0.229	-0.056	-0.01	0.00	0.17	0.23	-0.08	-0.04	0.00	0.12	0.23	-0.10	-0.05	0.00	0.09	0.4	0.4	0.1	0.0	0.9	0.4	0.4	0.0	0.0	0.9	0.4	0.4	0.0	0.0	0.8
Ethylene	6.793	-1.070	-0.04	0.12	5.81	6.79	-1.36	-0.25	0.12	5.31	6.79	-1.61	-0.29	0.12	5.01	12.9	8.5	0.4	0.3	22.2	12.9	8.3	0.2	0.3	21.7	12.9	8.0	0.2	0.3	21.4
Acetylene	1.730	-0.260	-0.02	0.03	1.48	1.73	-0.32	-0.15	0.03	1.29	1.73	-0.38	-0.18	0.03	1.20	3.3	2.1	0.3	0.1	5.7	3.3	2.0	0.1	0.1	5.5	3.3	2.0	0.1	0.1	5.5
Propane	0.036	-0.012	0.00	0.00	0.02	0.04	-0.02	0.00	0.00	0.02	0.04	-0.02	0.00	0.00	0.01	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.1	0.1	0.1	N/A	0.0	0.1
2-methyl-2-propenal (methacrolein)	0.187	-0.007	0.00	0.00	0.18	0.19	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.19	0.4	0.1	N/A	0.0	0.5	0.4	0.1	N/A	0.0	0.5	0.4	0.1	N/A	0.0	0.5
Methylglyoxal	0.661	-0.028	0.00	0.01	0.65	0.66	-0.01	0.00	0.01	0.66	0.66	0.00	0.00	0.01	0.68	1.3	0.4	N/A	0.0	1.7	1.3	0.4	N/A	0.0	1.7	1.3	0.5	N/A	0.0	1.7
1-Methylnaphthalene	0.110	-0.003	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.11	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	0.154	-0.004	-0.01	0.00	0.14	0.15	0.00	-0.08	0.00	0.07	0.15	0.00	-0.10	0.00	0.06	0.3	0.1	0.1	0.0	0.5	0.3	0.1	0.1	0.0	0.5	0.3	0.1	0.1	0.0	0.5
Furfuryl alcohol	0.000	-0.094	0.00	0.00	-0.10	0.00	-0.15	0.00	0.00	-0.15	0.00	-0.20	0.00	0.00	-0.20	0.0	0.5	N/A	N/A	0.5	0.0	0.4	N/A	N/A	0.4	0.0	0.4	N/A	N/A	0.4
N-propylbenzene	0.022	0.000	0.00	0.00	0.02	0.02	0.00	-0.02	0.00	0.01	0.02	0.00	-0.02	0.00	0.00	0.04	0.01	0.03	0.00	0.09	0.04	0.01	0.02	0.00	0.08	0.04	0.02	0.01	0.00	0.07
N-butylbenzene	0.000	-0.011	0.00	0.00	-0.01	0.00	-0.02	-0.01	0.00	-0.03	0.00	-0.02	-0.01	0.00	-0.04	0.00	0.06	0.02	N/A	0.08	0.00	0.05	0.01	N/A	0.06	0.00	0.05	0.01	N/A	0.06
p-Tolualdehyde	0.021	0.000	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.02	0.04	0.01	N/A	0.00	0.06	0.04	0.01	N/A	0.00	0.06	0.04	0.01	N/A	0.00	0.06
1-butene	0.773	-0.125	-0.01	0.01	0.65	0.77	-0.16	-0.06	0.01	0.57	0.77	-0.19	-0.08	0.01	0.52	1.5	1.0	0.1	0.0	2.6	1.5	0.9	0.1	0.0	2.5	1.5	0.9	0.0	0.0	2.5
Glyoxal	0.798	-0.167	0.00	0.01	0.65	0.80	-0.22	0.00	0.01	0.60	0.80	-0.27	0.00	0.01	0.55	1.5	1.2	N/A	0.0	2.7	1.5	1.1	N/A	0.0	2.7	1.5	1.1	N/A	0.0	2.6
2-methylpentane	0.181	-0.023	-0.02	0.00	0.13	0.18	-0.03	-0.16	0.00	-0.01	0.18	-0.04	-0.19	0.00	-0.04	0.3	0.2	0.3	0.0	0.8	0.3	0.2	0.1	0.0	0.7	0.3	0.2	0.1	0.0	0.7
1,3,5-trimethylbenzene	0.023	-0.001	-0.01	0.00	-0.01	0.02	0.00	-0.04	0.00	-0.04	0.02	0.00	-0.04	0.00	-0.04	0.04	0.01	0.12	0.001	0.18	0.04	0.02	0.06	0.001	0.13	0.04	0.02	0.05	0.001	0.11
N-pentane	0.086	-0.012	-0.04	0.00	0.03	0.09	-0.02	-0.28	0.00	-0.20	0.09	-0.02	-0.33	0.00	-0.26	0.2	0.1	0.5	0.0	0.8	0.2	0.1	0.3	0.0	0.5	0.2	0.1	0.2	0.0	0.5
1-pentene	0.341	-0.051	0.00	0.01	0.29	0.34	-0.07	-0.02	0.01	0.26	0.34	-0.08	-0.03	0.01	0.24	0.6	0.4	0.0	0.0	1.1	0.6	0.4	0.0	0.0	1.1	0.6	0.4	0.0	0.0	1.1
Valeraldehyde	0.108	-0.003	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.11	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
N-octane	0.028	-0.003	0.00	0.00	0.02	0.03	0.00	-0.01	0.00	0.01	0.03	0.00	-0.02	0.00	0.01	0.05	0.03	0.02	0.00	0.11	0.05	0.03	0.01	0.00	0.09	0.05	0.03	0.01	0.00	0.09
1-octene	0.124	-0.017	0.00	0.00	0.11	0.12	-0.02	0.00	0.00	0.10	0.12	-0.02	0.00	0.00	0.10	0.2	0.1	N/A	0.0	0.4	0.2	0.1	N/A	0.0	0.4	0.2	0.1	N/A	0.0	0.4
N-nonane	0.028	-0.011	0.00	0.00	0.02	0.03	-0.01	-0.01	0.00	0.01	0.03	-0.02	-0.01	0.00	0.00	0.05	0.06	0.01	0.00	0.12	0.05	0.05	0.01	0.00	0.11	0.05	0.05	0.01	0.00	0.11
N-dodecane	0.202	-0.070	0.00	0.00	0.14	0.20	-0.10	0.00	0.00	0.11	0.20	-0.13	0.00	0.00	0.08	0.4	0.5	N/A	0.0	0.8	0.4	0.4	N/A	0.0	0.8	0.4	0.4	N/A	0.0	0.8
Propylene	1.992	-0.318	-0.01	0.04	1.70	1.99	-0.40	-0.09	0.04	1.54	1.99	-0.48	-0.11	0.03	1.45	3.8	2.5	0.2	0.1	6.5	3.8	2.4	0.1	0.1	6.4	3.8	2.4	0.1	0.1	6.3
Butyraldehyde	0.054	-0.063	0.00	0.00	-0.01	0.05	-0.10	0.00	0.00	-0.04	0.05	-0.13	0.00	0.00	-0.07	0.1	0.4	N/A	0.0	0.5	0.1	0.3	N/A	0.0	0.4	0.1	0.3	N/A	0.0	0.4
1-nonene	0.110	-0.015	0.00	0.00	0.09	0.11	-0.02	0.00	0.00	0.09	0.11	-0.02	0.00	0.00	0.09	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
N-decane	0.142	-0.029	0.00	0.00	0.12	0.14	-0.04	-0.01	0.00	0.10	0.14	-0.04	-0.01	0.00	0.09	0.3	0.2	0.0	0.0	0.5	0.3	0.2	0.0	0.0	0.5	0.3	0.2	0.0	0.0	0.5
2-methyl-2-butene	0.083	-0.012	0.00	0.00	0.07	0.08	-0.02	-0.01	0.00	0.06	0.08	-0.02	-0.01	0.00	0.06	0.2	0.1	0.0	0.0	0.3	0.2	0.1	0.0	0.0	0.3	0.2	0.1	0.0	0.0	0.3
1,2,3-trimethylbenzene	0.047	-0.002	0.00	0.00	0.04	0.05	0.00	-0.01	0.00	0.03	0.05	0.00	-0.02	0.00	0.03	0.09	0.03	0.03	0.00	0.15	0.09	0.03	0.01	0.00	0.14	0.09	0.03	0.01	0.00	0.13
o-Tolualdehyde	0.102	-0.006	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.10	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
N-pentylbenzene	0.000	-0.008	0.00	0.00	-0.01	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	0.05	N/A	N/A	0.05	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.04
N-Hexadecane	0.021	-0.007	0.00	0.00	0.01	0.02	-0.01	0.00	0.00	0.01	0.02	-0.01	0.00	0.00	0.01	0.04	0.05	N/A	0.00	0.09	0.04	0.05	N/A	0.00	0.09	0.04	0.05	N/A	0.00	0.09
3-methyl-1-butene	0.051	-0.001	0.00	0.00	0.05	0.05	0.00	-0.01	0.00	0.04	0.05	0.00	-0.01	0.00	0.04	0.09	0.03	0.01	0.00	0.14	0.09	0.03	0.01	0.00	0.14	0.09	0.03	0.01	0.00	0.14
2-methyl-1-butene	0.063	-0.004	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.06	0.1	0.0	N/A	0.0	0.2	0.1	0.0	N/A	0.0	0.2	0.1	0.0	N/A	0.0	0.2
Cis-2-butene	0.093	-0.029	-0.01	0.00	0.06	0.09	-0.04	-0.04	0.00	0.02	0.09	-0.05	-0.05	0.00	0.00	0.2	0.2	0.1	0.0	0.4	0.2	0.2	0.0	0.0	0.4	0.2	0.2	0.0	0.0	0.4
Isovaleraldehyde	0.014	0.000	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.03	0.01	N/A	0.00	0.04	0.03	0.01	N/A	0.00	0.04	0.03	0.01	N/A	0.00	0.04
1-hexene	0.323	-0.051	0.00	0.01	0.28	0.32	-0.07	-0.02	0.01	0.25	0.32	-0.08	-0.02	0.01	0.23	0.6	0.4	0.0	0.0	1.1	0.6	0.4	0.0	0.0	1.0	0.6	0.4	0.0	0.0	1.0
1-Methyl-2-ethylbenzene (o-ethyltoluene)	0.028	0.000	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.03	0.05	0.02	N/A	0.00	0.07	0.05	0.02	N/A	0.00	0.07	0.05	0.02	N/A	0.00	0.08
1-Methyl-3-ethylbenzene (m-ethyltoluene)	0.069	-0.002	0.00	0.00	0.07	0.07	0.00	-0.01	0.00	0.06	0.07	0.00	-0.01	0.00	0.06	0.1	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2
Tolualdehyde	0.121	-0.006	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.13	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.3
1-Methyl-4-ethylbenzene (p-ethyltoluene)	0.028	0.000	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.03	0.05	0.02	N/A	0.00	0.07	0.05	0.02	N/A	0.00	0.07	0.05	0.02	N/A	0.00	0.07
Cis-2-pentene	0.124	-0.004	-0.01	0.00	0.11	0.12	0.00	-0.06	0.00	0.07	0.12	0.00	-0.07	0.00	0.06	0.2	0.1	0.1	0.0	0.4	0.2	0.1	0.1	0.0	0.4	0.2	0.1	0.0	0.0	0.4
N-tridecane	0.236	-0.046	0.00	0.00	0.20	0.24	-0.06	0.00	0.00	0.18	0.24	-0.07	0.00	0.00	0.17	0.4	0.3	N/A	0.0	0.8	0.4	0.3	N/A	0.0	0.8	0.4	0.3	N/A	0.0	0.8
N-Tetradecane	0.182	-0.036	0.00	0.00	0.15	0.18	-0.05	0.00	0.00	0.14	0.18	-0.06	0.00	0.00	0.13	0.3	0.3	N/A	0.0	0.6	0.3	0.3	N/A	0.0	0.6	0.3	0.3	N/A	0.0	0.6
N-Pentadecane	0.078	-0.018	0.00	0.00	0.06	0.08	-0.02	0.00	0.00	0.06	0.08	-0.03	0.00	0.00	0.05	0.1	0.1	N/A	0.0	0.3	0.1	0.1	N/A	0.0	0.3	0.1	0.1	N/A	0.0	0.3
N-heptadecane[4]	0.004	0.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.007	0.00	N/A	0.00	0.01	0.007	0.00	N/A	0.00	0.01	0.007	0.00	N/A	0.00	0.01
Trans-2-pentene	0.158	-0.007	-0.01	0.00	0.15	0.16	0.00	-0.05	0.00	0.11	0.16	0.00	-0.06	0.00	0.11	0.3	0.1	0.1	0.0	0.5	0.3	0.1	0.0	0.0	0.5	0.3	0.1	0.0	0.0	0.4
4-methyl-1-pentene	0.030	0.000	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.03	0.06	0.02	N/A	0.00	0.08	0.06	0.02	N/A	0.00	0.08	0.06	0.02	N/A	0.00	0.08
2-methyl-1-pentene	0.014	0.000	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.02	0.03	0.01	N/A	0.00	0.04	0.03	0.01	N/A	0.00	0.04	0.03	0.01	N/A	0.00	0.04
1-decene	0.083	-0.013	0.00	0.00	0.07	0.08	-0.01	0.00	0.00	0.07	0.08	-0.02	0.00	0.00	0.07	0.2	0.1	N/A	0.0	0.3	0.2	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.2
N-undecane	0.195	-0.033	0.00	0.00	0.16	0.20	-0.05	-0.01	0.00	0.15	0.20	-0.06	-0.01	0.00	0.14	0.4	0.3	0.0	0.0	0.7	0.4	0.3	0.0	0.0	0.6	0.4	0.2	0.0	0.0	0.6
Trans-2-hexene[4]	0.012	-0.002	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.02	0.01	N/A	0.00	0.03	0.02	0.01	N/A	0.00	0.03	0.02	0.01	N/A	0.00	0.04
Crotonaldehyde	0.456	-0.017	0.01	0.01	0.45	0.46	-0.01	0.00	0.01	0.46	0.46	0.01	0.00	0.01	0.47	0.9	0.3	0.0	0.0	1.2	0.9	0.3	0.0	0.0	1.2	0.9	0.3	0.0	0.0	1.2
Heptene	0.191	-0.035	0.00	0.00	0.16	0.19	-0.05	0.00	0.00	0.15	0.19	-0.05	0.00	0.00	0.14	0.4	0.3	N/A	0.0	0.6	0.4	0.3	N/A	0.0	0.6	0.4	0.2	N/A	0.0	0.6
Dimethyl napthalene	0.039	-0.002	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.04	0.07	0.02	N/A	0.00	0.10	0.07	0.02	N/A	0.00	0.10	0.07	0.03	N/A	0.00	0.10
C-10 Olefins	2.567	-0.102	0.00	0.05	2.51	2.57	-0.04	0.00	0.05	2.57	2.57	0.02	0.00	0.05	2.63	4.9	1.7	N/A	0.1	6.6	4.9	1.7	N/A	0.1	6.7	4.9	1.8	N/A	0.1	6.8
C-10 Paraffins	6.422	-0.248	0.00	0.11	6.29	6.42	-0.10	0.00	0.11	6.44	6.42	0.05	0.00	0.11	6.59	12.2	4.1	N/A	0.3	16.6	12.2	4.3	N/A	0.3	16.7	12.2	4.4	N/A	0.2	16.9
C-14 Alkane	0.083	-0.004	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.08	0.2	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.2	0.2	0.1	N/A	0.0	0.2
C-15 Alkane	0.079	-0.003	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.08	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
C-16 Alkane	0.064	-0.007	0.00	0.00	0.06	0.06	-0.01	0.00	0.00	0.05	0.06	-0.02	0.00	0.00	0.05	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2	0.1	0.1	N/A	0.0	0.2
C-18 Alkane	0.002	0.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.002	0.000	N/A	0.000	0.002	0.002	0.000	N/A	0.000	0.002	0.002	0.000	N/A	0.000	0.002
C-4 Benzene + C-3 Aroald	0.288	-0.012	0.00	0.01	0.28	0.29	-0.01	0.00	0.01	0.29	0.29	0.01	0.00	0.01	0.30

Table 5.2-9b. Summary of Alternative C COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Phase 1 Alternative C Emissions (tons/yr)					Phase 2 Alternative C Emissions (tons/yr)					Phase 3 Alternative C Emissions (tons/yr)					Phase 1 Emissions - Baseline + Alternative C (tons/yr)					Phase 2 Emissions - Baseline + Alternative C (tons/yr)					Phase 3 Emissions - Baseline + Alternative C (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
C6H18O3SI3	0.000	-0.613	0.00	0.00	-0.61	0.00	-0.95	0.00	0.00	-0.95	0.00	-1.27	0.00	0.00	-1.26	0.0	3.2	N/A	N/A	3.2	0.0	2.8	N/A	N/A	2.8	0.0	2.5	N/A	N/A	2.5
C7-C16 Paraffins	0.000	-0.015	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	-0.03	0.00	0.00	-0.03	0.00	0.07	N/A	N/A	0.07	0.00	0.07	N/A	N/A	0.07	0.00	0.06	N/A	N/A	0.06
C8H24O4SI4	0.000	-0.218	0.00	0.00	-0.22	0.00	-0.34	0.00	0.00	-0.34	0.00	-0.45	0.00	0.00	-0.45	0.0	1.1	N/A	N/A	1.1	0.0	1.0	N/A	N/A	1.0	0.0	0.9	N/A	N/A	0.9
Isomers of dodecane	0.000	-0.008	0.00	0.00	-0.01	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.03
Isomers of pentadecane	0.000	-0.009	0.00	0.00	-0.01	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.04	0.00	0.03	N/A	N/A	0.03
Isomers of pentene	0.000	-0.034	0.00	0.00	-0.03	0.00	-0.05	0.00	0.00	-0.05	0.00	-0.07	0.00	0.00	-0.07	0.0	0.2	N/A	N/A	0.2	0.0	0.2	N/A	N/A	0.2	0.0	0.1	N/A	N/A	0.1
Isomers of tetradecane	0.000	-0.008	0.00	0.00	-0.01	0.00	-0.01	0.00	0.00	-0.01	0.00	-0.02	0.00	0.00	-0.02	0.00	0.05	N/A	N/A	0.05	0.00	0.04	N/A	N/A	0.04	0.00	0.04	N/A	N/A	0.04
Methyl naphthalenes	0.000	-0.023	0.00	0.00	-0.02	0.00	-0.04	0.00	0.00	-0.04	0.00	-0.05	0.00	0.00	-0.05	0.0	0.1	N/A	N/A	0.1	0.0	0.1	N/A	N/A	0.1	0.0	0.1	N/A	N/A	0.1
Decanol	2.567	-0.102	0.00	0.05	2.51	2.57	-0.04	0.00	0.05	2.57	2.57	0.02	0.00	0.05	2.63	4.9	1.7	N/A	0.1	6.6	4.9	1.7	N/A	0.1	6.7	4.9	1.8	N/A	0.1	6.8
Dodecanol	1.286	-0.049	0.00	0.02	1.26	1.29	-0.02	0.00	0.02	1.29	1.29	0.01	0.00	0.02	1.32	2.4	0.8	N/A	0.1	3.3	2.4	0.9	N/A	0.1	3.3	2.4	0.9	N/A	0.1	3.4

Notes:

[1] The Alternative emissions for each category are estimated based on the Project emissions multiplied by the ratio of ADD between the Alternative and Project. For parking lots, the Project emissions are multiplied by the ratio of Alternative MAP to Project MAP. For Traffic, the ratio is based on the generation data.

[2] Chemicals of Potential Concern (COPC) emissions for GSE and APU are shown for reference to demonstrate that they are much smaller than aircraft related COPC emissions. Note also that the aircraft emissions only include commercial aircraft. If general aviation aircraft were included, the emissions would be less than that shown here due to the anticipated decrease in general aviation flights.

[3] The total aircraft emissions for this pollutant are non-zero but the Commercial Aviation and General Aviation emissions presented in this table are both zero. This is due to the fact that these values were arrived at by summing the individual aircraft emissions and at low emission levels the individual aircraft emissions all round to zero although the total aircraft emissions from EDMS are non-zero.

[4] The total aircraft emissions for this pollutant differ from the sum of the Commercial Aviation and General Aviation emissions presented in this table. This is due to rounding since these values were arrived at by summing the individual aircraft emissions.

Table 5.2-10a. Summary of No Project Criteria Pollutant Emissions
John Wayne Airport
Orange County, California

Source	No Project Emissions (lb/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Aircraft	15.8	408.1	-2,492	40.6	-1.6	-1.6
GSE	-11.8	-49.2	-365.2	-0.6	-1.2	-1.2
APU	0.4	7.3	4.1	1.0	0.8	0.8
Airside	0.2	0.2	1.0	0.03	0.01	0.01
Traffic	31.7	93.4	420.5	1.1	82.7	22.9
Parking Lots	-0.5	-1.5	-16.0	0.01	-0.03	-0.05
Stationary Sources	0.9	0.6	3.7	0.03	0.5	0.5
Total	**36.7**	**458.8**	**-2,444**	**42.2**	**81.1**	**21.4**
SCAQMD Maximum Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**Yes**	**No**	**No**	**No**	**No**

Table 5.2-10b. Summary of No Project COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Baseline + No Project Emissions (tons/yr)					No Project Emissions (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
Formaldehyde	5.6	7.3	0.2	0.1	13.2	0.7	-0.9	0.0	0.0	-0.2
Methyl alcohol	0.8	0.5	N/A	0.02	1.4	0.1	0.0	0.0	0.0	0.1
Benzene	0.8	1.0	0.1	0.02	1.9	0.1	-0.1	-0.06	0.0	-0.1
Acetaldehyde	1.9	2.4	0.05	0.05	4.4	0.3	-0.3	0.0	0.01	0.0
Naphthalene	0.2	0.3	N/A	0.006	0.5	0.0	0.0	0.0	1.0E-03	0.0
O-xylene	0.1	0.1	0.1	0.002	0.2	0.0	0.0	0.0	0.0E+00	0.0
Isopropylbenzene (cumene)	0.000	0.000	N/A	0	0.002	0.0	0.0	0.0	0.0E+00	0.0
Ethylbenzene	0.1	0.1	0.05	0.002	0.2	0.0	0.0	-0.02	0.0E+00	0.0
Styrene	0.1	0.2	N/A	0.003	0.3	0.0	0.0	0.0	0.0E+00	0.0
1,3-butadiene	0.8	0.9	N/A	0.02	1.7	0.1	-0.1	0.0	0.0	0.0
Acrolein	1.1	1.2	N/A	0.03	2.4	0.1	-0.2	0.0	0.0	0.0
Toluene	0.3	0.3	0.2	0.007	0.8	0.0	0.0	-1.1E-01	0.0	-0.1
Phenol (carbolic acid)	0.3	0.3	N/A	0.008	0.6	0.0	0.0	0.0	0.00	0.0
M & P-xylene	0.1	0.1	N/A	0.003	0.3	0.0	0.0	0.0	0.0	0.00
Propionaldehyde	0.3	0.5	0.03	0.008	0.8	0.0	-0.1	0.00	0.0	0.0
Acetone	0.2	0.9	N/A	0.004	1.1	0.0	-0.2	0.0	0.0	-0.1
2-methylnaphthalene	0.1	0.1	N/A	0.002	0.2	0.0	0.0	0.0	0.0	0.0
Benzaldehyde	0.2	0.3	0.01	0.005	0.5	0.0	0.0	0.0	1.0E-03	0.0
N-heptane	0.03	0.03	0.05	0.001	0.12	0.0	0.0	0.0	0.00	0.0
Hexaldehyde	0.00	0.05	0.001	N/A	0.06	0.0	0.0	0.00	0.0	-1.1E-02
Methane	0.0	2.9	0.2	N/A	3.1	0.0	-0.6	-0.1	0.0	-0.7
Ethane	0.2	0.4	0.05	0.006	0.7	0.0	-0.1	-0.03	1.0E-03	0.0
Ethylene	7.0	8.5	0.3	0.2	16.0	0.9	-1.1	-0.2	0.0	-0.3
Acetylene	1.8	2.1	0.2	0.04	4.1	0.2	-0.3	-0.1	0.0	-0.1
Propane	0.0	0.1	N/A	0.001	0.1	0.0	0.0	0.0	0.0	0.0
2-methyl-2-propenal (methacrolein)	0.2	0.1	N/A	0.005	0.3	0.0	0.0	0.0	0.00	0.0
Methylglyoxal	0.7	0.4	N/A	0.02	1.1	0.1	0.0	0.0	0.0	0.1
1-Methylnaphthalene	0.1	0.1	N/A	0.003	0.2	0.0	0.0	0.0	0.0	0.0
1,2,4-trimethylbenzene (1,3,4-trimethylbenzene)	0.2	0.1	0.1	0.004	0.4	0.0	0.0	-0.05	1.0E-03	0.0
Furfuryl alcohol	0.0	0.5	N/A	N/A	0.5	0.0	-0.1	0.0	0.0	-0.1
N-propylbenzene	0.02	0.01	0.02	0	0.06	0.0	0.0	0.0	1.0E-03	0.0
N-butylbenzene	0.00	0.06	0.02	N/A	0.07	0.0	0.0	-0.01	0.0	-0.02
p-Tolualdehyde	0.02	0.01	N/A	0	0.04	0.00	0.00	0.0	1.0E-03	0.00
1-butene	0.8	1.0	0.1	0.02	1.9	0.1	-0.1	0.0	0.00	-0.1
Glyoxal	0.8	1.2	N/A	0.02	2.0	0.1	-0.2	0.0	0.00	-0.1
2-methylpentane	0.2	0.2	0.2	0.004	0.6	0.02	-0.02	-0.1	0.0E+00	-0.1
1,3,5-trimethylbenzene	0.0	0.0	0.05	N/A	0.05	0.0	0.0	0.0	0.0	0.0
N-pentane	0.1	0.1	0.4	0.002	0.6	0.0	0.0	-0.2	0.0	-0.2
1-pentene	0.4	0.4	0.03	0.008	0.8	0.0	-0.1	-0.02	0.0	0.0
Valeraldehyde	0.1	0.1	N/A	0.003	0.2	0.0	0.0	0.0	0.0	0.0
N-octane	0.03	0.03	0.02	0.001	0.08	0.0	0.0	-0.01	0.0	-0.01
1-octene	0.1	0.1	N/A	0.003	0.3	0.0	0.0	0.0	0.0	0.0
N-nonane	0.03	0.06	0.01	0.001	0.10	0.00	-0.01	-4.0E-03	0.0E+00	-0.01
N-dodecane	0.2	0.5	N/A	0.005	0.7	0.0	-0.1	0.0	1.0E-03	0.0
Propylene	2.1	2.5	0.1	0.05	4.7	0.3	-0.3	-0.1	0.01	-0.1
Butyraldehyde	0.1	0.4	N/A	0.001	0.4	0.0	-0.1	0.0	0.0	-0.1
1-nonene	0.1	0.1	N/A	0.003	0.2	0.0	0.0	0.0	1.0E-03	0.0
N-decane	0.1	0.2	0.01	0.003	0.4	0.0	0.0	0.00	0.0	0.0
2-methyl-2-butene	0.1	0.1	0.01	0.002	0.2	0.0	0.0	0.0	0.0E+00	0.0
1,2,3-trimethylbenzene	0.05	0.03	0.02	0.001	0.10	0.0	0.0	-9.0E-03	0.0	0.00
o-Tolualdehyde	0.1	0.1	N/A	0.002	0.2	0.0	0.0	0.0	0.0E+00	0.0
N-pentylbenzene	0.00	0.05	N/A	N/A	0.05	0.0E+00	-8.0E-03	0.0	0.0	-8.0E-03
N-Hexadecane	0.02	0.05	N/A	0	0.07	0.00	-0.01	0.0	1.0E-03	-0.01
3-methyl-1-butene	0.05	0.03	0.01	0.001	0.09	0.01	0.00	0.0	0.0	0.00
2-methyl-1-butene	0.1	0.0	N/A	0.002	0.1	0.0	0.0	0.0	0.0	0.01
Cis-2-butene	0.1	0.2	0.05	0.002	0.3	0.0	0.0	0.0	0.0E+00	0.0
Isovaleraldehyde	0.02	0.01	N/A	0	0.02	0.0	0.0	0.0	0.0E+00	0.0
1-hexene	0.3	0.4	0.0	0.008	0.8	0.0	-0.1	-0.01	1.0E-03	0.0

Table 5.2-10b. Summary of No Project COPC Emissions
John Wayne Airport
Orange County, California

Pollutant	Baseline + No Project Emissions (tons/yr)					No Project Emissions (tons/yr)				
	Commercial Aviation	General Aviation	GSE	APU	Total	Commercial Aviation	General Aviation	GSE	APU	Total
1-Methyl-2-ethylbenzene (o-ethyltoluene)	0.03	0.02	N/A	0.001	0.05	2.0E-03	0.0E+00	0.0	0.0	3.0E-03
1-Methyl-3-ethylbenzene (m-ethyltoluene)	0.1	0.0	0.01	0.002	0.1	0.0	0.0	-0.01	0.0	0.0
Tolualdehyde	0.1	0.1	N/A	0.003	0.2	0.0	0.0	0.0	0.0E+00	0.0
1-Methyl-4-ethylbenzene (p-ethyltoluene)	0.03	0.02	N/A	0.001	0.05	0.0	0.0	0.0	0.0	0.00
Cis-2-pentene	0.1	0.1	0.1	0.003	0.3	0.0	0.0	-0.04	0.0	0.0
N-tridecane	0.2	0.3	N/A	0.006	0.6	0.0	0.0	0.0	0.0	0.0
N-Tetradecane	0.2	0.3	N/A	0.004	0.5	0.0	0.0	0.0	0.0	0.0
N-Pentadecane	0.1	0.1	N/A	0.002	0.2	0.0	0.0	0.0	0.0	0.0
N-heptadecane	0.00	0.00	N/A	0	0.01	0.0	0.0	0.0	0.0	-1.0E-03
Trans-2-pentene	0.2	0.1	0.06	0.004	0.3	0.0	0.0	-0.03	0.0	0.0
4-methyl-1-pentene	0.03	0.02	N/A	0.001	0.05	0.0	0.0	0.0	0.0	0.00
2-methyl-1-pentene	0.02	0.01	N/A	0	0.03	0.0	0.0	0.0	0.0	1.0E-03
1-decene	0.1	0.1	N/A	0.002	0.2	0.0	0.0	0.0	0.0	0.0
N-undecane	0.2	0.3	0.01	0.005	0.5	0.0	0.0	-5.0E-03	0.0	0.0
Trans-2-hexene	0.01	0.01	N/A	0	0.02	0.0	0.0	0.0	0.0	0.00
Crotonaldehyde	0.5	0.3	0.02	0.01	0.8	0.1	0.0	0.00	0.0	0.0
Heptene	0.2	0.3	N/A	0.005	0.5	0.0	0.0	0.0	1.0E-03	0.0
Dimethyl napthalene	0.04	0.02	N/A	0.001	0.07	0.0	0.0	0.0	0.0	4.0E-03
C-10 Olefins	2.7	1.7	N/A	0.06	4.4	0.3	-0.1	0.0	0.0	0.3
C-10 Paraffins	6.6	4.1	N/A	0.2	10.9	0.9	-0.2	0.0	0.0	0.6
C-14 Alkane	0.1	0.1	N/A	0.002	0.1	0.0	0.0	0.0	0.0	0.0
C-15 Alkane	0.1	0.1	N/A	0.002	0.1	0.0	0.0	0.0	0.0	0.0
C-16 Alkane	0.1	0.1	N/A	0.002	0.1	0.0	0.0	0.0	0.0	0.0
C-18 Alkane	0.000	0.000	N/A	0	0.001	0.0	0.0	0.0	0.0	0.0E+00
C-4 Benzene + C-3 Aroald	0.3	0.2	N/A	0.007	0.5	0.0	0.0	0.0	0.0	0.0
C-5 Benzene + C-4 Aroald	0.1	0.1	N/A	0.003	0.2	0.0	0.0	0.0	0.0	0.0
C6H18O3SI3	0.0	3.2	N/A	N/A	3.2	0.0	-0.6	0.0	0.0	-0.6
C7-C16 Paraffins	0.00	0.07	N/A	N/A	0.07	0.0	0.0	0.0	0.0	-0.01
C8H24O4SI4	0.0	1.1	N/A	N/A	1.1	0.0	-0.2	0.0	0.0	-0.2
Isomers of dodecane	0.00	0.04	N/A	N/A	0.04	0.00	-0.01	0.0	0.0	-0.01
Isomers of pentadecane	0.00	0.04	N/A	N/A	0.04	0.00	-0.01	0.0	0.0	-0.01
Isomers of pentene	0.0	0.2	N/A	N/A	0.2	0.0	0.0	0.0	0.0	0.0
Isomers of tetradecane	0.00	0.05	N/A	N/A	0.05	0.00	-0.01	0.0	0.0	-0.01
Methyl naphthalenes	0.0	0.1	N/A	N/A	0.1	0.0	0.0	0.0	0.0	0.0
Decanol	2.7	1.7	N/A	0.06	4.4	0.3	-0.1	0.0	0.01	0.3
Dodecanol	1.3	0.8	N/A	0.03	2.2	0.2	0.0	0.0	0.00	0.1

Table 5.3-1a. Modeled Criteria Pollutant Concentrations (CEQA) - Project
John Wayne Airport
Orange County, California

	Pollutant	Averaging Time	Maximum Impact from Project Emissions ($\mu g/m^3$)	Background Pollutant Concentration ($\mu g/m^3$)	Maximum Project + Background Concentration ($\mu g/m^3$)	SCAQMD CEQA Threshold ($\mu g/m^3$)	Maximum Project + Background > SCAQMD?
Phase 1	NO_2	1-hour	229	139	368	339	**Yes**
		Annual	3	21	25	57	No
	SO_2	1-hour	36	26	62	655	No
		24-hour	3	5	9	105	No
	PM_{10}	24-hour	2.9	N/A	N/A	2.5	**Yes**
		Annual	1.2	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	1.1	N/A	N/A	2.5	No
		Annual	0.4	11	11	N/A	N/A
Phase 2	NO_2	1-hour	356	139	496	339	**Yes**
		Annual	5	21	26	57	No
	SO_2	1-hour	54	26	80	655	No
		24-hour	5	5	10	105	No
	PM_{10}	24-hour	4.6	N/A	N/A	2.5	**Yes**
		Annual	1.9	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	1.8	N/A	N/A	2.5	No
		Annual	0.6	11	11.6	N/A	N/A
Phase 3	NO_2	1-hour	432	139	571	339	**Yes**
		Annual	6	21	27	57	No
	SO_2	1-hour	67	26	93	655	No
		24-hour	6	5	12	105	No
	PM_{10}	24-hour	5.9	N/A	N/A	2.5	**Yes**
		Annual	2.4	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	2.3	N/A	N/A	2.5	No
		Annual	0.8	11	11.8	N/A	N/A

Notes:
1. Assuming 80% of the NOx is NO_2 for 1-hour concentrations and 75% of the NO_x is NO_2 for annual concentrations. The actual NO_2 concentration may be lower due to limitations on the
2. Existing background concentrations for NO_2, SO_2, and $PM_{2.5}$ are based upon the maximum concentration measured at the nearest air monitoring station between 2010 and 2012.
3. Reference: SCAQMD Air Quality CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013.
4. National Ambient Air Quality Standards (NAAQS): http://www.epa.gov/air/criteria.html.

Table 5.3-1b. Modeled Criteria Pollutant Concentrations (AAQS) - Project
John Wayne Airport
Orange County, California

	Pollutant	Averaging Time	Maximum Impact from Project Emissions ($\mu g/m^3$)	Background Pollutant Concentration ($\mu g/m^3$)	Maximum Project + Background Concentration ($\mu g/m^3$)	CAAQS Threshold ($\mu g/m^3$)	Maximum Project > CAAQS?	NAAQS Threshold ($\mu g/m^3$)	Maximum Project > NAAQS?
Phase 1	NO_2	1-hour (98th percentile, averaged over 3 years)	149	105	254	N/A	N/A	188	**Yes**
		1-hour	229	139	368	339	**Yes**	N/A	N/A
		Annual	3	21	25	57	No	100	No
	SO_2	1-hour	36	26	62	655	No	196	No
		24-hour	3	5	9	105	No	N/A	N/A
	PM_{10}	24-hour	2.9	53	55.9	50	**Yes**	150	No
		Annual	1.2	24.8	26.0	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	1.1	28	29.1	N/A	N/A	35	No
		Annual	0.4	11	11.4	12	No	12	No
Phase 2	NO_2	1-hour (98th percentile, averaged over 3 years)	232	105	337	N/A	N/A	188	**Yes**
		1-hour	356	139	496	339	**Yes**	N/A	N/A
		Annual	5	21	26	57	No	100	No
	SO_2	1-hour	54	26	80	655	No	196	No
		24-hour	5	5	10	105	No	N/A	N/A
	PM_{10}	24-hour	4.6	53	57.6	50	**Yes**	150	No
		Annual	1.9	24.8	26.7	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	1.8	28	29.8	N/A	N/A	35	No
		Annual	0.6	11	11.6	12	No	12	No
Phase 3	NO_2	1-hour (98th percentile, averaged over 3 years)	281	105	387	N/A	N/A	188	**Yes**
		1-hour	432	139	571	339	**Yes**	N/A	N/A
		Annual	6	21	27	57	No	100	No
	SO_2	1-hour	67	26	93	655	No	196	No
		24-hour	6	5	12	105	No	N/A	N/A
	PM_{10}	24-hour	5.9	53	58.9	50	**Yes**	150	No
		Annual	2.4	24.8	27.2	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	2.3	28	30.3	N/A	N/A	35	No
		Annual	0.8	11	11.8	12	No	12	No

Notes:
1. Assuming 80% of the NOx is NO_2 for 1-hour concentrations and 75% of the NO_x is NO_2 for annual concentrations. The actual NO_2 concentration may be lower due to limitations on the atmospheric conversion to NO_2.
2. Existing background concentrations for NO_2, SO_2, PM_{10} and $PM_{2.5}$ are based upon the maximum concentration measured at the nearest air monitoring station between 2010 and 2012. For the 1-hour NO2 NAAQS, the background is conservatively estiamted as the maximum of the 98th percentile of the data available (2010-2012).
3. Reference: SCAQMD Air Quality CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013.
4. National Ambient Air Quality Standards (NAAQS): http://www.epa.gov/air/criteria.html.

Table 5.3-2a. Modeled Criteria Pollutant Concentrations (CEQA) - Alternative A
John Wayne Airport
Orange County, California

	Pollutant	Averaging Time	Maximum Impact from Alternative A Emissions ($\mu g/m^3$)	Background Pollutant Concentration ($\mu g/m^3$)	Maximum Alternative A + Background Concentration ($\mu g/m^3$)	SCAQMD CEQA Threshold ($\mu g/m^3$)	Maximum Alternative A + Background > SCAQMD?
Phase 1	NO_2	1-hour	570	139	709	339	**Yes**
		Annual	8	21	29	57	No
	SO_2	1-hour	85	26	111	655	No
		24-hour	8	5	13	105	No
	PM_{10}	24-hour	3.1	N/A	N/A	2.5	**Yes**
		Annual	1.2	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	1.4	N/A	N/A	2.5	No
		Annual	0.4	11	11	N/A	N/A
Phase 2	NO_2	1-hour	731	139	871	339	**Yes**
		Annual	10	21	32	57	No
	SO_2	1-hour	108	26	134	655	No
		24-hour	10	5	15	105	No
	PM_{10}	24-hour	4.2	N/A	N/A	2.5	**Yes**
		Annual	1.7	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	1.8	N/A	N/A	2.5	No
		Annual	0.6	11	11.6	N/A	N/A
Phase 3	NO_2	1-hour	1069	139	1208	339	**Yes**
		Annual	15	21	36	57	No
	SO_2	1-hour	159	26	185	655	No
		24-hour	15	5	20	105	No
	PM_{10}	24-hour	6.8	N/A	N/A	2.5	**Yes**
		Annual	2.7	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	2.9	N/A	N/A	2.5	**Yes**
		Annual	0.9	11	11.9	N/A	N/A

Notes:
atmospheric conversion to NO_2.

2. Existing background concentrations for NO_2, SO_2, and $PM_{2.5}$ are based upon the maximum concentration measured at the nearest air monitoring station between 2010 and 2012.
3. Reference: SCAQMD Air Quality CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013.
4. National Ambient Air Qulaity Standards (NAAQS): http://www.epa.gov/air/criteria.html

Table 5.3-2b. Modeled Criteria Pollutant Concentrations (AAQS) - Alternative A
John Wayne Airport
Orange County, California

	Pollutant	Averaging Time	Maximum Impact from Alternative A Emissions ($\mu g/m^3$)	Background Pollutant Concentration ($\mu g/m^3$)	Maximum Alternative A + Background Concentration ($\mu g/m^3$)	CAAQS Threshold ($\mu g/m^3$)	Maximum Alternative A > CAAQS?	NAAQS Threshold ($\mu g/m^3$)	Maximum Alternative A > NAAQS?
Phase 1	NO_2	1-hour (98th percentile, averaged over 3 years)	369	105	474	N/A	N/A	188	**Yes**
		1-hour	570	139	709	339	**Yes**	N/A	N/A
		Annual	8	21	29	57	No	100	No
	SO_2	1-hour	85	26	111	655	No	196	No
		24-hour	8	5	13	105	No	N/A	N/A
	PM_{10}	24-hour	3.1	53	56.1	50	**Yes**	150	No
		Annual	1.2	24.8	26.0	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	1.4	28	29.4	N/A	N/A	35	No
		Annual	0.4	11	11.4	12	No	12	No
Phase 2	NO_2	1-hour (98th percentile, averaged over 3 years)	473	105	579	N/A	N/A	188	**Yes**
		1-hour	731	139	871	339	**Yes**	N/A	N/A
		Annual	10	21	32	57	No	100	No
	SO_2	1-hour	108	26	134	655	No	196	No
		24-hour	10	5	15	105	No	N/A	N/A
	PM_{10}	24-hour	4.2	53	57.2	50	**Yes**	150	No
		Annual	1.7	24.8	26.5	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	1.8	28	29.8	N/A	N/A	35	No
		Annual	0.6	11	11.6	12	No	12	No
Phase 3	NO_2	1-hour (98th percentile, averaged over 3 years)	693	105	798	N/A	N/A	188	**Yes**
		1-hour	1069	139	1208	339	**Yes**	N/A	N/A
		Annual	15	21	36	57	No	100	No
	SO_2	1-hour	159	26	185	655	No	196	No
		24-hour	15	5	20	105	No	N/A	N/A
	PM_{10}	24-hour	6.8	53	59.8	50	**Yes**	150	No
		Annual	2.7	24.8	27.5	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	2.9	28	30.9	N/A	N/A	35	No
		Annual	0.9	11	11.9	12	No	12	No

Notes:
1. Assuming 80% of the NOx is NO_2 for 1-hour concentrations and 75% of the NO_x is NO_2 for annual concentrations. The actual NO_2 concentration may be lower due to limitations on the atmospheric conversion to NO_2.
2. Existing background concentrations for NO_2, SO_2, PM_{10} and $PM_{2.5}$ are based upon the maximum concentration measured at the nearest air monitoring station between 2010 and 2012. For the 1-hour NO2 NAAQS, the background is conservatively estiamted as the maximum of the 98th percentile of the data available (2010-2012).
3. Reference: SCAQMD Air Quality CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013.
4. National Ambient Air Quality Standards (NAAQS): http://www.epa.gov/air/criteria.html.

Table 5.3-3a. Modeled Criteria Pollutant Concentrations (CEQA) - Alternative B
John Wayne Airport
Orange County, California

	Pollutant	Averaging Time	Maximum Impact from Alternative B Emissions ($\mu g/m^3$)	Background Pollutant Concentration ($\mu g/m^3$)	Maximum Alternative B + Background Concentration ($\mu g/m^3$)	SCAQMD CEQA Threshold ($\mu g/m^3$)	Maximum Alternative B + Background > SCAQMD?
Phase 1	NO_2	1-hour	461	139	601	339	**Yes**
		Annual	7	21	28	57	No
	SO_2	1-hour	70	26	96	655	No
		24-hour	7	5	12	105	No
	PM_{10}	24-hour	3.0	N/A	N/A	2.5	**Yes**
		Annual	1.2	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	1.3	N/A	N/A	2.5	No
		Annual	0.4	11	11	N/A	N/A
Phase 2	NO_2	1-hour	593	139	732	339	**Yes**
		Annual	9	21	30	57	No
	SO_2	1-hour	89	26	115	655	No
		24-hour	8	5	14	105	No
	PM_{10}	24-hour	6.8	N/A	N/A	2.5	**Yes**
		Annual	2.7	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	2.6	N/A	N/A	2.5	**Yes**
		Annual	0.9	11	11.9	N/A	N/A
Phase 3	NO_2	1-hour	769	139	908	339	**Yes**
		Annual	11	21	32	57	No
	SO_2	1-hour	116	26	143	655	No
		24-hour	11	5	16	105	No
	PM_{10}	24-hour	10.2	N/A	N/A	2.5	**Yes**
		Annual	4.2	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	3.9	N/A	N/A	2.5	**Yes**
		Annual	1.3	11	12.3	N/A	N/A

Notes:

1 Assuming 80% of the NOx is NO_2 for 1-hour concentrations and 75% of the NO_x is NO_2 for annual concentrations. The actual NO2 concentration may be lower due to limitations on the atmospheric conversion to NO2.

2. Existing background concentrations for NO_2, SO_2, and $PM_{2.5}$ are based upon the maximum concentration measured at the nearest air monitoring station between 2010 and 2012.
3. Reference: SCAQMD Air Quality CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013.
4. National Ambient Air Quality Standards (NAAQS): http://www.epa.gov/air/criteria.html.

Table 5.3-3b. Modeled Criteria Pollutant Concentrations (AAQS) - Alternative B
John Wayne Airport
Orange County, California

	Pollutant	Averaging Time	Maximum Impact from Alternative B Emissions ($\mu g/m^3$)	Background Pollutant Concentration ($\mu g/m^3$)	Maximum Alternative B + Background Concentration ($\mu g/m^3$)	CAAQS Threshold ($\mu g/m^3$)	Maximum Alternative B > CAAQS?	NAAQS Threshold ($\mu g/m^3$)	Maximum Alternative B > NAAQS?
Phase 1	NO_2	1-hour (98th percentile, averaged over 3 years)	299	105	404	N/A	N/A	188	**Yes**
		1-hour	461	139	601	339	**Yes**	N/A	N/A
		Annual	7	21	28	57	No	100	No
	SO_2	1-hour	70	26	96	655	No	196	No
		24-hour	7	5	12	105	No	N/A	N/A
	PM_{10}	24-hour	3.0	53	56.0	50	**Yes**	150	No
		Annual	1.2	24.8	26.0	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	1.3	28	29.3	N/A	N/A	35	No
		Annual	0.4	11	11.4	12	No	12	No
Phase 2	NO_2	1-hour (98th percentile, averaged over 3 years)	385	105	490	N/A	N/A	188	**Yes**
		1-hour	593	139	732	339	**Yes**	N/A	N/A
		Annual	9	21	30	57	No	100	No
	SO_2	1-hour	89	26	115	655	No	196	No
		24-hour	8	5	14	105	No	N/A	N/A
	PM_{10}	24-hour	6.8	53	59.8	50	**Yes**	150	No
		Annual	2.7	24.8	27.5	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	2.6	28	30.6	N/A	N/A	35	No
		Annual	0.9	11	11.9	12	No	12	No
Phase 3	NO_2	1-hour (98th percentile, averaged over 3 years)	500	105	606	N/A	N/A	188	**Yes**
		1-hour	769	139	908	339	**Yes**	N/A	N/A
		Annual	11	21	32	57	No	100	No
	SO_2	1-hour	116	26	143	655	No	196	No
		24-hour	11	5	16	105	No	N/A	N/A
	PM_{10}	24-hour	10.2	53	63.2	50	**Yes**	150	No
		Annual	4.2	24.8	29.0	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	3.9	28	31.9	N/A	N/A	35	No
		Annual	1.3	11	12.3	12	**Yes**	12	**Yes**

Notes:
1. Assuming 80% of the NOx is NO_2 for 1-hour concentrations and 75% of the NO_x is NO_2 for annual concentrations. The actual NO_2 concentration may be lower due to limitations on the atmospheric conversion to NO_2.
2. Existing background concentrations for NO_2, SO_2, PM_{10} and $PM_{2.5}$ are based upon the maximum concentration measured at the nearest air monitoring station between 2010 and 2012. For the 1-hour NO2 NAAQS, the background is conservatively estiamted as the maximum of the 98th percentile of the data available (2010-2012).
3. Reference: SCAQMD Air Quality CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013.
4. National Ambient Air Quality Standards (NAAQS): http://www.epa.gov/air/criteria.html.

Table 5.3-4a. Modeled Criteria Pollutant Concentrations (CEQA) - Alternative C
John Wayne Airport
Orange County, California

	Pollutant	Averaging Time	Maximum Impact from Alternative C Emissions ($\mu g/m^3$)	Background Pollutant Concentration ($\mu g/m^3$)	Maximum Alternative C + Background Concentration ($\mu g/m^3$)	SCAQMD CEQA Threshold ($\mu g/m^3$)	Maximum Alternative C + Background > SCAQMD?
Phase 1	NO_2	1-hour	2512	139	2,651	339	**Yes**
		Annual	36	21	57	57	No
	SO_2	1-hour	368	26	394	655	No
		24-hour	35	5	40	105	No
	PM_{10}	24-hour	14.6	N/A	N/A	2.5	**Yes**
		Annual	5.8	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	5.9	N/A	N/A	2.5	**Yes**
		Annual	2.0	11	13	N/A	N/A
Phase 2	NO_2	1-hour	2426	139	2,565	339	**Yes**
		Annual	35	21	56	57	No
	SO_2	1-hour	354	26	380	655	No
		24-hour	34	5	39	105	No
	PM_{10}	24-hour	14.5	N/A	N/A	2.5	**Yes**
		Annual	5.8	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	6.2	N/A	N/A	2.5	**Yes**
		Annual	2.0	11	13	N/A	N/A
Phase 3	NO_2	1-hour	2593	139	2,733	339	**Yes**
		Annual	37	21	58	57	**Yes**
	SO_2	1-hour	382	26	408	655	No
		24-hour	36	5	41	105	No
	PM_{10}	24-hour	14.7	N/A	N/A	2.5	**Yes**
		Annual	5.8	N/A	N/A	1.0	**Yes**
	$PM_{2.5}$	24-hour	6.3	N/A	N/A	2.5	**Yes**
		Annual	2.1	11	13	N/A	N/A

Notes:

1. Assuming 80% of the NOx is NO_2 for 1-hour concentrations and 75% of the NO_x is NO_2 for annual concentrations. The actual NO2 concentration may be lower due to limitations on the atmospheric conversion to NO_2.

2. Existing background concentrations for NO_2, SO_2, and $PM_{2.5}$ are based upon the maximum concentration measured at the nearest air monitoring station between 2010 and 2012.
3. Reference: SCAQMD Air Quality CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013
4. National Ambient Air Quality Standards (NAAQS): http://www.epa.gov/air/criteria.html

Table 5.3-4b. Modeled Criteria Pollutant Concentrations (AAQS) - Alternative C
John Wayne Airport
Orange County, California

	Pollutant	Averaging Time	Maximum Impact from Project Emissions ($\mu g/m^3$)	Background Pollutant Concentration ($\mu g/m^3$)	Maximum Project + Background Concentration ($\mu g/m^3$)	CAAQS Threshold ($\mu g/m^3$)	Maximum Alternative C > CAAQS?	NAAQS Threshold ($\mu g/m^3$)	Maximum Alternative C > NAAQS?
Phase 1	NO_2	1-hour (98th percentile, averaged over 3 years)	1628	105	1,733	N/A	N/A	188	**Yes**
		1-hour	2512	139	2,651	339	**Yes**	N/A	N/A
		Annual	36	21	57	57	No	100	No
	SO_2	1-hour	368	26	394	655	No	196	**Yes**
		24-hour	35	5	40	105	No	N/A	N/A
	PM_{10}	24-hour	14.6	53	67.6	50	**Yes**	150	No
		Annual	5.8	24.8	30.6	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	5.9	28	33.9	N/A	N/A	35	No
		Annual	2.0	11	13.0	12	**Yes**	12	**Yes**
Phase 2	NO_2	1-hour (98th percentile, averaged over 3 years)	1572	105	1,678	N/A	N/A	188	**Yes**
		1-hour	2426	139	2,565	339	**Yes**	N/A	N/A
		Annual	35	21	56	57	No	100	No
	SO_2	1-hour	354	26	380	655	No	196	**Yes**
		24-hour	34	5	39	105	No	N/A	N/A
	PM_{10}	24-hour	14.5	53	67.5	50	**Yes**	150	No
		Annual	5.8	24.8	30.6	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	6.2	28	34.2	N/A	N/A	35	No
		Annual	2.0	11	13.0	12	**Yes**	12	**Yes**
Phase 3	NO_2	1-hour (98th percentile, averaged over 3 years)	1680	105	1,786	N/A	N/A	188	**Yes**
		1-hour	2593	139	2,733	339	**Yes**	N/A	N/A
		Annual	37	21	58	57	**Yes**	100	No
	SO_2	1-hour	382	26	408	655	No	196	**Yes**
		24-hour	36	5	41	105	No	N/A	N/A
	PM_{10}	24-hour	14.7	53	67.7	50	**Yes**	150	No
		Annual	5.8	24.8	30.6	20	**Yes**	N/A	N/A
	$PM_{2.5}$	24-hour	6.3	28	34.3	N/A	N/A	35	No
		Annual	2.1	11	13.1	12	**Yes**	12	**Yes**

Notes:
1. Assuming 80% of the NOx is NO_2 for 1-hour concentrations and 75% of the NO_x is NO_2 for annual concentrations. The actual NO_2 concentration may be lower due to limitations on the atmospheric conversion
2. Existing background concentrations for NO_2, SO_2, PM_{10} and $PM_{2.5}$ are based upon the maximum concentration measured at the nearest air monitoring station between 2010 and 2012. For the 1-hour NO2 NAAQS, the background is conservatively estiamted as the maximum of the 98th percentile of the data available (2010-2012).
3. Reference: SCAQMD Air Quality CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013.
4. National Ambient Air Quality Standards (NAAQS): http://www.epa.gov/air/criteria.html.

Table 5.3-5a. Modeled Criteria Pollutant Concentrations (CEQA) - No Project
John Wayne Airport
Orange County, California

Pollutant	Averaging Time	Maximum Impact from No Project Emissions ($\mu g/m^3$)	Background Pollutant Concentration ($\mu g/m^3$)	Maximum No Project + Background Concentration ($\mu g/m^3$)	SCAQMD CEQA Threshold ($\mu g/m^3$)	Maximum No Project + Background > SCAQMD?
NO_2	1-hour	229	139	368	339	**Yes**
	Annual	3	21	25	57	No
SO_2	1-hour	36	26	62	655	No
	24-hour	3	5	9	105	No
PM_{10}	24-hour	2.9	N/A	N/A	2.5	**Yes**
	Annual	1.2	N/A	N/A	1.0	**Yes**
$PM_{2.5}$	24-hour	1.1	N/A	N/A	2.5	No
	Annual	0.4	11	11	N/A	N/A

Notes:

1. Assuming 80% of the NOx is NO_2 for 1-hour concentrations and 75% of the NO_x is NO_2 for annual concentrations. The actual NO2 concentration may be lower due to limitations on the atmospheric conversion to NO2.
2. Existing background concentrations for NO_2, SO_2, and $PM_{2.5}$ are based upon the maximum concentration measured at the nearest air monitoring station between 2010 and 2012.
3. Reference: SCAQMD Air Quality CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013.
4. National Ambient Air Quality Standards (NAAQS): http://www.epa.gov/air/criteria.html.

Table 5.3-5b. Modeled Criteria Pollutant Concentrations (AAQS) - No Project
John Wayne Airport
Orange County, California

Pollutant	Averaging Time	Maximum Impact from No Project Emissions ($\mu g/m^3$)	Background Pollutant Concentration ($\mu g/m^3$)	Maximum No Project + Background Concentration ($\mu g/m^3$)	CAAQS Threshold ($\mu g/m^3$)	Maximum No Project > CAAQS?	NAAQS Threshold ($\mu g/m^3$)	Maximum No Project > NAAQS?
NO_2	1-hour (98th percentile, averaged over 3 years)	149	105	254	N/A	N/A	188	**Yes**
	1-hour	229	139	368	339	**Yes**	N/A	N/A
	Annual	3	21	25	57	No	100	No
SO_2	1-hour	36	26	62	655	No	196	No
	24-hour	3	5	9	105	No	N/A	N/A
PM_{10}	24-hour	2.9	53	56	50	**Yes**	150	No
	Annual	1.2	25	26	20	**Yes**	N/A	N/A
$PM_{2.5}$	24-hour	1.1	28	29	N/A	N/A	35	No
	Annual	0.4	11	11	12	No	12	No

Notes:

1. Assuming 80% of the NOx is NO_2 for 1-hour concentrations and 75% of the NO_x is NO_2 for annual concentrations. The actual NO2 concentration may be lower due to limitations on the atmospheric conversion to NO2.
2. Existing background concentrations for NO_2, SO_2, PM_{10} and $PM_{2.5}$ are based upon the maximum concentration measured at the nearest air monitoring station between 2010 and 2012. For the 1-hour NO2 NAAQS, the background is conservatively estiamted as the maximum of the 98th percentile of the data available (2010-2012).
3. Reference: SCAQMD Air Quality CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. Accessed: November, 2013.
4. National Ambient Air Quality Standards (NAAQS): http://www.epa.gov/air/criteria.html.

Table 5.4-1. Health Risk Assessment from Operational Activities
John Wayne Airport
Orange County, California

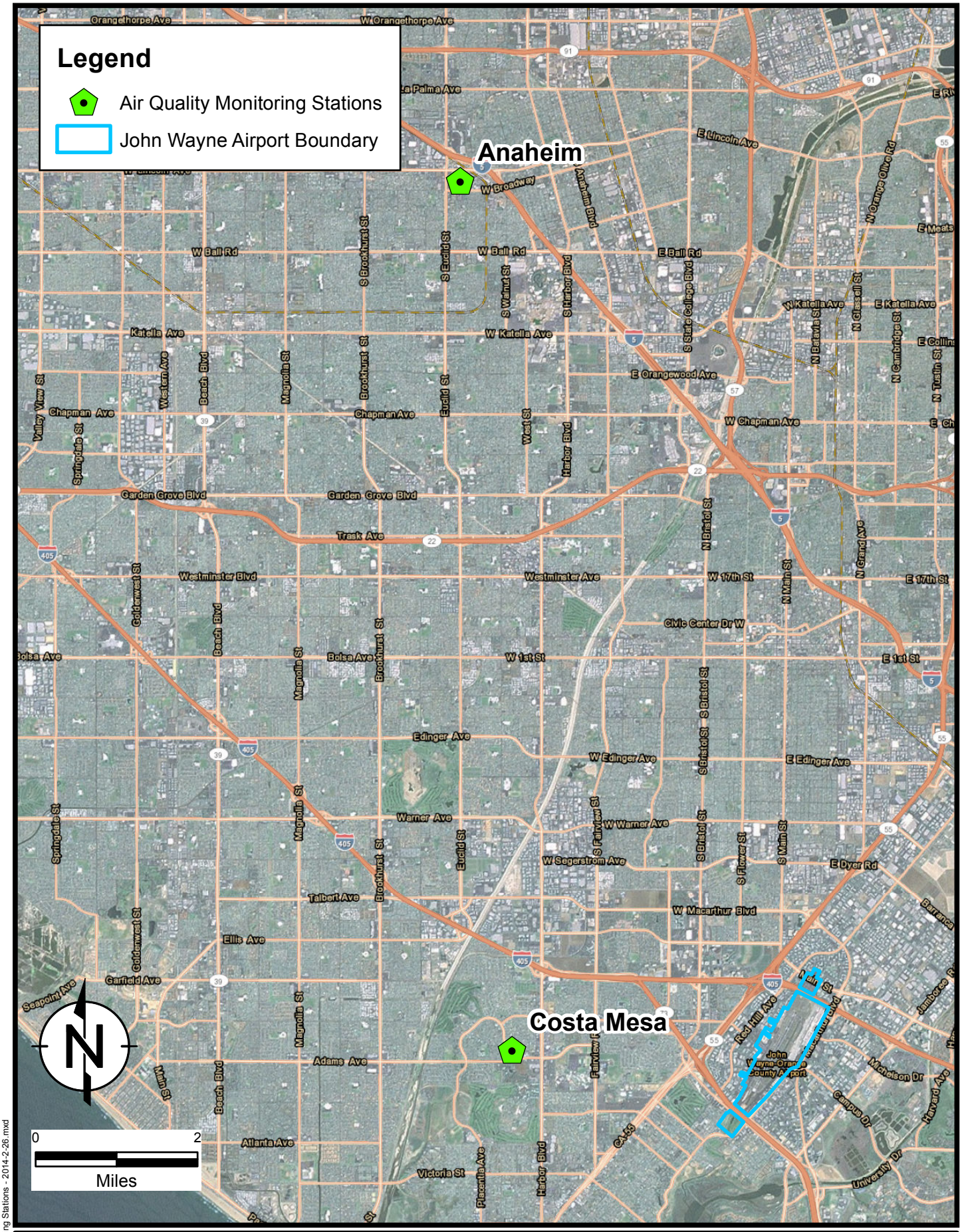
Health Endpoint	Receptor	Maximum Estimated Incremental Risk [1] (Risk in 1 million)					SCAQMD Threshold (Risk in 1 million)
		Project[2]	Alternative A	Alternative B	Alternative C	No Project	
Cancer Risk	Resident	2.4	3.5	3.0	5.9	2.2	≥10
	Sensitive	1.5	2.1	1.8	3.6	1.3	≥10
	Worker	3.7	5.2	4.5	8.8	3.3	≥10
Cancer Burden	All	0.14	0.28	0.21	0.81	0.11	≥0.5
Health Endpoint	**Receptor**	**Maximum Estimated Hazard Index [1]**					**SCAQMD Threshold**
		Project[2]	**Alternative A**	**Alternative B**	**Alternative C**	**No Project**	
Chronic Noncancer Hazard Index	Resident	0.051	0.072	0.062	0.12	0.046	≥1.0
	Sensitive	0.031	0.044	0.038	0.075	0.028	≥1.0
	Worker	0.093	0.13	0.11	0.22	0.083	≥1.0
Acute Noncancer Hazard Index	Resident	0.53	0.75	0.64	1.3	0.47	≥1.0
	Sensitive	0.60	0.86	0.7	1.4	0.54	≥1.0
	Worker	1.0	1.5	1.2	2.5	0.92	≥1.0

Notes:
[1] Based on commercial aircraft emissions from John Wayne Airport.

[2] Project Phase 3 emissions represent the highest project emissions; as a conservative analysis, Phase 3 emissions have been applied to the entire exposure duration. The results presented represent the potential health endpoint maximum emissions for all three phases.

Abbreviation:
SCAQMD - South Coast Air Quality Management District

Figures



P:\UWA\GIS\UWA - Monitoring Stations - 2014-2-26.mxd

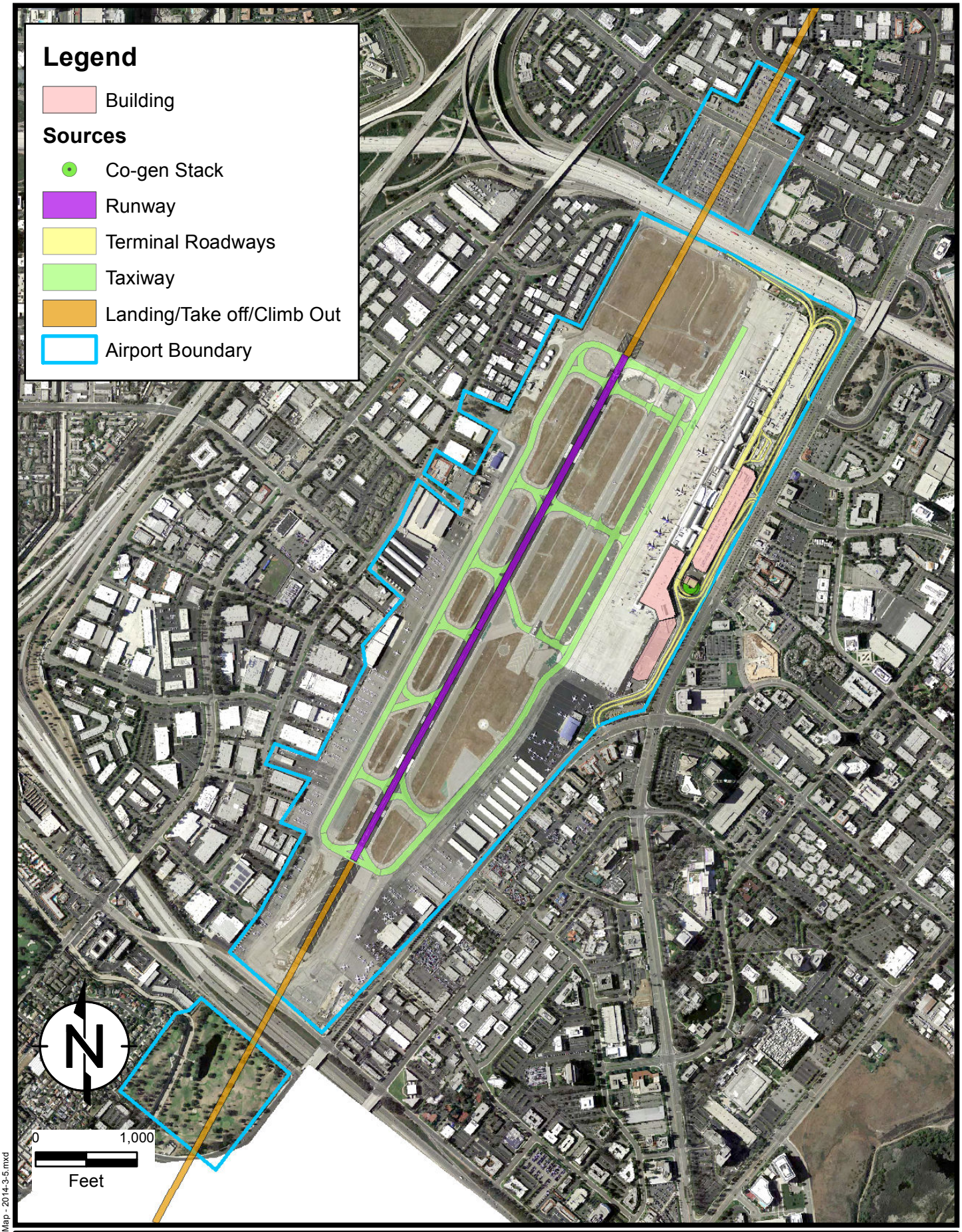
ENVIRON

Locations of Anaheim and Costa Mesa Monitoring Stations

John Wayne Airport EIR

FIGURE 1

DRAFTED BY: XZLiu | DATE: 5/16/2014 | 04-33449A



P:\IJWA\GIS\JWA - Source Map - 2014-3-5.mxd

ENVIRON

Modeled Source Locations

John Wayne Airport EIR

FIGURE
2

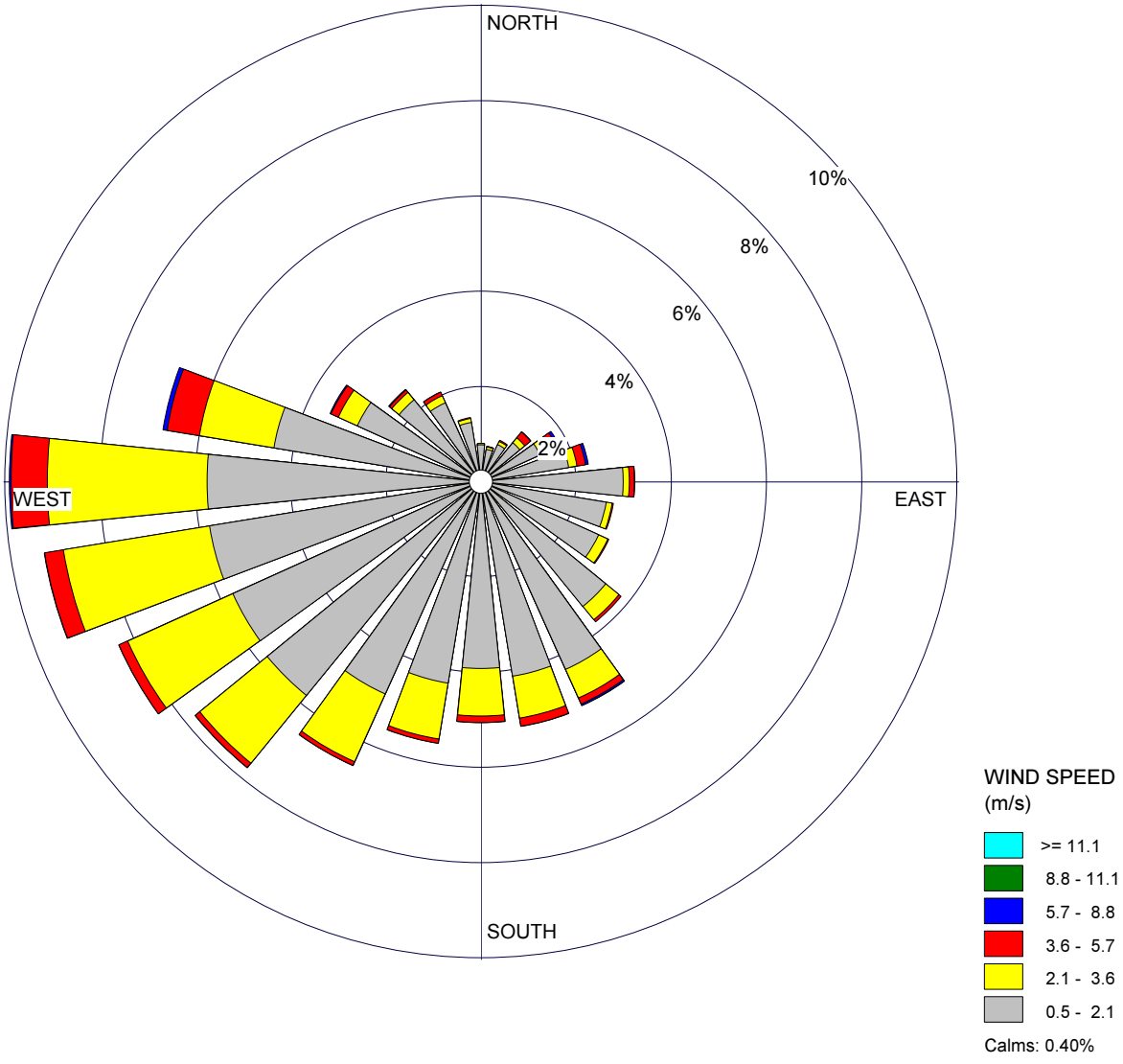
DRAFTED BY: XZLiu | DATE: 5/16/2014 | 04-33449A

WIND ROSE PLOT:

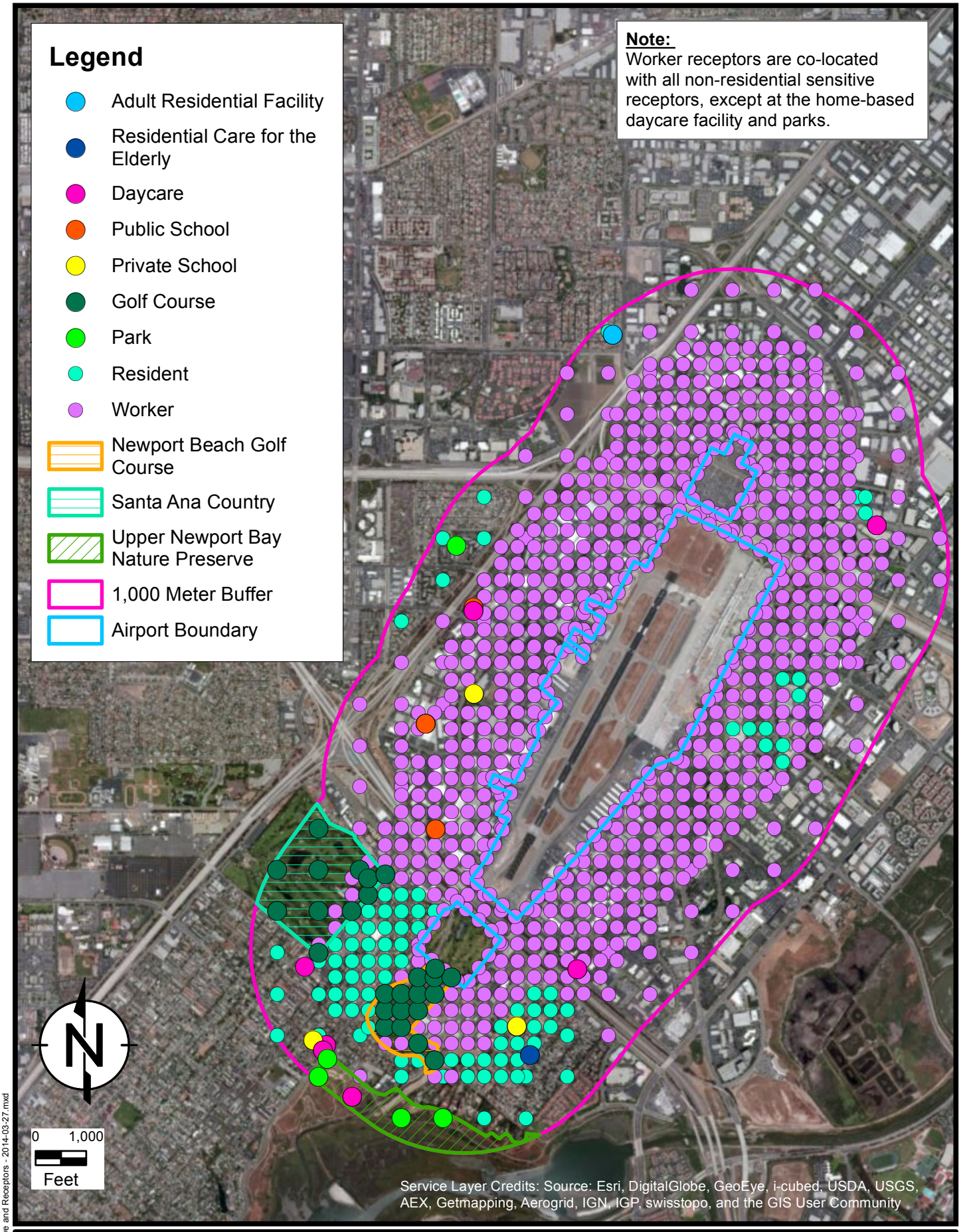
Figure 3 - Wind Rose for Costa Mesa Station for Year 2007-2011

DISPLAY:

Wind Speed
Direction (blowing from)



COMMENTS: Source: Meteorological Data File from the South Coast Air Quality Management District	DATA PERIOD: **Start Date: 1/1/2007 - 00:00** **End Date: 12/31/2011 - 23:00**	COMPANY NAME: **John Wayne Airport**	
		MODELER: **X. Liu**	
	CALM WINDS: **0.40%**	TOTAL COUNT: **43062 hrs.**	
	AVG. WIND SPEED: **1.39 m/s**	DATE: **5/16/2014**	PROJECT NO.: **04-33449A**



P:\JWA\GIS\JWA - Sensitive and Receptors - 2014-03-27.mxd

ENVIRON

Modeled Receptor Locations

John Wayne Airport EIR

FIGURE **4**

DRAFTED BY: JMR | DATE: 5/16/2014 | 04-33449A

Appendix A
Feasibility and Applicability of Emission Reductions

APPENDIX A

This appendix lists emission reduction strategies identified in the Airport Cooperative Research Program's *Report 56: Handbook for Considering Practical Greenhouse Gas Emission Reduction Strategies for Airports* that were considered but not selected for feasible mitigation measures for purposes of CEQA because the strategies have either already been implemented, are infeasible, or not applicable to John Wayne Airport (JWA).

Table A-1
Emission Reduction Strategies Currently Implemented At JWA

Strategy Number	Strategy Name	Implementation Status
AF-01	Provide Infrastructure for Pre-Conditioned Air (PCA) and Ground Power	All regular gates (Gates 2-21) at JWA are currently equipped with PCA and ground power.
AF-02	Minimize the Use of Auxiliary Power Units (APUs)	All of the regular gates (Gates 2-21) at JWA are equipped with PCA and ground power, which minimizes the use of APUs. In addition, the commercial airlines at JWA push back the aircraft from the gates, further reducing APU usage.
AF-03	Design Airside Layout to Reduce Aircraft Delay and Surface Vehicle Congestion	The Airport's airside layout minimizes aircraft delay by providing for efficient access between the single commercial carrier runway and the terminal complex.
AF-04	Design Runways, Taxiways, Ramps & Terminals to Reduce Aircraft Taxiing Distances	In light of the airside layout design, the Airport's average total taxi time is 15.38 minutes for commercial aircraft, and 9.55 minutes for general aviation aircraft.
AF-06	Install or Expand Hydrant Fueling System	JWA has installed hydrant fueling at all regular gates (Gates 2-21). The regional/commuter flight aircraft that operate out of Gates 1A, B & C and 22A, B, & C are fueled via fuel tanker trucks because it is infeasible to fuel them by hydrant as they are too small and spaced too closely together.
AF-08	Create Partnerships with Intercity Rail Services to Optimize Passenger and Cargo Movement	Public transportation from the Tustin train station to JWA already is available for passenger movement. The provision of additional rail service for cargo movement is not needed because JWA has a limited number of authorized cargo flights (4 ADDs).
AF-15	Support Alternative Passenger Boarding Procedures	The current boarding procedures utilized by the commercial airlines already use the most efficient methods.

APPENDIX A

Table A-1 Emission Reduction Strategies Currently Implemented At JWA		
Strategy Number	**Strategy Name**	**Implementation Status**
AF-16	Support Push Back Tugs to Transport Planes to Taxiways, Runway Ends, and/or Take-off Areas	The commercial airlines currently implement these practices as part of their routine departure procedures.
BP-11	Support the Use of Customer Self-Service Equipment in Terminal Design	The Airport's terminal complex contains self-service kiosks at the ticket counters for all airlines, with the exception of the ticket counters for airlines providing international service (AirTran Airways and Interjet) because the passports need to be verified at the counter.
CS-02	Add Mineral Carbonation Systems to Exhaust Streams	JWA has a state-of-the-art cogeneration power plant, which uses catalysts to reduce exhaust CO to low levels (below 32 parts per million at 15% O_2). Plant operation began in 2010.
EM-04	Enter into a Green Power Purchasing Agreement	The Airport has entered into an agreement with The Gas Company to use natural gas to produce electricity. Southern California Edison's back-up power also uses up to 30% renewables. Relatedly, the State of California has adopted a 33% renewable portfolio standard for its energy supply that must be achieved b 2020.
EM-07	Evaluate Fuel Mix	The Airport utilizes more natural gas, and less diesel and gasoline, where feasible.
EM-09	Improve Insulation of Building Envelope	JWA previously installed window tinting, cool roofs, and other forms of energy efficiency-enhancing insulation.
EM-13	Install a Cool Roof	A new cool roof was installed as part of Terminal C.
EM-17	Install LED Runway and Taxiway Lighting	JWA utilizes LED lighting on the airfield that meets all applicable FAA safety standards.
EM-18	Implement a Lighting System Energy Conservation Program	The terminal complex has transitioned to LED lighting; the design of the terminal complex also optimizes the use of natural lighting through the inclusion of vaulted ceilings, skylights and windows.
EM-19	Install a Building Automation System (BAS)	JWA installed a BAS more than ten years ago.
EM-22	Integrate Thermal Storage into Heating and Cooling Systems	JWA's cogeneration power plant makes efficient use of waste heat for heating and

APPENDIX A

Table A-1 Emission Reduction Strategies Currently Implemented At JWA		
Strategy Number	**Strategy Name**	**Implementation Status**
		cooling.
EM-23	Evaluate and Upgrade the Central Plant and Distribution System Equipment	JWA built an on-site cogeneration plant in 2010.
EM-25	Install Evaporative Cooling Systems	JWA installed evaporative cooling systems as part of the cogeneration power plant built in 2010.
EM-26	Install Energy Efficient Chillers	JWA's cogeneration power plant includes energy efficient chillers.
EM-28	Install a Heat Recovery System	JWA's cogeneration power plant includes a heat recovery system.
EM-30	Reduce Transmission Losses in Electrical Wires	JWA previously upgraded the electrical system to reduce transmission losses.
EM-33	Construct a Cogeneration or Trigeneration Energy System	JWA built an on-site cogeneration power plant in 2010.
EM-37	Incorporate the Use of Natural Ventilation and Economizer Control	The Airport has incorporated the use of natural ventilation and economizer control in the entire terminal complex.
GT-07	Implement "On-foot" Payment for Parking	The Airport installed "on-foot" parking payment stations in Parking Structure C; further, there is no added benefit to installing such stations in the other parking structures because the current parking system is already equipped with card swiping abilities and has reduced vehicle idling times.
GT-17	Support Alternatively Fueled Taxis	In compliance with SCAQMD Rule 1194, JWA requires that fleet vehicles, such as taxi cabs and parking shuttles, operate on clean burning compressed natural gas (CNG) or other cleaner burning fuel alternatives. The Airport's taxi provider, Orange County Yellow Cab, utilizes 100% CNG vehicles.
OM-03	Use a Computerized Maintenance Management System (CMMS)	JWA has used a CMMS since 1996.

APPENDIX A

Table A-1
Emission Reduction Strategies Currently Implemented At JWA

Strategy Number	Strategy Name	Implementation Status
RF-01	Replace Refrigerants with Compounds that are Natural or have Lower Global Warming Potential (GWP).	JWA has replaced refrigerants with the lowest available global warming potential (GWP) compounds. The largest quantity of refrigerants in use at JWA is at the cogeneration power plant, which utilizes lithium bromide – a refrigerant with zero GWP.
RF-02	Incorporate Intelligent Fault Diagnosis for HVAC Refrigerant Systems	JWA currently utilizes this diagnosis tool.

Notes:

(1) As utilized in Table A-1, a "regular gate" is a gate that utilizes a loading bridge and provides power and preconditioned air to aircraft. Gates 2 through 21 are regular gates. Gates 1A, B & C and 22A, B & C can only accommodate smaller regional/commuter jets, which are too small to have loading bridges and hydrant fueling. (For perspective, six regional/commuter jets fit in the space occupied by two aircraft at Gates 2-21.)

Table A-2 Inapplicable And/Or Infeasible Emission Reduction Strategies		
Strategy Number	**Strategy Name**	**Explanation of Inapplicability and/or Infeasibility**
AF-05	Consider Longer Runways to Reduce the Use of Reverse Thrust	Infeasible & not applicable: The Airport site is currently constrained. Therefore, to implement this strategy, significant study would need to be undertaken and approved by the FAA and JWA to determine specifically how a runway extension could be implemented on such a physically constrained site. Because there are so many technical factors involved in determining how the runway extension could be implemented, the strategy was determined to be infeasible and not applicable at this time. If, in the future, JWA and FAA studies were to show that a runway extension could be designed and constructed, and if impacts associated with the proposal were addressed through adequate CEQA and NEPA analysis, then a reduction in reverse thrust operations could be considered to lessen emissions.
AF-07	Provide Fixed Gate Infrastructure for Aircraft Underground Supply and Evacuation Systems	Not applicable: While a utility tunnel already is located below the terminal complex, the Orange County climate does not get cold enough to warrant further underground facilities.
AF-11	Support Optimized Departure Management on Existing Runways	Infeasible and not applicable: The control and regulation of departure and air traffic management lie exclusively within the province of the FAA, and the County has no regulatory authority in this arena.
AF-12	Support Modernization of Air Traffic Management	Infeasible and not applicable: The control and regulation of departure and air traffic management lie exclusively within the province of the FAA, and the County has no regulatory authority in this arena.
BP-06	Develop and Apply or Sell Carbon Offsets	Infeasible: The County is not in the business of developing or selling offsets.
EM-11	Restrict Heating and Cooling to Lowest 10 ft of Indoor Space	Not applicable: This emission reduction strategy applies to airports located in cold weather climates.
EM-12	Install Green Vegetated Roofs for Greater	Infeasible: The roofs of the terminal complex

Table A-2 Inapplicable And/Or Infeasible Emission Reduction Strategies		
Strategy Number	**Strategy Name**	**Explanation of Inapplicability and/or Infeasibility**
	Building Insulation	are mostly barrel-shaped and made of metal; therefore, roof gardens are not feasible. Additionally, the limited flat portion of Terminal C's roof has a cool roof installed on it.
EM-14	Design Building Orientation for Energy Use Reduction	Not applicable: No physical construction is proposed as part of this Project as all buildings necessary to accommodate the Project already have been constructed.
EM-15	Apply Solar Reflective Paint	Not applicable: Terminal C already has a cool roof, and the limited flat areas of Terminals A & B are already light colored. As such, the current roof of the terminal complex already reflects heat.
EM-16	Apply Thermochromic Coatings on Buildings	Not applicable: This emission reduction strategy applies to airports located in cold weather climates and is unnecessary given Orange County's mild climate.
EM-29	Design for Larger Diameter Piping	Not applicable: No physical construction is proposed as part of this Project as all infrastructure necessary to accommodate the Project already has been constructed.
EM-34	Use Methane from Anaerobic Bioreactor Treatment Systems for Deicing Fluids	Not applicable: JWA does not use deicing fluid and is not located in a climatic region subject to snow and ice.
EM-39	Utilize Sophisticated Energy Models for Building Design	Not applicable: No new design or construction is proposed as part of this Project. All existing JWA buildings were designed in accordance with the then-applicable version of Title 24 of the California Code of Regulations, which contains the State's Building Energy Efficiency Program.
GT-04	Provide Transit Fare Discounts and/or Alternative Mode Subsidies	Infeasible: The County's rideshare program provides incentives for County/JWA employees; however, JWA is not authorized to subsidize public transportation choices due to the FAA's revenue diversion policy.
GT-06	Alter Parking Pricing Structures for Employees	Infeasible: The same parking rates apply to all passengers using public parking at the Airport,

Table A-2 Inapplicable And/Or Infeasible Emission Reduction Strategies		
Strategy Number	**Strategy Name**	**Explanation of Inapplicability and/or Infeasibility**
	and Passengers	which is controlled by PARCS program; employees use a different lot.
GT-09	Allow Telecommuting for Employees	Infeasible: This emission reduction strategy would require a County-wide policy adopted by the Board of Supervisors.
GT-12	Construct a Personal Rapid Transit (PRT) System	Infeasible: This emission reduction strategy is not in JWA's control or capacity.
RE-03	Install Solar Thermal Systems for Hot Water Production	Not applicable: Hot water is already produced very efficiently using waste heat from the cogeneration power plant engines.
RE-04	Use Solar Desiccant Air Conditioning Systems	Not applicable: Chilled water is already being produced very efficiently by putting waste heat through absorption chillers at the cogeneration power plant.
RE-05	Use On-site Biomass Energy Systems	Infeasible & not applicable: As a medium-sized airport, JWA does not generate enough biomass to make an on-site biomass energy system feasible. Additionally, there is not sufficient space on the Airport site to install one.
RE-06	Install Ground-Source or Geothermal Heating and Cooling System	Not applicable: This emission reduction strategy is designed for climates with extreme temperature changes, and is not effective in the mild climate of Orange County.
RE-07	Install a Geothermal Snow and Ice Melting System	Not applicable: JWA is not located in a climatic region subject to snow and ice.
RE-08	Use Seawater and Natural Water Bodies for Cooling	Not applicable: JWA already has ample chilled water from the very efficient cogeneration power plant.
RE-09	Install Building-Mounted Wind Turbines	Infeasible: The existing air-flow in the terminal complex already has a 100% capacity for outside air, and the buildings do not lend themselves to this type of use.
RE-10	Install a Waste-to-Energy System	Infeasible: JWA currently is composting food waste, but the Airport site does not have the space necessary to accommodate the facilities for this type of system.

Table A-2 Inapplicable And/Or Infeasible Emission Reduction Strategies		
Strategy Number	**Strategy Name**	**Explanation of Inapplicability and/or Infeasibility**
RE-11	Install a Tidal Energy System	Not applicable: This emission reduction strategy is not economically feasible because ocean tides are not located in proximity to JWA's property boundary.
RE-12	Install Sewer Heat Recovery Systems	Infeasible: JWA already has a very efficient cogeneration power plant, and is obliged to send sewage to the Orange County Sanitation District.
RE-13	Construct a Hydrogen Fueling and Generation Station	Infeasible: JWA already has a very efficient cogeneration power plant. Further, there is already a hydrogen fueling station at the corner of Jamboree and Campus Drive on the U.C. Irvine property, which is just over 2 miles from the Airport.
RE-14	Utilize Local Landfill Gas	Infeasible & not applicable: JWA is not located in proximity to a landfill. Further, County landfill gas already is being utilized to generate power.
RF-03	Use Hydronically Coupled Vapor-Compression Heat Pumps	Not applicable: JWA does not require much heat due to the mild climate in Orange County, and the new cogeneration power plant already is supplying heat very efficiently.

Appendix B
EDMS Input Files

EDMS 5.1.4.1 Model Inputs for Baseline scenario Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 16:43:11 2014
Study Pathname:	I:\J\JWA\EDMS\Baseline scenario\Baseline scenario.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2013

Scenarios

Scenario Name:	Description:	Add a description.
Baseline	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Baseline, John Wayne Airport-Orange County

Weather

Baseline, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Baseline, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Baseline, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Baseline, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Baseline, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2013	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2013

Annual Departures:	159
Annual Arrivals:	159
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2013

Annual Departures: 95
Annual Arrivals: 95
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2013

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2013

Annual Departures:	14
Annual Arrivals:	14
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2013

Annual Departures:	5334
Annual Arrivals:	5334

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2013

Annual Departures:	3738
Annual Arrivals:	3738
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2013

Annual Departures:	329
Annual Arrivals:	329
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2013

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2013

Annual Departures:	36
Annual Arrivals:	36
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2013

Annual Departures:	11774
Annual Arrivals:	11774
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2013

Annual Departures:	11210
Annual Arrivals:	11210
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2013

Annual Departures:	5550
Annual Arrivals:	5550
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2013

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2013

Annual Departures:	1643
Annual Arrivals:	1643
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:
LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2013

Annual Departures:	206
Annual Arrivals:	206
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2013

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2013

Annual Departures:	1086
Annual Arrivals:	1086
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:

LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2013

Annual Departures:	314
Annual Arrivals:	314
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2013

Annual Departures:	1017
Annual Arrivals:	1017
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2013

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100

Category:
LGJB

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2013

Annual Departures:	3272
Annual Arrivals:	3272
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures:	4014

2013

Annual Arrivals:	4014
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2013

Annual Departures:	12138
Annual Arrivals:	12138
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min

SGPP

APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2013

Annual Departures:	119244
Annual Arrivals:	119244
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:

SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2013

Annual Departures:	2804
Annual Arrivals:	2804
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2013

Annual Departures:	2048
Annual Arrivals:	2048
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2013

Annual Departures:	1516
Annual Arrivals:	1516
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Take Off weight:	1361.00 Kgs
Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2013

Annual Departures:	7342
Annual Arrivals:	7342
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2013

Annual Departures:	1598
Annual Arrivals:	1598
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2013

Annual Departures:	3590
Annual Arrivals:	3590
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2013

Annual Departures:	866
Annual Arrivals:	866
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000	Diesel	0.00	20.00	175.00	25.00	

gallon)						
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2013

Annual Departures:	1180
Annual Arrivals:	1180
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2013

Annual Departures:	1352
Annual Arrivals:	1352
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2013

Annual Departures:	242
Annual Arrivals:	242
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2013

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2013

Annual Departures:	242
Annual Arrivals:	242
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2013

Annual Departures:	1830
Annual Arrivals:	1830
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2013

Annual Departures:	926
Annual Arrivals:	926
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2013

Annual Departures:	478
Annual Arrivals:	478
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2013

Annual Departures:	4038
Annual Arrivals:	4038
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None

Category:
SGTP

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2013

Annual Departures:	598
Annual Arrivals:	598
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2013

Annual Departures:	1014
Annual Arrivals:	1014
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2013

Annual Departures:	3442
Annual Arrivals:	3442
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year: 2013

Annual Departures:	4696
Annual Arrivals:	4696
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population
Baseline, John Wayne Airport-Orange County

None.

Parking Facilities
Baseline, John Wayne Airport-Orange County

None.

Roadways
Baseline, John Wayne Airport-Orange County

None.

Stationary Sources
Baseline, John Wayne Airport-Orange County

None.

Training Fires
Baseline, John Wayne Airport-Orange County

None.

Gates
Baseline, John Wayne Airport-Orange County

None.

Taxiways
Baseline, John Wayne Airport-Orange County

None.

Runways
Baseline, John Wayne Airport-Orange County

None.

Taxipaths
Baseline, John Wayne Airport-Orange County

None.

Configurations
Baseline, John Wayne Airport-Orange County

None.

Buildings
Baseline, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors	Baseline, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Baseline, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Baseline, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Baseline, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Baseline, John Wayne Airport-Orange County
None.	
User-Created GSE	Baseline, John Wayne Airport-Orange County
None.	
User-Created APU	Baseline, John Wayne Airport-Orange County
None.	

EDMS 5.1.4.1 Model Inputs for Phase 1 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 16:52:37 2014
Study Pathname:	I:\J\JWA\EDMS\Project\Phase 1\Phase 1.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2016

Scenarios

Scenario Name:	Description:	Add a description.
Project - Phase 1	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Project - Phase 1, John Wayne Airport-Orange County

Weather

Project - Phase 1, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Project - Phase 1, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2016	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	14
Annual Arrivals:	14
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	5489
Annual Arrivals:	5489

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	3847
Annual Arrivals:	3847
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	338
Annual Arrivals:	338
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	37
Annual Arrivals:	37
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	12115
Annual Arrivals:	12115
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	15658
Annual Arrivals:	15658
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	5711
Annual Arrivals:	5711
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	1690
Annual Arrivals:	1690
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:
LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2016

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:

LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	323
Annual Arrivals:	323
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	2173
Annual Arrivals:	2173
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100

Category:
LGJB

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	3119
Annual Arrivals:	3119
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures:	3826

2016

Annual Arrivals:	3826
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	10164
Annual Arrivals:	10164
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min

SGPP

APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	99853
Annual Arrivals:	99853
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:

SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	2348
Annual Arrivals:	2348
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	1715
Annual Arrivals:	1715
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2016

Annual Departures:	1269
Annual Arrivals:	1269
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Take Off weight:	1361.00 Kgs
Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	6148
Annual Arrivals:	6148
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2016

Annual Departures:	1338
Annual Arrivals:	1338
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	3422
Annual Arrivals:	3422
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	826
Annual Arrivals:	826
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000	Diesel	0.00	20.00	175.00	25.00	

gallon)						
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	1125
Annual Arrivals:	1125
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	1289
Annual Arrivals:	1289
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	231
Annual Arrivals:	231
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	231
Annual Arrivals:	231
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	1744
Annual Arrivals:	1744
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	883
Annual Arrivals:	883
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	456
Annual Arrivals:	456
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	3849
Annual Arrivals:	3849
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None

Category:
SGTP

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	501
Annual Arrivals:	501
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	849
Annual Arrivals:	849
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	2882
Annual Arrivals:	2882
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year: 2016

Annual Departures:	3932
Annual Arrivals:	3932
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population

Project - Phase 1, John Wayne Airport-Orange County

None.

Parking Facilities

Project - Phase 1, John Wayne Airport-Orange County

None.

Roadways

Project - Phase 1, John Wayne Airport-Orange County

None.

Stationary Sources

Project - Phase 1, John Wayne Airport-Orange County

None.

Training Fires

Project - Phase 1, John Wayne Airport-Orange County

None.

Gates

Project - Phase 1, John Wayne Airport-Orange County

None.

Taxiways

Project - Phase 1, John Wayne Airport-Orange County

None.

Runways

Project - Phase 1, John Wayne Airport-Orange County

None.

Taxipaths

Project - Phase 1, John Wayne Airport-Orange County

None.

Configurations

Project - Phase 1, John Wayne Airport-Orange County

None.

Buildings

Project - Phase 1, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors	Project - Phase 1, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Project - Phase 1, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Project - Phase 1, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created GSE	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created APU	Project - Phase 1, John Wayne Airport-Orange County
None.	

EDMS 5.1.4.1 Model Inputs for Phase 2 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:03:25 2014
Study Pathname:	I:\J\JWA\EDMS\Project\Phase 2\Phase 2.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2021

Scenarios

Scenario Name:	Description:	Add a description.
Project - Phase 2	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Project - Phase 2, John Wayne Airport-Orange County

Weather

Project - Phase 2, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Project - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Project - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Project - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Project - Phase 2, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2021	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)						
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	16
Annual Arrivals:	16
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	6166
Annual Arrivals:	6166

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	4321
Annual Arrivals:	4321
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	380
Annual Arrivals:	380
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	42
Annual Arrivals:	42
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	13611
Annual Arrivals:	13611
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	16375
Annual Arrivals:	16375
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	6416
Annual Arrivals:	6416
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	1899
Annual Arrivals:	1899
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:
LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2021

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:

LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	362
Annual Arrivals:	362
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	2272
Annual Arrivals:	2272
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100

Category:
LGJB

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	3268
Annual Arrivals:	3268
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures:	4009

2021

Annual Arrivals:	4009
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	9078
Annual Arrivals:	9078
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min

SGPP

APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	89181
Annual Arrivals:	89181
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:

SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	2097
Annual Arrivals:	2097
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	1532
Annual Arrivals:	1532
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2021

Annual Departures:	1134
Annual Arrivals:	1134
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Take Off weight:	1361.00 Kgs
Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	5491
Annual Arrivals:	5491
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2021

Annual Departures:	1195
Annual Arrivals:	1195
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	3585
Annual Arrivals:	3585
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	865
Annual Arrivals:	865
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000	Diesel	0.00	20.00	175.00	25.00	

gallon)						
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	1178
Annual Arrivals:	1178
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	1350
Annual Arrivals:	1350
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	242
Annual Arrivals:	242
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	242
Annual Arrivals:	242
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	1828
Annual Arrivals:	1828
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	925
Annual Arrivals:	925
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	477
Annual Arrivals:	477
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	4033
Annual Arrivals:	4033
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None

Category:
SGTP

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	447
Annual Arrivals:	447
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	758
Annual Arrivals:	758
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	2574
Annual Arrivals:	2574
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year: 2021

Annual Departures:	3512
Annual Arrivals:	3512
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population

Project - Phase 2, John Wayne Airport-Orange County

None.

Parking Facilities

Project - Phase 2, John Wayne Airport-Orange County

None.

Roadways

Project - Phase 2, John Wayne Airport-Orange County

None.

Stationary Sources

Project - Phase 2, John Wayne Airport-Orange County

None.

Training Fires

Project - Phase 2, John Wayne Airport-Orange County

None.

Gates

Project - Phase 2, John Wayne Airport-Orange County

None.

Taxiways

Project - Phase 2, John Wayne Airport-Orange County

None.

Runways

Project - Phase 2, John Wayne Airport-Orange County

None.

Taxipaths

Project - Phase 2, John Wayne Airport-Orange County

None.

Configurations

Project - Phase 2, John Wayne Airport-Orange County

None.

Buildings

Project - Phase 2, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors	Project - Phase 2, John Wayne Airport-Orange County
None.	

Discrete Polar Receptors	Project - Phase 2, John Wayne Airport-Orange County
None.	

Cartesian Receptor Networks	Project - Phase 2, John Wayne Airport-Orange County
None.	

Polar Receptor Networks	Project - Phase 2, John Wayne Airport-Orange County
None.	

User-Created Aircraft	Project - Phase 2, John Wayne Airport-Orange County
None.	

User-Created GSE	Project - Phase 2, John Wayne Airport-Orange County
None.	

User-Created APU	Project - Phase 2, John Wayne Airport-Orange County
None.	

EDMS 5.1.4.1 Model Inputs for Phase 3 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:13:38 2014
Study Pathname:	I:\J\JWA\EDMS\Project\Phase 3\Phase 3.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2026

Scenarios

Scenario Name:	Description:	Add a description.
Project - Phase 3	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Project - Phase 3, John Wayne Airport-Orange County

Weather

Project - Phase 3, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Project - Phase 3, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2026	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	16
Annual Arrivals:	16
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	6166
Annual Arrivals:	6166

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	4321
Annual Arrivals:	4321
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	380
Annual Arrivals:	380
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	42
Annual Arrivals:	42
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	13611
Annual Arrivals:	13611
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	19510
Annual Arrivals:	19510
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	6416
Annual Arrivals:	6416
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 /	Diesel	7.00	8.00	235.00	20.00	

F350)						
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:

LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	1899
Annual Arrivals:	1899
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:

LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:

LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart						

& Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0

Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	362
Annual Arrivals:	362
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational	DEFAULT

Profile:

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	2707
Annual Arrivals:	2707
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart &						

Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA
Category:
LGJB

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	

Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	3416
Annual Arrivals:	3416
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	4191
Annual Arrivals:	4191
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	8069
Annual Arrivals:	8069
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	79272
Annual Arrivals:	79272
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT

Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:
SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	1864
Annual Arrivals:	1864
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	1361
Annual Arrivals:	1361
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2026

Annual Departures:	1008
Annual Arrivals:	1008
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Take Off weight:	1361.00 Kgs

Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	4881
Annual Arrivals:	4881
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2026

Annual Departures:	1062
Annual Arrivals:	1062
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT

Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	3748
Annual Arrivals:	3748
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:
2026

Annual Departures:	904
Annual Arrivals:	904
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	1232
Annual Arrivals:	1232
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly	

Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	1412
Annual Arrivals:	1412
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min

Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT

Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	1911
Annual Arrivals:	1911
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	967
Annual Arrivals:	967
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	499
Annual Arrivals:	499
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	4216
Annual Arrivals:	4216
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA
Category:
SGTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	398
Annual Arrivals:	398
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	674
Annual Arrivals:	674
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

		Arrival Op	Departure Op	Horsepower	Load	Manufactured

Assigned GSE/AGE:	FUEL	Time (mins)	Time (mins)	(hp)	Factor (%)	Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	2288
Annual Arrivals:	2288
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	3122
Annual Arrivals:	3122
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational

profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population — Project - Phase 3, John Wayne Airport-Orange County

None.

Parking Facilities — Project - Phase 3, John Wayne Airport-Orange County

None.

Roadways — Project - Phase 3, John Wayne Airport-Orange County

None.

Stationary Sources — Project - Phase 3, John Wayne Airport-Orange County

None.

Training Fires — Project - Phase 3, John Wayne Airport-Orange County

None.

Gates — Project - Phase 3, John Wayne Airport-Orange County

None.

Taxiways — Project - Phase 3, John Wayne Airport-Orange County

None.

Runways — Project - Phase 3, John Wayne Airport-Orange County

None.

Taxipaths — Project - Phase 3, John Wayne Airport-Orange County

None.

Configurations — Project - Phase 3, John Wayne Airport-Orange County

None.

Buildings — Project - Phase 3, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors — Project - Phase 3, John Wayne Airport-Orange County

None.

Discrete Polar Receptors — Project - Phase 3, John Wayne Airport-Orange County

None.

Cartesian Receptor Networks — Project - Phase 3, John Wayne Airport-Orange County

None.

Polar Receptor Networks — Project - Phase 3, John Wayne Airport-Orange County

None.

User-Created Aircraft — Project - Phase 3, John Wayne Airport-Orange County

None.

User-Created GSE — Project - Phase 3, John Wayne Airport-Orange County

None.

User-Created APU

Project - Phase 3, John Wayne Airport-Orange County

None.

EDMS 5.1.4.1 Model Inputs for Phase 3 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Thu Jan 23 12:18:54 2014
Study Pathname:	I:\J\JWA\EDMS\Project\Phase 3 - 2020\Phase 3.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2020

Scenarios

Scenario Name:	Description:	Add a description.
Project - Phase 3	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Project - Phase 3, John Wayne Airport-Orange County

Weather

Project - Phase 3, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Project - Phase 3, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2020	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2020

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2020

Annual Departures:	300
Annual Arrivals:	300
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight:	138074.00 Kgs
Approach Weight:	111584.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2020

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)						
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2020

Annual Departures:	16
Annual Arrivals:	16
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2020

Annual Departures:	6166
Annual Arrivals:	6166

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2020

Annual Departures:	4321
Annual Arrivals:	4321
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2020

Annual Departures:	380
Annual Arrivals:	380
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2020

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2020

Annual Departures:	42
Annual Arrivals:	42
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2020

Annual Departures:	13611
Annual Arrivals:	13611
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2020

Annual Departures:	19510
Annual Arrivals:	19510
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2020

Annual Departures:	6416
Annual Arrivals:	6416
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 /	Diesel	7.00	8.00	235.00	20.00	

F350)						
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2020

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:

LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2020

Annual Departures:	1899
Annual Arrivals:	1899
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:
LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2020

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart						

& Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2020

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2020

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0

Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2020

Annual Departures:	362
Annual Arrivals:	362
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational	DEFAULT

Profile:

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2020

Annual Departures:	2707
Annual Arrivals:	2707
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart &						

Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2020

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA
Category:
LGJB

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	

Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2020

Annual Departures:	3416
Annual Arrivals:	3416
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2020

Annual Departures:	4191
Annual Arrivals:	4191
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2020

Annual Departures:	8069
Annual Arrivals:	8069
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2020

Annual Departures:	79272
Annual Arrivals:	79272
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT

Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:

SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2020

Annual Departures:	1864
Annual Arrivals:	1864
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:

SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2020

Annual Departures:	1361
Annual Arrivals:	1361
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2020

Annual Departures:	1008
Annual Arrivals:	1008
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Take Off weight:	1361.00 Kgs

Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2020

Annual Departures:	4881
Annual Arrivals:	4881
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2020

Annual Departures:	1062
Annual Arrivals:	1062
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT

Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2020

Annual Departures:	3748
Annual Arrivals:	3748
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:
2020

Annual Departures:	904
Annual Arrivals:	904
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2020

Annual Departures:	1232
Annual Arrivals:	1232
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly	

Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2020

Annual Departures:	1412
Annual Arrivals:	1412
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2020

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min

Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2020

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT

Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2020

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00

Year:
2020

Annual Departures:	1911
Annual Arrivals:	1911
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2020

Annual Departures:	967
Annual Arrivals:	967
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2020

Annual Departures:	499
Annual Arrivals:	499
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2020

Annual Departures:	4216
Annual Arrivals:	4216
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA
Category:
SGTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2020

Annual Departures:	398
Annual Arrivals:	398
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2020

Annual Departures:	674
Annual Arrivals:	674
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

		Arrival Op	Departure Op	Horsepower	Load	Manufactured

Assigned GSE/AGE:	FUEL	Time (mins)	Time (mins)	(hp)	Factor (%)	Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2020

Annual Departures:	2288
Annual Arrivals:	2288
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2020

Annual Departures:	3122
Annual Arrivals:	3122
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational

profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population — Project - Phase 3, John Wayne Airport-Orange County

None.

Parking Facilities — Project - Phase 3, John Wayne Airport-Orange County

None.

Roadways — Project - Phase 3, John Wayne Airport-Orange County

None.

Stationary Sources — Project - Phase 3, John Wayne Airport-Orange County

None.

Training Fires — Project - Phase 3, John Wayne Airport-Orange County

None.

Gates — Project - Phase 3, John Wayne Airport-Orange County

None.

Taxiways — Project - Phase 3, John Wayne Airport-Orange County

None.

Runways — Project - Phase 3, John Wayne Airport-Orange County

None.

Taxipaths — Project - Phase 3, John Wayne Airport-Orange County

None.

Configurations — Project - Phase 3, John Wayne Airport-Orange County

None.

Buildings — Project - Phase 3, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors — Project - Phase 3, John Wayne Airport-Orange County

None.

Discrete Polar Receptors — Project - Phase 3, John Wayne Airport-Orange County

None.

Cartesian Receptor Networks — Project - Phase 3, John Wayne Airport-Orange County

None.

Polar Receptor Networks — Project - Phase 3, John Wayne Airport-Orange County

None.

User-Created Aircraft — Project - Phase 3, John Wayne Airport-Orange County

None.

User-Created GSE — Project - Phase 3, John Wayne Airport-Orange County

None.

User-Created APU

Project - Phase 3, John Wayne Airport-Orange County

None.

EDMS 5.1.4.1 Model Inputs for Alternative A - Phase 1 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:20:24 2014
Study Pathname:	I:\J\JWA\EDMS\Alternatives\Alternative A\Phase 1\Alternative A - Phase 1\Alternative A - Phase 1.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2016

Scenarios

Scenario Name:	Description:	Add a description.
Project - Phase 1	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Project - Phase 1, John Wayne Airport-Orange County

Weather

Project - Phase 1, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Project - Phase 1, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2016	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)						
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	18
Annual Arrivals:	18
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	6980
Annual Arrivals:	6980

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	4891
Annual Arrivals:	4891
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	430
Annual Arrivals:	430
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	47
Annual Arrivals:	47
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	15406
Annual Arrivals:	15406
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	7383
Annual Arrivals:	7383
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	7262
Annual Arrivals:	7262
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	2149
Annual Arrivals:	2149
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:
LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2016

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:

LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	410
Annual Arrivals:	410
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	1025
Annual Arrivals:	1025
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100

Category:
LGJB

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	3119
Annual Arrivals:	3119
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures:	3826

2016

Annual Arrivals:	3826
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	10164
Annual Arrivals:	10164
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min

SGPP

APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	99853
Annual Arrivals:	99853
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:

SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	2348
Annual Arrivals:	2348
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	1715
Annual Arrivals:	1715
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2016

Annual Departures:	1269
Annual Arrivals:	1269
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Take Off weight:	1361.00 Kgs
Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	6148
Annual Arrivals:	6148
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2016

Annual Departures:	1338
Annual Arrivals:	1338
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	3422
Annual Arrivals:	3422
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	826
Annual Arrivals:	826
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000	Diesel	0.00	20.00	175.00	25.00	

gallon)						
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	1125
Annual Arrivals:	1125
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	1289
Annual Arrivals:	1289
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	231
Annual Arrivals:	231
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	231
Annual Arrivals:	231
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	1744
Annual Arrivals:	1744
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	883
Annual Arrivals:	883
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	456
Annual Arrivals:	456
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	3849
Annual Arrivals:	3849
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None

Category:
SGTP

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	501
Annual Arrivals:	501
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	849
Annual Arrivals:	849
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	2882
Annual Arrivals:	2882
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year: 2016

Annual Departures:	3932
Annual Arrivals:	3932
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population

Project - Phase 1, John Wayne Airport-Orange County

None.

Parking Facilities

Project - Phase 1, John Wayne Airport-Orange County

None.

Roadways

Project - Phase 1, John Wayne Airport-Orange County

None.

Stationary Sources

Project - Phase 1, John Wayne Airport-Orange County

None.

Training Fires

Project - Phase 1, John Wayne Airport-Orange County

None.

Gates

Project - Phase 1, John Wayne Airport-Orange County

None.

Taxiways

Project - Phase 1, John Wayne Airport-Orange County

None.

Runways

Project - Phase 1, John Wayne Airport-Orange County

None.

Taxipaths

Project - Phase 1, John Wayne Airport-Orange County

None.

Configurations

Project - Phase 1, John Wayne Airport-Orange County

None.

Buildings

Project - Phase 1, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors	Project - Phase 1, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Project - Phase 1, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Project - Phase 1, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created GSE	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created APU	Project - Phase 1, John Wayne Airport-Orange County
None.	

EDMS 5.1.4.1 Model Inputs for Alternative A - Phase 2 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:24:31 2014
Study Pathname:	I:\J\JWA\EDMS\Alternatives\Alternative A\Phase 2\Alternative A - Phase 2\Alternative A - Phase 2.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2021

Scenarios

Scenario Name:	Description:	Add a description.
Alternative A - Phase 2	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Alternative A - Phase 2, John Wayne Airport-Orange County

Weather

Alternative A - Phase 2, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Alternative A - Phase 2, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2021	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	20
Annual Arrivals:	20
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	7861
Annual Arrivals:	7861

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	5509
Annual Arrivals:	5509
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	484
Annual Arrivals:	484
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	53
Annual Arrivals:	53
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	17350
Annual Arrivals:	17350
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	5180
Annual Arrivals:	5180
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	8179
Annual Arrivals:	8179
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	2421
Annual Arrivals:	2421
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:
LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2021

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:

LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	462
Annual Arrivals:	462
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:

LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	719
Annual Arrivals:	719
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100

Category:
LGJB

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	3268
Annual Arrivals:	3268
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures:	4009

2021

Annual Arrivals:	4009
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	9078
Annual Arrivals:	9078
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min

SGPP

APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	89181
Annual Arrivals:	89181
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:

SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	2097
Annual Arrivals:	2097
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	1532
Annual Arrivals:	1532
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2021

Annual Departures:	1134
Annual Arrivals:	1134
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Take Off weight:	1361.00 Kgs
Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	5491
Annual Arrivals:	5491
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2021

Annual Departures:	1195
Annual Arrivals:	1195
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	3585
Annual Arrivals:	3585
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	865
Annual Arrivals:	865
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000	Diesel	0.00	20.00	175.00	25.00	

gallon)						
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	1178
Annual Arrivals:	1178
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	1350
Annual Arrivals:	1350
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	242
Annual Arrivals:	242
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	242
Annual Arrivals:	242
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	1828
Annual Arrivals:	1828
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	925
Annual Arrivals:	925
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	477
Annual Arrivals:	477
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	4033
Annual Arrivals:	4033
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None

Category:
SGTP

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	447
Annual Arrivals:	447
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	758
Annual Arrivals:	758
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	2574
Annual Arrivals:	2574
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year: 2021

Annual Departures:	3512
Annual Arrivals:	3512
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Parking Facilities

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Roadways

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Stationary Sources

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Training Fires

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Gates

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Taxiways

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Runways

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Taxipaths

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Configurations

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Buildings

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	

EDMS 5.1.4.1 Model Inputs for Alternative A - Phase 3 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:28:40 2014
Study Pathname:	I:\J\JWA\EDMS\Alternatives\Alternative A\Phase 3\Alternative A - Phase 3\Alternative A - Phase 3.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2026

Scenarios

Scenario Name:	Description:	Add a description.
Alternative A - Phase 3	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Alternative A - Phase 3, John Wayne Airport-Orange County

Weather

Alternative A - Phase 3, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Alternative A - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Alternative A - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Alternative A - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Alternative A - Phase 3, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2026	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)						
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	22
Annual Arrivals:	22
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	8877
Annual Arrivals:	8877

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	6221
Annual Arrivals:	6221
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	547
Annual Arrivals:	547
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	3
Annual Arrivals:	3
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	60
Annual Arrivals:	60
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	19594
Annual Arrivals:	19594
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	5808
Annual Arrivals:	5808
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	9236
Annual Arrivals:	9236
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 /	Diesel	7.00	8.00	235.00	20.00	

F350)						
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:

LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	2734
Annual Arrivals:	2734
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:

LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:

LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart						

& Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0

Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	522
Annual Arrivals:	522
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational	DEFAULT

Profile:

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	806
Annual Arrivals:	806
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart &						

Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA
Category:
LGJB

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	

Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	3416
Annual Arrivals:	3416
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	4191
Annual Arrivals:	4191
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	8069
Annual Arrivals:	8069
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	79272
Annual Arrivals:	79272
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT

Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:
SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	1864
Annual Arrivals:	1864
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	1361
Annual Arrivals:	1361
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2026

Annual Departures:	1008
Annual Arrivals:	1008
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Take Off weight:	1361.00 Kgs

Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	4881
Annual Arrivals:	4881
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2026

Annual Departures:	1062
Annual Arrivals:	1062
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT

Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	3748
Annual Arrivals:	3748
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:
2026

Annual Departures:	904
Annual Arrivals:	904
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	1232
Annual Arrivals:	1232
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly	

Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	1412
Annual Arrivals:	1412
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min

Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT

Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	1911
Annual Arrivals:	1911
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	967
Annual Arrivals:	967
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	499
Annual Arrivals:	499
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	4216
Annual Arrivals:	4216
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA
Category:
SGTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	398
Annual Arrivals:	398
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	674
Annual Arrivals:	674
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

		Arrival Op	Departure Op	Horsepower	Load	Manufactured

Assigned GSE/AGE:	FUEL	Time (mins)	Time (mins)	(hp)	Factor (%)	Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	2288
Annual Arrivals:	2288
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	3122
Annual Arrivals:	3122
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational

profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Parking Facilities — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Roadways — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Stationary Sources — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Training Fires — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Gates — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Taxiways — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Runways — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Taxipaths — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Configurations — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Buildings — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Discrete Polar Receptors — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Cartesian Receptor Networks — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

Polar Receptor Networks — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

User-Created Aircraft — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

User-Created GSE — Alternative A - Phase 3, John Wayne Airport-Orange County

None.

User-Created APU

Alternative A - Phase 3, John Wayne Airport-Orange County

None.

EDMS 5.1.4.1 Model Inputs for Alternative B - Phase 1 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:32:53 2014
Study Pathname:	I:\J\JWA\EDMS\Alternatives\Alternative B\Phase 1\Alternative B - Phase 1\Alternative B - Phase 1.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2016

Scenarios

Scenario Name:	Description:	Add a description.
Alternative B - Phase 1	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Alternative B - Phase 1, John Wayne Airport-Orange County

Weather

Alternative B - Phase 1, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Alternative B - Phase 1, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2016	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)						
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	16
Annual Arrivals:	16
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	6505
Annual Arrivals:	6505

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	4559
Annual Arrivals:	4559
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	401
Annual Arrivals:	401
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	44
Annual Arrivals:	44
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	14359
Annual Arrivals:	14359
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	10016
Annual Arrivals:	10016
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	6769
Annual Arrivals:	6769
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	2003
Annual Arrivals:	2003
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:
LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2016

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:

LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	382
Annual Arrivals:	382
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	1390
Annual Arrivals:	1390
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100

Category:
LGJB

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	3119
Annual Arrivals:	3119
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures:	3826

2016

Annual Arrivals:	3826
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	10164
Annual Arrivals:	10164
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min

SGPP

APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	99853
Annual Arrivals:	99853
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:

SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	2348
Annual Arrivals:	2348
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	1715
Annual Arrivals:	1715
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2016

Annual Departures:	1269
Annual Arrivals:	1269
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Take Off weight:	1361.00 Kgs
Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	6148
Annual Arrivals:	6148
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2016

Annual Departures:	1338
Annual Arrivals:	1338
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	3422
Annual Arrivals:	3422
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	826
Annual Arrivals:	826
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000	Diesel	0.00	20.00	175.00	25.00	

gallon)						
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	1125
Annual Arrivals:	1125
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	1289
Annual Arrivals:	1289
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	231
Annual Arrivals:	231
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	231
Annual Arrivals:	231
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	1744
Annual Arrivals:	1744
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	883
Annual Arrivals:	883
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	456
Annual Arrivals:	456
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	3849
Annual Arrivals:	3849
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None

Category:
SGTP

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	501
Annual Arrivals:	501
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	849
Annual Arrivals:	849
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	2882
Annual Arrivals:	2882
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year: 2016

Annual Departures:	3932
Annual Arrivals:	3932
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Parking Facilities

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Roadways

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Stationary Sources

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Training Fires

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Gates

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Taxiways

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Runways

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Taxipaths

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Configurations

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Buildings

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	

EDMS 5.1.4.1 Model Inputs for Alternative B - Phase 2 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:38:24 2014
Study Pathname:	I:\J\JWA\EDMS\Alternatives\Alternative B\Phase 2\Alternative B - Phase 2\Alternative B - Phase 2.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2021

Scenarios

Scenario Name:	Description:	Add a description.
Alternative A - Phase 2	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Alternative A - Phase 2, John Wayne Airport-Orange County

Weather

Alternative A - Phase 2, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Alternative A - Phase 2, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2021	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	18
Annual Arrivals:	18
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	7183
Annual Arrivals:	7183

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	5034
Annual Arrivals:	5034
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	442
Annual Arrivals:	442
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	48
Annual Arrivals:	48
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	15855
Annual Arrivals:	15855
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	16107
Annual Arrivals:	16107
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	7474
Annual Arrivals:	7474
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	2212
Annual Arrivals:	2212
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:
LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2021

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:

LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	422
Annual Arrivals:	422
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	2235
Annual Arrivals:	2235
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100

Category:
LGJB

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	3268
Annual Arrivals:	3268
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures:	4009

2021

Annual Arrivals:	4009
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	9078
Annual Arrivals:	9078
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min

SGPP

APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	89181
Annual Arrivals:	89181
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:

SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	2097
Annual Arrivals:	2097
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	1532
Annual Arrivals:	1532
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2021

Annual Departures:	1134
Annual Arrivals:	1134
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Take Off weight:	1361.00 Kgs
Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	5491
Annual Arrivals:	5491
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2021

Annual Departures:	1195
Annual Arrivals:	1195
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	3585
Annual Arrivals:	3585
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	865
Annual Arrivals:	865
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000	Diesel	0.00	20.00	175.00	25.00	

gallon)						
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	1178
Annual Arrivals:	1178
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	1350
Annual Arrivals:	1350
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	242
Annual Arrivals:	242
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	242
Annual Arrivals:	242
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	1828
Annual Arrivals:	1828
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	925
Annual Arrivals:	925
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	477
Annual Arrivals:	477
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	4033
Annual Arrivals:	4033
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None

Category:
SGTP

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	447
Annual Arrivals:	447
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	758
Annual Arrivals:	758
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	2574
Annual Arrivals:	2574
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year: 2021

Annual Departures:	3512
Annual Arrivals:	3512
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Parking Facilities

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Roadways

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Stationary Sources

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Training Fires

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Gates

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Taxiways

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Runways

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Taxipaths

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Configurations

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Buildings

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	

EDMS 5.1.4.1 Model Inputs for Alternative B - Phase 3 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:42:20 2014
Study Pathname:	I:\J\JWA\EDMS\Alternatives\Alternative B\Phase 3\Alternative B - Phase 3\Alternative B - Phase 3.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2026

Scenarios

Scenario Name:	Description:	Add a description.
Alternative B - Phase 3	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Alternative B - Phase 3, John Wayne Airport-Orange County

Weather

Alternative B - Phase 3, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Alternative B - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Alternative B - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Alternative B - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Alternative B - Phase 3, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2026	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	19
Annual Arrivals:	19
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	7522
Annual Arrivals:	7522

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	5271
Annual Arrivals:	5271
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	463
Annual Arrivals:	463
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	51
Annual Arrivals:	51
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	16602
Annual Arrivals:	16602
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	23182
Annual Arrivals:	23182
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	7826
Annual Arrivals:	7826
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 /	Diesel	7.00	8.00	235.00	20.00	

F350)						
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	2316
Annual Arrivals:	2316
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:

LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:

LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart						

& Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0

Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	442
Annual Arrivals:	442
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational	DEFAULT

Profile:

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	3217
Annual Arrivals:	3217
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart &						

Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA
Category:
LGJB

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	

Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	3416
Annual Arrivals:	3416
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	4191
Annual Arrivals:	4191
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	8069
Annual Arrivals:	8069
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	79272
Annual Arrivals:	79272
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT

Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:
SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	1864
Annual Arrivals:	1864
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	1361
Annual Arrivals:	1361
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2026

Annual Departures:	1008
Annual Arrivals:	1008
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Take Off weight:	1361.00 Kgs

Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	4881
Annual Arrivals:	4881
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2026

Annual Departures:	1062
Annual Arrivals:	1062
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT

Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	3748
Annual Arrivals:	3748
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:
2026

Annual Departures:	904
Annual Arrivals:	904
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	1232
Annual Arrivals:	1232
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly	

Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	1412
Annual Arrivals:	1412
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min

Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT

Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	1911
Annual Arrivals:	1911
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	967
Annual Arrivals:	967
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	499
Annual Arrivals:	499
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	4216
Annual Arrivals:	4216
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA
Category:
SGTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	398
Annual Arrivals:	398
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	674
Annual Arrivals:	674
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

		Arrival Op	Departure Op	Horsepower	Load	Manufactured

Assigned GSE/AGE:	FUEL	Time (mins)	Time (mins)	(hp)	Factor (%)	Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	2288
Annual Arrivals:	2288
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	3122
Annual Arrivals:	3122
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational

profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Parking Facilities — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Roadways — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Stationary Sources — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Training Fires — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Gates — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Taxiways — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Runways — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Taxipaths — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Configurations — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Buildings — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Discrete Polar Receptors — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Cartesian Receptor Networks — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

Polar Receptor Networks — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

User-Created Aircraft — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

User-Created GSE — Alternative B - Phase 3, John Wayne Airport-Orange County

None.

User-Created APU

Alternative B - Phase 3, John Wayne Airport-Orange County

None.

EDMS 5.1.4.1 Model Inputs for Alternative C - Phase 1 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:45:40 2014
Study Pathname:	I:\J\JWA\EDMS\Alternatives\Alternative C\Phase 1\Alternative C - Phase 1\Alternative C - Phase 1.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2016

Scenarios

Scenario Name:	Description:	Add a description.
Alternative B - Phase 1	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Alternative B - Phase 1, John Wayne Airport-Orange County

Weather

Alternative B - Phase 1, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Alternative B - Phase 1, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2016	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)						
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	38
Annual Arrivals:	38
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	15179
Annual Arrivals:	15179

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	10637
Annual Arrivals:	10637
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	935
Annual Arrivals:	935
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	4
Annual Arrivals:	4
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	102
Annual Arrivals:	102
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	33504
Annual Arrivals:	33504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	15794
Annual Arrivals:	15794
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2016

Annual Departures:	4674
Annual Arrivals:	4674
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:
LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	892
Annual Arrivals:	892
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100

Category:
LGJB

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	3119
Annual Arrivals:	3119
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures:	3826

2016

Annual Arrivals:	3826
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	10164
Annual Arrivals:	10164
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min

SGPP

APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	99853
Annual Arrivals:	99853
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:

SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	2348
Annual Arrivals:	2348
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	1715
Annual Arrivals:	1715
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2016

Annual Departures:	1269
Annual Arrivals:	1269
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Take Off weight:	1361.00 Kgs
Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	6148
Annual Arrivals:	6148
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2016

Annual Departures:	1338
Annual Arrivals:	1338
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	3422
Annual Arrivals:	3422
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	826
Annual Arrivals:	826
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000	Diesel	0.00	20.00	175.00	25.00	

gallon)						
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	1125
Annual Arrivals:	1125
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	1289
Annual Arrivals:	1289
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2016

Annual Departures:	231
Annual Arrivals:	231
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	231
Annual Arrivals:	231
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	1744
Annual Arrivals:	1744
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2016

Annual Departures:	883
Annual Arrivals:	883
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	456
Annual Arrivals:	456
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	3849
Annual Arrivals:	3849
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None

Category:
SGTP

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2016

Annual Departures:	501
Annual Arrivals:	501
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	849
Annual Arrivals:	849
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2016

Annual Departures:	2882
Annual Arrivals:	2882
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year: 2016

Annual Departures:	3932
Annual Arrivals:	3932
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Parking Facilities

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Roadways

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Stationary Sources

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Training Fires

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Gates

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Taxiways

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Runways

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Taxipaths

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Configurations

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Buildings

Alternative B - Phase 1, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	

EDMS 5.1.4.1 Model Inputs for Alternative C - Phase 2 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:49:09 2014
Study Pathname:	I:\J\JWA\EDMS\Alternatives\Alternative C\Phase 2\Alternative C - Phase 2\Alternative C - Phase 2.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2021

Scenarios

Scenario Name:	Description:	Add a description.
Alternative A - Phase 2	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Alternative A - Phase 2, John Wayne Airport-Orange County

Weather

Alternative A - Phase 2, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Alternative A - Phase 2, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2021	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min

HCJC

APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures: 300
Annual Arrivals: 300
Annual TGOs: 0
Taxi Out Time: 9.630000 min
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT
Departure Daily Operational Profile: DEFAULT
Departure Monthly Operational Profile: DEFAULT
Arrival Quarter-Hourly Operational profile: DEFAULT
Arrival Daily Operational Profile: DEFAULT
Arrival Monthly Operational Profile: DEFAULT
Touch & Go Quarter-Hourly Operational profile: DEFAULT
Touch & Go Daily Operational Profile: DEFAULT
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight: 138074.00 Kgs
Approach Weight: 111584.00 Kgs
Glide Slope: 3.00°
APU Assignment: APU GTCP331-200ER (143 HP)
APU Departure OP Time: 13.00 min
APU Arrival OP Time: 13.00 min
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)						
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	38
Annual Arrivals:	38
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	15179
Annual Arrivals:	15179

Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series
Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Take Off weight:	70715.00 Kgs
Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	10637
Annual Arrivals:	10637
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	935
Annual Arrivals:	935
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:

Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:
LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	4
Annual Arrivals:	4
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	102
Annual Arrivals:	102
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:

LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	33504
Annual Arrivals:	33504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	15794
Annual Arrivals:	15794
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2021

Annual Departures:	4674
Annual Arrivals:	4674
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA
Category:
LCJC

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:

LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	892
Annual Arrivals:	892
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100

Category:
LGJB

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	3268
Annual Arrivals:	3268
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures:	4009

2021

Annual Arrivals:	4009
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	9078
Annual Arrivals:	9078
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min

SGPP

APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	89181
Annual Arrivals:	89181
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:

SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	2097
Annual Arrivals:	2097
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	1532
Annual Arrivals:	1532
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2021

Annual Departures:	1134
Annual Arrivals:	1134
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Take Off weight:	1361.00 Kgs
Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	5491
Annual Arrivals:	5491
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2021

Annual Departures:	1195
Annual Arrivals:	1195
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	3585
Annual Arrivals:	3585
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	865
Annual Arrivals:	865
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000	Diesel	0.00	20.00	175.00	25.00	

gallon)						
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	1178
Annual Arrivals:	1178
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	1350
Annual Arrivals:	1350
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2021

Annual Departures:	242
Annual Arrivals:	242
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:
E120_ClassE
Category:
SCTP

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	242
Annual Arrivals:	242
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	1828
Annual Arrivals:	1828
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2021

Annual Departures:	925
Annual Arrivals:	925
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	477
Annual Arrivals:	477
Annual TGOs:	0

Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	4033
Annual Arrivals:	4033
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None

Category:
SGTP

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2021

Annual Departures:	447
Annual Arrivals:	447
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	758
Annual Arrivals:	758
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT

Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2021

Annual Departures:	2574
Annual Arrivals:	2574
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year: 2021

Annual Departures:	3512
Annual Arrivals:	3512
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Parking Facilities

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Roadways

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Stationary Sources

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Training Fires

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Gates

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Taxiways

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Runways

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Taxipaths

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Configurations

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Buildings

Alternative A - Phase 2, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	

EDMS 5.1.4.1 Model Inputs for Alternative C - Phase 3 Study

Study Created:	Thu Oct 10 15:42:50 2013
Report Date:	Fri Feb 28 17:52:39 2014
Study Pathname:	I:\J\JWA\EDMS\Alternatives\Alternative C\Phase 3\Alternative C - Phase 3\Alternative C - Phase 3.edm

Study Setup

Unit System:	English
Dispersion Modeling:	Dispersion is not enabled for this study
Speciated Organic Gas (OG) Modeling:	Speciated Organic Gas (OG) Emissions are included in this study.
Analysis Years:	2026

Scenarios

Scenario Name:	Description:	Add a description.
Alternative C - Phase 3	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

Scenario-Airport: Alternative C - Phase 3, John Wayne Airport-Orange County

Weather

Alternative C - Phase 3, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

Quarter-Hourly Operational Profiles

Alternative C - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

Daily Operational Profiles

Alternative C - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

Monthly Operational Profiles

Alternative C - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

Aircraft

Alternative C - Phase 3, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:	Uses Schedule?	Schedule Filename:
2026	No	(None)

Aircraft Name:
Airbus A300B4-600 Series
Engine Type:
CF6-80C2A3 1862M39
Identification:
A300_ClassA
Category:
HCJP

Take Off weight:	146964.00 Kgs
Approach Weight:	120592.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	504
Annual Arrivals:	504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A300F4-600 Series
Engine Type:
PW4158
Identification:
A306_ClassA
Category:
HCJC

Take Off weight:	160254.00 Kgs
Approach Weight:	128956.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard						

TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	300
Annual Arrivals:	300
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A310-200 Series
Engine Type:
CF6-80C2A2 1862M39
Identification:
A310_ClassA
Category:
HCJP

Take Off weight:	138074.00 Kgs
Approach Weight:	111584.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0

Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A318-100 Series
Engine Type:
CFM56-5B8/P
Identification:
A318_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	38
Annual Arrivals:	38
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A319-100 Series
Engine Type:
CFM56-5B5/P
Identification:
A319_ClassA
Category:
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	15179
Annual Arrivals:	15179
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A320-200 Series

Take Off weight:	70715.00 Kgs

Engine Type:
CFM56-5B4/P
Identification:
A320_ClassA
Category:
LCJP

Approach Weight:	59421.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	10637
Annual Arrivals:	10637
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Airbus A321-200 Series
Engine Type:
CFM56-5B3/P
Identification:
A321_ClassA
Category:
LCJP

Take Off weight:	82599.00 Kgs
Approach Weight:	70035.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	

Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	935
Annual Arrivals:	935
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-300 Series
Engine Type:
CFM56-3-B1
Identification:
B733_ClassA
Category:

LCJP

Take Off weight:	54386.00 Kgs
Approach Weight:	46539.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way	Diesel	7.00	8.00	210.00	53.00	

F650)					
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:
2026

Annual Departures:	4
Annual Arrivals:	4
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-400 Series
Engine Type:
CFM56-3C-1
Identification:
B734_ClassA
Category:
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	102
Annual Arrivals:	102
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassA
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	33504
Annual Arrivals:	33504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT

Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-700 Series
Engine Type:
CFM56-7B20
Identification:
B737_ClassE
Category:
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassA
Category:
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	15794
Annual Arrivals:	15794
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 737-800 Series
Engine Type:
CFM56-7B26 (8CM051)
Identification:
B738_ClassE
Category:

LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly	DEFAULT

Operational profile:	
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series
Engine Type:
RB211-535E4 Phase 5
Identification:
B757AC_ClassA
Category:
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:
2026

Annual Departures:	4674
Annual Arrivals:	4674
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Boeing 757-200 Series Freighter
Engine Type:
PW2037 (4PW072)
Identification:
B757cargo_ClassA

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None

Category:
LCJC

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	652
Annual Arrivals:	652
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-200-LR
Engine Type:
CF34-3B
Identification:
CRJ2_ClassE
Category:
LCJP

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT

Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-700-ER
Engine Type:
CF34-8C1
Identification:
CRJ7_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900

Take Off weight:	36287.00 Kgs

Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassA
Category:
LCJP

Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	892
Annual Arrivals:	892
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier CRJ-900-ER
Engine Type:
CF34-8C5 LEC (8GE110)
Identification:
CRJ9_ClassE
Category:
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 600
Engine Type:
ALF 502L-2
Identification:
CL60_ClassE
Category:
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0

Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Challenger 601
Engine Type:
CF34-3A
Identification:
CL601_GA
Category:
LGJB

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	3416
Annual Arrivals:	3416
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT

Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Bombardier Learjet 35
Engine Type:
TFE731-2-2B
Identification:
LEAR35_GA
Category:
SGJB

Take Off weight:	8301.00 Kgs
Approach Weight:	6260.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	4191
Annual Arrivals:	4191
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
CNA172_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	8069
Annual Arrivals:	8069
Annual TGOs:	0
Taxi Out Time:	5.980000 min

Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 172 Skyhawk
Engine Type:
IO-360-B
Identification:
GASEPF_GA
Category:
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	79272
Annual Arrivals:	79272
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 182
Engine Type:
IO-360-B
Identification:
CNA182_GA
Category:
SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	1864
Annual Arrivals:	1864
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 206
Engine Type:
TIO-540-J2B2
Identification:
CNA206_GA
Category:
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	1361
Annual Arrivals:	1361
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 208 Caravan
Engine Type:
PT6A-114A
Identification:
CNA208_GA
Category:
SGTB

Take Off weight:	5080.00 Kgs
Approach Weight:	4686.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2026

Annual Departures:	1008
Annual Arrivals:	1008
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 210 Centurion
Engine Type:
TIO-540-J2B2
Identification:
GASEPV_GA
Category:
SGPP

Take Off weight:	1361.00 Kgs
Approach Weight:	1225.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	4881
Annual Arrivals:	4881
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 441 Conquest II
Engine Type:
TPE331-8
Identification:
CNA441_GA
Category:
SGTP

Take Off weight:	4468.00 Kgs
Approach Weight:	3821.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:
2026

Annual Departures:	1062
Annual Arrivals:	1062
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 500 Citation I
Engine Type:
JT15D-1 series
Identification:
CNA500_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	3748
Annual Arrivals:	3748
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 501 Citation ISP
Engine Type:
JT15D-1 series
Identification:
CNA510_GA
Category:
SGJB

Take Off weight:	6668.00 Kgs
Approach Weight:	5715.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	904
Annual Arrivals:	904
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT

Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 650 Citation III
Engine Type:
TFE731-3
Identification:
CIT3_GA
Category:
SGJB

Take Off weight:	9072.00 Kgs
Approach Weight:	6940.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	1232
Annual Arrivals:	1232
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Cessna 750 Citation X
Engine Type:
AE3007C Type 2
Identification:
CNA750_GA
Category:
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000	Diesel	0.00	20.00	175.00	25.00	

gallon)						
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	1412
Annual Arrivals:	1412
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Eclipse 500
Engine Type:
PW610F
Identification:
ECLIPSE500_GA
Category:
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year

Year:
2026

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Embraer EMB120 Brasilia
Engine Type:
PW118
Identification:

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]

E120_ClassE
Category:
SCTP

APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream II-B
Engine Type:
SPEY Mk511 Transply IIH
Identification:
GIIB_GA
Category:
LCJP

Take Off weight:	26873.00 Kgs
Approach Weight:	23882.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	

Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00

Year:
2026

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream IV-SP
Engine Type:
TAY 611-8C
Identification:
GIV_GA
Category:
LCJP

Take Off weight:	28762.00 Kgs
Approach Weight:	26943.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	1911
Annual Arrivals:	1911
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Gulfstream V-SP
Engine Type:
BR700-710A1-10 (3BR001)
Identification:
GV_GA
Category:

LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	967
Annual Arrivals:	967
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Israel IAI-1125 Astra
Engine Type:
TFE731-3
Identification:
IA1125_GA
Category:
SGJB

Take Off weight:	10659.00 Kgs
Approach Weight:	8450.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	499
Annual Arrivals:	499
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Mitsubishi MU-300 Diamond
Engine Type:
JT15D-4 series (1PW036)
Identification:
MU3001_GA
Category:
SGJB

Take Off weight:	6396.00 Kgs
Approach Weight:	5398.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	4216
Annual Arrivals:	4216
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piaggio P.180 Avanti
Engine Type:
PT6A-66
Identification:
P180_GA
Category:
SGTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:
2026

Annual Departures:	398
Annual Arrivals:	398
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Piper PA-28 Cherokee Series
Engine Type:
IO-320-D1AD
Identification:
PA28_GA
Category:
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	674
Annual Arrivals:	674
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
Raytheon Beech Baron 58
Engine Type:
TIO-540-J2B2
Identification:
BEC58P_GA
Category:
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:
2026

Annual Departures:	2288
Annual Arrivals:	2288
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT

Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:
de Havilland DHC-6-100 Twin Otter
Engine Type:
PT6A-20
Identification:
DHC6_GA
Category:
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:
2026

Annual Departures:	3122
Annual Arrivals:	3122
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population

Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Parking Facilities

Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Roadways

Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Stationary Sources

Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Training Fires — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Gates — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Taxiways — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Runways — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Taxipaths — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Configurations — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Buildings — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Discrete Cartesian Receptors — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Discrete Polar Receptors — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Cartesian Receptor Networks — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Polar Receptor Networks — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

User-Created Aircraft — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

User-Created GSE — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

User-Created APU — Alternative C - Phase 3, John Wayne Airport-Orange County

None.

Appendix C
CalEEMod Output Files

JWA-Baseline

Orange County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	100.00	User Defined Unit	0.00	100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2013
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Airport square footage only assumed. Will be adjusted in total calculations.

Construction Phase - No construction.

Vehicle Trips - Non Default Information From Traffic Study.

Water And Wastewater - All water assumed to be for indoor purposes.

Solid Waste - Data from Client.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	0.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2013
tblSolidWaste	SolidWasteGenerationRate	0.00	1,313.00
tblVehicleTrips	CC_TL	8.40	13.08

tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	13.08
tblVehicleTrips	CW_TL	16.60	13.08
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	453.18
tblVehicleTrips	SU_TR	0.00	453.18
tblVehicleTrips	WD_TR	0.00	453.18
tblWater	IndoorWaterUseRate	0.00	1,451,868.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7300e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	218.1560	640.1619	3,058.6219	6.2782	455.5450	11.7920	467.3370	121.5107	10.8299	132.3405		590,662.5167	590,662.5167	26.8960		591,227.3317
Total	**218.1598**	**640.1620**	**3,058.6327**	**6.2782**	**455.5450**	**11.7920**	**467.3370**	**121.5107**	**10.8299**	**132.3406**		**590,662.5386**	**590,662.5386**	**26.8960**	**0.0000**	**591,227.3550**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7300e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	218.1560	640.1619	3,058.6219	6.2782	455.5450	11.7920	467.3370	121.5107	10.8299	132.3405		590,662.5167	590,662.5167	26.8960		591,227.3317
Total	**218.1598**	**640.1620**	**3,058.6327**	**6.2782**	**455.5450**	**11.7920**	**467.3370**	**121.5107**	**10.8299**	**132.3406**		**590,662.5386**	**590,662.5386**	**26.8960**	**0.0000**	**591,227.3550**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2013	12/31/2012	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73

Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	218.1560	640.1619	3,058.6219	6.2782	455.5450	11.7920	467.3370	121.5107	10.8299	132.3405		590,662.5167	590,662.5167	26.8960		591,227.3317
Mitigated	218.1560	640.1619	3,058.6219	6.2782	455.5450	11.7920	467.3370	121.5107	10.8299	132.3405		590,662.5167	590,662.5167	26.8960		591,227.3317

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	45,318.00	45,318.00	45318.00	215,764,436	215,764,436
Total	45,318.00	45,318.00	45,318.00	215,764,436	215,764,436

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	13.08	13.08	13.08	0.00	100.00	0.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512383	0.057481	0.191072	0.155009	0.040497	0.005877	0.014205	0.012561	0.001412	0.002127	0.004643	0.000518	0.002213

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	3.7300e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233
Mitigated	3.7300e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1200e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233
Total	**3.7300e-003**	**1.1000e-004**	**0.0108**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**7.0000e-005**		**0.0233**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1200e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233
Total	**3.7300e-003**	**1.1000e-004**	**0.0108**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**7.0000e-005**		**0.0233**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

JWA-Baseline

Orange County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	100.00	User Defined Unit	0.00	100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2013
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Airport square footage only assumed. Will be adjusted in total calculations.

Construction Phase - No construction.

Vehicle Trips - Non Default Information From Traffic Study.

Water And Wastewater - All water assumed to be for indoor purposes.

Solid Waste - Data from Client.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	0.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2013
tblSolidWaste	SolidWasteGenerationRate	0.00	1,313.00
tblVehicleTrips	CC_TL	8.40	13.08

tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	13.08
tblVehicleTrips	CW_TL	16.60	13.08
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	453.18
tblVehicleTrips	SU_TR	0.00	453.18
tblVehicleTrips	WD_TR	0.00	453.18
tblWater	IndoorWaterUseRate	0.00	1,451,868.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7300e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	229.6159	678.3153	2,971.9655	5.9919	455.5450	11.8487	467.3937	121.5107	10.8820	132.3927		564,095.2708	564,095.2708	26.9034		564,660.2413
Total	**229.6196**	**678.3154**	**2,971.9763**	**5.9919**	**455.5450**	**11.8487**	**467.3937**	**121.5107**	**10.8821**	**132.3927**		**564,095.2927**	**564,095.2927**	**26.9034**	**0.0000**	**564,660.2646**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7300e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	229.6159	678.3153	2,971.9655	5.9919	455.5450	11.8487	467.3937	121.5107	10.8820	132.3927		564,095.2708	564,095.2708	26.9034		564,660.2413
Total	**229.6196**	**678.3154**	**2,971.9763**	**5.9919**	**455.5450**	**11.8487**	**467.3937**	**121.5107**	**10.8821**	**132.3927**		**564,095.2927**	**564,095.2927**	**26.9034**	**0.0000**	**564,660.2646**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2013	12/31/2012	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73

Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	229.6159	678.3153	2,971.9655	5.9919	455.5450	11.8487	467.3937	121.5107	10.8820	132.3927		564,095.2708	564,095.2708	26.9034		564,660.2413
Mitigated	229.6159	678.3153	2,971.9655	5.9919	455.5450	11.8487	467.3937	121.5107	10.8820	132.3927		564,095.2708	564,095.2708	26.9034		564,660.2413

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	45,318.00	45,318.00	45318.00	215,764,436	215,764,436
Total	45,318.00	45,318.00	45,318.00	215,764,436	215,764,436

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	13.08	13.08	13.08	0.00	100.00	0.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512383	0.057481	0.191072	0.155009	0.040497	0.005877	0.014205	0.012561	0.001412	0.002127	0.004643	0.000518	0.002213

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	3.7300e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233
Mitigated	3.7300e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1200e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233
Total	**3.7300e-003**	**1.1000e-004**	**0.0108**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**7.0000e-005**		**0.0233**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1200e-003	1.1000e-004	0.0108	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	7.0000e-005		0.0233
Total	**3.7300e-003**	**1.1000e-004**	**0.0108**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**7.0000e-005**		**0.0233**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

JWA-Project Phase 1

Orange County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	100.00	User Defined Unit	0.00	100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Airport square footage only assumed. Will be adjusted in total calculations.

Construction Phase - No construction.

Vehicle Trips - Non Default Information From Traffic Study.

Water And Wastewater - All water assumed to be for indoor purposes.

Solid Waste - Data from Client.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	0.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	0.00	1,547.00
tblVehicleTrips	CC_TL	8.40	13.08

tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	13.08
tblVehicleTrips	CW_TL	16.60	13.08
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	80.91
tblVehicleTrips	SU_TR	0.00	80.91
tblVehicleTrips	WD_TR	0.00	80.91
tblWater	IndoorWaterUseRate	0.00	1,710,259.31

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.6400e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	30.2848	88.2510	420.5187	1.1242	81.3763	1.2716	82.6479	21.7111	1.1701	22.8812		97,778.5654	97,778.5654	3.7653		97,857.6367
Total	**30.2884**	**88.2511**	**420.5292**	**1.1242**	**81.3763**	**1.2717**	**82.6480**	**21.7111**	**1.1701**	**22.8812**		**97,778.5873**	**97,778.5873**	**3.7654**	**0.0000**	**97,857.6599**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.6400e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	30.2848	88.2510	420.5187	1.1242	81.3763	1.2716	82.6479	21.7111	1.1701	22.8812		97,778.5654	97,778.5654	3.7653		97,857.6367
Total	**30.2884**	**88.2511**	**420.5292**	**1.1242**	**81.3763**	**1.2717**	**82.6480**	**21.7111**	**1.1701**	**22.8812**		**97,778.5873**	**97,778.5873**	**3.7654**	**0.0000**	**97,857.6599**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73

Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	30.2848	88.2510	420.5187	1.1242	81.3763	1.2716	82.6479	21.7111	1.1701	22.8812		97,778.5654	97,778.5654	3.7653		97,857.6367
Mitigated	30.2848	88.2510	420.5187	1.1242	81.3763	1.2716	82.6479	21.7111	1.1701	22.8812		97,778.5654	97,778.5654	3.7653		97,857.6367

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	8,091.00	8,091.00	8091.00	38,522,222	38,522,222
Total	8,091.00	8,091.00	8,091.00	38,522,222	38,522,222

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	13.08	13.08	13.08	0.00	100.00	0.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511008	0.057223	0.191597	0.152361	0.041328	0.005882	0.015289	0.014281	0.001428	0.002141	0.004713	0.000509	0.002239

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	3.6400e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232
Mitigated	3.6400e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0200e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232
Total	**3.6300e-003**	**1.0000e-004**	**0.0105**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0232**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0200e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232
Total	**3.6300e-003**	**1.0000e-004**	**0.0105**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0232**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

JWA-Project Phase 1

Orange County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	100.00	User Defined Unit	0.00	100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Airport square footage only assumed. Will be adjusted in total calculations.

Construction Phase - No construction.

Vehicle Trips - Non Default Information From Traffic Study.

Water And Wastewater - All water assumed to be for indoor purposes.

Solid Waste - Data from Client.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	0.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	0.00	1,547.00
tblVehicleTrips	CC_TL	8.40	13.08

tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	13.08
tblVehicleTrips	CW_TL	16.60	13.08
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	80.91
tblVehicleTrips	SU_TR	0.00	80.91
tblVehicleTrips	WD_TR	0.00	80.91
tblWater	IndoorWaterUseRate	0.00	1,710,259.31

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.6400e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	31.7383	93.4116	408.1444	1.0732	81.3763	1.2754	82.6517	21.7111	1.1736	22.8846		93,471.9898	93,471.9898	3.7665		93,551.0855
Total	**31.7419**	**93.4117**	**408.1549**	**1.0732**	**81.3763**	**1.2755**	**82.6518**	**21.7111**	**1.1736**	**22.8847**		**93,472.0116**	**93,472.0116**	**3.7665**	**0.0000**	**93,551.1087**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.6400e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	31.7383	93.4116	408.1444	1.0732	81.3763	1.2754	82.6517	21.7111	1.1736	22.8846		93,471.9898	93,471.9898	3.7665		93,551.0855
Total	**31.7419**	**93.4117**	**408.1549**	**1.0732**	**81.3763**	**1.2755**	**82.6518**	**21.7111**	**1.1736**	**22.8847**		**93,472.0116**	**93,472.0116**	**3.7665**	**0.0000**	**93,551.1087**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73

Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	31.7383	93.4116	408.1444	1.0732	81.3763	1.2754	82.6517	21.7111	1.1736	22.8846		93,471.9898	93,471.9898	3.7665		93,551.0855
Mitigated	31.7383	93.4116	408.1444	1.0732	81.3763	1.2754	82.6517	21.7111	1.1736	22.8846		93,471.9898	93,471.9898	3.7665		93,551.0855

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	8,091.00	8,091.00	8091.00	38,522,222	38,522,222
Total	8,091.00	8,091.00	8,091.00	38,522,222	38,522,222

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	13.08	13.08	13.08	0.00	100.00	0.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511008	0.057223	0.191597	0.152361	0.041328	0.005882	0.015289	0.014281	0.001428	0.002141	0.004713	0.000509	0.002239

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	3.6400e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232
Mitigated	3.6400e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0200e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232
Total	**3.6300e-003**	**1.0000e-004**	**0.0105**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0232**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0200e-003	1.0000e-004	0.0105	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0232
Total	**3.6300e-003**	**1.0000e-004**	**0.0105**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0232**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

JWA-Project Phase 2

Orange County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	100.00	User Defined Unit	0.00	100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	501.88	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 33% RPS by 2020 accounted for in the CO2 intensity factor.

Land Use - Airport square footage only assumed. Will be adjusted in total calculations.

Construction Phase - No construction.

Vehicle Trips - Non Default Information From Traffic Study.

Energy Use - 33 RPS by 2020 accounted for.

Water And Wastewater - All water assumed to be for indoor purposes.

Solid Waste - Data from Client.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	0.00	100.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	501.88
tblProjectCharacteristics	OperationalYear	2014	2021

tblSolidWaste	SolidWasteGenerationRate	0.00	1,690.00
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.78	3.29
tblVehicleEF	HHD	2.08	1.65
tblVehicleEF	HHD	70.13	51.45
tblVehicleEF	HHD	576.70	527.95
tblVehicleEF	HHD	1,681.17	1,527.19
tblVehicleEF	HHD	69.94	49.32
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	5.80	3.62
tblVehicleEF	HHD	7.96	3.74
tblVehicleEF	HHD	4.17	3.44
tblVehicleEF	HHD	0.03	9.4770e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.15	0.08
tblVehicleEF	HHD	6.2970e-003	8.8500e-004
tblVehicleEF	HHD	0.03	8.7190e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.6660e-003	8.7030e-003
tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.9960e-003	8.2100e-004
tblVehicleEF	HHD	3.6320e-003	1.4090e-003
tblVehicleEF	HHD	0.22	0.06
tblVehicleEF	HHD	0.52	0.58
tblVehicleEF	HHD	2.4040e-003	1.1000e-003
tblVehicleEF	HHD	0.31	0.25
tblVehicleEF	HHD	0.80	0.28
tblVehicleEF	HHD	3.02	1.35

tblVehicleEF	HHD	5.5860e-003	5.5970e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.9050e-003	1.3970e-003
tblVehicleEF	HHD	3.6320e-003	1.4090e-003
tblVehicleEF	HHD	0.22	0.06
tblVehicleEF	HHD	0.59	0.67
tblVehicleEF	HHD	2.4040e-003	1.1000e-003
tblVehicleEF	HHD	0.35	0.28
tblVehicleEF	HHD	0.80	0.28
tblVehicleEF	HHD	3.24	1.44
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.02	2.39
tblVehicleEF	HHD	2.09	1.66
tblVehicleEF	HHD	60.28	41.85
tblVehicleEF	HHD	610.97	559.32
tblVehicleEF	HHD	1,681.17	1,527.19
tblVehicleEF	HHD	69.94	49.32
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	5.98	3.74
tblVehicleEF	HHD	7.54	3.54
tblVehicleEF	HHD	4.00	3.31
tblVehicleEF	HHD	0.02	7.9890e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.15	0.08
tblVehicleEF	HHD	6.2970e-003	8.8500e-004
tblVehicleEF	HHD	0.02	7.3500e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.6660e-003	8.7030e-003

tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.9960e-003	8.2100e-004
tblVehicleEF	HHD	5.2980e-003	2.0340e-003
tblVehicleEF	HHD	0.22	0.06
tblVehicleEF	HHD	0.49	0.55
tblVehicleEF	HHD	3.6410e-003	1.5670e-003
tblVehicleEF	HHD	0.31	0.25
tblVehicleEF	HHD	0.79	0.27
tblVehicleEF	HHD	2.59	1.18
tblVehicleEF	HHD	5.9180e-003	5.9290e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.7370e-003	1.2410e-003
tblVehicleEF	HHD	5.2980e-003	2.0340e-003
tblVehicleEF	HHD	0.22	0.06
tblVehicleEF	HHD	0.56	0.63
tblVehicleEF	HHD	3.6410e-003	1.5670e-003
tblVehicleEF	HHD	0.35	0.28
tblVehicleEF	HHD	0.79	0.27
tblVehicleEF	HHD	2.78	1.26
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	3.83	4.54
tblVehicleEF	HHD	2.08	1.65
tblVehicleEF	HHD	72.17	53.52
tblVehicleEF	HHD	529.39	484.63
tblVehicleEF	HHD	1,681.17	1,527.19
tblVehicleEF	HHD	69.94	49.32
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	5.54	3.46
tblVehicleEF	HHD	7.83	3.68

tblVehicleEF	HHD	4.21	3.47
tblVehicleEF	HHD	0.03	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.15	0.08
tblVehicleEF	HHD	6.2970e-003	8.8500e-004
tblVehicleEF	HHD	0.03	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.6660e-003	8.7030e-003
tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.9960e-003	8.2100e-004
tblVehicleEF	HHD	4.0080e-003	1.4210e-003
tblVehicleEF	HHD	0.29	0.07
tblVehicleEF	HHD	0.56	0.63
tblVehicleEF	HHD	2.5950e-003	1.1200e-003
tblVehicleEF	HHD	0.31	0.25
tblVehicleEF	HHD	0.86	0.31
tblVehicleEF	HHD	3.12	1.39
tblVehicleEF	HHD	5.1280e-003	5.1370e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.9400e-003	1.4310e-003
tblVehicleEF	HHD	4.0080e-003	1.4210e-003
tblVehicleEF	HHD	0.29	0.07
tblVehicleEF	HHD	0.64	0.72
tblVehicleEF	HHD	2.5950e-003	1.1200e-003
tblVehicleEF	HHD	0.35	0.28
tblVehicleEF	HHD	0.86	0.31
tblVehicleEF	HHD	3.35	1.48
tblVehicleEF	LDA	0.01	9.0630e-003
tblVehicleEF	LDA	0.01	4.8530e-003

tblVehicleEF	LDA	1.24	0.70
tblVehicleEF	LDA	2.59	1.28
tblVehicleEF	LDA	308.59	236.00
tblVehicleEF	LDA	66.96	51.67
tblVehicleEF	LDA	0.51	0.51
tblVehicleEF	LDA	0.11	0.06
tblVehicleEF	LDA	0.18	0.08
tblVehicleEF	LDA	1.9080e-003	1.8380e-003
tblVehicleEF	LDA	2.7890e-003	3.5300e-003
tblVehicleEF	LDA	1.7450e-003	1.7050e-003
tblVehicleEF	LDA	2.5430e-003	3.2750e-003
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.15	0.09
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.35	0.21
tblVehicleEF	LDA	0.21	0.09
tblVehicleEF	LDA	3.4880e-003	3.5020e-003
tblVehicleEF	LDA	7.7900e-004	7.5900e-004
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.15	0.09
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.05	0.02
tblVehicleEF	LDA	0.35	0.21
tblVehicleEF	LDA	0.23	0.09
tblVehicleEF	LDA	0.01	9.0630e-003
tblVehicleEF	LDA	0.01	4.8530e-003
tblVehicleEF	LDA	1.33	0.76
tblVehicleEF	LDA	2.09	1.02
tblVehicleEF	LDA	321.51	245.91

tblVehicleEF	LDA	66.96	51.67
tblVehicleEF	LDA	0.51	0.51
tblVehicleEF	LDA	0.10	0.06
tblVehicleEF	LDA	0.17	0.07
tblVehicleEF	LDA	1.9080e-003	1.8380e-003
tblVehicleEF	LDA	2.7890e-003	3.5300e-003
tblVehicleEF	LDA	1.7450e-003	1.7050e-003
tblVehicleEF	LDA	2.5430e-003	3.2750e-003
tblVehicleEF	LDA	0.10	0.05
tblVehicleEF	LDA	0.16	0.09
tblVehicleEF	LDA	0.08	0.05
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.33	0.20
tblVehicleEF	LDA	0.18	0.07
tblVehicleEF	LDA	3.6360e-003	3.6510e-003
tblVehicleEF	LDA	7.7000e-004	7.5500e-004
tblVehicleEF	LDA	0.10	0.05
tblVehicleEF	LDA	0.16	0.09
tblVehicleEF	LDA	0.08	0.05
tblVehicleEF	LDA	0.05	0.02
tblVehicleEF	LDA	0.33	0.20
tblVehicleEF	LDA	0.19	0.08
tblVehicleEF	LDA	0.01	9.0630e-003
tblVehicleEF	LDA	0.01	4.8530e-003
tblVehicleEF	LDA	1.21	0.68
tblVehicleEF	LDA	2.71	1.34
tblVehicleEF	LDA	303.82	232.34
tblVehicleEF	LDA	66.96	51.67
tblVehicleEF	LDA	0.51	0.51
tblVehicleEF	LDA	0.11	0.06

tblVehicleEF	LDA	0.18	0.08
tblVehicleEF	LDA	1.9080e-003	1.8380e-003
tblVehicleEF	LDA	2.7890e-003	3.5300e-003
tblVehicleEF	LDA	1.7450e-003	1.7050e-003
tblVehicleEF	LDA	2.5430e-003	3.2750e-003
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.17	0.09
tblVehicleEF	LDA	0.06	0.04
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.39	0.24
tblVehicleEF	LDA	0.22	0.09
tblVehicleEF	LDA	3.4340e-003	3.4470e-003
tblVehicleEF	LDA	7.8100e-004	7.6000e-004
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.17	0.09
tblVehicleEF	LDA	0.06	0.04
tblVehicleEF	LDA	0.05	0.02
tblVehicleEF	LDA	0.39	0.24
tblVehicleEF	LDA	0.23	0.09
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.03	0.01
tblVehicleEF	LDT1	2.80	1.59
tblVehicleEF	LDT1	5.71	3.27
tblVehicleEF	LDT1	362.51	289.71
tblVehicleEF	LDT1	77.84	63.02
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.27	0.16
tblVehicleEF	LDT1	0.34	0.19
tblVehicleEF	LDT1	4.1140e-003	2.9670e-003
tblVehicleEF	LDT1	5.1840e-003	4.4710e-003

tblVehicleEF	LDT1	3.7750e-003	2.7510e-003
tblVehicleEF	LDT1	4.7520e-003	4.1470e-003
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.30	0.24
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.08	0.03
tblVehicleEF	LDT1	1.05	0.79
tblVehicleEF	LDT1	0.45	0.24
tblVehicleEF	LDT1	4.0470e-003	4.0650e-003
tblVehicleEF	LDT1	9.4200e-004	9.0600e-004
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.30	0.24
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.11	0.05
tblVehicleEF	LDT1	1.05	0.79
tblVehicleEF	LDT1	0.48	0.26
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.03	0.01
tblVehicleEF	LDT1	2.98	1.71
tblVehicleEF	LDT1	4.61	2.63
tblVehicleEF	LDT1	376.68	301.19
tblVehicleEF	LDT1	77.84	63.02
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.24	0.14
tblVehicleEF	LDT1	0.31	0.18
tblVehicleEF	LDT1	4.1140e-003	2.9670e-003
tblVehicleEF	LDT1	5.1840e-003	4.4710e-003
tblVehicleEF	LDT1	3.7750e-003	2.7510e-003
tblVehicleEF	LDT1	4.7520e-003	4.1470e-003
tblVehicleEF	LDT1	0.25	0.19

tblVehicleEF	LDT1	0.31	0.25
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	0.08	0.04
tblVehicleEF	LDT1	0.97	0.73
tblVehicleEF	LDT1	0.39	0.21
tblVehicleEF	LDT1	4.2070e-003	4.2290e-003
tblVehicleEF	LDT1	9.2300e-004	8.9500e-004
tblVehicleEF	LDT1	0.25	0.19
tblVehicleEF	LDT1	0.31	0.25
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	0.11	0.06
tblVehicleEF	LDT1	0.97	0.73
tblVehicleEF	LDT1	0.41	0.22
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.03	0.01
tblVehicleEF	LDT1	2.73	1.55
tblVehicleEF	LDT1	5.96	3.42
tblVehicleEF	LDT1	357.28	285.47
tblVehicleEF	LDT1	77.84	63.02
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.27	0.15
tblVehicleEF	LDT1	0.34	0.20
tblVehicleEF	LDT1	4.1140e-003	2.9670e-003
tblVehicleEF	LDT1	5.1840e-003	4.4710e-003
tblVehicleEF	LDT1	3.7750e-003	2.7510e-003
tblVehicleEF	LDT1	4.7520e-003	4.1470e-003
tblVehicleEF	LDT1	0.18	0.13
tblVehicleEF	LDT1	0.34	0.27
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.08	0.03

tblVehicleEF	LDT1	1.25	0.94
tblVehicleEF	LDT1	0.46	0.25
tblVehicleEF	LDT1	3.9870e-003	4.0050e-003
tblVehicleEF	LDT1	9.4600e-004	9.0800e-004
tblVehicleEF	LDT1	0.18	0.13
tblVehicleEF	LDT1	0.34	0.27
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.11	0.05
tblVehicleEF	LDT1	1.25	0.94
tblVehicleEF	LDT1	0.49	0.26
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.01	6.9150e-003
tblVehicleEF	LDT2	1.64	0.93
tblVehicleEF	LDT2	3.56	1.82
tblVehicleEF	LDT2	436.40	353.56
tblVehicleEF	LDT2	93.48	76.49
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.19	0.10
tblVehicleEF	LDT2	0.35	0.16
tblVehicleEF	LDT2	1.7890e-003	1.7990e-003
tblVehicleEF	LDT2	2.5960e-003	3.4520e-003
tblVehicleEF	LDT2	1.6460e-003	1.6690e-003
tblVehicleEF	LDT2	2.3880e-003	3.2030e-003
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.16	0.12
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.04	0.02
tblVehicleEF	LDT2	0.51	0.38
tblVehicleEF	LDT2	0.26	0.12
tblVehicleEF	LDT2	4.7590e-003	4.7660e-003

tblVehicleEF	LDT2	1.0610e-003	1.0360e-003
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.16	0.12
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.51	0.38
tblVehicleEF	LDT2	0.28	0.13
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.01	6.9150e-003
tblVehicleEF	LDT2	1.77	1.01
tblVehicleEF	LDT2	2.86	1.45
tblVehicleEF	LDT2	454.11	368.01
tblVehicleEF	LDT2	93.48	76.49
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.17	0.09
tblVehicleEF	LDT2	0.33	0.15
tblVehicleEF	LDT2	1.7890e-003	1.7990e-003
tblVehicleEF	LDT2	2.5960e-003	3.4520e-003
tblVehicleEF	LDT2	1.6460e-003	1.6690e-003
tblVehicleEF	LDT2	2.3880e-003	3.2030e-003
tblVehicleEF	LDT2	0.10	0.08
tblVehicleEF	LDT2	0.16	0.13
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.04	0.02
tblVehicleEF	LDT2	0.47	0.35
tblVehicleEF	LDT2	0.23	0.11
tblVehicleEF	LDT2	4.9540e-003	4.9620e-003
tblVehicleEF	LDT2	1.0490e-003	1.0300e-003
tblVehicleEF	LDT2	0.10	0.08
tblVehicleEF	LDT2	0.16	0.13

tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.47	0.35
tblVehicleEF	LDT2	0.24	0.11
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.01	6.9150e-003
tblVehicleEF	LDT2	1.59	0.90
tblVehicleEF	LDT2	3.72	1.90
tblVehicleEF	LDT2	429.86	348.23
tblVehicleEF	LDT2	93.48	76.49
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.19	0.09
tblVehicleEF	LDT2	0.36	0.16
tblVehicleEF	LDT2	1.7890e-003	1.7990e-003
tblVehicleEF	LDT2	2.5960e-003	3.4520e-003
tblVehicleEF	LDT2	1.6460e-003	1.6690e-003
tblVehicleEF	LDT2	2.3880e-003	3.2030e-003
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.18	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.04	0.02
tblVehicleEF	LDT2	0.60	0.44
tblVehicleEF	LDT2	0.27	0.13
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tblVehicleEF	LDT2	1.0630e-003	1.0380e-003
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.18	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.60	0.44

tblVehicleEF	LDT2	0.29	0.13
tblVehicleEF	LHD1	1.3210e-003	1.2670e-003
tblVehicleEF	LHD1	0.01	9.4510e-003
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.35	0.73
tblVehicleEF	LHD1	4.92	3.56
tblVehicleEF	LHD1	8.40	7.68
tblVehicleEF	LHD1	565.20	517.84
tblVehicleEF	LHD1	45.08	42.03
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	1.38	0.84
tblVehicleEF	LHD1	1.42	1.23
tblVehicleEF	LHD1	4.7000e-004	4.5700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9620e-003	8.9530e-003
tblVehicleEF	LHD1	8.7100e-003	6.3380e-003
tblVehicleEF	LHD1	1.3640e-003	7.6700e-004
tblVehicleEF	LHD1	4.3200e-004	4.2000e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.2410e-003	2.2380e-003
tblVehicleEF	LHD1	8.0170e-003	5.8360e-003
tblVehicleEF	LHD1	1.2520e-003	7.1200e-004
tblVehicleEF	LHD1	2.7830e-003	2.3820e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6350e-003	1.6150e-003
tblVehicleEF	LHD1	0.10	0.06
tblVehicleEF	LHD1	0.46	0.44

tblVehicleEF	LHD1	0.45	0.32
tblVehicleEF	LHD1	5.6940e-003	5.6990e-003
tblVehicleEF	LHD1	5.4800e-004	5.3200e-004
tblVehicleEF	LHD1	2.7830e-003	2.3820e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6350e-003	1.6150e-003
tblVehicleEF	LHD1	0.12	0.07
tblVehicleEF	LHD1	0.46	0.44
tblVehicleEF	LHD1	0.48	0.34
tblVehicleEF	LHD1	1.3210e-003	1.2670e-003
tblVehicleEF	LHD1	0.01	9.4510e-003
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.37	0.74
tblVehicleEF	LHD1	4.04	2.92
tblVehicleEF	LHD1	8.40	7.68
tblVehicleEF	LHD1	565.20	517.84
tblVehicleEF	LHD1	45.08	42.03
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	1.29	0.78
tblVehicleEF	LHD1	1.36	1.19
tblVehicleEF	LHD1	4.7000e-004	4.5700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9620e-003	8.9530e-003
tblVehicleEF	LHD1	8.7100e-003	6.3380e-003
tblVehicleEF	LHD1	1.3640e-003	7.6700e-004
tblVehicleEF	LHD1	4.3200e-004	4.2000e-004
tblVehicleEF	LHD1	0.02	0.02

tblVehicleEF	LHD1	2.2410e-003	2.2380e-003
tblVehicleEF	LHD1	8.0170e-003	5.8360e-003
tblVehicleEF	LHD1	1.2520e-003	7.1200e-004
tblVehicleEF	LHD1	3.9260e-003	3.3430e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.3300e-003	2.2120e-003
tblVehicleEF	LHD1	0.10	0.06
tblVehicleEF	LHD1	0.45	0.43
tblVehicleEF	LHD1	0.40	0.28
tblVehicleEF	LHD1	5.6940e-003	5.7000e-003
tblVehicleEF	LHD1	5.3300e-004	5.2100e-004
tblVehicleEF	LHD1	3.9260e-003	3.3430e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.3300e-003	2.2120e-003
tblVehicleEF	LHD1	0.12	0.07
tblVehicleEF	LHD1	0.45	0.43
tblVehicleEF	LHD1	0.43	0.30
tblVehicleEF	LHD1	1.3210e-003	1.2670e-003
tblVehicleEF	LHD1	0.01	9.4510e-003
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.35	0.72
tblVehicleEF	LHD1	5.09	3.68
tblVehicleEF	LHD1	8.40	7.68
tblVehicleEF	LHD1	565.20	517.84
tblVehicleEF	LHD1	45.08	42.03
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04

tblVehicleEF	LHD1	1.36	0.82
tblVehicleEF	LHD1	1.43	1.24
tblVehicleEF	LHD1	4.7000e-004	4.5700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9620e-003	8.9530e-003
tblVehicleEF	LHD1	8.7100e-003	6.3380e-003
tblVehicleEF	LHD1	1.3640e-003	7.6700e-004
tblVehicleEF	LHD1	4.3200e-004	4.2000e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.2410e-003	2.2380e-003
tblVehicleEF	LHD1	8.0170e-003	5.8360e-003
tblVehicleEF	LHD1	1.2520e-003	7.1200e-004
tblVehicleEF	LHD1	3.0620e-003	2.4750e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.7200e-003	1.6380e-003
tblVehicleEF	LHD1	0.10	0.06
tblVehicleEF	LHD1	0.50	0.48
tblVehicleEF	LHD1	0.46	0.33
tblVehicleEF	LHD1	5.6940e-003	5.6990e-003
tblVehicleEF	LHD1	5.5100e-004	5.3400e-004
tblVehicleEF	LHD1	3.0620e-003	2.4750e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.7200e-003	1.6380e-003
tblVehicleEF	LHD1	0.12	0.07
tblVehicleEF	LHD1	0.50	0.48
tblVehicleEF	LHD1	0.49	0.35
tblVehicleEF	LHD2	1.0530e-003	1.0180e-003
tblVehicleEF	LHD2	0.01	6.8050e-003

tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.16	0.15
tblVehicleEF	LHD2	1.10	0.54
tblVehicleEF	LHD2	3.43	2.20
tblVehicleEF	LHD2	9.19	8.40
tblVehicleEF	LHD2	549.81	502.57
tblVehicleEF	LHD2	32.30	29.81
tblVehicleEF	LHD2	5.8720e-003	5.9590e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	2.23	1.32
tblVehicleEF	LHD2	1.00	0.85
tblVehicleEF	LHD2	1.0310e-003	9.8700e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.9450e-003	9.9180e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.0080e-003	4.2500e-004
tblVehicleEF	LHD2	9.4900e-004	9.0800e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4860e-003	2.4800e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	9.0400e-004	3.9400e-004
tblVehicleEF	LHD2	2.0010e-003	1.4250e-003
tblVehicleEF	LHD2	0.06	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.1580e-003	1.0050e-003
tblVehicleEF	LHD2	0.10	0.06
tblVehicleEF	LHD2	0.35	0.26
tblVehicleEF	LHD2	0.32	0.20
tblVehicleEF	LHD2	5.4740e-003	5.4690e-003
tblVehicleEF	LHD2	3.9100e-004	3.7200e-004

tblVehicleEF	LHD2	2.0010e-003	1.4250e-003
tblVehicleEF	LHD2	0.06	0.05
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.1580e-003	1.0050e-003
tblVehicleEF	LHD2	0.12	0.07
tblVehicleEF	LHD2	0.35	0.26
tblVehicleEF	LHD2	0.34	0.21
tblVehicleEF	LHD2	1.0530e-003	1.0180e-003
tblVehicleEF	LHD2	0.01	6.8050e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.16	0.15
tblVehicleEF	LHD2	1.10	0.54
tblVehicleEF	LHD2	2.84	1.81
tblVehicleEF	LHD2	9.19	8.40
tblVehicleEF	LHD2	549.81	502.57
tblVehicleEF	LHD2	32.30	29.81
tblVehicleEF	LHD2	5.8720e-003	5.9590e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	2.10	1.24
tblVehicleEF	LHD2	0.97	0.82
tblVehicleEF	LHD2	1.0310e-003	9.8700e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.9450e-003	9.9180e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.0080e-003	4.2500e-004
tblVehicleEF	LHD2	9.4900e-004	9.0800e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4860e-003	2.4800e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	9.0400e-004	3.9400e-004

tblVehicleEF	LHD2	2.8270e-003	2.0010e-003
tblVehicleEF	LHD2	0.06	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.6620e-003	1.3750e-003
tblVehicleEF	LHD2	0.10	0.06
tblVehicleEF	LHD2	0.34	0.25
tblVehicleEF	LHD2	0.28	0.18
tblVehicleEF	LHD2	5.4740e-003	5.4690e-003
tblVehicleEF	LHD2	3.8100e-004	3.6500e-004
tblVehicleEF	LHD2	2.8270e-003	2.0010e-003
tblVehicleEF	LHD2	0.06	0.05
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.6620e-003	1.3750e-003
tblVehicleEF	LHD2	0.12	0.07
tblVehicleEF	LHD2	0.34	0.25
tblVehicleEF	LHD2	0.30	0.19
tblVehicleEF	LHD2	1.0530e-003	1.0180e-003
tblVehicleEF	LHD2	0.01	6.8050e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.16	0.15
tblVehicleEF	LHD2	1.09	0.53
tblVehicleEF	LHD2	3.54	2.28
tblVehicleEF	LHD2	9.19	8.40
tblVehicleEF	LHD2	549.81	502.57
tblVehicleEF	LHD2	32.30	29.81
tblVehicleEF	LHD2	5.8720e-003	5.9590e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	2.19	1.30
tblVehicleEF	LHD2	1.01	0.86
tblVehicleEF	LHD2	1.0310e-003	9.8700e-004

tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.9450e-003	9.9180e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.0080e-003	4.2500e-004
tblVehicleEF	LHD2	9.4900e-004	9.0800e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4860e-003	2.4800e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	9.0400e-004	3.9400e-004
tblVehicleEF	LHD2	2.2020e-003	1.4530e-003
tblVehicleEF	LHD2	0.07	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.2080e-003	1.0040e-003
tblVehicleEF	LHD2	0.10	0.06
tblVehicleEF	LHD2	0.38	0.29
tblVehicleEF	LHD2	0.33	0.20
tblVehicleEF	LHD2	5.4740e-003	5.4690e-003
tblVehicleEF	LHD2	3.9300e-004	3.7300e-004
tblVehicleEF	LHD2	2.2020e-003	1.4530e-003
tblVehicleEF	LHD2	0.07	0.05
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.2080e-003	1.0040e-003
tblVehicleEF	LHD2	0.12	0.07
tblVehicleEF	LHD2	0.38	0.29
tblVehicleEF	LHD2	0.35	0.22
tblVehicleEF	MCY	23.62	19.55
tblVehicleEF	MCY	9.66	9.96
tblVehicleEF	MCY	144.40	140.05
tblVehicleEF	MCY	46.11	38.14
tblVehicleEF	MCY	4.6800e-003	4.6000e-003

tblVehicleEF	MCY	1.20	1.15
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	6.7400e-004	2.8900e-004
tblVehicleEF	MCY	2.2050e-003	8.9100e-004
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	5.4000e-004	2.4400e-004
tblVehicleEF	MCY	1.7310e-003	7.4600e-004
tblVehicleEF	MCY	0.97	0.94
tblVehicleEF	MCY	0.48	0.41
tblVehicleEF	MCY	0.58	0.55
tblVehicleEF	MCY	2.49	2.31
tblVehicleEF	MCY	1.78	1.21
tblVehicleEF	MCY	2.15	2.04
tblVehicleEF	MCY	1.9150e-003	1.9360e-003
tblVehicleEF	MCY	6.8700e-004	6.4400e-004
tblVehicleEF	MCY	0.97	0.94
tblVehicleEF	MCY	0.48	0.41
tblVehicleEF	MCY	0.58	0.55
tblVehicleEF	MCY	2.73	2.54
tblVehicleEF	MCY	1.78	1.21
tblVehicleEF	MCY	2.31	2.19
tblVehicleEF	MCY	22.49	18.74
tblVehicleEF	MCY	8.69	8.81
tblVehicleEF	MCY	144.40	140.05
tblVehicleEF	MCY	46.11	38.14
tblVehicleEF	MCY	4.6800e-003	4.6000e-003
tblVehicleEF	MCY	1.05	1.01
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	0.04	0.04

tblVehicleEF	MCY	6.7400e-004	2.8900e-004
tblVehicleEF	MCY	2.2050e-003	8.9100e-004
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	5.4000e-004	2.4400e-004
tblVehicleEF	MCY	1.7310e-003	7.4600e-004
tblVehicleEF	MCY	1.47	1.42
tblVehicleEF	MCY	0.52	0.45
tblVehicleEF	MCY	0.96	0.91
tblVehicleEF	MCY	2.41	2.26
tblVehicleEF	MCY	1.65	1.10
tblVehicleEF	MCY	1.89	1.81
tblVehicleEF	MCY	1.8950e-003	1.9210e-003
tblVehicleEF	MCY	6.6400e-004	6.1900e-004
tblVehicleEF	MCY	1.47	1.42
tblVehicleEF	MCY	0.52	0.45
tblVehicleEF	MCY	0.96	0.91
tblVehicleEF	MCY	2.64	2.49
tblVehicleEF	MCY	1.65	1.10
tblVehicleEF	MCY	2.03	1.94
tblVehicleEF	MCY	23.78	19.66
tblVehicleEF	MCY	9.83	10.17
tblVehicleEF	MCY	144.40	140.05
tblVehicleEF	MCY	46.11	38.14
tblVehicleEF	MCY	4.6800e-003	4.6000e-003
tblVehicleEF	MCY	1.17	1.12
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	6.7400e-004	2.8900e-004
tblVehicleEF	MCY	2.2050e-003	8.9100e-004
tblVehicleEF	MCY	0.02	0.02

tblVehicleEF	MCY	5.4000e-004	2.4400e-004
tblVehicleEF	MCY	1.7310e-003	7.4600e-004
tblVehicleEF	MCY	1.09	1.05
tblVehicleEF	MCY	0.64	0.52
tblVehicleEF	MCY	0.63	0.59
tblVehicleEF	MCY	2.50	2.32
tblVehicleEF	MCY	2.07	1.45
tblVehicleEF	MCY	2.20	2.09
tblVehicleEF	MCY	1.9180e-003	1.9380e-003
tblVehicleEF	MCY	6.9200e-004	6.4900e-004
tblVehicleEF	MCY	1.09	1.05
tblVehicleEF	MCY	0.64	0.52
tblVehicleEF	MCY	0.63	0.59
tblVehicleEF	MCY	2.75	2.55
tblVehicleEF	MCY	2.07	1.45
tblVehicleEF	MCY	2.37	2.24
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	2.38	1.59
tblVehicleEF	MDV	5.15	3.42
tblVehicleEF	MDV	568.11	475.56
tblVehicleEF	MDV	120.37	102.17
tblVehicleEF	MDV	0.15	0.15
tblVehicleEF	MDV	0.31	0.19
tblVehicleEF	MDV	0.52	0.32
tblVehicleEF	MDV	2.0740e-003	1.9760e-003
tblVehicleEF	MDV	2.9830e-003	3.4080e-003
tblVehicleEF	MDV	1.9100e-003	1.8310e-003
tblVehicleEF	MDV	2.7510e-003	3.1600e-003
tblVehicleEF	MDV	0.07	0.08

tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.54	0.57
tblVehicleEF	MDV	0.44	0.28
tblVehicleEF	MDV	6.0540e-003	6.0920e-003
tblVehicleEF	MDV	1.3550e-003	1.3370e-003
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.09	0.06
tblVehicleEF	MDV	0.54	0.57
tblVehicleEF	MDV	0.47	0.30
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	2.55	1.72
tblVehicleEF	MDV	4.13	2.74
tblVehicleEF	MDV	590.84	494.75
tblVehicleEF	MDV	120.37	102.17
tblVehicleEF	MDV	0.15	0.15
tblVehicleEF	MDV	0.27	0.17
tblVehicleEF	MDV	0.48	0.30
tblVehicleEF	MDV	2.0740e-003	1.9760e-003
tblVehicleEF	MDV	2.9830e-003	3.4080e-003
tblVehicleEF	MDV	1.9100e-003	1.8310e-003
tblVehicleEF	MDV	2.7510e-003	3.1600e-003
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.18	0.20
tblVehicleEF	MDV	0.10	0.12
tblVehicleEF	MDV	0.07	0.04

tblVehicleEF	MDV	0.50	0.53
tblVehicleEF	MDV	0.38	0.24
tblVehicleEF	MDV	6.2980e-003	6.3400e-003
tblVehicleEF	MDV	1.3370e-003	1.3250e-003
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.18	0.20
tblVehicleEF	MDV	0.10	0.12
tblVehicleEF	MDV	0.10	0.06
tblVehicleEF	MDV	0.50	0.53
tblVehicleEF	MDV	0.41	0.26
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	2.31	1.54
tblVehicleEF	MDV	5.38	3.58
tblVehicleEF	MDV	559.72	468.48
tblVehicleEF	MDV	120.37	102.17
tblVehicleEF	MDV	0.15	0.15
tblVehicleEF	MDV	0.30	0.18
tblVehicleEF	MDV	0.53	0.33
tblVehicleEF	MDV	2.0740e-003	1.9760e-003
tblVehicleEF	MDV	2.9830e-003	3.4080e-003
tblVehicleEF	MDV	1.9100e-003	1.8310e-003
tblVehicleEF	MDV	2.7510e-003	3.1600e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.19	0.21
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.62	0.66
tblVehicleEF	MDV	0.46	0.29
tblVehicleEF	MDV	5.9640e-003	6.0000e-003

tblVehicleEF	MDV	1.3590e-003	1.3390e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.19	0.21
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.09	0.06
tblVehicleEF	MDV	0.62	0.66
tblVehicleEF	MDV	0.49	0.31
tblVehicleEF	MH	5.00	1.14
tblVehicleEF	MH	9.44	5.29
tblVehicleEF	MH	670.29	613.17
tblVehicleEF	MH	31.63	26.73
tblVehicleEF	MH	2.2200e-003	2.3400e-003
tblVehicleEF	MH	2.04	1.34
tblVehicleEF	MH	0.90	0.63
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.7350e-003	8.7160e-003
tblVehicleEF	MH	0.04	0.02
tblVehicleEF	MH	1.8290e-003	5.0100e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1840e-003	2.1790e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	1.5730e-003	4.6500e-004
tblVehicleEF	MH	1.28	0.78
tblVehicleEF	MH	0.09	0.05
tblVehicleEF	MH	0.52	0.35
tblVehicleEF	MH	0.17	0.06
tblVehicleEF	MH	1.89	1.38
tblVehicleEF	MH	0.59	0.29
tblVehicleEF	MH	6.7840e-003	6.7300e-003
tblVehicleEF	MH	4.8700e-004	3.8900e-004

tblVehicleEF	MH	1.28	0.78
tblVehicleEF	MH	0.09	0.05
tblVehicleEF	MH	0.52	0.35
tblVehicleEF	MH	0.20	0.07
tblVehicleEF	MH	1.89	1.38
tblVehicleEF	MH	0.63	0.31
tblVehicleEF	MH	5.01	1.17
tblVehicleEF	MH	7.62	4.28
tblVehicleEF	MH	670.29	613.17
tblVehicleEF	MH	31.63	26.73
tblVehicleEF	MH	2.2200e-003	2.3400e-003
tblVehicleEF	MH	1.88	1.25
tblVehicleEF	MH	0.86	0.60
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.7350e-003	8.7160e-003
tblVehicleEF	MH	0.04	0.02
tblVehicleEF	MH	1.8290e-003	5.0100e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1840e-003	2.1790e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	1.5730e-003	4.6500e-004
tblVehicleEF	MH	1.72	1.05
tblVehicleEF	MH	0.09	0.05
tblVehicleEF	MH	0.72	0.47
tblVehicleEF	MH	0.17	0.06
tblVehicleEF	MH	1.85	1.35
tblVehicleEF	MH	0.50	0.26
tblVehicleEF	MH	6.7850e-003	6.7310e-003
tblVehicleEF	MH	4.5600e-004	3.7200e-004
tblVehicleEF	MH	1.72	1.05

tblVehicleEF	MH	0.09	0.05
tblVehicleEF	MH	0.72	0.47
tblVehicleEF	MH	0.20	0.07
tblVehicleEF	MH	1.85	1.35
tblVehicleEF	MH	0.54	0.28
tblVehicleEF	MH	4.99	1.14
tblVehicleEF	MH	9.81	5.51
tblVehicleEF	MH	670.29	613.17
tblVehicleEF	MH	31.63	26.73
tblVehicleEF	MH	2.2200e-003	2.3400e-003
tblVehicleEF	MH	2.00	1.31
tblVehicleEF	MH	0.91	0.64
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.7350e-003	8.7160e-003
tblVehicleEF	MH	0.04	0.02
tblVehicleEF	MH	1.8290e-003	5.0100e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1840e-003	2.1790e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	1.5730e-003	4.6500e-004
tblVehicleEF	MH	1.48	0.86
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.56	0.36
tblVehicleEF	MH	0.17	0.06
tblVehicleEF	MH	2.00	1.47
tblVehicleEF	MH	0.61	0.30
tblVehicleEF	MH	6.7840e-003	6.7300e-003
tblVehicleEF	MH	4.9400e-004	3.9300e-004
tblVehicleEF	MH	1.48	0.86
tblVehicleEF	MH	0.11	0.07

tblVehicleEF	MH	0.56	0.36
tblVehicleEF	MH	0.20	0.07
tblVehicleEF	MH	2.00	1.47
tblVehicleEF	MH	0.66	0.32
tblVehicleEF	MHD	9.1490e-003	7.8620e-003
tblVehicleEF	MHD	7.2600e-003	3.3190e-003
tblVehicleEF	MHD	1.98	1.99
tblVehicleEF	MHD	1.54	0.58
tblVehicleEF	MHD	22.27	13.30
tblVehicleEF	MHD	606.65	572.41
tblVehicleEF	MHD	1,000.85	909.17
tblVehicleEF	MHD	59.20	49.32
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	7.20	3.80
tblVehicleEF	MHD	4.47	1.19
tblVehicleEF	MHD	2.34	1.52
tblVehicleEF	MHD	0.04	8.1320e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.03
tblVehicleEF	MHD	4.0360e-003	1.3420e-003
tblVehicleEF	MHD	0.04	7.4820e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8100e-003	2.8130e-003
tblVehicleEF	MHD	0.11	0.03
tblVehicleEF	MHD	3.4680e-003	1.2450e-003
tblVehicleEF	MHD	3.9810e-003	2.3870e-003
tblVehicleEF	MHD	0.15	0.09
tblVehicleEF	MHD	0.20	0.17
tblVehicleEF	MHD	2.3020e-003	1.5650e-003

tblVehicleEF	MHD	0.20	0.09
tblVehicleEF	MHD	0.62	0.42
tblVehicleEF	MHD	1.48	0.79
tblVehicleEF	MHD	5.8760e-003	6.0680e-003
tblVehicleEF	MHD	9.7590e-003	9.6910e-003
tblVehicleEF	MHD	9.9700e-004	7.8100e-004
tblVehicleEF	MHD	3.9810e-003	2.3870e-003
tblVehicleEF	MHD	0.15	0.09
tblVehicleEF	MHD	0.22	0.19
tblVehicleEF	MHD	2.3020e-003	1.5650e-003
tblVehicleEF	MHD	0.23	0.10
tblVehicleEF	MHD	0.62	0.42
tblVehicleEF	MHD	1.59	0.84
tblVehicleEF	MHD	8.6220e-003	7.4100e-003
tblVehicleEF	MHD	7.2600e-003	3.3190e-003
tblVehicleEF	MHD	1.44	1.45
tblVehicleEF	MHD	1.55	0.59
tblVehicleEF	MHD	18.49	10.84
tblVehicleEF	MHD	642.69	606.42
tblVehicleEF	MHD	1,000.85	909.17
tblVehicleEF	MHD	59.20	49.32
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	7.43	3.92
tblVehicleEF	MHD	4.21	1.12
tblVehicleEF	MHD	2.25	1.46
tblVehicleEF	MHD	0.04	6.8560e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.03
tblVehicleEF	MHD	4.0360e-003	1.3420e-003

tblVehicleEF	MHD	0.03	6.3070e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8100e-003	2.8130e-003
tblVehicleEF	MHD	0.11	0.03
tblVehicleEF	MHD	3.4680e-003	1.2450e-003
tblVehicleEF	MHD	5.6820e-003	3.3740e-003
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tblVehicleEF	MHD	0.19	0.16
tblVehicleEF	MHD	3.3750e-003	2.1840e-003
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tblVehicleEF	MHD	0.61	0.40
tblVehicleEF	MHD	1.30	0.70
tblVehicleEF	MHD	6.2250e-003	6.4280e-003
tblVehicleEF	MHD	9.7590e-003	9.6910e-003
tblVehicleEF	MHD	9.3100e-004	7.3900e-004
tblVehicleEF	MHD	5.6820e-003	3.3740e-003
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tblVehicleEF	MHD	0.21	0.18
tblVehicleEF	MHD	3.3750e-003	2.1840e-003
tblVehicleEF	MHD	0.23	0.10
tblVehicleEF	MHD	0.61	0.40
tblVehicleEF	MHD	1.39	0.75
tblVehicleEF	MHD	9.8770e-003	8.4880e-003
tblVehicleEF	MHD	7.2600e-003	3.3190e-003
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tblVehicleEF	MHD	556.87	525.45
tblVehicleEF	MHD	1,000.85	909.17
tblVehicleEF	MHD	59.20	49.32

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tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.03
tblVehicleEF	MHD	4.0360e-003	1.3420e-003
tblVehicleEF	MHD	0.05	9.1040e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8100e-003	2.8130e-003
tblVehicleEF	MHD	0.11	0.03
tblVehicleEF	MHD	3.4680e-003	1.2450e-003
tblVehicleEF	MHD	4.4720e-003	2.5380e-003
tblVehicleEF	MHD	0.19	0.09
tblVehicleEF	MHD	0.21	0.18
tblVehicleEF	MHD	2.4930e-003	1.6220e-003
tblVehicleEF	MHD	0.20	0.09
tblVehicleEF	MHD	0.68	0.45
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tblVehicleEF	MHD	5.3940e-003	5.5700e-003
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tblVehicleEF	MHD	1.0110e-003	7.9000e-004
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tblVehicleEF	MHD	0.19	0.09
tblVehicleEF	MHD	0.24	0.21
tblVehicleEF	MHD	2.4930e-003	1.6220e-003
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tblVehicleEF	MHD	0.68	0.45

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tblVehicleEF	OBUS	573.90	534.43
tblVehicleEF	OBUS	1,068.05	1,001.92
tblVehicleEF	OBUS	38.12	32.73
tblVehicleEF	OBUS	1.4150e-003	1.4570e-003
tblVehicleEF	OBUS	7.28	3.88
tblVehicleEF	OBUS	5.56	1.62
tblVehicleEF	OBUS	1.63	1.22
tblVehicleEF	OBUS	0.06	9.0830e-003
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.5360e-003	5.4600e-004
tblVehicleEF	OBUS	0.05	8.3560e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.5920e-003	2.6430e-003
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.3050e-003	5.0600e-004
tblVehicleEF	OBUS	1.0680e-003	9.3600e-004
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tblVehicleEF	OBUS	0.31	0.32
tblVehicleEF	OBUS	0.81	0.52

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tblVehicleEF	OBUS	6.0200e-004	5.1200e-004
tblVehicleEF	OBUS	1.0680e-003	9.3600e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.56	0.59
tblVehicleEF	OBUS	5.3300e-004	5.3900e-004
tblVehicleEF	OBUS	0.24	0.13
tblVehicleEF	OBUS	0.31	0.32
tblVehicleEF	OBUS	0.86	0.56
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.1050e-003	2.8250e-003
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tblVehicleEF	OBUS	10.06	6.89
tblVehicleEF	OBUS	607.99	566.19
tblVehicleEF	OBUS	1,068.05	1,001.92
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tblVehicleEF	OBUS	1.4150e-003	1.4570e-003
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tblVehicleEF	OBUS	5.24	1.52
tblVehicleEF	OBUS	1.57	1.17
tblVehicleEF	OBUS	0.05	7.6570e-003
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.5360e-003	5.4600e-004
tblVehicleEF	OBUS	0.05	7.0440e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.5920e-003	2.6430e-003

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tblVehicleEF	OBUS	1.4650e-003	1.2800e-003
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tblVehicleEF	OBUS	0.53	0.55
tblVehicleEF	OBUS	7.5800e-004	7.3200e-004
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tblVehicleEF	OBUS	5.46	1.59

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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.5360e-003	5.4600e-004
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tblVehicleEF	OBUS	2.5920e-003	2.6430e-003
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.08	0.04
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tblVehicleEF	SBUS	8.3520e-003	3.4780e-003
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tblVehicleEF	SBUS	1,128.21	1,016.26
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tblVehicleEF	SBUS	0.08	0.04
tblVehicleEF	SBUS	9.9240e-003	3.7490e-003
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tblVehicleEF	SBUS	2.7230e-003	2.7070e-003
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tblVehicleEF	UBUS	6.02	3.99
tblVehicleEF	UBUS	12.13	10.14
tblVehicleEF	UBUS	1,998.51	1,765.99
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tblVehicleEF	UBUS	9.5300e-004	5.4800e-004
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tblVehicleEF	UBUS	0.17	0.13
tblVehicleEF	UBUS	4.3480e-003	3.8580e-003
tblVehicleEF	UBUS	0.74	0.57

tblVehicleEF	UBUS	0.97	1.08
tblVehicleEF	UBUS	1.01	0.85
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	6.5300e-004	6.0200e-004
tblVehicleEF	UBUS	8.3420e-003	7.1060e-003
tblVehicleEF	UBUS	0.17	0.13
tblVehicleEF	UBUS	4.3480e-003	3.8580e-003
tblVehicleEF	UBUS	0.82	0.64
tblVehicleEF	UBUS	0.97	1.08
tblVehicleEF	UBUS	1.08	0.91
tblVehicleTrips	CC_TL	8.40	13.08
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	13.08
tblVehicleTrips	CW_TL	16.60	13.08
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	130.09
tblVehicleTrips	SU_TR	0.00	130.09
tblVehicleTrips	WD_TR	0.00	130.09
tblWater	IndoorWaterUseRate	0.00	1,868,616.66

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5700e-003	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	36.8419	94.9154	488.5317	1.8278	130.9051	1.7261	132.6312	34.9322	1.5937	36.5259		137,392.5036	137,392.5036	4.6324		137,489.7834
Total	**36.8455**	**94.9155**	**488.5420**	**1.8278**	**130.9051**	**1.7262**	**132.6313**	**34.9322**	**1.5938**	**36.5259**		**137,392.5255**	**137,392.5255**	**4.6324**	**0.0000**	**137,489.8066**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5700e-003	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	36.8419	94.9154	488.5317	1.8278	130.9051	1.7261	132.6312	34.9322	1.5937	36.5259		137,392.5036	137,392.5036	4.6324		137,489.7834
Total	**36.8455**	**94.9155**	**488.5420**	**1.8278**	**130.9051**	**1.7262**	**132.6313**	**34.9322**	**1.5938**	**36.5259**		**137,392.5255**	**137,392.5255**	**4.6324**	**0.0000**	**137,489.8066**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Unmitigated	36.8419	94.9154	488.5317	1.8278	130.9051	1.7261	132.6312	34.9322	1.5937	36.5259		137,392.5036	137,392.5036	4.6324		137,489.7834
Mitigated	36.8419	94.9154	488.5317	1.8278	130.9051	1.7261	132.6312	34.9322	1.5937	36.5259		137,392.5036	137,392.5036	4.6324		137,489.7834

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	13,009.00	13,009.00	13009.00	61,937,410	61,937,410
Total	13,009.00	13,009.00	13,009.00	61,937,410	61,937,410

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-...	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	13.08	13.08	13.08	0.00	100.00	0.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.506845	0.056549	0.194099	0.151329	0.042005	0.005959	0.015983	0.016167	0.001457	0.002169	0.004600	0.000497	0.002340

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	3.5700e-003	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Mitigated	3.5700e-003	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.6000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Total	**3.5700e-003**	**9.0000e-005**	**0.0103**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0231**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.6000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Total	**3.5700e-003**	**9.0000e-005**	**0.0103**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0231**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

JWA-Project Phase 2

Orange County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	100.00	User Defined Unit	0.00	100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	501.88	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 33% RPS by 2020 accounted for in the CO2 intensity factor.

Land Use - Airport square footage only assumed. Will be adjusted in total calculations.

Construction Phase - No construction.

Vehicle Trips - Non Default Information From Traffic Study.

Energy Use - 33 RPS by 2020 accounted for.

Water And Wastewater - All water assumed to be for indoor purposes.

Solid Waste - Data from Client.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	0.00	100.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	501.88
tblProjectCharacteristics	OperationalYear	2014	2021

tblSolidWaste	SolidWasteGenerationRate	0.00	1,690.00
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.78	3.29
tblVehicleEF	HHD	2.08	1.65
tblVehicleEF	HHD	70.13	51.45
tblVehicleEF	HHD	576.70	527.95
tblVehicleEF	HHD	1,681.17	1,527.19
tblVehicleEF	HHD	69.94	49.32
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	5.80	3.62
tblVehicleEF	HHD	7.96	3.74
tblVehicleEF	HHD	4.17	3.44
tblVehicleEF	HHD	0.03	9.4770e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.15	0.08
tblVehicleEF	HHD	6.2970e-003	8.8500e-004
tblVehicleEF	HHD	0.03	8.7190e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.6660e-003	8.7030e-003
tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.9960e-003	8.2100e-004
tblVehicleEF	HHD	3.6320e-003	1.4090e-003
tblVehicleEF	HHD	0.22	0.06
tblVehicleEF	HHD	0.52	0.58
tblVehicleEF	HHD	2.4040e-003	1.1000e-003
tblVehicleEF	HHD	0.31	0.25
tblVehicleEF	HHD	0.80	0.28
tblVehicleEF	HHD	3.02	1.35

tblVehicleEF	HHD	5.5860e-003	5.5970e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.9050e-003	1.3970e-003
tblVehicleEF	HHD	3.6320e-003	1.4090e-003
tblVehicleEF	HHD	0.22	0.06
tblVehicleEF	HHD	0.59	0.67
tblVehicleEF	HHD	2.4040e-003	1.1000e-003
tblVehicleEF	HHD	0.35	0.28
tblVehicleEF	HHD	0.80	0.28
tblVehicleEF	HHD	3.24	1.44
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.02	2.39
tblVehicleEF	HHD	2.09	1.66
tblVehicleEF	HHD	60.28	41.85
tblVehicleEF	HHD	610.97	559.32
tblVehicleEF	HHD	1,681.17	1,527.19
tblVehicleEF	HHD	69.94	49.32
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	5.98	3.74
tblVehicleEF	HHD	7.54	3.54
tblVehicleEF	HHD	4.00	3.31
tblVehicleEF	HHD	0.02	7.9890e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.15	0.08
tblVehicleEF	HHD	6.2970e-003	8.8500e-004
tblVehicleEF	HHD	0.02	7.3500e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.6660e-003	8.7030e-003

tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.9960e-003	8.2100e-004
tblVehicleEF	HHD	5.2980e-003	2.0340e-003
tblVehicleEF	HHD	0.22	0.06
tblVehicleEF	HHD	0.49	0.55
tblVehicleEF	HHD	3.6410e-003	1.5670e-003
tblVehicleEF	HHD	0.31	0.25
tblVehicleEF	HHD	0.79	0.27
tblVehicleEF	HHD	2.59	1.18
tblVehicleEF	HHD	5.9180e-003	5.9290e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.7370e-003	1.2410e-003
tblVehicleEF	HHD	5.2980e-003	2.0340e-003
tblVehicleEF	HHD	0.22	0.06
tblVehicleEF	HHD	0.56	0.63
tblVehicleEF	HHD	3.6410e-003	1.5670e-003
tblVehicleEF	HHD	0.35	0.28
tblVehicleEF	HHD	0.79	0.27
tblVehicleEF	HHD	2.78	1.26
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	3.83	4.54
tblVehicleEF	HHD	2.08	1.65
tblVehicleEF	HHD	72.17	53.52
tblVehicleEF	HHD	529.39	484.63
tblVehicleEF	HHD	1,681.17	1,527.19
tblVehicleEF	HHD	69.94	49.32
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	5.54	3.46
tblVehicleEF	HHD	7.83	3.68

tblVehicleEF	HHD	4.21	3.47
tblVehicleEF	HHD	0.03	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.15	0.08
tblVehicleEF	HHD	6.2970e-003	8.8500e-004
tblVehicleEF	HHD	0.03	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.6660e-003	8.7030e-003
tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.9960e-003	8.2100e-004
tblVehicleEF	HHD	4.0080e-003	1.4210e-003
tblVehicleEF	HHD	0.29	0.07
tblVehicleEF	HHD	0.56	0.63
tblVehicleEF	HHD	2.5950e-003	1.1200e-003
tblVehicleEF	HHD	0.31	0.25
tblVehicleEF	HHD	0.86	0.31
tblVehicleEF	HHD	3.12	1.39
tblVehicleEF	HHD	5.1280e-003	5.1370e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.9400e-003	1.4310e-003
tblVehicleEF	HHD	4.0080e-003	1.4210e-003
tblVehicleEF	HHD	0.29	0.07
tblVehicleEF	HHD	0.64	0.72
tblVehicleEF	HHD	2.5950e-003	1.1200e-003
tblVehicleEF	HHD	0.35	0.28
tblVehicleEF	HHD	0.86	0.31
tblVehicleEF	HHD	3.35	1.48
tblVehicleEF	LDA	0.01	9.0630e-003
tblVehicleEF	LDA	0.01	4.8530e-003

tblVehicleEF	LDA	1.24	0.70
tblVehicleEF	LDA	2.59	1.28
tblVehicleEF	LDA	308.59	236.00
tblVehicleEF	LDA	66.96	51.67
tblVehicleEF	LDA	0.51	0.51
tblVehicleEF	LDA	0.11	0.06
tblVehicleEF	LDA	0.18	0.08
tblVehicleEF	LDA	1.9080e-003	1.8380e-003
tblVehicleEF	LDA	2.7890e-003	3.5300e-003
tblVehicleEF	LDA	1.7450e-003	1.7050e-003
tblVehicleEF	LDA	2.5430e-003	3.2750e-003
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.15	0.09
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.35	0.21
tblVehicleEF	LDA	0.21	0.09
tblVehicleEF	LDA	3.4880e-003	3.5020e-003
tblVehicleEF	LDA	7.7900e-004	7.5900e-004
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.15	0.09
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.05	0.02
tblVehicleEF	LDA	0.35	0.21
tblVehicleEF	LDA	0.23	0.09
tblVehicleEF	LDA	0.01	9.0630e-003
tblVehicleEF	LDA	0.01	4.8530e-003
tblVehicleEF	LDA	1.33	0.76
tblVehicleEF	LDA	2.09	1.02
tblVehicleEF	LDA	321.51	245.91

tblVehicleEF	LDA	66.96	51.67
tblVehicleEF	LDA	0.51	0.51
tblVehicleEF	LDA	0.10	0.06
tblVehicleEF	LDA	0.17	0.07
tblVehicleEF	LDA	1.9080e-003	1.8380e-003
tblVehicleEF	LDA	2.7890e-003	3.5300e-003
tblVehicleEF	LDA	1.7450e-003	1.7050e-003
tblVehicleEF	LDA	2.5430e-003	3.2750e-003
tblVehicleEF	LDA	0.10	0.05
tblVehicleEF	LDA	0.16	0.09
tblVehicleEF	LDA	0.08	0.05
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.33	0.20
tblVehicleEF	LDA	0.18	0.07
tblVehicleEF	LDA	3.6360e-003	3.6510e-003
tblVehicleEF	LDA	7.7000e-004	7.5500e-004
tblVehicleEF	LDA	0.10	0.05
tblVehicleEF	LDA	0.16	0.09
tblVehicleEF	LDA	0.08	0.05
tblVehicleEF	LDA	0.05	0.02
tblVehicleEF	LDA	0.33	0.20
tblVehicleEF	LDA	0.19	0.08
tblVehicleEF	LDA	0.01	9.0630e-003
tblVehicleEF	LDA	0.01	4.8530e-003
tblVehicleEF	LDA	1.21	0.68
tblVehicleEF	LDA	2.71	1.34
tblVehicleEF	LDA	303.82	232.34
tblVehicleEF	LDA	66.96	51.67
tblVehicleEF	LDA	0.51	0.51
tblVehicleEF	LDA	0.11	0.06

tblVehicleEF	LDA	0.18	0.08
tblVehicleEF	LDA	1.9080e-003	1.8380e-003
tblVehicleEF	LDA	2.7890e-003	3.5300e-003
tblVehicleEF	LDA	1.7450e-003	1.7050e-003
tblVehicleEF	LDA	2.5430e-003	3.2750e-003
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.17	0.09
tblVehicleEF	LDA	0.06	0.04
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.39	0.24
tblVehicleEF	LDA	0.22	0.09
tblVehicleEF	LDA	3.4340e-003	3.4470e-003
tblVehicleEF	LDA	7.8100e-004	7.6000e-004
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.17	0.09
tblVehicleEF	LDA	0.06	0.04
tblVehicleEF	LDA	0.05	0.02
tblVehicleEF	LDA	0.39	0.24
tblVehicleEF	LDA	0.23	0.09
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tblVehicleEF	LDT1	0.03	0.01
tblVehicleEF	LDT1	2.80	1.59
tblVehicleEF	LDT1	5.71	3.27
tblVehicleEF	LDT1	362.51	289.71
tblVehicleEF	LDT1	77.84	63.02
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.27	0.16
tblVehicleEF	LDT1	0.34	0.19
tblVehicleEF	LDT1	4.1140e-003	2.9670e-003
tblVehicleEF	LDT1	5.1840e-003	4.4710e-003

tblVehicleEF	LDT1	3.7750e-003	2.7510e-003
tblVehicleEF	LDT1	4.7520e-003	4.1470e-003
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.30	0.24
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.08	0.03
tblVehicleEF	LDT1	1.05	0.79
tblVehicleEF	LDT1	0.45	0.24
tblVehicleEF	LDT1	4.0470e-003	4.0650e-003
tblVehicleEF	LDT1	9.4200e-004	9.0600e-004
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.30	0.24
tblVehicleEF	LDT1	0.13	0.11
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tblVehicleEF	LDT1	1.05	0.79
tblVehicleEF	LDT1	0.48	0.26
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.03	0.01
tblVehicleEF	LDT1	2.98	1.71
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tblVehicleEF	LDT1	376.68	301.19
tblVehicleEF	LDT1	77.84	63.02
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.24	0.14
tblVehicleEF	LDT1	0.31	0.18
tblVehicleEF	LDT1	4.1140e-003	2.9670e-003
tblVehicleEF	LDT1	5.1840e-003	4.4710e-003
tblVehicleEF	LDT1	3.7750e-003	2.7510e-003
tblVehicleEF	LDT1	4.7520e-003	4.1470e-003
tblVehicleEF	LDT1	0.25	0.19

tblVehicleEF	LDT1	0.31	0.25
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	0.08	0.04
tblVehicleEF	LDT1	0.97	0.73
tblVehicleEF	LDT1	0.39	0.21
tblVehicleEF	LDT1	4.2070e-003	4.2290e-003
tblVehicleEF	LDT1	9.2300e-004	8.9500e-004
tblVehicleEF	LDT1	0.25	0.19
tblVehicleEF	LDT1	0.31	0.25
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	0.11	0.06
tblVehicleEF	LDT1	0.97	0.73
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tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.03	0.01
tblVehicleEF	LDT1	2.73	1.55
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tblVehicleEF	LDT1	77.84	63.02
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.27	0.15
tblVehicleEF	LDT1	0.34	0.20
tblVehicleEF	LDT1	4.1140e-003	2.9670e-003
tblVehicleEF	LDT1	5.1840e-003	4.4710e-003
tblVehicleEF	LDT1	3.7750e-003	2.7510e-003
tblVehicleEF	LDT1	4.7520e-003	4.1470e-003
tblVehicleEF	LDT1	0.18	0.13
tblVehicleEF	LDT1	0.34	0.27
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.08	0.03

tblVehicleEF	LDT1	1.25	0.94
tblVehicleEF	LDT1	0.46	0.25
tblVehicleEF	LDT1	3.9870e-003	4.0050e-003
tblVehicleEF	LDT1	9.4600e-004	9.0800e-004
tblVehicleEF	LDT1	0.18	0.13
tblVehicleEF	LDT1	0.34	0.27
tblVehicleEF	LDT1	0.13	0.11
tblVehicleEF	LDT1	0.11	0.05
tblVehicleEF	LDT1	1.25	0.94
tblVehicleEF	LDT1	0.49	0.26
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.01	6.9150e-003
tblVehicleEF	LDT2	1.64	0.93
tblVehicleEF	LDT2	3.56	1.82
tblVehicleEF	LDT2	436.40	353.56
tblVehicleEF	LDT2	93.48	76.49
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.19	0.10
tblVehicleEF	LDT2	0.35	0.16
tblVehicleEF	LDT2	1.7890e-003	1.7990e-003
tblVehicleEF	LDT2	2.5960e-003	3.4520e-003
tblVehicleEF	LDT2	1.6460e-003	1.6690e-003
tblVehicleEF	LDT2	2.3880e-003	3.2030e-003
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.16	0.12
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.04	0.02
tblVehicleEF	LDT2	0.51	0.38
tblVehicleEF	LDT2	0.26	0.12
tblVehicleEF	LDT2	4.7590e-003	4.7660e-003

tblVehicleEF	LDT2	1.0610e-003	1.0360e-003
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.16	0.12
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.51	0.38
tblVehicleEF	LDT2	0.28	0.13
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.01	6.9150e-003
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tblVehicleEF	LDT2	2.86	1.45
tblVehicleEF	LDT2	454.11	368.01
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tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.17	0.09
tblVehicleEF	LDT2	0.33	0.15
tblVehicleEF	LDT2	1.7890e-003	1.7990e-003
tblVehicleEF	LDT2	2.5960e-003	3.4520e-003
tblVehicleEF	LDT2	1.6460e-003	1.6690e-003
tblVehicleEF	LDT2	2.3880e-003	3.2030e-003
tblVehicleEF	LDT2	0.10	0.08
tblVehicleEF	LDT2	0.16	0.13
tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.04	0.02
tblVehicleEF	LDT2	0.47	0.35
tblVehicleEF	LDT2	0.23	0.11
tblVehicleEF	LDT2	4.9540e-003	4.9620e-003
tblVehicleEF	LDT2	1.0490e-003	1.0300e-003
tblVehicleEF	LDT2	0.10	0.08
tblVehicleEF	LDT2	0.16	0.13

tblVehicleEF	LDT2	0.09	0.08
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.47	0.35
tblVehicleEF	LDT2	0.24	0.11
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	0.01	6.9150e-003
tblVehicleEF	LDT2	1.59	0.90
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tblVehicleEF	LDT2	429.86	348.23
tblVehicleEF	LDT2	93.48	76.49
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.19	0.09
tblVehicleEF	LDT2	0.36	0.16
tblVehicleEF	LDT2	1.7890e-003	1.7990e-003
tblVehicleEF	LDT2	2.5960e-003	3.4520e-003
tblVehicleEF	LDT2	1.6460e-003	1.6690e-003
tblVehicleEF	LDT2	2.3880e-003	3.2030e-003
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.18	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.04	0.02
tblVehicleEF	LDT2	0.60	0.44
tblVehicleEF	LDT2	0.27	0.13
tblVehicleEF	LDT2	4.6870e-003	4.6930e-003
tblVehicleEF	LDT2	1.0630e-003	1.0380e-003
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.18	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.06	0.03
tblVehicleEF	LDT2	0.60	0.44

tblVehicleEF	LDT2	0.29	0.13
tblVehicleEF	LHD1	1.3210e-003	1.2670e-003
tblVehicleEF	LHD1	0.01	9.4510e-003
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.35	0.73
tblVehicleEF	LHD1	4.92	3.56
tblVehicleEF	LHD1	8.40	7.68
tblVehicleEF	LHD1	565.20	517.84
tblVehicleEF	LHD1	45.08	42.03
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	1.38	0.84
tblVehicleEF	LHD1	1.42	1.23
tblVehicleEF	LHD1	4.7000e-004	4.5700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9620e-003	8.9530e-003
tblVehicleEF	LHD1	8.7100e-003	6.3380e-003
tblVehicleEF	LHD1	1.3640e-003	7.6700e-004
tblVehicleEF	LHD1	4.3200e-004	4.2000e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.2410e-003	2.2380e-003
tblVehicleEF	LHD1	8.0170e-003	5.8360e-003
tblVehicleEF	LHD1	1.2520e-003	7.1200e-004
tblVehicleEF	LHD1	2.7830e-003	2.3820e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6350e-003	1.6150e-003
tblVehicleEF	LHD1	0.10	0.06
tblVehicleEF	LHD1	0.46	0.44

tblVehicleEF	LHD1	0.45	0.32
tblVehicleEF	LHD1	5.6940e-003	5.6990e-003
tblVehicleEF	LHD1	5.4800e-004	5.3200e-004
tblVehicleEF	LHD1	2.7830e-003	2.3820e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6350e-003	1.6150e-003
tblVehicleEF	LHD1	0.12	0.07
tblVehicleEF	LHD1	0.46	0.44
tblVehicleEF	LHD1	0.48	0.34
tblVehicleEF	LHD1	1.3210e-003	1.2670e-003
tblVehicleEF	LHD1	0.01	9.4510e-003
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tblVehicleEF	LHD1	0.19	0.18
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tblVehicleEF	LHD1	4.04	2.92
tblVehicleEF	LHD1	8.40	7.68
tblVehicleEF	LHD1	565.20	517.84
tblVehicleEF	LHD1	45.08	42.03
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	1.29	0.78
tblVehicleEF	LHD1	1.36	1.19
tblVehicleEF	LHD1	4.7000e-004	4.5700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9620e-003	8.9530e-003
tblVehicleEF	LHD1	8.7100e-003	6.3380e-003
tblVehicleEF	LHD1	1.3640e-003	7.6700e-004
tblVehicleEF	LHD1	4.3200e-004	4.2000e-004
tblVehicleEF	LHD1	0.02	0.02

tblVehicleEF	LHD1	2.2410e-003	2.2380e-003
tblVehicleEF	LHD1	8.0170e-003	5.8360e-003
tblVehicleEF	LHD1	1.2520e-003	7.1200e-004
tblVehicleEF	LHD1	3.9260e-003	3.3430e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.3300e-003	2.2120e-003
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tblVehicleEF	LHD1	0.40	0.28
tblVehicleEF	LHD1	5.6940e-003	5.7000e-003
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tblVehicleEF	LHD1	3.9260e-003	3.3430e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.3300e-003	2.2120e-003
tblVehicleEF	LHD1	0.12	0.07
tblVehicleEF	LHD1	0.45	0.43
tblVehicleEF	LHD1	0.43	0.30
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tblVehicleEF	LHD1	0.01	9.4510e-003
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.35	0.72
tblVehicleEF	LHD1	5.09	3.68
tblVehicleEF	LHD1	8.40	7.68
tblVehicleEF	LHD1	565.20	517.84
tblVehicleEF	LHD1	45.08	42.03
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04

tblVehicleEF	LHD1	1.36	0.82
tblVehicleEF	LHD1	1.43	1.24
tblVehicleEF	LHD1	4.7000e-004	4.5700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9620e-003	8.9530e-003
tblVehicleEF	LHD1	8.7100e-003	6.3380e-003
tblVehicleEF	LHD1	1.3640e-003	7.6700e-004
tblVehicleEF	LHD1	4.3200e-004	4.2000e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.2410e-003	2.2380e-003
tblVehicleEF	LHD1	8.0170e-003	5.8360e-003
tblVehicleEF	LHD1	1.2520e-003	7.1200e-004
tblVehicleEF	LHD1	3.0620e-003	2.4750e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.7200e-003	1.6380e-003
tblVehicleEF	LHD1	0.10	0.06
tblVehicleEF	LHD1	0.50	0.48
tblVehicleEF	LHD1	0.46	0.33
tblVehicleEF	LHD1	5.6940e-003	5.6990e-003
tblVehicleEF	LHD1	5.5100e-004	5.3400e-004
tblVehicleEF	LHD1	3.0620e-003	2.4750e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.7200e-003	1.6380e-003
tblVehicleEF	LHD1	0.12	0.07
tblVehicleEF	LHD1	0.50	0.48
tblVehicleEF	LHD1	0.49	0.35
tblVehicleEF	LHD2	1.0530e-003	1.0180e-003
tblVehicleEF	LHD2	0.01	6.8050e-003

tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.16	0.15
tblVehicleEF	LHD2	1.10	0.54
tblVehicleEF	LHD2	3.43	2.20
tblVehicleEF	LHD2	9.19	8.40
tblVehicleEF	LHD2	549.81	502.57
tblVehicleEF	LHD2	32.30	29.81
tblVehicleEF	LHD2	5.8720e-003	5.9590e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	2.23	1.32
tblVehicleEF	LHD2	1.00	0.85
tblVehicleEF	LHD2	1.0310e-003	9.8700e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.9450e-003	9.9180e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.0080e-003	4.2500e-004
tblVehicleEF	LHD2	9.4900e-004	9.0800e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4860e-003	2.4800e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	9.0400e-004	3.9400e-004
tblVehicleEF	LHD2	2.0010e-003	1.4250e-003
tblVehicleEF	LHD2	0.06	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.1580e-003	1.0050e-003
tblVehicleEF	LHD2	0.10	0.06
tblVehicleEF	LHD2	0.35	0.26
tblVehicleEF	LHD2	0.32	0.20
tblVehicleEF	LHD2	5.4740e-003	5.4690e-003
tblVehicleEF	LHD2	3.9100e-004	3.7200e-004

tblVehicleEF	LHD2	2.0010e-003	1.4250e-003
tblVehicleEF	LHD2	0.06	0.05
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.1580e-003	1.0050e-003
tblVehicleEF	LHD2	0.12	0.07
tblVehicleEF	LHD2	0.35	0.26
tblVehicleEF	LHD2	0.34	0.21
tblVehicleEF	LHD2	1.0530e-003	1.0180e-003
tblVehicleEF	LHD2	0.01	6.8050e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.16	0.15
tblVehicleEF	LHD2	1.10	0.54
tblVehicleEF	LHD2	2.84	1.81
tblVehicleEF	LHD2	9.19	8.40
tblVehicleEF	LHD2	549.81	502.57
tblVehicleEF	LHD2	32.30	29.81
tblVehicleEF	LHD2	5.8720e-003	5.9590e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	2.10	1.24
tblVehicleEF	LHD2	0.97	0.82
tblVehicleEF	LHD2	1.0310e-003	9.8700e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.9450e-003	9.9180e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.0080e-003	4.2500e-004
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tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4860e-003	2.4800e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	9.0400e-004	3.9400e-004

tblVehicleEF	LHD2	2.8270e-003	2.0010e-003
tblVehicleEF	LHD2	0.06	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.6620e-003	1.3750e-003
tblVehicleEF	LHD2	0.10	0.06
tblVehicleEF	LHD2	0.34	0.25
tblVehicleEF	LHD2	0.28	0.18
tblVehicleEF	LHD2	5.4740e-003	5.4690e-003
tblVehicleEF	LHD2	3.8100e-004	3.6500e-004
tblVehicleEF	LHD2	2.8270e-003	2.0010e-003
tblVehicleEF	LHD2	0.06	0.05
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.6620e-003	1.3750e-003
tblVehicleEF	LHD2	0.12	0.07
tblVehicleEF	LHD2	0.34	0.25
tblVehicleEF	LHD2	0.30	0.19
tblVehicleEF	LHD2	1.0530e-003	1.0180e-003
tblVehicleEF	LHD2	0.01	6.8050e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.16	0.15
tblVehicleEF	LHD2	1.09	0.53
tblVehicleEF	LHD2	3.54	2.28
tblVehicleEF	LHD2	9.19	8.40
tblVehicleEF	LHD2	549.81	502.57
tblVehicleEF	LHD2	32.30	29.81
tblVehicleEF	LHD2	5.8720e-003	5.9590e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	2.19	1.30
tblVehicleEF	LHD2	1.01	0.86
tblVehicleEF	LHD2	1.0310e-003	9.8700e-004

tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.9450e-003	9.9180e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.0080e-003	4.2500e-004
tblVehicleEF	LHD2	9.4900e-004	9.0800e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4860e-003	2.4800e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	9.0400e-004	3.9400e-004
tblVehicleEF	LHD2	2.2020e-003	1.4530e-003
tblVehicleEF	LHD2	0.07	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.2080e-003	1.0040e-003
tblVehicleEF	LHD2	0.10	0.06
tblVehicleEF	LHD2	0.38	0.29
tblVehicleEF	LHD2	0.33	0.20
tblVehicleEF	LHD2	5.4740e-003	5.4690e-003
tblVehicleEF	LHD2	3.9300e-004	3.7300e-004
tblVehicleEF	LHD2	2.2020e-003	1.4530e-003
tblVehicleEF	LHD2	0.07	0.05
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.2080e-003	1.0040e-003
tblVehicleEF	LHD2	0.12	0.07
tblVehicleEF	LHD2	0.38	0.29
tblVehicleEF	LHD2	0.35	0.22
tblVehicleEF	MCY	23.62	19.55
tblVehicleEF	MCY	9.66	9.96
tblVehicleEF	MCY	144.40	140.05
tblVehicleEF	MCY	46.11	38.14
tblVehicleEF	MCY	4.6800e-003	4.6000e-003

tblVehicleEF	MCY	1.20	1.15
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	6.7400e-004	2.8900e-004
tblVehicleEF	MCY	2.2050e-003	8.9100e-004
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	5.4000e-004	2.4400e-004
tblVehicleEF	MCY	1.7310e-003	7.4600e-004
tblVehicleEF	MCY	0.97	0.94
tblVehicleEF	MCY	0.48	0.41
tblVehicleEF	MCY	0.58	0.55
tblVehicleEF	MCY	2.49	2.31
tblVehicleEF	MCY	1.78	1.21
tblVehicleEF	MCY	2.15	2.04
tblVehicleEF	MCY	1.9150e-003	1.9360e-003
tblVehicleEF	MCY	6.8700e-004	6.4400e-004
tblVehicleEF	MCY	0.97	0.94
tblVehicleEF	MCY	0.48	0.41
tblVehicleEF	MCY	0.58	0.55
tblVehicleEF	MCY	2.73	2.54
tblVehicleEF	MCY	1.78	1.21
tblVehicleEF	MCY	2.31	2.19
tblVehicleEF	MCY	22.49	18.74
tblVehicleEF	MCY	8.69	8.81
tblVehicleEF	MCY	144.40	140.05
tblVehicleEF	MCY	46.11	38.14
tblVehicleEF	MCY	4.6800e-003	4.6000e-003
tblVehicleEF	MCY	1.05	1.01
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	0.04	0.04

tblVehicleEF	MCY	6.7400e-004	2.8900e-004
tblVehicleEF	MCY	2.2050e-003	8.9100e-004
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	5.4000e-004	2.4400e-004
tblVehicleEF	MCY	1.7310e-003	7.4600e-004
tblVehicleEF	MCY	1.47	1.42
tblVehicleEF	MCY	0.52	0.45
tblVehicleEF	MCY	0.96	0.91
tblVehicleEF	MCY	2.41	2.26
tblVehicleEF	MCY	1.65	1.10
tblVehicleEF	MCY	1.89	1.81
tblVehicleEF	MCY	1.8950e-003	1.9210e-003
tblVehicleEF	MCY	6.6400e-004	6.1900e-004
tblVehicleEF	MCY	1.47	1.42
tblVehicleEF	MCY	0.52	0.45
tblVehicleEF	MCY	0.96	0.91
tblVehicleEF	MCY	2.64	2.49
tblVehicleEF	MCY	1.65	1.10
tblVehicleEF	MCY	2.03	1.94
tblVehicleEF	MCY	23.78	19.66
tblVehicleEF	MCY	9.83	10.17
tblVehicleEF	MCY	144.40	140.05
tblVehicleEF	MCY	46.11	38.14
tblVehicleEF	MCY	4.6800e-003	4.6000e-003
tblVehicleEF	MCY	1.17	1.12
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	6.7400e-004	2.8900e-004
tblVehicleEF	MCY	2.2050e-003	8.9100e-004
tblVehicleEF	MCY	0.02	0.02

tblVehicleEF	MCY	5.4000e-004	2.4400e-004
tblVehicleEF	MCY	1.7310e-003	7.4600e-004
tblVehicleEF	MCY	1.09	1.05
tblVehicleEF	MCY	0.64	0.52
tblVehicleEF	MCY	0.63	0.59
tblVehicleEF	MCY	2.50	2.32
tblVehicleEF	MCY	2.07	1.45
tblVehicleEF	MCY	2.20	2.09
tblVehicleEF	MCY	1.9180e-003	1.9380e-003
tblVehicleEF	MCY	6.9200e-004	6.4900e-004
tblVehicleEF	MCY	1.09	1.05
tblVehicleEF	MCY	0.64	0.52
tblVehicleEF	MCY	0.63	0.59
tblVehicleEF	MCY	2.75	2.55
tblVehicleEF	MCY	2.07	1.45
tblVehicleEF	MCY	2.37	2.24
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	2.38	1.59
tblVehicleEF	MDV	5.15	3.42
tblVehicleEF	MDV	568.11	475.56
tblVehicleEF	MDV	120.37	102.17
tblVehicleEF	MDV	0.15	0.15
tblVehicleEF	MDV	0.31	0.19
tblVehicleEF	MDV	0.52	0.32
tblVehicleEF	MDV	2.0740e-003	1.9760e-003
tblVehicleEF	MDV	2.9830e-003	3.4080e-003
tblVehicleEF	MDV	1.9100e-003	1.8310e-003
tblVehicleEF	MDV	2.7510e-003	3.1600e-003
tblVehicleEF	MDV	0.07	0.08

tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.54	0.57
tblVehicleEF	MDV	0.44	0.28
tblVehicleEF	MDV	6.0540e-003	6.0920e-003
tblVehicleEF	MDV	1.3550e-003	1.3370e-003
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.09	0.06
tblVehicleEF	MDV	0.54	0.57
tblVehicleEF	MDV	0.47	0.30
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	2.55	1.72
tblVehicleEF	MDV	4.13	2.74
tblVehicleEF	MDV	590.84	494.75
tblVehicleEF	MDV	120.37	102.17
tblVehicleEF	MDV	0.15	0.15
tblVehicleEF	MDV	0.27	0.17
tblVehicleEF	MDV	0.48	0.30
tblVehicleEF	MDV	2.0740e-003	1.9760e-003
tblVehicleEF	MDV	2.9830e-003	3.4080e-003
tblVehicleEF	MDV	1.9100e-003	1.8310e-003
tblVehicleEF	MDV	2.7510e-003	3.1600e-003
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.18	0.20
tblVehicleEF	MDV	0.10	0.12
tblVehicleEF	MDV	0.07	0.04

tblVehicleEF	MDV	0.50	0.53
tblVehicleEF	MDV	0.38	0.24
tblVehicleEF	MDV	6.2980e-003	6.3400e-003
tblVehicleEF	MDV	1.3370e-003	1.3250e-003
tblVehicleEF	MDV	0.11	0.12
tblVehicleEF	MDV	0.18	0.20
tblVehicleEF	MDV	0.10	0.12
tblVehicleEF	MDV	0.10	0.06
tblVehicleEF	MDV	0.50	0.53
tblVehicleEF	MDV	0.41	0.26
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	2.31	1.54
tblVehicleEF	MDV	5.38	3.58
tblVehicleEF	MDV	559.72	468.48
tblVehicleEF	MDV	120.37	102.17
tblVehicleEF	MDV	0.15	0.15
tblVehicleEF	MDV	0.30	0.18
tblVehicleEF	MDV	0.53	0.33
tblVehicleEF	MDV	2.0740e-003	1.9760e-003
tblVehicleEF	MDV	2.9830e-003	3.4080e-003
tblVehicleEF	MDV	1.9100e-003	1.8310e-003
tblVehicleEF	MDV	2.7510e-003	3.1600e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.19	0.21
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.62	0.66
tblVehicleEF	MDV	0.46	0.29
tblVehicleEF	MDV	5.9640e-003	6.0000e-003

tblVehicleEF	MDV	1.3590e-003	1.3390e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.19	0.21
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.09	0.06
tblVehicleEF	MDV	0.62	0.66
tblVehicleEF	MDV	0.49	0.31
tblVehicleEF	MH	5.00	1.14
tblVehicleEF	MH	9.44	5.29
tblVehicleEF	MH	670.29	613.17
tblVehicleEF	MH	31.63	26.73
tblVehicleEF	MH	2.2200e-003	2.3400e-003
tblVehicleEF	MH	2.04	1.34
tblVehicleEF	MH	0.90	0.63
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.7350e-003	8.7160e-003
tblVehicleEF	MH	0.04	0.02
tblVehicleEF	MH	1.8290e-003	5.0100e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1840e-003	2.1790e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	1.5730e-003	4.6500e-004
tblVehicleEF	MH	1.28	0.78
tblVehicleEF	MH	0.09	0.05
tblVehicleEF	MH	0.52	0.35
tblVehicleEF	MH	0.17	0.06
tblVehicleEF	MH	1.89	1.38
tblVehicleEF	MH	0.59	0.29
tblVehicleEF	MH	6.7840e-003	6.7300e-003
tblVehicleEF	MH	4.8700e-004	3.8900e-004

tblVehicleEF	MH	1.28	0.78
tblVehicleEF	MH	0.09	0.05
tblVehicleEF	MH	0.52	0.35
tblVehicleEF	MH	0.20	0.07
tblVehicleEF	MH	1.89	1.38
tblVehicleEF	MH	0.63	0.31
tblVehicleEF	MH	5.01	1.17
tblVehicleEF	MH	7.62	4.28
tblVehicleEF	MH	670.29	613.17
tblVehicleEF	MH	31.63	26.73
tblVehicleEF	MH	2.2200e-003	2.3400e-003
tblVehicleEF	MH	1.88	1.25
tblVehicleEF	MH	0.86	0.60
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.7350e-003	8.7160e-003
tblVehicleEF	MH	0.04	0.02
tblVehicleEF	MH	1.8290e-003	5.0100e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1840e-003	2.1790e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	1.5730e-003	4.6500e-004
tblVehicleEF	MH	1.72	1.05
tblVehicleEF	MH	0.09	0.05
tblVehicleEF	MH	0.72	0.47
tblVehicleEF	MH	0.17	0.06
tblVehicleEF	MH	1.85	1.35
tblVehicleEF	MH	0.50	0.26
tblVehicleEF	MH	6.7850e-003	6.7310e-003
tblVehicleEF	MH	4.5600e-004	3.7200e-004
tblVehicleEF	MH	1.72	1.05

tblVehicleEF	MH	0.09	0.05
tblVehicleEF	MH	0.72	0.47
tblVehicleEF	MH	0.20	0.07
tblVehicleEF	MH	1.85	1.35
tblVehicleEF	MH	0.54	0.28
tblVehicleEF	MH	4.99	1.14
tblVehicleEF	MH	9.81	5.51
tblVehicleEF	MH	670.29	613.17
tblVehicleEF	MH	31.63	26.73
tblVehicleEF	MH	2.2200e-003	2.3400e-003
tblVehicleEF	MH	2.00	1.31
tblVehicleEF	MH	0.91	0.64
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.7350e-003	8.7160e-003
tblVehicleEF	MH	0.04	0.02
tblVehicleEF	MH	1.8290e-003	5.0100e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1840e-003	2.1790e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	1.5730e-003	4.6500e-004
tblVehicleEF	MH	1.48	0.86
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.56	0.36
tblVehicleEF	MH	0.17	0.06
tblVehicleEF	MH	2.00	1.47
tblVehicleEF	MH	0.61	0.30
tblVehicleEF	MH	6.7840e-003	6.7300e-003
tblVehicleEF	MH	4.9400e-004	3.9300e-004
tblVehicleEF	MH	1.48	0.86
tblVehicleEF	MH	0.11	0.07

tblVehicleEF	MH	0.56	0.36
tblVehicleEF	MH	0.20	0.07
tblVehicleEF	MH	2.00	1.47
tblVehicleEF	MH	0.66	0.32
tblVehicleEF	MHD	9.1490e-003	7.8620e-003
tblVehicleEF	MHD	7.2600e-003	3.3190e-003
tblVehicleEF	MHD	1.98	1.99
tblVehicleEF	MHD	1.54	0.58
tblVehicleEF	MHD	22.27	13.30
tblVehicleEF	MHD	606.65	572.41
tblVehicleEF	MHD	1,000.85	909.17
tblVehicleEF	MHD	59.20	49.32
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	7.20	3.80
tblVehicleEF	MHD	4.47	1.19
tblVehicleEF	MHD	2.34	1.52
tblVehicleEF	MHD	0.04	8.1320e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.03
tblVehicleEF	MHD	4.0360e-003	1.3420e-003
tblVehicleEF	MHD	0.04	7.4820e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8100e-003	2.8130e-003
tblVehicleEF	MHD	0.11	0.03
tblVehicleEF	MHD	3.4680e-003	1.2450e-003
tblVehicleEF	MHD	3.9810e-003	2.3870e-003
tblVehicleEF	MHD	0.15	0.09
tblVehicleEF	MHD	0.20	0.17
tblVehicleEF	MHD	2.3020e-003	1.5650e-003

tblVehicleEF	MHD	0.20	0.09
tblVehicleEF	MHD	0.62	0.42
tblVehicleEF	MHD	1.48	0.79
tblVehicleEF	MHD	5.8760e-003	6.0680e-003
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tblVehicleEF	MHD	9.9700e-004	7.8100e-004
tblVehicleEF	MHD	3.9810e-003	2.3870e-003
tblVehicleEF	MHD	0.15	0.09
tblVehicleEF	MHD	0.22	0.19
tblVehicleEF	MHD	2.3020e-003	1.5650e-003
tblVehicleEF	MHD	0.23	0.10
tblVehicleEF	MHD	0.62	0.42
tblVehicleEF	MHD	1.59	0.84
tblVehicleEF	MHD	8.6220e-003	7.4100e-003
tblVehicleEF	MHD	7.2600e-003	3.3190e-003
tblVehicleEF	MHD	1.44	1.45
tblVehicleEF	MHD	1.55	0.59
tblVehicleEF	MHD	18.49	10.84
tblVehicleEF	MHD	642.69	606.42
tblVehicleEF	MHD	1,000.85	909.17
tblVehicleEF	MHD	59.20	49.32
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	7.43	3.92
tblVehicleEF	MHD	4.21	1.12
tblVehicleEF	MHD	2.25	1.46
tblVehicleEF	MHD	0.04	6.8560e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.03
tblVehicleEF	MHD	4.0360e-003	1.3420e-003

tblVehicleEF	MHD	0.03	6.3070e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8100e-003	2.8130e-003
tblVehicleEF	MHD	0.11	0.03
tblVehicleEF	MHD	3.4680e-003	1.2450e-003
tblVehicleEF	MHD	5.6820e-003	3.3740e-003
tblVehicleEF	MHD	0.15	0.09
tblVehicleEF	MHD	0.19	0.16
tblVehicleEF	MHD	3.3750e-003	2.1840e-003
tblVehicleEF	MHD	0.20	0.09
tblVehicleEF	MHD	0.61	0.40
tblVehicleEF	MHD	1.30	0.70
tblVehicleEF	MHD	6.2250e-003	6.4280e-003
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tblVehicleEF	MHD	9.3100e-004	7.3900e-004
tblVehicleEF	MHD	5.6820e-003	3.3740e-003
tblVehicleEF	MHD	0.15	0.09
tblVehicleEF	MHD	0.21	0.18
tblVehicleEF	MHD	3.3750e-003	2.1840e-003
tblVehicleEF	MHD	0.23	0.10
tblVehicleEF	MHD	0.61	0.40
tblVehicleEF	MHD	1.39	0.75
tblVehicleEF	MHD	9.8770e-003	8.4880e-003
tblVehicleEF	MHD	7.2600e-003	3.3190e-003
tblVehicleEF	MHD	2.73	2.75
tblVehicleEF	MHD	1.54	0.58
tblVehicleEF	MHD	23.08	13.83
tblVehicleEF	MHD	556.87	525.45
tblVehicleEF	MHD	1,000.85	909.17
tblVehicleEF	MHD	59.20	49.32

tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	6.88	3.63
tblVehicleEF	MHD	4.39	1.17
tblVehicleEF	MHD	2.37	1.53
tblVehicleEF	MHD	0.05	9.8950e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.03
tblVehicleEF	MHD	4.0360e-003	1.3420e-003
tblVehicleEF	MHD	0.05	9.1040e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8100e-003	2.8130e-003
tblVehicleEF	MHD	0.11	0.03
tblVehicleEF	MHD	3.4680e-003	1.2450e-003
tblVehicleEF	MHD	4.4720e-003	2.5380e-003
tblVehicleEF	MHD	0.19	0.09
tblVehicleEF	MHD	0.21	0.18
tblVehicleEF	MHD	2.4930e-003	1.6220e-003
tblVehicleEF	MHD	0.20	0.09
tblVehicleEF	MHD	0.68	0.45
tblVehicleEF	MHD	1.53	0.81
tblVehicleEF	MHD	5.3940e-003	5.5700e-003
tblVehicleEF	MHD	9.7590e-003	9.6900e-003
tblVehicleEF	MHD	1.0110e-003	7.9000e-004
tblVehicleEF	MHD	4.4720e-003	2.5380e-003
tblVehicleEF	MHD	0.19	0.09
tblVehicleEF	MHD	0.24	0.21
tblVehicleEF	MHD	2.4930e-003	1.6220e-003
tblVehicleEF	MHD	0.23	0.10
tblVehicleEF	MHD	0.68	0.45

tblVehicleEF	MHD	1.63	0.86
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.1050e-003	2.8250e-003
tblVehicleEF	OBUS	2.30	3.04
tblVehicleEF	OBUS	1.87	0.91
tblVehicleEF	OBUS	12.12	8.43
tblVehicleEF	OBUS	573.90	534.43
tblVehicleEF	OBUS	1,068.05	1,001.92
tblVehicleEF	OBUS	38.12	32.73
tblVehicleEF	OBUS	1.4150e-003	1.4570e-003
tblVehicleEF	OBUS	7.28	3.88
tblVehicleEF	OBUS	5.56	1.62
tblVehicleEF	OBUS	1.63	1.22
tblVehicleEF	OBUS	0.06	9.0830e-003
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.5360e-003	5.4600e-004
tblVehicleEF	OBUS	0.05	8.3560e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.5920e-003	2.6430e-003
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.3050e-003	5.0600e-004
tblVehicleEF	OBUS	1.0680e-003	9.3600e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.49	0.52
tblVehicleEF	OBUS	5.3300e-004	5.3900e-004
tblVehicleEF	OBUS	0.20	0.11
tblVehicleEF	OBUS	0.31	0.32
tblVehicleEF	OBUS	0.81	0.52

tblVehicleEF	OBUS	5.5590e-003	5.6650e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	6.0200e-004	5.1200e-004
tblVehicleEF	OBUS	1.0680e-003	9.3600e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.56	0.59
tblVehicleEF	OBUS	5.3300e-004	5.3900e-004
tblVehicleEF	OBUS	0.24	0.13
tblVehicleEF	OBUS	0.31	0.32
tblVehicleEF	OBUS	0.86	0.56
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.1050e-003	2.8250e-003
tblVehicleEF	OBUS	1.67	2.21
tblVehicleEF	OBUS	1.89	0.92
tblVehicleEF	OBUS	10.06	6.89
tblVehicleEF	OBUS	607.99	566.19
tblVehicleEF	OBUS	1,068.05	1,001.92
tblVehicleEF	OBUS	38.12	32.73
tblVehicleEF	OBUS	1.4150e-003	1.4570e-003
tblVehicleEF	OBUS	7.51	4.00
tblVehicleEF	OBUS	5.24	1.52
tblVehicleEF	OBUS	1.57	1.17
tblVehicleEF	OBUS	0.05	7.6570e-003
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.5360e-003	5.4600e-004
tblVehicleEF	OBUS	0.05	7.0440e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.5920e-003	2.6430e-003

tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.3050e-003	5.0600e-004
tblVehicleEF	OBUS	1.4650e-003	1.2800e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.46	0.49
tblVehicleEF	OBUS	7.5800e-004	7.3200e-004
tblVehicleEF	OBUS	0.20	0.12
tblVehicleEF	OBUS	0.30	0.31
tblVehicleEF	OBUS	0.71	0.46
tblVehicleEF	OBUS	5.8890e-003	6.0020e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.6700e-004	4.8600e-004
tblVehicleEF	OBUS	1.4650e-003	1.2800e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.53	0.55
tblVehicleEF	OBUS	7.5800e-004	7.3200e-004
tblVehicleEF	OBUS	0.24	0.13
tblVehicleEF	OBUS	0.30	0.31
tblVehicleEF	OBUS	0.76	0.50
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	3.1050e-003	2.8250e-003
tblVehicleEF	OBUS	3.17	4.19
tblVehicleEF	OBUS	1.87	0.91
tblVehicleEF	OBUS	12.57	8.77
tblVehicleEF	OBUS	526.81	490.59
tblVehicleEF	OBUS	1,068.05	1,001.92
tblVehicleEF	OBUS	38.12	32.73
tblVehicleEF	OBUS	1.4150e-003	1.4570e-003
tblVehicleEF	OBUS	6.96	3.71
tblVehicleEF	OBUS	5.46	1.59

tblVehicleEF	OBUS	1.65	1.23
tblVehicleEF	OBUS	0.07	0.01
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.5360e-003	5.4600e-004
tblVehicleEF	OBUS	0.07	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.5920e-003	2.6430e-003
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.3050e-003	5.0600e-004
tblVehicleEF	OBUS	1.1710e-003	9.4400e-004
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.53	0.56
tblVehicleEF	OBUS	5.5300e-004	5.3200e-004
tblVehicleEF	OBUS	0.20	0.11
tblVehicleEF	OBUS	0.33	0.35
tblVehicleEF	OBUS	0.83	0.53
tblVehicleEF	OBUS	5.1030e-003	5.2000e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	6.1000e-004	5.1800e-004
tblVehicleEF	OBUS	1.1710e-003	9.4400e-004
tblVehicleEF	OBUS	0.04	0.03
tblVehicleEF	OBUS	0.60	0.63
tblVehicleEF	OBUS	5.5300e-004	5.3200e-004
tblVehicleEF	OBUS	0.24	0.13
tblVehicleEF	OBUS	0.33	0.35
tblVehicleEF	OBUS	0.89	0.57
tblVehicleEF	SBUS	5.3980e-003	4.5470e-003
tblVehicleEF	SBUS	7.1540e-003	5.3820e-003

tblVehicleEF	SBUS	1.04	1.09
tblVehicleEF	SBUS	7.45	3.45
tblVehicleEF	SBUS	40.91	29.20
tblVehicleEF	SBUS	581.72	550.57
tblVehicleEF	SBUS	1,128.21	1,016.26
tblVehicleEF	SBUS	135.63	115.30
tblVehicleEF	SBUS	5.1400e-004	4.9700e-004
tblVehicleEF	SBUS	8.19	7.45
tblVehicleEF	SBUS	8.18	6.62
tblVehicleEF	SBUS	2.69	2.31
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.55	0.54
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.08	0.04
tblVehicleEF	SBUS	9.9240e-003	3.7490e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.24	0.23
tblVehicleEF	SBUS	2.7230e-003	2.7070e-003
tblVehicleEF	SBUS	0.08	0.04
tblVehicleEF	SBUS	8.3520e-003	3.4780e-003
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	0.37	0.23
tblVehicleEF	SBUS	0.12	0.10
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.54	0.32
tblVehicleEF	SBUS	2.63	2.10
tblVehicleEF	SBUS	3.01	1.81
tblVehicleEF	SBUS	5.6340e-003	5.8360e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.1120e-003	1.7940e-003

tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	0.37	0.23
tblVehicleEF	SBUS	0.13	0.11
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.60	0.36
tblVehicleEF	SBUS	2.63	2.10
tblVehicleEF	SBUS	3.22	1.93
tblVehicleEF	SBUS	5.0870e-003	4.2850e-003
tblVehicleEF	SBUS	7.1540e-003	5.3820e-003
tblVehicleEF	SBUS	0.76	0.79
tblVehicleEF	SBUS	7.29	3.53
tblVehicleEF	SBUS	36.14	25.39
tblVehicleEF	SBUS	616.28	583.28
tblVehicleEF	SBUS	1,128.21	1,016.26
tblVehicleEF	SBUS	135.63	115.30
tblVehicleEF	SBUS	5.1400e-004	4.9700e-004
tblVehicleEF	SBUS	8.46	7.69
tblVehicleEF	SBUS	7.70	6.24
tblVehicleEF	SBUS	2.57	2.20
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.55	0.54
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.08	0.04
tblVehicleEF	SBUS	9.9240e-003	3.7490e-003
tblVehicleEF	SBUS	0.02	9.7360e-003
tblVehicleEF	SBUS	0.24	0.23
tblVehicleEF	SBUS	2.7230e-003	2.7070e-003
tblVehicleEF	SBUS	0.08	0.04
tblVehicleEF	SBUS	8.3520e-003	3.4780e-003
tblVehicleEF	SBUS	0.06	0.04

tblVehicleEF	SBUS	0.36	0.23
tblVehicleEF	SBUS	0.11	0.09
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.54	0.33
tblVehicleEF	SBUS	2.42	1.93
tblVehicleEF	SBUS	2.69	1.66
tblVehicleEF	SBUS	5.9690e-003	6.1830e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.0270e-003	1.7300e-003
tblVehicleEF	SBUS	0.06	0.04
tblVehicleEF	SBUS	0.36	0.23
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.60	0.37
tblVehicleEF	SBUS	2.42	1.93
tblVehicleEF	SBUS	2.88	1.77
tblVehicleEF	SBUS	5.8270e-003	4.9080e-003
tblVehicleEF	SBUS	7.1540e-003	5.3820e-003
tblVehicleEF	SBUS	1.44	1.50
tblVehicleEF	SBUS	7.48	3.43
tblVehicleEF	SBUS	42.13	30.20
tblVehicleEF	SBUS	533.99	505.40
tblVehicleEF	SBUS	1,128.21	1,016.26
tblVehicleEF	SBUS	135.63	115.30
tblVehicleEF	SBUS	5.1400e-004	4.9700e-004
tblVehicleEF	SBUS	7.83	7.12
tblVehicleEF	SBUS	8.04	6.51
tblVehicleEF	SBUS	2.73	2.33
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.55	0.54

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.08	0.04
tblVehicleEF	SBUS	9.9240e-003	3.7490e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.24	0.23
tblVehicleEF	SBUS	2.7230e-003	2.7070e-003
tblVehicleEF	SBUS	0.08	0.04
tblVehicleEF	SBUS	8.3520e-003	3.4780e-003
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	0.48	0.27
tblVehicleEF	SBUS	0.13	0.11
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.54	0.32
tblVehicleEF	SBUS	3.10	2.48
tblVehicleEF	SBUS	3.09	1.85
tblVehicleEF	SBUS	5.1720e-003	5.3580e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.1340e-003	1.8110e-003
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	0.48	0.27
tblVehicleEF	SBUS	0.14	0.12
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.60	0.36
tblVehicleEF	SBUS	3.10	2.48
tblVehicleEF	SBUS	3.31	1.98
tblVehicleEF	UBUS	6.04	3.93
tblVehicleEF	UBUS	14.03	11.82
tblVehicleEF	UBUS	1,998.51	1,765.99
tblVehicleEF	UBUS	39.03	34.67
tblVehicleEF	UBUS	2.1320e-003	2.1690e-003

tblVehicleEF	UBUS	10.23	7.74
tblVehicleEF	UBUS	1.57	1.45
tblVehicleEF	UBUS	0.16	0.13
tblVehicleEF	UBUS	1.1070e-003	5.9000e-004
tblVehicleEF	UBUS	0.15	0.12
tblVehicleEF	UBUS	9.5300e-004	5.4800e-004
tblVehicleEF	UBUS	6.9980e-003	6.1570e-003
tblVehicleEF	UBUS	0.13	0.10
tblVehicleEF	UBUS	3.8900e-003	3.5820e-003
tblVehicleEF	UBUS	0.74	0.57
tblVehicleEF	UBUS	0.84	0.92
tblVehicleEF	UBUS	0.99	0.84
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	6.4700e-004	5.9600e-004
tblVehicleEF	UBUS	6.9980e-003	6.1570e-003
tblVehicleEF	UBUS	0.13	0.10
tblVehicleEF	UBUS	3.8900e-003	3.5820e-003
tblVehicleEF	UBUS	0.83	0.64
tblVehicleEF	UBUS	0.84	0.92
tblVehicleEF	UBUS	1.06	0.89
tblVehicleEF	UBUS	6.02	3.99
tblVehicleEF	UBUS	12.13	10.14
tblVehicleEF	UBUS	1,998.51	1,765.99
tblVehicleEF	UBUS	39.03	34.67
tblVehicleEF	UBUS	2.1320e-003	2.1690e-003
tblVehicleEF	UBUS	9.64	7.28
tblVehicleEF	UBUS	1.50	1.39
tblVehicleEF	UBUS	0.16	0.13
tblVehicleEF	UBUS	1.1070e-003	5.9000e-004
tblVehicleEF	UBUS	0.15	0.12

tblVehicleEF	UBUS	9.5300e-004	5.4800e-004
tblVehicleEF	UBUS	9.4140e-003	8.2080e-003
tblVehicleEF	UBUS	0.13	0.10
tblVehicleEF	UBUS	5.3410e-003	4.7400e-003
tblVehicleEF	UBUS	0.75	0.58
tblVehicleEF	UBUS	0.78	0.85
tblVehicleEF	UBUS	0.90	0.76
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	6.1400e-004	5.6800e-004
tblVehicleEF	UBUS	9.4140e-003	8.2080e-003
tblVehicleEF	UBUS	0.13	0.10
tblVehicleEF	UBUS	5.3410e-003	4.7400e-003
tblVehicleEF	UBUS	0.83	0.65
tblVehicleEF	UBUS	0.78	0.85
tblVehicleEF	UBUS	0.96	0.81
tblVehicleEF	UBUS	6.03	3.92
tblVehicleEF	UBUS	14.37	12.12
tblVehicleEF	UBUS	1,998.51	1,765.99
tblVehicleEF	UBUS	39.03	34.67
tblVehicleEF	UBUS	2.1320e-003	2.1690e-003
tblVehicleEF	UBUS	10.03	7.59
tblVehicleEF	UBUS	1.58	1.46
tblVehicleEF	UBUS	0.16	0.13
tblVehicleEF	UBUS	1.1070e-003	5.9000e-004
tblVehicleEF	UBUS	0.15	0.12
tblVehicleEF	UBUS	9.5300e-004	5.4800e-004
tblVehicleEF	UBUS	8.3420e-003	7.1060e-003
tblVehicleEF	UBUS	0.17	0.13
tblVehicleEF	UBUS	4.3480e-003	3.8580e-003
tblVehicleEF	UBUS	0.74	0.57

tblVehicleEF	UBUS	0.97	1.08
tblVehicleEF	UBUS	1.01	0.85
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	6.5300e-004	6.0200e-004
tblVehicleEF	UBUS	8.3420e-003	7.1060e-003
tblVehicleEF	UBUS	0.17	0.13
tblVehicleEF	UBUS	4.3480e-003	3.8580e-003
tblVehicleEF	UBUS	0.82	0.64
tblVehicleEF	UBUS	0.97	1.08
tblVehicleEF	UBUS	1.08	0.91
tblVehicleTrips	CC_TL	8.40	13.08
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	13.08
tblVehicleTrips	CW_TL	16.60	13.08
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	130.09
tblVehicleTrips	SU_TR	0.00	130.09
tblVehicleTrips	WD_TR	0.00	130.09
tblWater	IndoorWaterUseRate	0.00	1,868,616.66

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5700e-003	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	38.3916	100.4972	473.5609	1.7450	130.9051	1.7294	132.6345	34.9322	1.5967	36.5289		131,473.0147	131,473.0147	4.6347		131,570.3442
Total	**38.3952**	**100.4973**	**473.5711**	**1.7450**	**130.9051**	**1.7294**	**132.6345**	**34.9322**	**1.5967**	**36.5289**		**131,473.0366**	**131,473.0366**	**4.6348**	**0.0000**	**131,570.3673**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5700e-003	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	38.3916	100.4972	473.5609	1.7450	130.9051	1.7294	132.6345	34.9322	1.5967	36.5289		131,473.0147	131,473.0147	4.6347		131,570.3442
Total	**38.3952**	**100.4973**	**473.5711**	**1.7450**	**130.9051**	**1.7294**	**132.6345**	**34.9322**	**1.5967**	**36.5289**		**131,473.0366**	**131,473.0366**	**4.6348**	**0.0000**	**131,570.3673**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Unmitigated	38.3916	100.4972	473.5609	1.7450	130.9051	1.7294	132.6345	34.9322	1.5967	36.5289	131,473.0147	131,473.0147	4.6347		131,570.3442	
Mitigated	38.3916	100.4972	473.5609	1.7450	130.9051	1.7294	132.6345	34.9322	1.5967	36.5289	131,473.0147	131,473.0147	4.6347		131,570.3442	

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	13,009.00	13,009.00	13009.00	61,937,410	61,937,410
Total	13,009.00	13,009.00	13,009.00	61,937,410	61,937,410

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-...	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	13.08	13.08	13.08	0.00	100.00	0.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.506845	0.056549	0.194099	0.151329	0.042005	0.005959	0.015983	0.016167	0.001457	0.002169	0.004600	0.000497	0.002340

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	3.5700e-003	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Mitigated	3.5700e-003	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.6000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Total	**3.5700e-003**	**9.0000e-005**	**0.0103**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0231**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.6000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Total	**3.5700e-003**	**9.0000e-005**	**0.0103**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0231**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

JWA-Project Phase 3

Orange County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	100.00	User Defined Unit	0.00	100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	501.88	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 33% RPS by 2020 included in the CO2 intensity factor.

Land Use - Airport square footage only assumed. Will be adjusted in total calculations.

Construction Phase - No construction.

Vehicle Trips - Non Default Information From Traffic Study.

Water And Wastewater - All water assumed to be for indoor purposes.

Solid Waste - Data from Client.

Energy Use - 33% RPS by 2020 accounted for

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	0.00	100.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	501.88
tblProjectCharacteristics	OperationalYear	2014	2025

tblSolidWaste	SolidWasteGenerationRate	0.00	1,791.00
tblVehicleTrips	CC_TL	8.40	13.08
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	13.08
tblVehicleTrips	CW_TL	16.60	13.08
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	164.64
tblVehicleTrips	SU_TR	0.00	164.64
tblVehicleTrips	WD_TR	0.00	164.64
tblWater	IndoorWaterUseRate	0.00	1,979,466.80

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5500e-003	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	40.3675	94.9669	522.1512	2.3261	165.7295	2.2770	168.0065	44.2314	2.1028	46.3342		167,809.0249	167,809.0249	5.1209		167,916.5630
Total	**40.3710**	**94.9670**	**522.1614**	**2.3261**	**165.7295**	**2.2770**	**168.0066**	**44.2314**	**2.1028**	**46.3343**		**167,809.0468**	**167,809.0468**	**5.1209**	**0.0000**	**167,916.5861**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5500e-003	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	40.3675	94.9669	522.1512	2.3261	165.7295	2.2770	168.0065	44.2314	2.1028	46.3342		167,809.0249	167,809.0249	5.1209		167,916.5630
Total	**40.3710**	**94.9670**	**522.1614**	**2.3261**	**165.7295**	**2.2770**	**168.0066**	**44.2314**	**2.1028**	**46.3343**		**167,809.0468**	**167,809.0468**	**5.1209**	**0.0000**	**167,916.5861**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	40.3675	94.9669	522.1512	2.3261	165.7295	2.2770	168.0065	44.2314	2.1028	46.3342		167,809.0249	167,809.0249	5.1209		167,916.5630
Mitigated	40.3675	94.9669	522.1512	2.3261	165.7295	2.2770	168.0065	44.2314	2.1028	46.3342		167,809.0249	167,809.0249	5.1209		167,916.5630

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	16,464.00	16,464.00	16464.00	78,387,080	78,387,080

Total	16,464.00	16,464.00	16,464.00	78,387,080	78,387,080

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-...	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	13.08	13.08	13.08	0.00	100.00	0.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.500282	0.057001	0.196753	0.152945	0.042333	0.006070	0.016337	0.017415	0.001474	0.002202	0.004129	0.000486	0.002572

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	3.5500e-003	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231

Mitigated	3.5500e-003	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.4000e-004	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Total	**3.5500e-003**	**9.0000e-005**	**0.0102**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0231**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.4000e-004	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Total	**3.5500e-003**	**9.0000e-005**	**0.0102**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0231**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

JWA-Project Phase 3

Orange County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	100.00	User Defined Unit	0.00	100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	501.88	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 33% RPS by 2020 included in the CO2 intensity factor.

Land Use - Airport square footage only assumed. Will be adjusted in total calculations.

Construction Phase - No construction.

Vehicle Trips - Non Default Information From Traffic Study.

Water And Wastewater - All water assumed to be for indoor purposes.

Solid Waste - Data from Client.

Energy Use - 33% RPS by 2020 accounted for

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	0.00	100.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	501.88
tblProjectCharacteristics	OperationalYear	2014	2025

tblSolidWaste	SolidWasteGenerationRate	0.00	1,791.00
tblVehicleTrips	CC_TL	8.40	13.08
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	13.08
tblVehicleTrips	CW_TL	16.60	13.08
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	164.64
tblVehicleTrips	SU_TR	0.00	164.64
tblVehicleTrips	WD_TR	0.00	164.64
tblWater	IndoorWaterUseRate	0.00	1,979,466.80

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5500e-003	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	42.0918	100.5308	505.9460	2.2211	165.7295	2.2811	168.0106	44.2314	2.1066	46.3380		160,678.6221	160,678.6221	5.1242		160,786.2301
Total	**42.0954**	**100.5309**	**505.9561**	**2.2211**	**165.7295**	**2.2811**	**168.0107**	**44.2314**	**2.1066**	**46.3380**		**160,678.6440**	**160,678.6440**	**5.1243**	**0.0000**	**160,786.2531**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5500e-003	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	42.0918	100.5308	505.9460	2.2211	165.7295	2.2811	168.0106	44.2314	2.1066	46.3380		160,678.6221	160,678.6221	5.1242		160,786.2301
Total	**42.0954**	**100.5309**	**505.9561**	**2.2211**	**165.7295**	**2.2811**	**168.0107**	**44.2314**	**2.1066**	**46.3380**		**160,678.6440**	**160,678.6440**	**5.1243**	**0.0000**	**160,786.2531**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	42.0918	100.5308	505.9460	2.2211	165.7295	2.2811	168.0106	44.2314	2.1066	46.3380		160,678.6221	160,678.6221	5.1242		160,786.2301
Mitigated	42.0918	100.5308	505.9460	2.2211	165.7295	2.2811	168.0106	44.2314	2.1066	46.3380		160,678.6221	160,678.6221	5.1242		160,786.2301

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	16,464.00	16,464.00	16464.00	78,387,080	78,387,080

Total	16,464.00	16,464.00	16,464.00	78,387,080	78,387,080

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-...	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	13.08	13.08	13.08	0.00	100.00	0.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.500282	0.057001	0.196753	0.152945	0.042333	0.006070	0.016337	0.017415	0.001474	0.002202	0.004129	0.000486	0.002572

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	3.5500e-003	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231

Mitigated	3.5500e-003	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.4000e-004	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Total	**3.5500e-003**	**9.0000e-005**	**0.0102**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0231**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.3000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9800e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.4000e-004	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0219	0.0219	6.0000e-005		0.0231
Total	**3.5500e-003**	**9.0000e-005**	**0.0102**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0219**	**0.0219**	**6.0000e-005**		**0.0231**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Appendix D
AERMOD Output Files

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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
CO TITLEONE  JWA Taxiway with hourly profile for NO2 1-hr
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  NO2
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  TW1       AREAPOLY  420181.71  3727274.21  11.07
** SRCDESCR  Taxiway
SO LOCATION  TW2       AREAPOLY  419076.36  3725645.32  15.95
** SRCDESCR  Taxiway
SO LOCATION  TW3       AREAPOLY  419137.20  3725962.43  15.95
** SRCDESCR  Taxiway
SO LOCATION  TW4       AREAPOLY  419099.71  3725851.21  15.95
** SRCDESCR  Taxiway
SO LOCATION  TW5       AREAPOLY  419104.28  3726117.37  15.95
** SRCDESCR  Taxiway
SO LOCATION  TW6       AREAPOLY  419376.89  3726405.06  16.24
** SRCDESCR  Taxiway
SO LOCATION  TW7       AREAPOLY  419470.97  3726496.00  14.72
** SRCDESCR  Taxiway
SO LOCATION  TW8       AREAPOLY  420011.01  3727063.83  11.38
** SRCDESCR  Taxiway
SO LOCATION  TW9       AREAPOLY  419650.51  3726736.08  13.13
** SRCDESCR  Taxiway
SO LOCATION  TW10      AREAPOLY  419577.29  3726775.19  14.42
** SRCDESCR  Taxiway
SO LOCATION  TW11      AREAPOLY  419474.99  3726586.28  14.73
** SRCDESCR  Taxiway
SO LOCATION  TW12      AREAPOLY  419539.72  3726344.69  15.03
** SRCDESCR  Taxiway
SO LOCATION  TW13      AREAPOLY  419668.72  3727192.28  11.37
** SRCDESCR  Taxiway
SO LOCATION  TW14      AREAPOLY  419741.82  3727231.55  11.37
** SRCDESCR  Taxiway
SO LOCATION  TW15      AREAPOLY  419879.30  3727053.88  11.97
** SRCDESCR  Taxiway
SO LOCATION  TW16      AREAPOLY  419904.02  3727059.57  11.8
** SRCDESCR  Taxiway
SO LOCATION  TW17      AREAPOLY  419959.58  3727010.31  11.68
** SRCDESCR  Taxiway
SO LOCATION  TW18      AREAPOLY  419986.03  3726954.41  11.46
** SRCDESCR  Taxiway
SO SRCPARAM  TW1       6.571461E-06  12  42  4.1
SO SRCPARAM  TW2       6.571461E-06  12  25  4.1
SO SRCPARAM  TW3       6.571461E-06  12  23  4.1
SO SRCPARAM  TW4       6.571461E-06  12  31  4.1
SO SRCPARAM  TW5       6.571461E-06  12  25  4.1
SO SRCPARAM  TW6       6.571461E-06  12  36  4.1
SO SRCPARAM  TW7       6.571461E-06  12  21  4.1
SO SRCPARAM  TW8       6.571461E-06  12  40  4.1
SO SRCPARAM  TW9       6.571461E-06  12  24  4.1
SO SRCPARAM  TW10      6.571461E-06  12  31  4.1
SO SRCPARAM  TW11      6.571461E-06  12  30  4.1
SO SRCPARAM  TW12      6.571461E-06  12  23  4.1
SO SRCPARAM  TW13      6.571461E-06  12  32  4.1
SO SRCPARAM  TW14      6.571461E-06  12  52  4.1
SO SRCPARAM  TW15      6.571461E-06  12  15  4.1
SO SRCPARAM  TW16      6.571461E-06  12  15  4.1
SO SRCPARAM  TW17      6.571461E-06  12  18  4.1
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SO AREAVERT  TW1       419638.63 3726270.54  419625.60 3726254.52
SO AREAVERT  TW1       419581.67 3726218.26  419569.97 3726205.10
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SO AREAVERT  TW1       419514.63 3726105.54  419514.36 3726105.10
SO AREAVERT  TW1       419476.57 3726046.84  419475.87 3726045.88
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SO AREAVERT  TW1       420164.13 3727283.74  420181.71 3727274.21
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SO AREAVERT  TW3       419027.79 3725939.28  419030.98 3725935.60
SO AREAVERT  TW3       419066.10 3725916.65  419077.13 3725914.41
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SO AREAVERT  TW5       419138.61 3726181.06  419155.05 3726211.55
SO AREAVERT  TW5       419157.61 3726187.55  419162.91 3726179.39
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SO AREAVERT  TW6       419330.70 3726325.21  419330.56 3726330.41
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SO AREAVERT  TW6       419287.85 3726381.92  419311.49 3726368.74
SO AREAVERT  TW6       419316.73 3726368.39  419334.53 3726370.17
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SO AREAVERT  TW6       419371.78 3726401.45  419372.19 3726401.97
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SO AREAVERT  TW7       419530.35 3726378.73  419538.55 3726384.56
SO AREAVERT  TW7       419522.18 3726354.30  419502.07 3726365.41
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ME UAIRDATA  91919 2007 COSTAMESA
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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
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CO RUNORNOT  RUN
CO AVERTIME  1  24  ANNUAL
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  OTHER
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
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SO LOCATION  TW2       AREAPOLY  419076.36  3725645.32  15.95
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SO LOCATION  TW3       AREAPOLY  419137.20  3725962.43  15.95
** SRCDESCR  Taxiway
SO LOCATION  TW4       AREAPOLY  419099.71  3725851.21  15.95
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SO LOCATION  TW5       AREAPOLY  419104.28  3726117.37  15.95
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** SRCDESCR  Taxiway
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** SRCDESCR  Taxiway
SO LOCATION  TW8       AREAPOLY  420011.01  3727063.83  11.38
** SRCDESCR  Taxiway
SO LOCATION  TW9       AREAPOLY  419650.51  3726736.08  13.13
** SRCDESCR  Taxiway
SO LOCATION  TW10      AREAPOLY  419577.29  3726775.19  14.42
** SRCDESCR  Taxiway
SO LOCATION  TW11      AREAPOLY  419474.99  3726586.28  14.73
** SRCDESCR  Taxiway
SO LOCATION  TW12      AREAPOLY  419539.72  3726344.69  15.03
** SRCDESCR  Taxiway
SO LOCATION  TW13      AREAPOLY  419668.72  3727192.28  11.37
** SRCDESCR  Taxiway
SO LOCATION  TW14      AREAPOLY  419741.82  3727231.55  11.37
** SRCDESCR  Taxiway
SO LOCATION  TW15      AREAPOLY  419879.30  3727053.88  11.97
** SRCDESCR  Taxiway
SO LOCATION  TW16      AREAPOLY  419904.02  3727059.57  11.8
** SRCDESCR  Taxiway
SO LOCATION  TW17      AREAPOLY  419959.58  3727010.31  11.68
** SRCDESCR  Taxiway
SO LOCATION  TW18      AREAPOLY  419986.03  3726954.41  11.46
** SRCDESCR  Taxiway
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SO SRCPARAM  TW5       6.571461E-06  12  25  4.1
SO SRCPARAM  TW6       6.571461E-06  12  36  4.1
SO SRCPARAM  TW7       6.571461E-06  12  21  4.1
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SO AREAVERT  TW17      419904.08 3727017.68  419886.50 3727027.22
SO AREAVERT  TW17      419896.07 3727044.90  419913.70 3727035.45
SO AREAVERT  TW17      419920.81 3727048.59  419919.76 3727041.23
SO AREAVERT  TW17      419920.00 3727038.51  419923.85 3727030.67
SO AREAVERT  TW17      419925.78 3727029.07  419959.58 3727010.31
SO AREAVERT  TW18      419986.03 3726954.41  419986.71 3726957.81
SO AREAVERT  TW18      419986.95 3726961.50  419986.34 3726964.99
SO AREAVERT  TW18      419984.03 3726970.52  419979.54 3726976.23
SO AREAVERT  TW18      419972.08 3726980.82  419964.05 3726976.53
SO AREAVERT  TW18      419977.16 3727000.76  419986.88 3726995.51
SO AREAVERT  TW18      419990.90 3726994.11  419997.57 3726993.98
SO AREAVERT  TW18      420001.76 3726994.81  420007.64 3726997.97
SO AREAVERT  TW18      420011.76 3727002.11  419986.03 3726954.41
SO URBANSRC  TW1  TW2  TW3  TW4  TW5  TW6  TW7  TW8  TW9  TW10  TW11  TW12  TW13
SO URBANSRC  TW14  TW15  TW16  TW17  TW18
SO EMISFACT  TW1       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW1       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW1       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW2       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW2       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW2       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW3       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW3       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW3       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW4       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW4       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW4       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW5       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW5       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW5       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW6       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW6       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW6       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW7       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW7       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW7       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW8       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW8       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW8       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW9       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
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SO EMISFACT  TW9       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW9       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW10      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW10      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW10      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW11      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW11      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW11      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW12      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW12      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW12      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW13      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW13      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW13      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW14      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW14      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW14      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW15      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW15      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW15      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW16      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW16      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW16      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW17      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW17      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW17      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TW18      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TW18      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TW18      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  TAXIWAY  TW1  TW2  TW3  TW4  TW5  TW6  TW7  TW8  TW9  TW10  TW11
SO SRCGROUP  TAXIWAY  TW12  TW13  TW14  TW15  TW16  TW17  TW18
SO FINISHED

RE STARTING
RE INCLUDED  D:\AIRMOD~1\JWA\EIR201~1\RECEPTOR_NO_REP.INR
RE FINISHED

ME STARTING
ME SURFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
** SURFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
ME PROFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
** PROFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
ME SURFDATA  53126 2007 COSTAMESA
ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU RECTABLE  24  FIRST
OU FILEFORM  FIX
OU PLOTFILE  1  TAXIWAY  FIRST  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\TAXIWAY`1`FIRST.plt  10000
OU PLOTFILE  24  TAXIWAY  FIRST  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\TAXIWAY`24`FIRST.plt  10001
OU PLOTFILE  ANNUAL  TAXIWAY  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\TAXIWAY`ANNUAL.plt  10002
OU POSTFILE  1  TAXIWAY  UNFORM  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\TAXIWAY`1.bin  10003
OU FINISHED

** **************************************************************************
** It is recommended that the user not edit any data below this line
** **************************************************************************


** TERRFILE  D:\AIRMOD~1\JWA\EIR201~1\JWADEM\72778383\72778383.TIF  2  0  WGS84  11  0
406834.1  3717914.1  407024.3  3737482.2  428072.9  3737300.3  427925.8  3717732.7
** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  11
** AMPHEMISPHERE  N
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** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** PRCNTFIL  1  0  98  99
** POSTFMT  UNFORM
** FILEPATH  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\
** TEMPLATE REGULATORY,0
** AERMODEXE  AERMOD_EPA_12345.EXE
** AERMAPEXE  AERMAP_EPA_11103.EXE
```

```
** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
CO TITLEONE  JWA Roadway without hourly Profile for NO2 1-hr
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  NO2
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  RW1       AREAPOLY  420376.3  3727263.6  17.57
** SRCDESCR  Roadway-terminal Departure
SO LOCATION  RW2       AREAPOLY  420376.30  3727263.60  10.76
** SRCDESCR  Roadway-terminal underground
SO LOCATION  RW3       AREAPOLY  420197.15  3726880.76  11.37
** SRCDESCR  Roadway-other
SO LOCATION  RW4       AREAPOLY  420200.77  3726749.70  11.85
** SRCDESCR  Roadway-other
SO LOCATION  RW5       AREAPOLY  420227.08  3726964.35  11.37
** SRCDESCR  Roadway-other
SO LOCATION  RW6       AREAPOLY  420243.18  3726938.96  11.07
** SRCDESCR  Roadway-other
SO LOCATION  RW7       AREAPOLY  420371.07  3727061.17  11.07
** SRCDESCR  Roadway-other
SO LOCATION  RW8       AREAPOLY  420213.74  3726776.19  11.68
** SRCDESCR  Roadway-other
SO LOCATION  RW9       AREAPOLY  420349.73  3727065.42  11.07
** SRCDESCR  Roadway-other
SO LOCATION  RW10      AREAPOLY  420210.45  3726763.05  11.68
** SRCDESCR  Roadway-other
SO LOCATION  RW11      AREAPOLY  420206.17  3726755.12  11.7
** SRCDESCR  Roadway-other
SO LOCATION  RW12      AREAPOLY  420196.89  3726758.41  11.68
** SRCDESCR  Roadway-other
SO LOCATION  RW13      AREAPOLY  420202.78  3726748.83  11.83
** SRCDESCR  Roadway-other
SO LOCATION  RW14      AREAPOLY  420204.78  3726757.88  11.68
** SRCDESCR  Roadway-other
SO LOCATION  RW15      AREAPOLY  420210.38  3726763.30  11.68
** SRCDESCR  Roadway-other
SO LOCATION  RW16      AREAPOLY  419738.63  3726081.29  15.03
** SRCDESCR  Roadway-other
SO LOCATION  RW17      AREAPOLY  420200.77  3726749.70  11.85
** SRCDESCR  Roadway-other
SO SRCPARAM  RW1       1.750739E-05  0.9  7  0.21
SO SRCPARAM  RW2       1.750739E-05  0.9  7  0.21
SO SRCPARAM  RW3       1.750739E-05  0.9  43  0.21
SO SRCPARAM  RW4       1.750739E-05  0.9  186  0.21
SO SRCPARAM  RW5       1.750739E-05  0.9  20  0.21
SO SRCPARAM  RW6       1.750739E-05  0.9  16  0.21
SO SRCPARAM  RW7       1.750739E-05  0.9  77  0.21
SO SRCPARAM  RW8       1.750739E-05  0.9  13  0.21
SO SRCPARAM  RW9       1.750739E-05  0.9  136  0.21
SO SRCPARAM  RW10      1.750739E-05  0.9  4  0.21
SO SRCPARAM  RW11      1.750739E-05  0.9  5  0.21
SO SRCPARAM  RW12      1.750739E-05  0.9  6  0.21
SO SRCPARAM  RW13      1.750739E-05  0.9  4  0.21
SO SRCPARAM  RW14      1.750739E-05  0.9  5  0.21
SO SRCPARAM  RW15      1.750739E-05  0.9  7  0.21
SO SRCPARAM  RW16      1.750739E-05  0.9  67  0.21
SO SRCPARAM  RW17      1.750739E-05  0.9  58  0.21
SO AREAVERT  RW1       420376.3 3727263.6  420375.9 3727262.7
SO AREAVERT  RW1       419979.2 3726517.6  419966.3 3726524.4
SO AREAVERT  RW1       420363.0 3727269.5  420363.1 3727269.8
SO AREAVERT  RW1       420376.3 3727263.6
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SO AREAVERT  RW2       420376.30 3727263.60  420375.89 3727262.66
SO AREAVERT  RW2       419979.18 3726517.57  419966.27 3726524.44
SO AREAVERT  RW2       420362.97 3727269.54  420363.09 3727269.76
SO AREAVERT  RW2       420376.30 3727263.60
SO AREAVERT  RW3       420197.15 3726880.76  420210.12 3726879.92
SO AREAVERT  RW3       420214.57 3726879.67  420222.55 3726884.26
SO AREAVERT  RW3       420248.13 3726931.63  420246.76 3726935.95
SO AREAVERT  RW3       420243.18 3726938.96  420234.09 3726946.18
SO AREAVERT  RW3       420232.46 3726947.93  420232.16 3726948.24
SO AREAVERT  RW3       420232.02 3726948.39  420224.49 3726956.41
SO AREAVERT  RW3       420227.08 3726964.35  420237.18 3726953.55
SO AREAVERT  RW3       420237.50 3726953.25  420252.27 3726940.87
SO AREAVERT  RW3       420252.64 3726940.51  420252.96 3726940.10
SO AREAVERT  RW3       420253.22 3726939.66  420253.41 3726939.18
SO AREAVERT  RW3       420255.57 3726932.36  420255.69 3726931.89
SO AREAVERT  RW3       420255.75 3726931.26  420255.69 3726930.62
SO AREAVERT  RW3       420255.52 3726930.00  420255.31 3726929.52
SO AREAVERT  RW3       420228.49 3726879.87  420228.22 3726879.44
SO AREAVERT  RW3       420227.90 3726879.05  420227.52 3726878.72
SO AREAVERT  RW3       420227.10 3726878.43  420217.27 3726872.79
SO AREAVERT  RW3       420216.79 3726872.56  420216.29 3726872.40
SO AREAVERT  RW3       420215.77 3726872.31  420215.24 3726872.31
SO AREAVERT  RW3       420197.90 3726873.29  420197.69 3726873.31
SO AREAVERT  RW3       420197.37 3726873.34  420197.27 3726873.35
SO AREAVERT  RW3       420186.66 3726874.90  420191.79 3726881.55
SO AREAVERT  RW3       420197.15 3726880.76
SO AREAVERT  RW4       420200.77 3726749.70  420196.59 3726751.33
SO AREAVERT  RW4       420192.75 3726750.82  420191.06 3726750.33
SO AREAVERT  RW4       420190.00 3726749.98  420186.35 3726746.82
SO AREAVERT  RW4       420143.68 3726683.75  420136.13 3726669.41
SO AREAVERT  RW4       420109.64 3726618.67  420040.55 3726486.36
SO AREAVERT  RW4       420040.24 3726485.87  420039.86 3726485.43
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SO AREAVERT  RW4       420033.89 3726479.76  420027.26 3726475.72
SO AREAVERT  RW4       420027.19 3726475.68  420026.67 3726475.44
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SO AREAVERT  RW4       420005.78 3726469.42  420005.25 3726469.37
SO AREAVERT  RW4       420004.72 3726469.39  420004.19 3726469.49
SO AREAVERT  RW4       419993.66 3726472.33  419993.20 3726472.49
SO AREAVERT  RW4       419992.76 3726472.71  419992.36 3726472.99
SO AREAVERT  RW4       419986.12 3726477.90  419978.85 3726483.47
SO AREAVERT  RW4       419978.40 3726483.87  419978.03 3726484.34
SO AREAVERT  RW4       419977.74 3726484.87  419973.40 3726494.47
SO AREAVERT  RW4       419973.36 3726494.56  419970.58 3726501.17
SO AREAVERT  RW4       419969.68 3726498.17  419970.72 3726474.91
SO AREAVERT  RW4       419970.54 3726475.08  419971.34 3726472.45
SO AREAVERT  RW4       419982.05 3726435.98  419987.43 3726418.70
SO AREAVERT  RW4       419987.53 3726418.25  419987.56 3726418.09
SO AREAVERT  RW4       419990.17 3726398.34  419990.20 3726397.81
SO AREAVERT  RW4       419990.16 3726397.29  419990.04 3726396.77
SO AREAVERT  RW4       419982.46 3726372.56  419982.41 3726372.40
SO AREAVERT  RW4       419982.25 3726372.02  419955.65 3726318.48
SO AREAVERT  RW4       419955.55 3726318.28  419955.50 3726318.20
SO AREAVERT  RW4       419927.64 3726272.61  419907.39 3726228.31
SO AREAVERT  RW4       419907.23 3726228.00  419907.05 3726227.73
SO AREAVERT  RW4       419873.99 3726180.68  419873.66 3726180.27
SO AREAVERT  RW4       419873.27 3726179.92  419872.84 3726179.62
SO AREAVERT  RW4       419872.36 3726179.39  419834.22 3726164.13
SO AREAVERT  RW4       419834.11 3726164.09  419833.86 3726164.01
SO AREAVERT  RW4       419771.73 3726146.26  419743.19 3726135.09
SO AREAVERT  RW4       419728.80 3726123.10  419725.47 3726118.09
SO AREAVERT  RW4       419722.20 3726110.50  419720.75 3726099.87
SO AREAVERT  RW4       419720.51 3726091.94  419722.75 3726082.74
SO AREAVERT  RW4       419726.98 3726073.68  419721.93 3726067.94
SO AREAVERT  RW4       419721.54 3726068.33  419721.18 3726068.85
SO AREAVERT  RW4       419721.03 3726069.13  419715.97 3726079.98
SO AREAVERT  RW4       419715.84 3726080.27  419715.73 3726080.66
SO AREAVERT  RW4       419713.28 3726090.69  419713.20 3726091.17
SO AREAVERT  RW4       419713.18 3726091.66  419713.44 3726100.28
SO AREAVERT  RW4       419713.47 3726100.66  419715.01 3726111.98
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SO AREAVERT  RW4       419719.20 3726121.87  419723.01 3726127.59
SO AREAVERT  RW4       419723.25 3726127.92  419723.71 3726128.37
SO AREAVERT  RW4       419738.97 3726141.09  419739.48 3726141.45
SO AREAVERT  RW4       419739.98 3726141.69  419769.22 3726153.13
SO AREAVERT  RW4       419769.30 3726153.16  419769.55 3726153.24
SO AREAVERT  RW4       419831.67 3726170.99  419868.63 3726185.78
SO AREAVERT  RW4       419900.87 3726231.66  419921.08 3726275.85
SO AREAVERT  RW4       419921.24 3726276.16  419921.28 3726276.24
SO AREAVERT  RW4       419949.17 3726321.88  419975.57 3726375.02
SO AREAVERT  RW4       419982.82 3726398.18  419980.35 3726416.82
SO AREAVERT  RW4       419975.05 3726433.87  419964.33 3726470.36
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SO AREAVERT  RW4       419958.77 3726488.69  419958.73 3726488.88
SO AREAVERT  RW4       419957.16 3726495.66  419957.07 3726496.27
SO AREAVERT  RW4       419957.09 3726496.88  419957.76 3726503.05
SO AREAVERT  RW4       419957.83 3726503.48  419957.95 3726503.89
SO AREAVERT  RW4       419958.12 3726504.29  419959.57 3726510.62
SO AREAVERT  RW4       419960.13 3726512.02  419966.27 3726524.44
SO AREAVERT  RW4       419979.18 3726517.57  419976.73 3726511.34
SO AREAVERT  RW4       419976.97 3726504.85  419980.08 3726497.43
SO AREAVERT  RW4       419984.02 3726488.72  419990.61 3726483.68
SO AREAVERT  RW4       419996.29 3726479.20  420005.31 3726476.77
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SO AREAVERT  RW4       420029.73 3726485.80  420034.34 3726490.27
SO AREAVERT  RW4       420129.65 3726672.81  420137.19 3726687.06
SO AREAVERT  RW4       420137.47 3726687.63  420137.60 3726687.86
SO AREAVERT  RW4       420171.16 3726751.51  420171.23 3726751.63
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SO AREAVERT  RW4       420183.63 3726755.96  420177.50 3726747.84
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SO URBANSRC  RW14  RW15  RW16  RW17
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SO EMISFACT  RW1       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW1       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW1       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW1       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW2       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW2       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW2       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW2       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW2       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW3       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW3       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW3       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW3       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW3       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW4       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW4       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
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SO EMISFACT  RW4       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW5       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW5       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW5       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW5       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW5       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW6       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW6       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW6       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW6       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW6       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW7       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW7       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW7       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW7       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW7       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW8       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW8       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW8       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW8       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW8       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW9       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW9       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW9       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW9       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW9       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW10      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW10      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
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SO EMISFACT  RW10      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW11      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW11      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW11      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW11      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW11      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW12      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW12      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW12      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
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SO EMISFACT  RW13      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW13      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW13      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
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SO EMISFACT  RW13      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW14      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW14      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW14      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
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SO EMISFACT  RW14      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW15      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW15      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW15      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
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SO EMISFACT  RW15      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW16      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW16      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW16      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW16      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW16      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW17      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW17      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW17      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW17      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW17      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  ROADWAY  RW1  RW2  RW3  RW4  RW5  RW6  RW7  RW8  RW9  RW10  RW11
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SO SRCGROUP  ROADWAY  RW12  RW13  RW14  RW15  RW16  RW17
SO FINISHED

RE STARTING
RE INCLUDED  U:\JWA\EIR2013\Receptor_no_rep.inr
RE FINISHED

ME STARTING
ME SURFFILE  "U:\JWA\EIR2013\Met Data\csta7.sfc"
** SURFFILE  "U:\JWA\EIR2013\Met Data\csta7.sfc"
ME PROFFILE  "U:\JWA\EIR2013\Met Data\csta7.pfl"
** PROFFILE  "U:\JWA\EIR2013\Met Data\csta7.pfl"
ME SURFDATA  53126 2007 COSTAMESA
ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME STARTEND  2009  1  1  1  2011  12  31  24
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU FILEFORM  FIX
OU MAXDAILY  ROADWAY \\Env-SF-File1\public\Air\JWA\EIR2013\NO21-H~1\Outputs\ROADWAY.mxd 10000
OU FINISHED

** ************************************************************************
** It is recommended that the user not edit any data below this line
** ************************************************************************


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** AMPDATUM  2
** AMPZONE  11
** AMPHEMISPHERE  N

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** FILEPATH  \\Env-SF-File1\public\Air\JWA\EIR2013\NO21-H~1\Outputs\
** TEMPLATE REGULATORY,0
** AERMODEXE  AERMOD_EPA_12345.EXE
** AERMAPEXE  AERMAP_EPA_11103.EXE
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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
CO TITLEONE  JWA Roadway with hourly Profile
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  8  24  ANNUAL
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  OTHER
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  RW1       AREAPOLY  420376.3  3727263.6  17.57
** SRCDESCR  Roadway-terminal Departure
SO LOCATION  RW2       AREAPOLY  420376.30  3727263.60  10.76
** SRCDESCR  Roadway-terminal underground
SO LOCATION  RW3       AREAPOLY  420197.15  3726880.76  11.37
** SRCDESCR  Roadway-other
SO LOCATION  RW4       AREAPOLY  420200.77  3726749.70  11.85
** SRCDESCR  Roadway-other
SO LOCATION  RW5       AREAPOLY  420227.08  3726964.35  11.37
** SRCDESCR  Roadway-other
SO LOCATION  RW6       AREAPOLY  420243.18  3726938.96  11.07
** SRCDESCR  Roadway-other
SO LOCATION  RW7       AREAPOLY  420371.07  3727061.17  11.07
** SRCDESCR  Roadway-other
SO LOCATION  RW8       AREAPOLY  420213.74  3726776.19  11.68
** SRCDESCR  Roadway-other
SO LOCATION  RW9       AREAPOLY  420349.73  3727065.42  11.07
** SRCDESCR  Roadway-other
SO LOCATION  RW10      AREAPOLY  420210.45  3726763.05  11.68
** SRCDESCR  Roadway-other
SO LOCATION  RW11      AREAPOLY  420206.17  3726755.12  11.7
** SRCDESCR  Roadway-other
SO LOCATION  RW12      AREAPOLY  420196.89  3726758.41  11.68
** SRCDESCR  Roadway-other
SO LOCATION  RW13      AREAPOLY  420202.78  3726748.83  11.83
** SRCDESCR  Roadway-other
SO LOCATION  RW14      AREAPOLY  420204.78  3726757.88  11.68
** SRCDESCR  Roadway-other
SO LOCATION  RW15      AREAPOLY  420210.38  3726763.30  11.68
** SRCDESCR  Roadway-other
SO LOCATION  RW16      AREAPOLY  419738.63  3726081.29  15.03
** SRCDESCR  Roadway-other
SO LOCATION  RW17      AREAPOLY  420200.77  3726749.70  11.85
** SRCDESCR  Roadway-other
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SO SRCPARAM  RW2       1.750739E-05  0.9  7  0.21
SO SRCPARAM  RW3       1.750739E-05  0.9  43  0.21
SO SRCPARAM  RW4       1.750739E-05  0.9  186  0.21
SO SRCPARAM  RW5       1.750739E-05  0.9  20  0.21
SO SRCPARAM  RW6       1.750739E-05  0.9  16  0.21
SO SRCPARAM  RW7       1.750739E-05  0.9  77  0.21
SO SRCPARAM  RW8       1.750739E-05  0.9  13  0.21
SO SRCPARAM  RW9       1.750739E-05  0.9  136  0.21
SO SRCPARAM  RW10      1.750739E-05  0.9  4  0.21
SO SRCPARAM  RW11      1.750739E-05  0.9  5  0.21
SO SRCPARAM  RW12      1.750739E-05  0.9  6  0.21
SO SRCPARAM  RW13      1.750739E-05  0.9  4  0.21
SO SRCPARAM  RW14      1.750739E-05  0.9  5  0.21
SO SRCPARAM  RW15      1.750739E-05  0.9  7  0.21
SO SRCPARAM  RW16      1.750739E-05  0.9  67  0.21
SO SRCPARAM  RW17      1.750739E-05  0.9  58  0.21
SO AREAVERT  RW1       420376.3 3727263.6  420375.9 3727262.7
SO AREAVERT  RW1       419979.2 3726517.6  419966.3 3726524.4
SO AREAVERT  RW1       420363.0 3727269.5  420363.1 3727269.8
SO AREAVERT  RW1       420376.3 3727263.6
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SO AREAVERT  RW2       420376.30 3727263.60  420375.89 3727262.66
SO AREAVERT  RW2       419979.18 3726517.57  419966.27 3726524.44
SO AREAVERT  RW2       420362.97 3727269.54  420363.09 3727269.76
SO AREAVERT  RW2       420376.30 3727263.60
SO AREAVERT  RW3       420197.15 3726880.76  420210.12 3726879.92
SO AREAVERT  RW3       420214.57 3726879.67  420222.55 3726884.26
SO AREAVERT  RW3       420248.13 3726931.63  420246.76 3726935.95
SO AREAVERT  RW3       420243.18 3726938.96  420234.09 3726946.18
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SO AREAVERT  RW3       420232.02 3726948.39  420224.49 3726956.41
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SO AREAVERT  RW3       420237.50 3726953.25  420252.27 3726940.87
SO AREAVERT  RW3       420252.64 3726940.51  420252.96 3726940.10
SO AREAVERT  RW3       420253.22 3726939.66  420253.41 3726939.18
SO AREAVERT  RW3       420255.57 3726932.36  420255.69 3726931.89
SO AREAVERT  RW3       420255.75 3726931.26  420255.69 3726930.62
SO AREAVERT  RW3       420255.52 3726930.00  420255.31 3726929.52
SO AREAVERT  RW3       420228.49 3726879.87  420228.22 3726879.44
SO AREAVERT  RW3       420227.90 3726879.05  420227.52 3726878.72
SO AREAVERT  RW3       420227.10 3726878.43  420217.27 3726872.79
SO AREAVERT  RW3       420216.79 3726872.56  420216.29 3726872.40
SO AREAVERT  RW3       420215.77 3726872.31  420215.24 3726872.31
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SO AREAVERT  RW3       420197.37 3726873.34  420197.27 3726873.35
SO AREAVERT  RW3       420186.66 3726874.90  420191.79 3726881.55
SO AREAVERT  RW3       420197.15 3726880.76
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SO AREAVERT  RW4       420190.00 3726749.98  420186.35 3726746.82
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SO AREAVERT  RW4       420033.89 3726479.76  420027.26 3726475.72
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SO AREAVERT  RW4       420004.72 3726469.39  420004.19 3726469.49
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SO AREAVERT  RW4       419978.40 3726483.87  419978.03 3726484.34
SO AREAVERT  RW4       419977.74 3726484.87  419973.40 3726494.47
SO AREAVERT  RW4       419973.36 3726494.56  419970.58 3726501.17
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SO AREAVERT  RW4       419970.54 3726475.08  419971.34 3726472.45
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SO AREAVERT  RW4       419987.53 3726418.25  419987.56 3726418.09
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SO AREAVERT  RW4       419990.16 3726397.29  419990.04 3726396.77
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SO AREAVERT  RW4       419955.55 3726318.28  419955.50 3726318.20
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SO AREAVERT  RW4       419907.23 3726228.00  419907.05 3726227.73
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SO AREAVERT  RW4       419713.18 3726091.66  419713.44 3726100.28
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SO AREAVERT  RW4       419739.98 3726141.69  419769.22 3726153.13
SO AREAVERT  RW4       419769.30 3726153.16  419769.55 3726153.24
SO AREAVERT  RW4       419831.67 3726170.99  419868.63 3726185.78
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SO AREAVERT  RW4       420171.16 3726751.51  420171.23 3726751.63
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SO AREAVERT  RW4       420187.69 3726766.19  420188.26 3726766.34
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SO AREAVERT  RW5       420220.28 3726949.67  420218.09 3726933.59
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SO AREAVERT  RW5       420213.42 3726952.42  420213.66 3726952.87
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SO AREAVERT  RW6       420241.01 3726933.07  420240.79 3726932.60
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SO AREAVERT  RW6       420197.15 3726880.76  420207.09 3726886.63
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SO AREAVERT  RW7       420363.10 3727057.27  420362.77 3727057.61
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SO AREAVERT  RW16      419806.89 3726150.66  419850.29 3726164.85
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SO AREAVERT  RW17      420193.19 3726750.85  420192.75 3726750.82
SO AREAVERT  RW17      420196.59 3726751.33  420200.77 3726749.70
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SO URBANSRC  RW14  RW15  RW16  RW17
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SO EMISFACT  RW1       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW1       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW1       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW1       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW2       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW2       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW2       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW2       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW2       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW3       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW3       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW3       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW3       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW3       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW4       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW4       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
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SO EMISFACT  RW4       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
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SO EMISFACT  RW4       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW5       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW5       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW5       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW5       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW5       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW6       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
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SO EMISFACT  RW6       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW7       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW7       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW7       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
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SO EMISFACT  RW7       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW8       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW8       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW8       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW8       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW8       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW9       HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW9       HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW9       HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW9       HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW9       HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW10      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW10      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW10      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW10      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW10      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW11      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW11      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW11      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW11      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW11      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW12      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW12      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW12      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW12      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW12      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW13      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW13      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW13      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW13      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW13      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW14      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW14      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW14      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW14      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW14      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW15      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW15      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW15      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW15      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW15      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW16      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW16      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW16      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW16      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW16      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO EMISFACT  RW17      HROFDY  0.03946695  0.03508174  0.02572661  0.03508174
SO EMISFACT  RW17      HROFDY  0.1493897  1.095427  1.132555  0.956562  1.172899
SO EMISFACT  RW17      HROFDY  1.597681  1.623992  1.722513  1.574293  1.269959
SO EMISFACT  RW17      HROFDY  1.269374  1.280191  1.429288  1.301532  1.173192
SO EMISFACT  RW17      HROFDY  1.158282  1.265281  1.343046  1.156528  0.1926572
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  ROADWAY  RW1  RW2  RW3  RW4  RW5  RW6  RW7  RW8  RW9  RW10  RW11
```

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SO SRCGROUP  ROADWAY  RW12  RW13  RW14  RW15  RW16  RW17
SO FINISHED

RE STARTING
RE INCLUDED  D:\AIRMOD~1\JWA\EIR201~1\RECEPTOR_NO_REP.INR
RE FINISHED

ME STARTING
ME SURFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
** SURFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
ME PROFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
** PROFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
ME SURFDATA  53126 2007 COSTAMESA
ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU RECTABLE  24  FIRST
OU FILEFORM  FIX
OU PLOTFILE  1  ROADWAY  FIRST  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\ROADWAY`1`FIRST.plt  10000
OU PLOTFILE  24  ROADWAY  FIRST  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\ROADWAY`24`FIRST.plt  10001
OU PLOTFILE  ANNUAL  ROADWAY  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\ROADWAY`ANNUAL.plt  10002
OU POSTFILE  1  ROADWAY  UNFORM  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\ROADWAY`1.bin  10003
OU FINISHED

** ********************************************************************************
** It is recommended that the user not edit any data below this line
** ********************************************************************************


** TERRFILE  D:\AIRMOD~1\JWA\EIR201~1\JWADEM\72778383\72778383.TIF  2  0  WGS84  11  0
406834.1  3717914.1  407024.3  3737482.2  428072.9  3737300.3  427925.8  3717732.7
** AMPTYPE  NED
** AMPDATUM  2
** AMPZONE  11
** AMPHEMISPHERE  N

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** PRCNTFIL  1  0  98  99
** POSTFMT  UNFORM
** FILEPATH  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\
** TEMPLATE REGULATORY,0
** AERMODEXE  AERMOD_EPA_12345.EXE
** AERMAPEXE  AERMAP_EPA_11103.EXE
```

```
** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
CO TITLEONE  JWA Cogen with hourly profiles for NO2 1-hr, project
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  NO2
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  COGEN1    POINT     420017.5661  3726494.305  25.0162
SO LOCATION  COGEN2    POINT     420014.1434  3726496.099  25.0162
SO LOCATION  COGEN3    POINT     420010.7038  3726497.818  25.0162
SO LOCATION  COGEN4    POINT     420007.3304  3726499.803  25.0162
SO SRCPARAM  COGEN1    1  1.091184  403.7056  13.74343  0.60325
SO SRCPARAM  COGEN2    1  1.091184  397.5945  14.45666  0.60325
SO SRCPARAM  COGEN3    1  1.091184  435.3722  15.1577  0.60325
SO SRCPARAM  COGEN4    1  1.091184  415.3722  15.41678  0.60325
SO BUILDHGT  COGEN1      11.50     11.50     11.50     11.50     11.50     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     12.60     12.60     12.60
SO BUILDHGT  COGEN1      12.60     12.60     12.60     12.60     12.60     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     11.50     11.50     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     12.60     12.60     12.60
SO BUILDHGT  COGEN1      12.60     12.60     12.60     12.60     12.60     11.50
SO BUILDWID  COGEN1      33.33     29.99     27.22     31.22     34.27     36.27
SO BUILDWID  COGEN1      37.18     36.96     35.61     28.49     27.54     26.34
SO BUILDWID  COGEN1      27.86     28.53     28.33     27.27     25.39     35.65
SO BUILDWID  COGEN1      33.33     29.99     27.22     31.22     34.27     36.27
SO BUILDWID  COGEN1      37.18     36.96     35.61     28.49     27.54     26.34
SO BUILDWID  COGEN1      27.86     28.53     28.33     27.27     25.39     35.65
SO BUILDLEN  COGEN1      33.18     29.74     26.71     30.77     33.90     36.00
SO BUILDLEN  COGEN1      37.01     36.89     35.65     19.38     15.45     12.52
SO BUILDLEN  COGEN1      16.80     20.57     23.72     26.15     27.78     35.61
SO BUILDLEN  COGEN1      33.18     29.74     26.71     30.77     33.90     36.00
SO BUILDLEN  COGEN1      37.01     36.89     35.65     19.38     15.45     12.52
SO BUILDLEN  COGEN1      16.80     20.57     23.72     26.15     27.78     35.61
SO XBADJ     COGEN1      -2.17     -1.75     -1.92     -5.99     -9.87    -13.45
SO XBADJ     COGEN1     -16.62    -19.29    -21.37    -34.05    -35.27    -36.08
SO XBADJ     COGEN1     -39.67    -42.06    -43.17    -42.96    -41.45    -33.09
SO XBADJ     COGEN1     -31.01    -27.99    -24.79    -24.79    -24.04    -22.56
SO XBADJ     COGEN1     -20.39    -17.60    -14.28     14.66     19.83     23.56
SO XBADJ     COGEN1      22.87     21.48     19.44     16.81     13.67     -2.52
SO YBADJ     COGEN1       6.13      8.54     10.78     12.60     14.03     15.04
SO YBADJ     COGEN1      15.60     15.68     15.28     20.50     15.97     10.96
SO YBADJ     COGEN1       5.60      0.07     -5.47    -10.83    -15.87     -3.54
SO YBADJ     COGEN1      -6.13     -8.54    -10.78    -12.60    -14.03    -15.04
SO YBADJ     COGEN1     -15.60    -15.68    -15.28    -20.50    -15.97    -10.96
SO YBADJ     COGEN1      -5.60     -0.07      5.47     10.83     15.87      3.54
SO BUILDHGT  COGEN2      11.50     11.50     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     12.60
SO BUILDHGT  COGEN2      11.50     11.50     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     12.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     12.60
SO BUILDWID  COGEN2      33.33     29.99    121.11    150.88    176.06    195.89
SO BUILDWID  COGEN2     209.77    220.93    230.50    233.07    228.55    218.63
SO BUILDWID  COGEN2     208.57    200.24    193.52    180.92    162.82     22.73
SO BUILDWID  COGEN2      33.33     29.99    121.11    150.88    176.06    195.89
SO BUILDWID  COGEN2     209.77    220.93    230.50     28.49    228.55    218.63
SO BUILDWID  COGEN2     208.57    200.24    193.52    180.92    162.82     22.73
SO BUILDLEN  COGEN2      33.18     29.74    218.63    208.57    200.24    193.52
SO BUILDLEN  COGEN2     180.92    162.82    139.78    117.67    119.80    121.11
SO BUILDLEN  COGEN2     150.88    176.06    195.89    209.77    220.93     28.57
SO BUILDLEN  COGEN2      33.18     29.74    218.63    208.57    200.24    193.52
SO BUILDLEN  COGEN2     180.92    162.82    139.78     19.38    119.80    121.11
```

SO	BUILDLEN	COGEN2	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN2	-3.34	-2.27	-139.95	-144.09	-151.03	-161.08
SO	XBADJ	COGEN2	-166.23	-166.33	-161.38	-151.53	-137.07	-121.04
SO	XBADJ	COGEN2	-132.59	-140.12	-143.39	-142.30	-136.89	-36.89
SO	XBADJ	COGEN2	-29.84	-27.48	-78.68	-64.48	-49.21	-32.44
SO	XBADJ	COGEN2	-14.69	3.51	21.60	10.98	17.27	-0.07
SO	XBADJ	COGEN2	-18.28	-35.94	-52.50	-67.47	-84.04	8.32
SO	YBADJ	COGEN2	2.45	4.71	60.48	57.16	52.09	45.45
SO	YBADJ	COGEN2	37.42	26.43	12.07	-2.65	-17.29	-30.64
SO	YBADJ	COGEN2	-39.80	-50.91	-64.32	-75.77	-84.92	-17.00
SO	YBADJ	COGEN2	-2.45	-4.71	-60.48	-57.16	-52.09	-45.45
SO	YBADJ	COGEN2	-37.42	-26.43	-12.07	-19.32	17.29	30.64
SO	YBADJ	COGEN2	39.80	50.91	64.32	75.77	84.92	17.00
SO	BUILDHGT	COGEN3	11.50	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDHGT	COGEN3	11.50	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	12.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDWID	COGEN3	33.33	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN3	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN3	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDWID	COGEN3	33.33	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN3	209.77	220.93	230.50	28.49	228.55	218.63
SO	BUILDWID	COGEN3	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDLEN	COGEN3	33.18	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN3	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN3	150.88	176.06	195.89	209.77	220.93	28.57
SO	BUILDLEN	COGEN3	33.18	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN3	180.92	162.82	139.78	19.38	119.80	121.11
SO	BUILDLEN	COGEN3	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN3	-4.44	-2.71	-139.72	-143.19	-149.50	-158.96
SO	XBADJ	COGEN3	-163.59	-163.25	-157.94	-147.84	-133.25	-117.20
SO	XBADJ	COGEN3	-128.85	-136.59	-140.18	-139.51	-134.60	-35.17
SO	XBADJ	COGEN3	-28.74	-27.04	-78.91	-65.37	-50.74	-34.56
SO	XBADJ	COGEN3	-17.33	0.42	18.16	7.30	13.45	-3.91
SO	XBADJ	COGEN3	-22.02	-39.46	-55.71	-70.26	-86.33	6.60
SO	YBADJ	COGEN3	-1.23	0.89	56.64	53.42	48.56	42.24
SO	YBADJ	COGEN3	34.63	24.14	10.35	-3.75	-17.73	-30.40
SO	YBADJ	COGEN3	-38.91	-49.38	-62.20	-73.13	-81.83	-13.56
SO	YBADJ	COGEN3	1.23	-0.89	-56.64	-53.42	-48.56	-42.24
SO	YBADJ	COGEN3	-34.63	-24.14	-10.35	-18.23	17.73	30.40
SO	YBADJ	COGEN3	38.91	49.38	62.20	73.13	81.83	13.56
SO	BUILDHGT	COGEN4	12.60	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDHGT	COGEN4	12.60	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDWID	COGEN4	19.38	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN4	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN4	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDWID	COGEN4	19.38	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN4	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN4	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDLEN	COGEN4	28.49	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN4	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN4	150.88	176.06	195.89	209.77	220.93	28.57
SO	BUILDLEN	COGEN4	28.49	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN4	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN4	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN4	2.61	-3.42	-139.75	-142.54	-148.19	-157.03
SO	XBADJ	COGEN4	-161.10	-160.27	-154.57	-144.18	-129.40	-113.29
SO	XBADJ	COGEN4	-124.99	-132.90	-136.78	-136.49	-132.06	-33.19
SO	XBADJ	COGEN4	-31.10	-26.33	-78.88	-66.02	-52.05	-36.49
SO	XBADJ	COGEN4	-19.82	-2.56	14.79	26.50	9.60	-7.83
SO	XBADJ	COGEN4	-25.88	-43.15	-59.11	-73.28	-88.87	4.62
SO	YBADJ	COGEN4	13.32	-2.96	52.73	49.56	44.87	38.83
SO	YBADJ	COGEN4	31.61	21.60	8.37	-5.12	-18.44	-30.44
SO	YBADJ	COGEN4	-38.26	-48.07	-60.27	-70.64	-78.86	-10.19

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SO YBADJ     COGEN4       -13.32      2.96    -52.73    -49.56    -44.87    -38.83
SO YBADJ     COGEN4       -31.61    -21.60     -8.37      5.12     18.44     30.44
SO YBADJ     COGEN4        38.26     48.07     60.27     70.64     78.86     10.19
SO URBANSRC  COGEN1  COGEN2  COGEN3  COGEN4
SO EMISFACT  COGEN1    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN2    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN3    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN4    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  COGENPJ  COGEN1  COGEN2  COGEN3  COGEN4
SO FINISHED

RE STARTING
RE INCLUDED  K:\JWA\EIR201~1\RECEPTOR_NO_REP.INR
RE FINISHED

ME STARTING
ME SURFFILE  "K:\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
** SURFFILE  "K:\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
ME PROFFILE  "K:\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
** PROFFILE  "K:\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
ME SURFDATA  53126 2007 COSTAMESA
ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME STARTEND  2009  1  1  1  2011  12  31  24
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU FILEFORM  FIX
OU MAXDAILY  COGENPJ C:\JWA\EIR2013\OUTPUT~1\COGENPJ.mxd 10000
OU FINISHED

** ************************************************************************
** It is recommended that the user not edit any data below this line
** ************************************************************************

** BUILDING BLD  0  0  0  6.9  8.0
** BUILDING IDN  B2
** BUILDING CRN  420166.50  3726863.85
** BUILDING CRN  420199.37  3726846.89
** BUILDING CRN  420206.08  3726825.32
** BUILDING CRN  420053.51  3726540.97
** BUILDING CRN  420046.89  3726543.91
** BUILDING CRN  420045.50  3726541.58
** BUILDING CRN  420019.25  3726555.52
** BUILDING CRN  420011.60  3726577.00
** BUILDING BLD  0  0  0  10.2  8.0
** BUILDING IDN  C2
** BUILDING CRN  419912.80  3726392.36
** BUILDING CRN  419961.89  3726405.26
** BUILDING CRN  419967.41  3726384.82
** BUILDING CRN  419878.07  3726218.43
** BUILDING CRN  419850.42  3726212.58
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** BUILDING CRN  419829.16  3726224.81
** BUILDING CRN  419837.67  3726241.28
** BUILDING CRN  419833.41  3726243.94
** BUILDING BLD  0  0  0  11.5  4.0
** BUILDING IDN  CBE
** BUILDING CRN  419996.20  3726504.42
** BUILDING CRN  420008.51  3726527.39
** BUILDING CRN  420031.85  3726514.68
** BUILDING CRN  420019.38  3726491.78
** BUILDING BLD  0  0  0  13.6  18.0
** BUILDING IDN  C1
** BUILDING CRN  419947.89  3726623.42
** BUILDING CRN  419949.26  3726622.69
** BUILDING CRN  419951.97  3726621.25
** BUILDING CRN  419987.42  3726602.38
** BUILDING CRN  419986.28  3726600.67
** BUILDING CRN  419992.54  3726598.40
** BUILDING CRN  419938.22  3726493.75
** BUILDING CRN  419938.83  3726491.07
** BUILDING CRN  419938.82  3726491.06
** BUILDING CRN  419940.91  3726489.52
** BUILDING CRN  419964.73  3726410.83
** BUILDING CRN  419960.83  3726410.58
** BUILDING CRN  419961.77  3726405.24
** BUILDING CRN  419945.35  3726401.89
** BUILDING CRN  419945.36  3726401.90
** BUILDING CRN  419912.95  3726392.92
** BUILDING CRN  419901.94  3726427.19
** BUILDING CRN  419852.76  3726453.47
** BUILDING BLD  0  0  0  12.6  4.0
** BUILDING IDN  CBW
** BUILDING CRN  420008.51  3726527.39
** BUILDING CRN  419996.20  3726504.42
** BUILDING CRN  419985.78  3726510.10
** BUILDING CRN  419998.24  3726532.99

** TERRFILE  D:\AIRMOD~1\JWA\EIR201~1\JWADEM\72778383\72778383.TIF  2  0  WGS84  11  0
406834.1  3717914.1  407024.3  3737482.2  428072.9  3737300.3  427925.8  3717732.7
** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  11
** AMPHEMISPHERE  N

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** FILEPATH  C:\JWA\EIR2013\OUTPUT~1\
** TEMPLATE Regulatory,0
** AERMODEXE  AERMOD_EPA_12345.exe
** AERMAPEXE  AERMAP_EPA_11103.EXE
```

```
** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
CO TITLEONE  JWA Cogen with hourly profiles
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  24  ANNUAL
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  OTHER
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  COGEN1    POINT     420017.5661  3726494.305  13.51
SO LOCATION  COGEN2    POINT     420014.1434  3726496.099  13.51
SO LOCATION  COGEN3    POINT     420010.7038  3726497.818  13.51
SO LOCATION  COGEN4    POINT     420007.3304  3726499.803  13.51
SO SRCPARAM  COGEN1    1  12.59738  403.7056  13.74343  0.60325
SO SRCPARAM  COGEN2    1  12.59738  397.5945  14.45666  0.60325
SO SRCPARAM  COGEN3    1  12.59738  435.3722  15.1577  0.60325
SO SRCPARAM  COGEN4    1  12.59738  415.3722  15.41678  0.60325
SO BUILDHGT  COGEN1      11.50     11.50     11.50     11.50     11.50     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     12.60     12.60     12.60
SO BUILDHGT  COGEN1      12.60     12.60     12.60     12.60     12.60     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     11.50     11.50     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     12.60     12.60     12.60
SO BUILDHGT  COGEN1      12.60     12.60     12.60     12.60     12.60     11.50
SO BUILDWID  COGEN1      33.33     29.99     27.22     31.22     34.27     36.27
SO BUILDWID  COGEN1      37.18     36.96     35.61     28.49     27.54     26.34
SO BUILDWID  COGEN1      27.86     28.53     28.33     27.27     25.39     35.65
SO BUILDWID  COGEN1      33.33     29.99     27.22     31.22     34.27     36.27
SO BUILDWID  COGEN1      37.18     36.96     35.61     28.49     27.54     26.34
SO BUILDWID  COGEN1      27.86     28.53     28.33     27.27     25.39     35.65
SO BUILDLEN  COGEN1      33.18     29.74     26.71     30.77     33.90     36.00
SO BUILDLEN  COGEN1      37.01     36.89     35.65     19.38     15.45     12.52
SO BUILDLEN  COGEN1      16.80     20.57     23.72     26.15     27.78     35.61
SO BUILDLEN  COGEN1      33.18     29.74     26.71     30.77     33.90     36.00
SO BUILDLEN  COGEN1      37.01     36.89     35.65     19.38     15.45     12.52
SO BUILDLEN  COGEN1      16.80     20.57     23.72     26.15     27.78     35.61
SO XBADJ     COGEN1      -2.17     -1.75     -1.92     -5.99     -9.87    -13.45
SO XBADJ     COGEN1     -16.62    -19.29    -21.37    -34.05    -35.27    -36.08
SO XBADJ     COGEN1     -39.67    -42.06    -43.17    -42.96    -41.45    -33.09
SO XBADJ     COGEN1     -31.01    -27.99    -24.79    -24.79    -24.04    -22.56
SO XBADJ     COGEN1     -20.39    -17.60    -14.28     14.66     19.83     23.56
SO XBADJ     COGEN1      22.87     21.48     19.44     16.81     13.67     -2.52
SO YBADJ     COGEN1       6.13      8.54     10.78     12.60     14.03     15.04
SO YBADJ     COGEN1      15.60     15.68     15.28     20.50     15.97     10.96
SO YBADJ     COGEN1       5.60      0.07     -5.47    -10.83    -15.87     -3.54
SO YBADJ     COGEN1      -6.13     -8.54    -10.78    -12.60    -14.03    -15.04
SO YBADJ     COGEN1     -15.60    -15.68    -15.28    -20.50    -15.97    -10.96
SO YBADJ     COGEN1      -5.60     -0.07      5.47     10.83     15.87      3.54
SO BUILDHGT  COGEN2      11.50     11.50     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     12.60
SO BUILDHGT  COGEN2      11.50     11.50     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     12.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     12.60
SO BUILDWID  COGEN2      33.33     29.99    121.11    150.88    176.06    195.89
SO BUILDWID  COGEN2     209.77    220.93    230.50    233.07    228.55    218.63
SO BUILDWID  COGEN2     208.57    200.24    193.52    180.92    162.82     22.73
SO BUILDWID  COGEN2      33.33     29.99    121.11    150.88    176.06    195.89
SO BUILDWID  COGEN2     209.77    220.93    230.50     28.49    228.55    218.63
SO BUILDWID  COGEN2     208.57    200.24    193.52    180.92    162.82     22.73
SO BUILDLEN  COGEN2      33.18     29.74    218.63    208.57    200.24    193.52
SO BUILDLEN  COGEN2     180.92    162.82    139.78    117.67    119.80    121.11
SO BUILDLEN  COGEN2     150.88    176.06    195.89    209.77    220.93     28.57
SO BUILDLEN  COGEN2      33.18     29.74    218.63    208.57    200.24    193.52
SO BUILDLEN  COGEN2     180.92    162.82    139.78     19.38    119.80    121.11
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SO	BUILDLEN	COGEN2	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN2	-3.34	-2.27	-139.95	-144.09	-151.03	-161.08
SO	XBADJ	COGEN2	-166.23	-166.33	-161.38	-151.53	-137.07	-121.04
SO	XBADJ	COGEN2	-132.59	-140.12	-143.39	-142.30	-136.89	-36.89
SO	XBADJ	COGEN2	-29.84	-27.48	-78.68	-64.48	-49.21	-32.44
SO	XBADJ	COGEN2	-14.69	3.51	21.60	10.98	17.27	-0.07
SO	XBADJ	COGEN2	-18.28	-35.94	-52.50	-67.47	-84.04	8.32
SO	YBADJ	COGEN2	2.45	4.71	60.48	57.16	52.09	45.45
SO	YBADJ	COGEN2	37.42	26.43	12.07	-2.65	-17.29	-30.64
SO	YBADJ	COGEN2	-39.80	-50.91	-64.32	-75.77	-84.92	-17.00
SO	YBADJ	COGEN2	-2.45	-4.71	-60.48	-57.16	-52.09	-45.45
SO	YBADJ	COGEN2	-37.42	-26.43	-12.07	-19.32	17.29	30.64
SO	YBADJ	COGEN2	39.80	50.91	64.32	75.77	84.92	17.00
SO	BUILDHGT	COGEN3	11.50	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDHGT	COGEN3	11.50	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	12.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDWID	COGEN3	33.33	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN3	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN3	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDWID	COGEN3	33.33	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN3	209.77	220.93	230.50	28.49	228.55	218.63
SO	BUILDWID	COGEN3	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDLEN	COGEN3	33.18	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN3	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN3	150.88	176.06	195.89	209.77	220.93	28.57
SO	BUILDLEN	COGEN3	33.18	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN3	180.92	162.82	139.78	19.38	119.80	121.11
SO	BUILDLEN	COGEN3	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN3	-4.44	-2.71	-139.72	-143.19	-149.50	-158.96
SO	XBADJ	COGEN3	-163.59	-163.25	-157.94	-147.84	-133.25	-117.20
SO	XBADJ	COGEN3	-128.85	-136.59	-140.18	-139.51	-134.60	-35.17
SO	XBADJ	COGEN3	-28.74	-27.04	-78.91	-65.37	-50.74	-34.56
SO	XBADJ	COGEN3	-17.33	0.42	18.16	7.30	13.45	-3.91
SO	XBADJ	COGEN3	-22.02	-39.46	-55.71	-70.26	-86.33	6.60
SO	YBADJ	COGEN3	-1.23	0.89	56.64	53.42	48.56	42.24
SO	YBADJ	COGEN3	34.63	24.14	10.35	-3.75	-17.73	-30.40
SO	YBADJ	COGEN3	-38.91	-49.38	-62.20	-73.13	-81.83	-13.56
SO	YBADJ	COGEN3	1.23	-0.89	-56.64	-53.42	-48.56	-42.24
SO	YBADJ	COGEN3	-34.63	-24.14	-10.35	-18.23	17.73	30.40
SO	YBADJ	COGEN3	38.91	49.38	62.20	73.13	81.83	13.56
SO	BUILDHGT	COGEN4	12.60	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDHGT	COGEN4	12.60	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDWID	COGEN4	19.38	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN4	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN4	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDWID	COGEN4	19.38	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN4	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN4	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDLEN	COGEN4	28.49	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN4	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN4	150.88	176.06	195.89	209.77	220.93	28.57
SO	BUILDLEN	COGEN4	28.49	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN4	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN4	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN4	2.61	-3.42	-139.75	-142.54	-148.19	-157.03
SO	XBADJ	COGEN4	-161.10	-160.27	-154.57	-144.18	-129.40	-113.29
SO	XBADJ	COGEN4	-124.99	-132.90	-136.78	-136.49	-132.06	-33.19
SO	XBADJ	COGEN4	-31.10	-26.33	-78.88	-66.02	-52.05	-36.49
SO	XBADJ	COGEN4	-19.82	-2.56	14.79	26.50	9.60	-7.83
SO	XBADJ	COGEN4	-25.88	-43.15	-59.11	-73.28	-88.87	4.62
SO	YBADJ	COGEN4	13.32	-2.96	52.73	49.56	44.87	38.83
SO	YBADJ	COGEN4	31.61	21.60	8.37	-5.12	-18.44	-30.44
SO	YBADJ	COGEN4	-38.26	-48.07	-60.27	-70.64	-78.86	-10.19

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SO YBADJ     COGEN4       -13.32      2.96    -52.73    -49.56    -44.87    -38.83
SO YBADJ     COGEN4       -31.61    -21.60     -8.37      5.12     18.44     30.44
SO YBADJ     COGEN4        38.26     48.07     60.27     70.64     78.86     10.19
SO URBANSRC  COGEN1  COGEN2  COGEN3  COGEN4
SO EMISFACT  COGEN1    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN2    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN3    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN4    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  COGENPJ  COGEN1  COGEN2  COGEN3  COGEN4
SO FINISHED

RE STARTING
RE INCLUDED  D:\AIRMOD~1\JWA\EIR201~1\RECEPTOR_NO_REP.INR
RE FINISHED

ME STARTING
ME SURFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
** SURFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
ME PROFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
** PROFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
ME SURFDATA  53126 2007 COSTAMESA
ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU RECTABLE  24  FIRST
OU FILEFORM  FIX
OU PLOTFILE  1  COGENPJ  FIRST  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\COGENPJ`1`FIRST.plt  10000
OU PLOTFILE  24  COGENPJ  FIRST  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\COGENPJ`24`FIRST.plt  10001
OU PLOTFILE  ANNUAL  COGENPJ  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\COGENPJ`ANNUAL.plt  10002
OU FINISHED

** **************************************************************************
** It is recommended that the user not edit any data below this line
** **************************************************************************

** BUILDING BLD  0  0  11.37  6.9  8.0
** BUILDING IDN  B2
** BUILDING CRN  420166.50  3726863.85
** BUILDING CRN  420199.37  3726846.89
** BUILDING CRN  420206.08  3726825.32
** BUILDING CRN  420053.51  3726540.97
** BUILDING CRN  420046.89  3726543.91
** BUILDING CRN  420045.50  3726541.58
** BUILDING CRN  420019.25  3726555.52
** BUILDING CRN  420011.60  3726577.00
** BUILDING BLD  0  0  14.12  10.2  8.0
** BUILDING IDN  C2
** BUILDING CRN  419912.80  3726392.36
** BUILDING CRN  419961.89  3726405.26
** BUILDING CRN  419967.41  3726384.82
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** BUILDING CRN  419878.07  3726218.43
** BUILDING CRN  419850.42  3726212.58
** BUILDING CRN  419829.16  3726224.81
** BUILDING CRN  419837.67  3726241.28
** BUILDING CRN  419833.41  3726243.94
** BUILDING BLD  0  0  13.51  11.5  4.0
** BUILDING IDN  CBE
** BUILDING CRN  419996.20  3726504.42
** BUILDING CRN  420008.51  3726527.39
** BUILDING CRN  420031.85  3726514.68
** BUILDING CRN  420019.38  3726491.78
** BUILDING BLD  0  0  13.16  13.6  18.0
** BUILDING IDN  C1
** BUILDING CRN  419947.89  3726623.42
** BUILDING CRN  419949.26  3726622.69
** BUILDING CRN  419951.97  3726621.25
** BUILDING CRN  419987.42  3726602.38
** BUILDING CRN  419986.28  3726600.67
** BUILDING CRN  419992.54  3726598.40
** BUILDING CRN  419938.22  3726493.75
** BUILDING CRN  419938.83  3726491.07
** BUILDING CRN  419938.82  3726491.06
** BUILDING CRN  419940.91  3726489.52
** BUILDING CRN  419964.73  3726410.83
** BUILDING CRN  419960.83  3726410.58
** BUILDING CRN  419961.77  3726405.24
** BUILDING CRN  419945.35  3726401.89
** BUILDING CRN  419945.36  3726401.90
** BUILDING CRN  419912.95  3726392.92
** BUILDING CRN  419901.94  3726427.19
** BUILDING CRN  419852.76  3726453.47
** BUILDING BLD  0  0  13.51  12.6  4.0
** BUILDING IDN  CBW
** BUILDING CRN  420008.51  3726527.39
** BUILDING CRN  419996.20  3726504.42
** BUILDING CRN  419985.78  3726510.10
** BUILDING CRN  419998.24  3726532.99

** TERRFILE  D:\AIRMOD~1\JWA\EIR201~1\JWADEM\72778383\72778383.TIF  2  0  WGS84  11  0
406834.1  3717914.1  407024.3  3737482.2  428072.9  3737300.3  427925.8  3717732.7
** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  11
** AMPHEMISPHERE  N

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** FILEPATH  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\
** TEMPLATE REGULATORY,0
** AERMODEXE  AERMOD_EPA_12345.EXE
** AERMAPEXE  AERMAP_EPA_11103.EXE
```

```
** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
CO TITLEONE  JWA Cogen with hourly profiles for NO2 1-hr, baseline
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  NO2
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  COGEN1    POINT     420017.5661  3726494.305  25.0162
SO LOCATION  COGEN2    POINT     420014.1434  3726496.099  25.0162
SO LOCATION  COGEN3    POINT     420010.7038  3726497.818  25.0162
SO LOCATION  COGEN4    POINT     420007.3304  3726499.803  25.0162
SO SRCPARAM  COGEN1    1  1.091184  403.7056  13.74343  0.60325
SO SRCPARAM  COGEN2    1  1.091184  397.5945  14.45666  0.60325
SO SRCPARAM  COGEN3    1  1.091184  435.3722  15.1577  0.60325
SO SRCPARAM  COGEN4    1  1.091184  415.3722  15.41678  0.60325
SO BUILDHGT  COGEN1      11.50     11.50     11.50     11.50     11.50     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     12.60     12.60     12.60
SO BUILDHGT  COGEN1      12.60     12.60     12.60     12.60     12.60     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     11.50     11.50     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     12.60     12.60     12.60
SO BUILDHGT  COGEN1      12.60     12.60     12.60     12.60     12.60     11.50
SO BUILDWID  COGEN1      33.33     29.99     27.22     31.22     34.27     36.27
SO BUILDWID  COGEN1      37.18     36.96     35.61     28.49     27.54     26.34
SO BUILDWID  COGEN1      27.86     28.53     28.33     27.27     25.39     35.65
SO BUILDWID  COGEN1      33.33     29.99     27.22     31.22     34.27     36.27
SO BUILDWID  COGEN1      37.18     36.96     35.61     28.49     27.54     26.34
SO BUILDWID  COGEN1      27.86     28.53     28.33     27.27     25.39     35.65
SO BUILDLEN  COGEN1      33.18     29.74     26.71     30.77     33.90     36.00
SO BUILDLEN  COGEN1      37.01     36.89     35.65     19.38     15.45     12.52
SO BUILDLEN  COGEN1      16.80     20.57     23.72     26.15     27.78     35.61
SO BUILDLEN  COGEN1      33.18     29.74     26.71     30.77     33.90     36.00
SO BUILDLEN  COGEN1      37.01     36.89     35.65     19.38     15.45     12.52
SO BUILDLEN  COGEN1      16.80     20.57     23.72     26.15     27.78     35.61
SO XBADJ     COGEN1      -2.17     -1.75     -1.92     -5.99     -9.87    -13.45
SO XBADJ     COGEN1     -16.62    -19.29    -21.37    -34.05    -35.27    -36.08
SO XBADJ     COGEN1     -39.67    -42.06    -43.17    -42.96    -41.45    -33.09
SO XBADJ     COGEN1     -31.01    -27.99    -24.79    -24.79    -24.04    -22.56
SO XBADJ     COGEN1     -20.39    -17.60    -14.28     14.66     19.83     23.56
SO XBADJ     COGEN1      22.87     21.48     19.44     16.81     13.67     -2.52
SO YBADJ     COGEN1       6.13      8.54     10.78     12.60     14.03     15.04
SO YBADJ     COGEN1      15.60     15.68     15.28     20.50     15.97     10.96
SO YBADJ     COGEN1       5.60      0.07     -5.47    -10.83    -15.87     -3.54
SO YBADJ     COGEN1      -6.13     -8.54    -10.78    -12.60    -14.03    -15.04
SO YBADJ     COGEN1     -15.60    -15.68    -15.28    -20.50    -15.97    -10.96
SO YBADJ     COGEN1      -5.60     -0.07      5.47     10.83     15.87      3.54
SO BUILDHGT  COGEN2      11.50     11.50     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     12.60
SO BUILDHGT  COGEN2      11.50     11.50     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     12.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     12.60
SO BUILDWID  COGEN2      33.33     29.99    121.11    150.88    176.06    195.89
SO BUILDWID  COGEN2     209.77    220.93    230.50    233.07    228.55    218.63
SO BUILDWID  COGEN2     208.57    200.24    193.52    180.92    162.82     22.73
SO BUILDWID  COGEN2      33.33     29.99    121.11    150.88    176.06    195.89
SO BUILDWID  COGEN2     209.77    220.93    230.50     28.49    228.55    218.63
SO BUILDWID  COGEN2     208.57    200.24    193.52    180.92    162.82     22.73
SO BUILDLEN  COGEN2      33.18     29.74    218.63    208.57    200.24    193.52
SO BUILDLEN  COGEN2     180.92    162.82    139.78    117.67    119.80    121.11
SO BUILDLEN  COGEN2     150.88    176.06    195.89    209.77    220.93     28.57
SO BUILDLEN  COGEN2      33.18     29.74    218.63    208.57    200.24    193.52
SO BUILDLEN  COGEN2     180.92    162.82    139.78     19.38    119.80    121.11
```

SO	BUILDLEN	COGEN2	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN2	-3.34	-2.27	-139.95	-144.09	-151.03	-161.08
SO	XBADJ	COGEN2	-166.23	-166.33	-161.38	-151.53	-137.07	-121.04
SO	XBADJ	COGEN2	-132.59	-140.12	-143.39	-142.30	-136.89	-36.89
SO	XBADJ	COGEN2	-29.84	-27.48	-78.68	-64.48	-49.21	-32.44
SO	XBADJ	COGEN2	-14.69	3.51	21.60	10.98	17.27	-0.07
SO	XBADJ	COGEN2	-18.28	-35.94	-52.50	-67.47	-84.04	8.32
SO	YBADJ	COGEN2	2.45	4.71	60.48	57.16	52.09	45.45
SO	YBADJ	COGEN2	37.42	26.43	12.07	-2.65	-17.29	-30.64
SO	YBADJ	COGEN2	-39.80	-50.91	-64.32	-75.77	-84.92	-17.00
SO	YBADJ	COGEN2	-2.45	-4.71	-60.48	-57.16	-52.09	-45.45
SO	YBADJ	COGEN2	-37.42	-26.43	-12.07	-19.32	17.29	30.64
SO	YBADJ	COGEN2	39.80	50.91	64.32	75.77	84.92	17.00
SO	BUILDHGT	COGEN3	11.50	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDHGT	COGEN3	11.50	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	12.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDWID	COGEN3	33.33	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN3	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN3	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDWID	COGEN3	33.33	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN3	209.77	220.93	230.50	28.49	228.55	218.63
SO	BUILDWID	COGEN3	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDLEN	COGEN3	33.18	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN3	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN3	150.88	176.06	195.89	209.77	220.93	28.57
SO	BUILDLEN	COGEN3	33.18	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN3	180.92	162.82	139.78	19.38	119.80	121.11
SO	BUILDLEN	COGEN3	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN3	-4.44	-2.71	-139.72	-143.19	-149.50	-158.96
SO	XBADJ	COGEN3	-163.59	-163.25	-157.94	-147.84	-133.25	-117.20
SO	XBADJ	COGEN3	-128.85	-136.59	-140.18	-139.51	-134.60	-35.17
SO	XBADJ	COGEN3	-28.74	-27.04	-78.91	-65.37	-50.74	-34.56
SO	XBADJ	COGEN3	-17.33	0.42	18.16	7.30	13.45	-3.91
SO	XBADJ	COGEN3	-22.02	-39.46	-55.71	-70.26	-86.33	6.60
SO	YBADJ	COGEN3	-1.23	0.89	56.64	53.42	48.56	42.24
SO	YBADJ	COGEN3	34.63	24.14	10.35	-3.75	-17.73	-30.40
SO	YBADJ	COGEN3	-38.91	-49.38	-62.20	-73.13	-81.83	-13.56
SO	YBADJ	COGEN3	1.23	-0.89	-56.64	-53.42	-48.56	-42.24
SO	YBADJ	COGEN3	-34.63	-24.14	-10.35	-18.23	17.73	30.40
SO	YBADJ	COGEN3	38.91	49.38	62.20	73.13	81.83	13.56
SO	BUILDHGT	COGEN4	12.60	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDHGT	COGEN4	12.60	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDWID	COGEN4	19.38	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN4	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN4	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDWID	COGEN4	19.38	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN4	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN4	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDLEN	COGEN4	28.49	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN4	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN4	150.88	176.06	195.89	209.77	220.93	28.57
SO	BUILDLEN	COGEN4	28.49	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN4	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN4	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN4	2.61	-3.42	-139.75	-142.54	-148.19	-157.03
SO	XBADJ	COGEN4	-161.10	-160.27	-154.57	-144.18	-129.40	-113.29
SO	XBADJ	COGEN4	-124.99	-132.90	-136.78	-136.49	-132.06	-33.19
SO	XBADJ	COGEN4	-31.10	-26.33	-78.88	-66.02	-52.05	-36.49
SO	XBADJ	COGEN4	-19.82	-2.56	14.79	26.50	9.60	-7.83
SO	XBADJ	COGEN4	-25.88	-43.15	-59.11	-73.28	-88.87	4.62
SO	YBADJ	COGEN4	13.32	-2.96	52.73	49.56	44.87	38.83
SO	YBADJ	COGEN4	31.61	21.60	8.37	-5.12	-18.44	-30.44
SO	YBADJ	COGEN4	-38.26	-48.07	-60.27	-70.64	-78.86	-10.19

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SO YBADJ     COGEN4       -13.32      2.96    -52.73    -49.56    -44.87    -38.83
SO YBADJ     COGEN4       -31.61    -21.60     -8.37      5.12     18.44     30.44
SO YBADJ     COGEN4        38.26     48.07     60.27     70.64     78.86     10.19
SO URBANSRC  COGEN1  COGEN2  COGEN3  COGEN4
SO EMISFACT  COGEN1    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN2    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN3    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN4    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  COGENBS  COGEN1  COGEN2  COGEN3  COGEN4
SO FINISHED

RE STARTING
RE INCLUDED  K:\JWA\EIR201~1\RECEPTOR_NO_REP.INR
RE FINISHED

ME STARTING
ME SURFFILE  "K:\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
** SURFFILE  "K:\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
ME PROFFILE  "K:\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
** PROFFILE  "K:\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
ME SURFDATA  53126 2007 COSTAMESA
ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME STARTEND  2009  1  1  1  2011  12  31  24
ME NUMYEARS  3
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU FILEFORM  FIX
OU MAXDAILY  COGENBS C:\JWA\EIR2013\OUTPUT~1\COGENBS.mxd 10000
OU FINISHED

** ************************************************************************
** It is recommended that the user not edit any data below this line
** ************************************************************************

** BUILDING BLD  0  0  0  6.9  8.0
** BUILDING IDN  B2
** BUILDING CRN  420166.50  3726863.85
** BUILDING CRN  420199.37  3726846.89
** BUILDING CRN  420206.08  3726825.32
** BUILDING CRN  420053.51  3726540.97
** BUILDING CRN  420046.89  3726543.91
** BUILDING CRN  420045.50  3726541.58
** BUILDING CRN  420019.25  3726555.52
** BUILDING CRN  420011.60  3726577.00
** BUILDING BLD  0  0  0  11.5  4.0
** BUILDING IDN  CBE
** BUILDING CRN  419996.20  3726504.42
** BUILDING CRN  420008.51  3726527.39
** BUILDING CRN  420031.85  3726514.68
** BUILDING CRN  420019.38  3726491.78
```

```
** BUILDING BLD  0  0  0  13.6  18.0
** BUILDING IDN  C1
** BUILDING CRN  419947.89  3726623.42
** BUILDING CRN  419949.26  3726622.69
** BUILDING CRN  419951.97  3726621.25
** BUILDING CRN  419987.42  3726602.38
** BUILDING CRN  419986.28  3726600.67
** BUILDING CRN  419992.54  3726598.40
** BUILDING CRN  419938.22  3726493.75
** BUILDING CRN  419938.83  3726491.07
** BUILDING CRN  419938.82  3726491.06
** BUILDING CRN  419940.91  3726489.52
** BUILDING CRN  419964.73  3726410.83
** BUILDING CRN  419960.83  3726410.58
** BUILDING CRN  419961.77  3726405.24
** BUILDING CRN  419945.35  3726401.89
** BUILDING CRN  419945.36  3726401.90
** BUILDING CRN  419912.95  3726392.92
** BUILDING CRN  419901.94  3726427.19
** BUILDING CRN  419852.76  3726453.47
** BUILDING BLD  0  0  0  12.6  4.0
** BUILDING IDN  CBW
** BUILDING CRN  420008.51  3726527.39
** BUILDING CRN  419996.20  3726504.42
** BUILDING CRN  419985.78  3726510.10
** BUILDING CRN  419998.24  3726532.99

** TERRFILE  D:\AIRMOD~1\JWA\EIR201~1\JWADEM\72778383\72778383.TIF  2  0  WGS84  11  0
406834.1  3717914.1  407024.3  3737482.2  428072.9  3737300.3  427925.8  3717732.7
** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  11
** AMPHEMISPHERE  N

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** FILEPATH  C:\JWA\EIR2013\OUTPUT~1\
** TEMPLATE Regulatory,0
** AERMODEXE  AERMOD_EPA_12345.exe
** AERMAPEXE  AERMAP_EPA_11103.EXE
```

```
** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
CO TITLEONE  JWA Cogen with hourly profiles
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  24  ANNUAL
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  OTHER
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  COGEN1    POINT     420017.5661  3726494.305  13.51
SO LOCATION  COGEN2    POINT     420014.1434  3726496.099  13.51
SO LOCATION  COGEN3    POINT     420010.7038  3726497.818  13.51
SO LOCATION  COGEN4    POINT     420007.3304  3726499.803  13.51
SO SRCPARAM  COGEN1    1  12.59738  403.7056  13.74343  0.60325
SO SRCPARAM  COGEN2    1  12.59738  397.5945  14.45666  0.60325
SO SRCPARAM  COGEN3    1  12.59738  435.3722  15.1577  0.60325
SO SRCPARAM  COGEN4    1  12.59738  415.3722  15.41678  0.60325
SO BUILDHGT  COGEN1      11.50     11.50     11.50     11.50     11.50     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     12.60     12.60     12.60
SO BUILDHGT  COGEN1      12.60     12.60     12.60     12.60     12.60     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     11.50     11.50     11.50
SO BUILDHGT  COGEN1      11.50     11.50     11.50     12.60     12.60     12.60
SO BUILDHGT  COGEN1      12.60     12.60     12.60     12.60     12.60     11.50
SO BUILDWID  COGEN1      33.33     29.99     27.22     31.22     34.27     36.27
SO BUILDWID  COGEN1      37.18     36.96     35.61     28.49     27.54     26.34
SO BUILDWID  COGEN1      27.86     28.53     28.33     27.27     25.39     35.65
SO BUILDWID  COGEN1      33.33     29.99     27.22     31.22     34.27     36.27
SO BUILDWID  COGEN1      37.18     36.96     35.61     28.49     27.54     26.34
SO BUILDWID  COGEN1      27.86     28.53     28.33     27.27     25.39     35.65
SO BUILDLEN  COGEN1      33.18     29.74     26.71     30.77     33.90     36.00
SO BUILDLEN  COGEN1      37.01     36.89     35.65     19.38     15.45     12.52
SO BUILDLEN  COGEN1      16.80     20.57     23.72     26.15     27.78     35.61
SO BUILDLEN  COGEN1      33.18     29.74     26.71     30.77     33.90     36.00
SO BUILDLEN  COGEN1      37.01     36.89     35.65     19.38     15.45     12.52
SO BUILDLEN  COGEN1      16.80     20.57     23.72     26.15     27.78     35.61
SO XBADJ     COGEN1      -2.17     -1.75     -1.92     -5.99     -9.87    -13.45
SO XBADJ     COGEN1     -16.62    -19.29    -21.37    -34.05    -35.27    -36.08
SO XBADJ     COGEN1     -39.67    -42.06    -43.17    -42.96    -41.45    -33.09
SO XBADJ     COGEN1     -31.01    -27.99    -24.79    -24.79    -24.04    -22.56
SO XBADJ     COGEN1     -20.39    -17.60    -14.28     14.66     19.83     23.56
SO XBADJ     COGEN1      22.87     21.48     19.44     16.81     13.67     -2.52
SO YBADJ     COGEN1       6.13      8.54     10.78     12.60     14.03     15.04
SO YBADJ     COGEN1      15.60     15.68     15.28     20.50     15.97     10.96
SO YBADJ     COGEN1       5.60      0.07     -5.47    -10.83    -15.87     -3.54
SO YBADJ     COGEN1      -6.13     -8.54    -10.78    -12.60    -14.03    -15.04
SO YBADJ     COGEN1     -15.60    -15.68    -15.28    -20.50    -15.97    -10.96
SO YBADJ     COGEN1      -5.60     -0.07      5.47     10.83     15.87      3.54
SO BUILDHGT  COGEN2      11.50     11.50     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     12.60
SO BUILDHGT  COGEN2      11.50     11.50     13.60     13.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     12.60     13.60     13.60
SO BUILDHGT  COGEN2      13.60     13.60     13.60     13.60     13.60     12.60
SO BUILDWID  COGEN2      33.33     29.99    121.11    150.88    176.06    195.89
SO BUILDWID  COGEN2     209.77    220.93    230.50    233.07    228.55    218.63
SO BUILDWID  COGEN2     208.57    200.24    193.52    180.92    162.82     22.73
SO BUILDWID  COGEN2      33.33     29.99    121.11    150.88    176.06    195.89
SO BUILDWID  COGEN2     209.77    220.93    230.50     28.49    228.55    218.63
SO BUILDWID  COGEN2     208.57    200.24    193.52    180.92    162.82     22.73
SO BUILDLEN  COGEN2      33.18     29.74    218.63    208.57    200.24    193.52
SO BUILDLEN  COGEN2     180.92    162.82    139.78    117.67    119.80    121.11
SO BUILDLEN  COGEN2     150.88    176.06    195.89    209.77    220.93     28.57
SO BUILDLEN  COGEN2      33.18     29.74    218.63    208.57    200.24    193.52
SO BUILDLEN  COGEN2     180.92    162.82    139.78     19.38    119.80    121.11
```

SO	BUILDLEN	COGEN2	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN2	-3.34	-2.27	-139.95	-144.09	-151.03	-161.08
SO	XBADJ	COGEN2	-166.23	-166.33	-161.38	-151.53	-137.07	-121.04
SO	XBADJ	COGEN2	-132.59	-140.12	-143.39	-142.30	-136.89	-36.89
SO	XBADJ	COGEN2	-29.84	-27.48	-78.68	-64.48	-49.21	-32.44
SO	XBADJ	COGEN2	-14.69	3.51	21.60	10.98	17.27	-0.07
SO	XBADJ	COGEN2	-18.28	-35.94	-52.50	-67.47	-84.04	8.32
SO	YBADJ	COGEN2	2.45	4.71	60.48	57.16	52.09	45.45
SO	YBADJ	COGEN2	37.42	26.43	12.07	-2.65	-17.29	-30.64
SO	YBADJ	COGEN2	-39.80	-50.91	-64.32	-75.77	-84.92	-17.00
SO	YBADJ	COGEN2	-2.45	-4.71	-60.48	-57.16	-52.09	-45.45
SO	YBADJ	COGEN2	-37.42	-26.43	-12.07	-19.32	17.29	30.64
SO	YBADJ	COGEN2	39.80	50.91	64.32	75.77	84.92	17.00
SO	BUILDHGT	COGEN3	11.50	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDHGT	COGEN3	11.50	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	12.60	13.60	13.60
SO	BUILDHGT	COGEN3	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDWID	COGEN3	33.33	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN3	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN3	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDWID	COGEN3	33.33	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN3	209.77	220.93	230.50	28.49	228.55	218.63
SO	BUILDWID	COGEN3	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDLEN	COGEN3	33.18	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN3	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN3	150.88	176.06	195.89	209.77	220.93	28.57
SO	BUILDLEN	COGEN3	33.18	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN3	180.92	162.82	139.78	19.38	119.80	121.11
SO	BUILDLEN	COGEN3	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN3	-4.44	-2.71	-139.72	-143.19	-149.50	-158.96
SO	XBADJ	COGEN3	-163.59	-163.25	-157.94	-147.84	-133.25	-117.20
SO	XBADJ	COGEN3	-128.85	-136.59	-140.18	-139.51	-134.60	-35.17
SO	XBADJ	COGEN3	-28.74	-27.04	-78.91	-65.37	-50.74	-34.56
SO	XBADJ	COGEN3	-17.33	0.42	18.16	7.30	13.45	-3.91
SO	XBADJ	COGEN3	-22.02	-39.46	-55.71	-70.26	-86.33	6.60
SO	YBADJ	COGEN3	-1.23	0.89	56.64	53.42	48.56	42.24
SO	YBADJ	COGEN3	34.63	24.14	10.35	-3.75	-17.73	-30.40
SO	YBADJ	COGEN3	-38.91	-49.38	-62.20	-73.13	-81.83	-13.56
SO	YBADJ	COGEN3	1.23	-0.89	-56.64	-53.42	-48.56	-42.24
SO	YBADJ	COGEN3	-34.63	-24.14	-10.35	-18.23	17.73	30.40
SO	YBADJ	COGEN3	38.91	49.38	62.20	73.13	81.83	13.56
SO	BUILDHGT	COGEN4	12.60	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDHGT	COGEN4	12.60	11.50	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	13.60
SO	BUILDHGT	COGEN4	13.60	13.60	13.60	13.60	13.60	12.60
SO	BUILDWID	COGEN4	19.38	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN4	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN4	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDWID	COGEN4	19.38	29.99	121.11	150.88	176.06	195.89
SO	BUILDWID	COGEN4	209.77	220.93	230.50	233.07	228.55	218.63
SO	BUILDWID	COGEN4	208.57	200.24	193.52	180.92	162.82	22.73
SO	BUILDLEN	COGEN4	28.49	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN4	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN4	150.88	176.06	195.89	209.77	220.93	28.57
SO	BUILDLEN	COGEN4	28.49	29.74	218.63	208.57	200.24	193.52
SO	BUILDLEN	COGEN4	180.92	162.82	139.78	117.67	119.80	121.11
SO	BUILDLEN	COGEN4	150.88	176.06	195.89	209.77	220.93	28.57
SO	XBADJ	COGEN4	2.61	-3.42	-139.75	-142.54	-148.19	-157.03
SO	XBADJ	COGEN4	-161.10	-160.27	-154.57	-144.18	-129.40	-113.29
SO	XBADJ	COGEN4	-124.99	-132.90	-136.78	-136.49	-132.06	-33.19
SO	XBADJ	COGEN4	-31.10	-26.33	-78.88	-66.02	-52.05	-36.49
SO	XBADJ	COGEN4	-19.82	-2.56	14.79	26.50	9.60	-7.83
SO	XBADJ	COGEN4	-25.88	-43.15	-59.11	-73.28	-88.87	4.62
SO	YBADJ	COGEN4	13.32	-2.96	52.73	49.56	44.87	38.83
SO	YBADJ	COGEN4	31.61	21.60	8.37	-5.12	-18.44	-30.44
SO	YBADJ	COGEN4	-38.26	-48.07	-60.27	-70.64	-78.86	-10.19

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SO YBADJ     COGEN4       -13.32      2.96    -52.73    -49.56    -44.87    -38.83
SO YBADJ     COGEN4       -31.61    -21.60     -8.37      5.12     18.44     30.44
SO YBADJ     COGEN4        38.26     48.07     60.27     70.64     78.86     10.19
SO URBANSRC  COGEN1  COGEN2  COGEN3  COGEN4
SO EMISFACT  COGEN1    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN1    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN2    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN2    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN3    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN3    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO EMISFACT  COGEN4    HROFDY  0.6593035  0.6593035  0.6593035  0.6593035
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  1.113566
SO EMISFACT  COGEN4    HROFDY  1.113566  1.113566  1.113566  1.113566  0.6593035
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  COGENBS  COGEN1  COGEN2  COGEN3  COGEN4
SO FINISHED

RE STARTING
RE INCLUDED  D:\AIRMOD~1\JWA\EIR201~1\RECEPTOR_NO_REP.INR
RE FINISHED

ME STARTING
ME SURFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
** SURFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
ME PROFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
** PROFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
ME SURFDATA  53126 2007 COSTAMESA
ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU RECTABLE  24  FIRST
OU FILEFORM  FIX
OU PLOTFILE  1  COGENBS  FIRST  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\COGENBS`1`FIRST.plt  10000
OU PLOTFILE  24  COGENBS  FIRST  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\COGENBS`24`FIRST.plt  10001
OU PLOTFILE  ANNUAL  COGENBS  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\COGENBS`ANNUAL.plt  10002
OU FINISHED

** **************************************************************************
** It is recommended that the user not edit any data below this line
** **************************************************************************

** BUILDING BLD  0  0  11.37  6.9  8.0
** BUILDING IDN  B2
** BUILDING CRN  420166.50  3726863.85
** BUILDING CRN  420199.37  3726846.89
** BUILDING CRN  420206.08  3726825.32
** BUILDING CRN  420053.51  3726540.97
** BUILDING CRN  420046.89  3726543.91
** BUILDING CRN  420045.50  3726541.58
** BUILDING CRN  420019.25  3726555.52
** BUILDING CRN  420011.60  3726577.00
** BUILDING BLD  0  0  13.51  11.5  4.0
** BUILDING IDN  CBE
** BUILDING CRN  419996.20  3726504.42
** BUILDING CRN  420008.51  3726527.39
** BUILDING CRN  420031.85  3726514.68
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** BUILDING CRN  420019.38  3726491.78
** BUILDING BLD  0  0  13.16  13.6  18.0
** BUILDING IDN  C1
** BUILDING CRN  419947.89  3726623.42
** BUILDING CRN  419949.26  3726622.69
** BUILDING CRN  419951.97  3726621.25
** BUILDING CRN  419987.42  3726602.38
** BUILDING CRN  419986.28  3726600.67
** BUILDING CRN  419992.54  3726598.40
** BUILDING CRN  419938.22  3726493.75
** BUILDING CRN  419938.83  3726491.07
** BUILDING CRN  419938.82  3726491.06
** BUILDING CRN  419940.91  3726489.52
** BUILDING CRN  419964.73  3726410.83
** BUILDING CRN  419960.83  3726410.58
** BUILDING CRN  419961.77  3726405.24
** BUILDING CRN  419945.35  3726401.89
** BUILDING CRN  419945.36  3726401.90
** BUILDING CRN  419912.95  3726392.92
** BUILDING CRN  419901.94  3726427.19
** BUILDING CRN  419852.76  3726453.47
** BUILDING BLD  0  0  13.51  12.6  4.0
** BUILDING IDN  CBW
** BUILDING CRN  420008.51  3726527.39
** BUILDING CRN  419996.20  3726504.42
** BUILDING CRN  419985.78  3726510.10
** BUILDING CRN  419998.24  3726532.99

** TERRFILE  D:\AIRMOD~1\JWA\EIR201~1\JWADEM\72778383\72778383.TIF  2  0  WGS84  11  0
406834.1  3717914.1  407024.3  3737482.2  428072.9  3737300.3  427925.8  3717732.7
** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  11
** AMPHEMISPHERE  N

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** FILEPATH  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\
** TEMPLATE REGULATORY,0
** AERMODEXE  AERMOD_EPA_12345.EXE
** AERMAPEXE  AERMAP_EPA_11103.EXE
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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
CO TITLEONE  JWA APU with Hourly profile for NO2 1-hr
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  NO2
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
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SO LOCATION  APU2      AREAPOLY  419076.36  3725645.32  15.95
** SRCDESCR  APU
SO LOCATION  APU3      AREAPOLY  419137.20  3725962.43  15.95
** SRCDESCR  APU
SO LOCATION  APU4      AREAPOLY  419099.71  3725851.21  15.95
** SRCDESCR  APU
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** SRCDESCR  APU
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** SRCDESCR  APU
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SO SRCPARAM  APU5      6.571461E-06  1.5  25  3
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SO AREAVERT  APU14     419694.56 3727235.23  419711.06 3727237.17
SO AREAVERT  APU14     419727.40 3727236.23  419741.82 3727231.55
SO AREAVERT  APU15     419879.30 3727053.88  419869.36 3727036.53
SO AREAVERT  APU15     419792.37 3727078.12  419780.49 3727077.11
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SO AREAVERT  APU15     419791.25 3727128.30  419791.58 3727111.62
SO AREAVERT  APU15     419796.30 3727102.50  419802.45 3727095.56
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SO AREAVERT  APU16     419904.02 3727059.57  419896.07 3727044.90
SO AREAVERT  APU16     419886.50 3727027.22  419878.15 3727011.79
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SO AREAVERT  APU16     419876.12 3727030.47  419871.31 3727035.46
SO AREAVERT  APU16     419869.36 3727036.53  419879.30 3727053.88
SO AREAVERT  APU16     419883.11 3727051.82  419883.15 3727051.82
SO AREAVERT  APU16     419893.41 3727052.25  419900.11 3727055.60
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SO AREAVERT  APU17     419959.58 3727010.31  419947.38 3726987.73
SO AREAVERT  APU17     419947.17 3726992.89  419945.17 3726995.41
SO AREAVERT  APU17     419914.27 3727012.14  419905.71 3727011.83
SO AREAVERT  APU17     419903.24 3727010.62  419897.45 3727005.44
SO AREAVERT  APU17     419904.08 3727017.68  419886.50 3727027.22
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SO URBANSRC  APU12  APU13  APU14  APU15  APU16  APU17  APU18
SO EMISFACT  APU1      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU1      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU1      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU2      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU2      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU2      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU3      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU3      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU3      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU4      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU4      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU4      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU5      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU5      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU5      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU6      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU6      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU6      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU7      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU7      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU7      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU8      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU8      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU8      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU9      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
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SO EMISFACT  APU9      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU9      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU10     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU10     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU10     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU11     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU11     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU11     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU12     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU12     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU12     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU13     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU13     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU13     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU14     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU14     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU14     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU15     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU15     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU15     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU16     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU16     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU16     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU17     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU17     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU17     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU18     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU18     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU18     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  APU  APU1  APU2  APU3  APU4  APU5  APU6  APU7  APU8  APU9  APU10
SO SRCGROUP  APU  APU11  APU12  APU13  APU14  APU15  APU16  APU17  APU18
SO FINISHED

RE STARTING
RE INCLUDED  U:\JWA\EIR2013\Receptor_no_rep.inr
RE FINISHED

ME STARTING
ME SURFFILE  "U:\JWA\EIR2013\Met Data\csta7.sfc"
** SURFFILE  "U:\JWA\EIR2013\Met Data\csta7.sfc"
ME PROFFILE  "U:\JWA\EIR2013\Met Data\csta7.pfl"
** PROFFILE  "U:\JWA\EIR2013\Met Data\csta7.pfl"
ME SURFDATA  53126 2007 COSTAMESA
ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME STARTEND  2009  1  1  1  2011  12  31  24
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU FILEFORM  FIX
OU MAXDAILY  APU U:\JWA\EIR2013\NO21-H~1\Outputs\APU.mxd 10000
OU FINISHED

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** It is recommended that the user not edit any data below this line
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** AMPDATUM  3
** AMPZONE  11
** AMPHEMISPHERE  N

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
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** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
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** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
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** AERMAPEXE  AERMAP_EPA_11103.EXE
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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
CO TITLEONE  JWA APU with Hourly profile
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  24  ANNUAL
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  OTHER
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
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** SRCDESCR  APU
SO LOCATION  APU2      AREAPOLY  419076.36  3725645.32  15.95
** SRCDESCR  APU
SO LOCATION  APU3      AREAPOLY  419137.20  3725962.43  15.95
** SRCDESCR  APU
SO LOCATION  APU4      AREAPOLY  419099.71  3725851.21  15.95
** SRCDESCR  APU
SO LOCATION  APU5      AREAPOLY  419104.28  3726117.37  15.95
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SO AREAVERT  APU5      419237.69 3726160.38  419241.80 3726156.13
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SO	AREAVERT	APU6	419340.81	3726351.17	419345.06	3726346.28
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SO	AREAVERT	APU6	419329.94	3726332.62	419326.40	3726337.29
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SO	AREAVERT	APU6	419287.85	3726381.92	419311.49	3726368.74
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SO	AREAVERT	APU7	419491.15	3726374.02	419484.23	3726383.54
SO	AREAVERT	APU7	419481.13	3726389.69	419452.52	3726487.84
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SO	AREAVERT	APU7	419470.97	3726496.00		
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SO EMISFACT  APU9      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
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SO EMISFACT  APU13     HROFDY  0.912  1.176  0.672  1.056  0.048  0
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SO EMISFACT  APU16     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU17     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU17     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU17     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  APU18     HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  APU18     HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  APU18     HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  APU  APU1  APU2  APU3  APU4  APU5  APU6  APU7  APU8  APU9  APU10
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SO FINISHED

RE STARTING
RE INCLUDED  D:\AIRMOD~1\JWA\EIR201~1\RECEPTOR_NO_REP.INR
RE FINISHED

ME STARTING
ME SURFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
** SURFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.SFC"
ME PROFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
** PROFFILE  "D:\AIRMOD~1\JWA\EIR201~1\METDAT~1\CSTA7.PFL"
ME SURFDATA  53126 2007 COSTAMESA
ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU RECTABLE  24  FIRST
OU FILEFORM  FIX
OU PLOTFILE  1  APU  FIRST  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\APU`1`FIRST.plt  10000
OU PLOTFILE  24  APU  FIRST  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\APU`24`FIRST.plt  10001
OU PLOTFILE  ANNUAL  APU  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\APU`ANNUAL.plt  10002
OU POSTFILE  1  APU  UNFORM  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\APU`1.bin  10003
OU FINISHED

** **************************************************************************
** It is recommended that the user not edit any data below this line
** **************************************************************************


** TERRFILE  D:\AIRMOD~1\JWA\EIR201~1\JWADEM\72778383\72778383.TIF  2  0  WGS84  11  0
406834.1  3717914.1  407024.3  3737482.2  428072.9  3737300.3  427925.8  3717732.7
** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  11
** AMPHEMISPHERE  N
```

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** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** PRCNTFIL  1  0  98  99
** POSTFMT  UNFORM
** FILEPATH  D:\AIRMOD~1\JWA\EIR201~1\OUTPUTS\
** TEMPLATE REGULATORY,0
** AERMODEXE  AERMOD_EPA_12345.EXE
** AERMAPEXE  AERMAP_EPA_11103.EXE
```

```
** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

CO STARTING
CO TITLEONE  JWA Aircraft with hourly profile for NO2 1-hr
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  NO2
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
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SO LOCATION  AL2       AREA      419827.4715  3727237.195  11.49
SO LOCATION  AL3       AREA      419981.3356  3727521.336  11.07
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SO LOCATION  AL5       AREA      420289.0639  3728089.617  10.76
SO LOCATION  AL6       AREA      420442.928   3728373.758  10.76
SO LOCATION  AL7       AREA      420596.7921  3728657.899  11.37
SO LOCATION  AL8       AREA      420750.6562  3728942.039  11.98
SO LOCATION  AL9       AREA      420904.5204  3729226.18   12.59
SO LOCATION  AL10      AREA      421058.3845  3729510.32   13.51
SO LOCATION  AL11      AREA      421212.2486  3729794.461  14.94
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SO LOCATION  AL13      AREA      421519.9768  3730362.742  17.52
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SO LOCATION  AL18      AREA      422113.7315  3731459.228  24.16
SO LOCATION  AL19      AREA      422208.9664  3731635.098  25.09
SO LOCATION  AL20      AREA      422304.2013  3731810.968  26.31
SO LOCATION  AL21      AREA      422399.4362  3731986.839  27.23
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SO LOCATION  AL23      AREA      422589.9061  3732338.579  29.07
SO LOCATION  AL24      AREA      422685.141   3732514.449  30.14
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SO LOCATION  AL27      AREA      422970.8457  3733042.06   33.64
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SO LOCATION  AL34      AREA      423637.4901  3734273.151  41.84
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SO LOCATION   AT4        AREA       419212.3541  3726101.259  15.95
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SO SRCPARAM  AL8       3.46082E-06  162  20  323  28.43585255  4.1
SO SRCPARAM  AL9       3.46082E-06  182  20  323  28.43585255  4.1
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SO SRCPARAM  AL11      3.46082E-06  222  20  323  28.43585255  4.1
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SO SRCPARAM  AL39      3.46082E-06  619.2  20  200  28.43585255  4.1
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SO SRCPARAM  AT3       2.37281E-05  62  20  77  28.43585255  4.1
SO SRCPARAM  AT4       2.37281E-05  82  20  77  28.43585255  4.1
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SO SRCPARAM  AT9       2.37281E-05  182  20  77  28.43585255  4.1
SO SRCPARAM  AT10      2.37281E-05  202  20  77  28.43585255  4.1
SO SRCPARAM  AT11      2.37281E-05  222  20  77  28.43585255  4.1
SO SRCPARAM  AT12      2.37281E-05  242  20  77  28.43585255  4.1
SO SRCPARAM  AT13      2.37281E-05  262  20  77  28.43585255  4.1
SO SRCPARAM  AT14      2.37281E-05  282  20  77  28.43585255  4.1
SO SRCPARAM  AT15      2.37281E-05  302  20  77  28.43585255  4.1
SO SRCPARAM  AT16      2.37281E-05  314.4  20  18  28.43585255  4.1
SO SRCPARAM  AT17      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT18      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT19      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT20      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT21      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT22      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT23      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT24      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT25      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT26      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT27      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT28      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT29      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT30      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT31      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT32      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT33      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT34      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT35      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT36      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT37      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT38      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT39      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT40      7.93147E-06  619.2  20  200  28.43585255  4.1
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SO SRCPARAM  AT41      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT42      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT43      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT44      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT45      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT46      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT47      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT48      7.93147E-06  619.2  20  104  28.43585255  4.1
SO SRCPARAM  TO1       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO2       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO3       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO4       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO5       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO6       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO7       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO8       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO9       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO10      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO11      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO12      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO13      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO14      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO15      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO16      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO17      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO18      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO19      2.37281E-05  12  20  35  28.43585255  4.1
SO SRCPARAM  TI1       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI2       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI3       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI4       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI5       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI6       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI7       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI8       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI9       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI10      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI11      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI12      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI13      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI14      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI15      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI16      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI17      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI18      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI19      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI20      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI21      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI22      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI23      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI24      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI25      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI26      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI27      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI28      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI29      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI30      3.417542E-05  12  20  13  28.43585255  4.1
SO URBANSRC  AL1  AL2  AL3  AL4  AL5  AL6  AL7  AL8  AL9  AL10  AL11  AL12  AL13
SO URBANSRC  AL14  AL15  AL16  AL17  AL18  AL19  AL20  AL21  AL22  AL23  AL24
SO URBANSRC  AL25  AL26  AL27  AL28  AL29  AL30  AL31  AL32  AL33  AL34  AL35
SO URBANSRC  AL36  AL37  AL38  AL39  AL40  AL41  AL42  AL43  AL44  AL45  AL46
SO URBANSRC  AL47  AL48  AL49  AL50  AL51  AL52  AL53  AL54  AL55  AL56  AL57
SO URBANSRC  AL58  AL59  AL60  AL61  AL62  AL63  AL64  AT1  AT2  AT3  AT4  AT5
SO URBANSRC  AT6  AT7  AT8  AT9  AT10  AT11  AT12  AT13  AT14  AT15  AT16  AT17
SO URBANSRC  AT18  AT19  AT20  AT21  AT22  AT23  AT24  AT25  AT26  AT27  AT28
SO URBANSRC  AT29  AT30  AT31  AT32  AT33  AT34  AT35  AT36  AT37  AT38  AT39
SO URBANSRC  AT40  AT41  AT42  AT43  AT44  AT45  AT46  AT47  AT48  TO1  TO2  TO3
SO URBANSRC  TO4  TO5  TO6  TO7  TO8  TO9  TO10  TO11  TO12  TO13  TO14  TO15
SO URBANSRC  TO16  TO17  TO18  TO19  TI1  TI2  TI3  TI4  TI5  TI6  TI7  TI8  TI9
SO URBANSRC  TI10  TI11  TI12  TI13  TI14  TI15  TI16  TI17  TI18  TI19  TI20
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SO URBANSRC  TI21  TI22  TI23   TI24  TI25  TI26  TI27  TI28  TI29  TI30
SO EMISFACT  AL1        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL1        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL1        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL2        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL2        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL2        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL3        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL3        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL3        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL4        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL4        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL4        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL5        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL5        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL5        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL6        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL6        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL6        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL7        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL7        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL7        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL8        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL8        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL8        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL9        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL9        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL9        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL10       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL10       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL10       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL11       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL11       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL11       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL12       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL12       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL12       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL13       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL13       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL13       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL14       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL14       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL14       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL15       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL15       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL15       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL16       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL16       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL16       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL17       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL17       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL17       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL18       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL18       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL18       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL19       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL19       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL19       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL20       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL20       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL20       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL21       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL21       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL21       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL22       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL22       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL22       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL23       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL23       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL23       HROFDY  0.912  1.176  0.672  1.056  0.048  0
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SO EMISFACT  AL24      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL24      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL24      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL25      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL25      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL25      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL26      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL26      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL26      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL27      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL27      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL27      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL28      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL28      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL28      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL29      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL29      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL29      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL30      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL30      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL30      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL31      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL31      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL31      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL32      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL32      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL32      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL33      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL33      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL33      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL34      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL34      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL34      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL35      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL35      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL35      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL36      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL36      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL36      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL37      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL37      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL37      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL38      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL38      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL38      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL39      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL39      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL39      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL40      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL40      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL40      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL41      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL41      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL41      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL42      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL42      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL42      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL43      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL43      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL43      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL44      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL44      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL44      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL45      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL45      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL45      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL46      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL46      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL46      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL47      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
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SO EMISFACT  AL47      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL47      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL48      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL48      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL48      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL49      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL49      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL49      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL50      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL50      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL50      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL51      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL51      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL51      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL52      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL52      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL52      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL53      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL53      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL53      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL54      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL54      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL54      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL55      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL55      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL55      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL56      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL56      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL56      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL57      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL57      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL57      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL58      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL58      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL58      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL59      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL59      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL59      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL60      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL60      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL60      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL61      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL61      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL61      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL62      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL62      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL62      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL63      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL63      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL63      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL64      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL64      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL64      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT1       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT1       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT1       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT2       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT2       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT2       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT3       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT3       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT3       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT4       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT4       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT4       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT5       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT5       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT5       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT6       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT6       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
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SO EMISFACT  AT6       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT7       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT7       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT7       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT8       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT8       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT8       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT9       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT9       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT9       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT10      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT10      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT10      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT11      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT11      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT11      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT12      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT12      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT12      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT13      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT13      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT13      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT14      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT14      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT14      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT15      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT15      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT15      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT16      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT16      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT16      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT17      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT17      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT17      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT18      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT18      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT18      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT19      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT19      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT19      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT20      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT20      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT20      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT21      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT21      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT21      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT22      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT22      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT22      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT23      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT23      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT23      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT24      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT24      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT24      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT25      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT25      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT25      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT26      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT26      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT26      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT27      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT27      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT27      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT28      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT28      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT28      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT29      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT29      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT29      HROFDY  0.912  1.176  0.672  1.056  0.048  0
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SO EMISFACT  AT30       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT30       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT30       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT31       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT31       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT31       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT32       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT32       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT32       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT33       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT33       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT33       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT34       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT34       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT34       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT35       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT35       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT35       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT36       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT36       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT36       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT37       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT37       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT37       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT38       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT38       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT38       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT39       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT39       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT39       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT40       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT40       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT40       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT41       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT41       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT41       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT42       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT42       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT42       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT43       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT43       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT43       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT44       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT44       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT44       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT45       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT45       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT45       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT46       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT46       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT46       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT47       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT47       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT47       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT48       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT48       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT48       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO1        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO1        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO1        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO2        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO2        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO2        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO3        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO3        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO3        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO4        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO4        HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO4        HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO5        HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
```

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SO EMISFACT  TO5       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO5       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO6       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO6       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO6       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO7       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO7       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO7       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO8       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO8       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO8       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO9       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO9       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO9       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO10      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO10      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO10      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO11      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO11      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO11      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO12      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO12      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO12      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO13      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO13      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO13      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO14      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO14      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO14      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO15      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO15      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO15      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO16      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO16      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO16      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO17      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO17      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO17      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO18      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO18      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO18      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO19      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO19      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO19      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI1       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI1       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI1       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI2       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI2       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI2       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI3       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI3       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI3       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI4       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI4       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI4       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI5       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI5       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI5       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI6       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI6       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI6       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI7       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI7       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI7       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI8       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI8       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI8       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI9       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI9       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
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SO EMISFACT  TI9       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI10      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI10      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI10      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI11      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI11      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI11      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI12      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI12      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI12      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI13      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI13      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI13      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI14      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI14      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI14      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI15      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI15      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI15      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI16      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI16      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI16      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI17      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI17      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI17      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI18      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI18      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI18      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI19      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI19      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI19      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI20      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI20      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI20      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI21      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI21      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI21      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI22      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI22      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI22      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI23      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI23      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI23      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI24      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI24      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI24      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI25      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI25      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI25      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI26      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI26      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI26      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI27      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI27      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI27      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI28      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI28      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI28      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI29      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI29      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI29      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI30      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI30      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI30      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  APPROACH  AL1  AL2  AL3  AL4  AL5  AL6  AL7  AL8  AL9  AL10  AL11
SO SRCGROUP  APPROACH  AL12  AL13  AL14  AL15  AL16  AL17  AL18  AL19  AL20
SO SRCGROUP  APPROACH  AL21  AL22  AL23  AL24  AL25  AL26  AL27  AL28  AL29
SO SRCGROUP  APPROACH  AL30  AL31  AL32  AL33  AL34  AL35  AL36  AL37  AL38
SO SRCGROUP  APPROACH  AL39  AL40  AL41  AL42  AL43  AL44  AL45  AL46  AL47
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SO SRCGROUP  APPROACH  AL48  AL49  AL50  AL51  AL52  AL53  AL54  AL55  AL56
SO SRCGROUP  APPROACH  AL57  AL58  AL59  AL60  AL61  AL62  AL63  AL64
SO SRCGROUP  TAKEOFF  AT1  AT2  AT3  AT4  AT5  AT6  AT7  AT8  AT9  AT10  AT11
SO SRCGROUP  TAKEOFF  AT12  AT13  AT14  AT15  AT16  TO1  TO2  TO3  TO4  TO5  TO6
SO SRCGROUP  TAKEOFF  TO7  TO8  TO9  TO10  TO11  TO12  TO13  TO14  TO15  TO16
SO SRCGROUP  TAKEOFF  TO17  TO18  TO19
SO SRCGROUP  CLIMBOUT  AT17  AT18  AT19  AT20  AT21  AT22  AT23  AT24  AT25
SO SRCGROUP  CLIMBOUT  AT26  AT27  AT28  AT29  AT30  AT31  AT32  AT33  AT34
SO SRCGROUP  CLIMBOUT  AT35  AT36  AT37  AT38  AT39  AT40  AT41  AT42  AT43
SO SRCGROUP  CLIMBOUT  AT44  AT45  AT46  AT47  AT48
SO SRCGROUP  TAXIIN  TI1  TI2  TI3  TI4  TI5  TI6  TI7  TI8  TI9  TI10  TI11
SO SRCGROUP  TAXIIN  TI12  TI13  TI14  TI15  TI16  TI17  TI18  TI19  TI20  TI21
SO SRCGROUP  TAXIIN  TI22  TI23  TI24  TI25  TI26  TI27  TI28  TI29  TI30
SO FINISHED

RE STARTING
RE INCLUDED  U:\JWA\EIR2013\RECEPTOR_NO_REP.INR
RE FINISHED

ME STARTING
ME SURFFILE  "U:\JWA\EIR2013\METDAT~1\CSTA7.SFC"
** SURFFILE  "U:\JWA\EIR2013\METDAT~1\CSTA7.SFC"
ME PROFFILE  "U:\JWA\EIR2013\METDAT~1\CSTA7.PFL"
** PROFFILE  "U:\JWA\EIR2013\METDAT~1\CSTA7.PFL"
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ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME STARTEND  2009  1  1  1  2011  12  31  24
ME NUMYEARS  3
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU FILEFORM  FIX
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OU MAXDAILY  TAKEOFF U:\JWA\EIR2013\NO21-H~2\TAKEOFF.mxd 10001
OU MAXDAILY  CLIMBOUT U:\JWA\EIR2013\NO21-H~2\CLIMBOUT.mxd 10002
OU MAXDAILY  TAXIIN U:\JWA\EIR2013\NO21-H~2\TAXIIN.mxd 10003
OU FINISHED

** **************************************************************************
** It is recommended that the user not edit any data below this line
** **************************************************************************


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** AMPDATUM  3
** AMPZONE  11
** AMPHEMISPHERE  N

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  PLOT
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** TEMPLATE REGULATORY,0
** AERMODEXE  AERMOD_EPA_12345.EXE
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JWA_Aircraft_NO2.dat
** AERMAPEXE AERMAP_EPA_11103.EXE

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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.7

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CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  24  ANNUAL
CO URBANOPT  3010759  AREA1  1
CO POLLUTID  OTHER
CO FINISHED

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SO SRCPARAM  AT15      2.37281E-05  302  20  77  28.43585255  4.1
SO SRCPARAM  AT16      2.37281E-05  314.4  20  18  28.43585255  4.1
SO SRCPARAM  AT17      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT18      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT19      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT20      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT21      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT22      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT23      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT24      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT25      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT26      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT27      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT28      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT29      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT30      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT31      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT32      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT33      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT34      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT35      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT36      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT37      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT38      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT39      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT40      7.93147E-06  619.2  20  200  28.43585255  4.1
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SO SRCPARAM  AT41      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT42      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT43      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT44      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT45      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT46      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT47      7.93147E-06  619.2  20  200  28.43585255  4.1
SO SRCPARAM  AT48      7.93147E-06  619.2  20  104  28.43585255  4.1
SO SRCPARAM  TO1       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO2       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO3       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO4       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO5       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO6       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO7       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO8       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO9       2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO10      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO11      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO12      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO13      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO14      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO15      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO16      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO17      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO18      2.37281E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TO19      2.37281E-05  12  20  35  28.43585255  4.1
SO SRCPARAM  TI1       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI2       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI3       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI4       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI5       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI6       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI7       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI8       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI9       3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI10      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI11      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI12      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI13      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI14      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI15      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI16      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI17      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI18      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI19      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI20      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI21      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI22      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI23      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI24      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI25      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI26      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI27      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI28      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI29      3.417542E-05  12  20  50  28.43585255  4.1
SO SRCPARAM  TI30      3.417542E-05  12  20  13  28.43585255  4.1
SO URBANSRC  AL1  AL2  AL3  AL4  AL5  AL6  AL7  AL8  AL9  AL10  AL11  AL12  AL13
SO URBANSRC  AL14  AL15  AL16  AL17  AL18  AL19  AL20  AL21  AL22  AL23  AL24
SO URBANSRC  AL25  AL26  AL27  AL28  AL29  AL30  AL31  AL32  AL33  AL34  AL35
SO URBANSRC  AL36  AL37  AL38  AL39  AL40  AL41  AL42  AL43  AL44  AL45  AL46
SO URBANSRC  AL47  AL48  AL49  AL50  AL51  AL52  AL53  AL54  AL55  AL56  AL57
SO URBANSRC  AL58  AL59  AL60  AL61  AL62  AL63  AL64  AT1  AT2  AT3  AT4  AT5
SO URBANSRC  AT6  AT7  AT8  AT9  AT10  AT11  AT12  AT13  AT14  AT15  AT16  AT17
SO URBANSRC  AT18  AT19  AT20  AT21  AT22  AT23  AT24  AT25  AT26  AT27  AT28
SO URBANSRC  AT29  AT30  AT31  AT32  AT33  AT34  AT35  AT36  AT37  AT38  AT39
SO URBANSRC  AT40  AT41  AT42  AT43  AT44  AT45  AT46  AT47  AT48  TO1  TO2  TO3
SO URBANSRC  TO4  TO5  TO6  TO7  TO8  TO9  TO10  TO11  TO12  TO13  TO14  TO15
SO URBANSRC  TO16  TO17  TO18  TO19  TI1  TI2  TI3  TI4  TI5  TI6  TI7  TI8  TI9
SO URBANSRC  TI10  TI11  TI12  TI13  TI14  TI15  TI16  TI17  TI18  TI19  TI20
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SO URBANSRC  TI21  TI22  TI23  TI24  TI25  TI26  TI27  TI28  TI29  TI30
SO EMISFACT  AL1       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL1       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL1       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL2       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL2       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL2       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL3       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL3       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL3       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL4       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL4       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL4       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL5       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL5       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL5       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL6       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL6       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL6       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL7       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL7       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL7       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL8       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL8       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL8       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL9       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL9       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL9       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL10      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL10      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL10      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL11      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL11      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL11      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL12      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL12      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL12      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL13      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL13      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL13      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL14      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL14      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL14      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL15      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL15      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL15      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL16      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL16      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL16      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL17      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL17      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL17      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL18      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL18      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL18      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL19      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL19      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL19      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL20      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL20      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL20      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL21      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL21      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL21      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL22      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL22      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL22      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL23      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL23      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL23      HROFDY  0.912  1.176  0.672  1.056  0.048  0
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SO EMISFACT  AL24      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL24      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL24      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL25      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL25      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL25      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL26      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL26      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL26      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL27      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL27      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL27      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL28      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL28      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL28      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL29      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL29      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL29      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL30      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL30      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL30      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL31      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL31      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL31      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL32      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL32      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL32      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL33      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL33      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL33      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL34      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL34      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL34      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL35      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL35      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL35      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL36      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL36      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL36      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL37      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL37      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL37      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL38      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL38      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL38      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL39      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL39      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL39      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL40      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL40      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL40      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL41      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL41      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL41      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL42      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL42      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL42      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL43      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL43      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL43      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL44      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL44      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL44      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL45      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL45      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL45      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL46      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL46      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL46      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL47      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
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SO EMISFACT  AL47      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL47      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL48      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL48      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL48      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL49      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL49      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL49      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL50      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL50      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL50      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL51      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL51      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL51      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL52      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL52      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL52      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL53      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL53      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL53      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL54      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL54      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL54      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL55      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL55      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL55      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL56      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL56      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL56      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL57      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL57      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL57      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL58      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL58      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL58      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL59      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL59      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL59      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL60      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL60      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL60      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL61      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL61      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL61      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL62      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL62      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL62      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL63      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL63      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL63      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AL64      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AL64      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AL64      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT1       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT1       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT1       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT2       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT2       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT2       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT3       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT3       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT3       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT4       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT4       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT4       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT5       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT5       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT5       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT6       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT6       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
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SO EMISFACT  AT6       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT7       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT7       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT7       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT8       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT8       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT8       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT9       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT9       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT9       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT10      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT10      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT10      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT11      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT11      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT11      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT12      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT12      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT12      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT13      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT13      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT13      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT14      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT14      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT14      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT15      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT15      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT15      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT16      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT16      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT16      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT17      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT17      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT17      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT18      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT18      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT18      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT19      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT19      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT19      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT20      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT20      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT20      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT21      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT21      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT21      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT22      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT22      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT22      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT23      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT23      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT23      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT24      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT24      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT24      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT25      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT25      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT25      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT26      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT26      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT26      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT27      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT27      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT27      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT28      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT28      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT28      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT29      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT29      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT29      HROFDY  0.912  1.176  0.672  1.056  0.048  0
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SO EMISFACT  AT30      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT30      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT30      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT31      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT31      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT31      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT32      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT32      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT32      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT33      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT33      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT33      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT34      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT34      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT34      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT35      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT35      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT35      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT36      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT36      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT36      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT37      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT37      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT37      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT38      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT38      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT38      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT39      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT39      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT39      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT40      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT40      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT40      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT41      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT41      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT41      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT42      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT42      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT42      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT43      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT43      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT43      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT44      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT44      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT44      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT45      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT45      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT45      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT46      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT46      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT46      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT47      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT47      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT47      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  AT48      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  AT48      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  AT48      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO1       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO1       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO1       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO2       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO2       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO2       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO3       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO3       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO3       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO4       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO4       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO4       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO5       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
```

```
SO EMISFACT  TO5       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO5       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO6       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO6       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO6       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO7       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO7       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO7       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO8       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO8       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO8       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO9       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO9       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO9       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO10      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO10      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO10      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO11      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO11      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO11      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO12      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO12      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO12      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO13      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO13      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO13      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO14      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO14      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO14      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO15      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO15      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO15      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO16      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO16      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO16      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO17      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO17      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO17      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO18      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO18      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO18      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TO19      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TO19      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TO19      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI1       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI1       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI1       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI2       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI2       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI2       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI3       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI3       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI3       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI4       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI4       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI4       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI5       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI5       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI5       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI6       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI6       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI6       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI7       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI7       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI7       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI8       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI8       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI8       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI9       HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI9       HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
```

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SO EMISFACT  TI9       HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI10      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI10      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI10      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI11      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI11      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI11      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI12      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI12      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI12      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI13      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI13      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI13      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI14      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI14      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI14      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI15      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI15      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI15      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI16      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI16      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI16      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI17      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI17      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI17      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI18      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI18      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI18      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI19      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI19      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI19      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI20      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI20      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI20      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI21      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI21      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI21      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI22      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI22      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI22      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI23      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI23      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI23      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI24      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI24      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI24      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI25      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI25      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI25      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI26      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI26      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI26      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI27      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI27      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI27      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI28      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI28      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI28      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI29      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI29      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI29      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO EMISFACT  TI30      HROFDY  0  0  0  0  0  0  0  4.224  2.64  1.08  1.824
SO EMISFACT  TI30      HROFDY  1.68  1.872  2.064  1.248  1.512  1.056  0.912
SO EMISFACT  TI30      HROFDY  0.912  1.176  0.672  1.056  0.048  0
SO CONCUNIT  1.0E+06  GRAMS/SEC  MICROGRAMS/M**3
SO SRCGROUP  APPROACH  AL1  AL2  AL3  AL4  AL5  AL6  AL7  AL8  AL9  AL10  AL11
SO SRCGROUP  APPROACH  AL12  AL13  AL14  AL15  AL16  AL17  AL18  AL19  AL20
SO SRCGROUP  APPROACH  AL21  AL22  AL23  AL24  AL25  AL26  AL27  AL28  AL29
SO SRCGROUP  APPROACH  AL30  AL31  AL32  AL33  AL34  AL35  AL36  AL37  AL38
SO SRCGROUP  APPROACH  AL39  AL40  AL41  AL42  AL43  AL44  AL45  AL46  AL47
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SO SRCGROUP  APPROACH  AL48  AL49  AL50  AL51  AL52  AL53  AL54  AL55  AL56
SO SRCGROUP  APPROACH  AL57  AL58  AL59  AL60  AL61  AL62  AL63  AL64
SO SRCGROUP  TAXIIN  TI1  TI2  TI3  TI4  TI5  TI6  TI7  TI8  TI9  TI10  TI11
SO SRCGROUP  TAXIIN  TI12  TI13  TI14  TI15  TI16  TI17  TI18  TI19  TI20  TI21
SO SRCGROUP  TAXIIN  TI22  TI23  TI24  TI25  TI26  TI27  TI28  TI29  TI30
SO SRCGROUP  TAKEOFF  AT1  AT2  AT3  AT4  AT5  AT6  AT7  AT8  AT9  AT10  AT11
SO SRCGROUP  TAKEOFF  AT12  AT13  AT14  AT15  AT16  TO1  TO2  TO3  TO4  TO5  TO6
SO SRCGROUP  TAKEOFF  TO7  TO8  TO9  TO10  TO11  TO12  TO13  TO14  TO15  TO16
SO SRCGROUP  TAKEOFF  TO17  TO18  TO19
SO SRCGROUP  CLIMBOUT  AT17  AT18  AT19  AT20  AT21  AT22  AT23  AT24  AT25
SO SRCGROUP  CLIMBOUT  AT26  AT27  AT28  AT29  AT30  AT31  AT32  AT33  AT34
SO SRCGROUP  CLIMBOUT  AT35  AT36  AT37  AT38  AT39  AT40  AT41  AT42  AT43
SO SRCGROUP  CLIMBOUT  AT44  AT45  AT46  AT47  AT48
SO FINISHED

RE STARTING
RE INCLUDED  U:\JWA\EIR2013\RECEPTOR_NO_REP.INR
RE FINISHED

ME STARTING
ME SURFFILE  "U:\JWA\EIR2013\METDAT~1\CSTA7.SFC"
** SURFFILE  "U:\JWA\EIR2013\METDAT~1\CSTA7.SFC"
ME PROFFILE  "U:\JWA\EIR2013\METDAT~1\CSTA7.PFL"
** PROFFILE  "U:\JWA\EIR2013\METDAT~1\CSTA7.PFL"
ME SURFDATA  53126 2007 COSTAMESA
ME UAIRDATA  91919 2007 COSTAMESA
ME PROFBASE  16
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU RECTABLE  24  FIRST
OU FILEFORM  FIX
OU PLOTFILE  1  APPROACH  FIRST  U:\JWA\EIR2013\OUTPUT~1\APPROACH`1`FIRST.plt  10000
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OU PLOTFILE  1  CLIMBOUT  FIRST  U:\JWA\EIR2013\OUTPUT~1\CLIMBOUT`1`FIRST.plt  10003
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OU PLOTFILE  24  TAXIIN  FIRST  U:\JWA\EIR2013\OUTPUT~1\TAXIIN`24`FIRST.plt  10005
OU PLOTFILE  24  TAKEOFF  FIRST  U:\JWA\EIR2013\OUTPUT~1\TAKEOFF`24`FIRST.plt  10006
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Appendix E
CO Screening Tables

Baseline AM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
1	MACARTHUR BLVD/MAIN ST	667	963	1253	458	533	63	53	854	424	225	553	191	6237
2	MACARTHUR BLVD/I-405 NB RAMPS	0	1891	299	149	1006	0	0	0	0	793	0	988	5126
3	MACARTHUR BLVD/I-405 SB RAMPS	0	1157	332	142	1385	274	0	0	0	1126	134	1053	5603
4	MACARTHUR BLVD/MICHELSON DR	141	973	254	1038	1446	11	274	74	66	70	59	164	4570
5	MACARTHUR BLVD/CAMPUS DR	42	737	60	273	884	230	582	1008	82	40	190	66	4194
6	MACARTHUR BLVD/BIRCH ST	39	722	102	96	653	208	119	319	54	27	143	57	2539
7	JAMBOREE RD/I-405 NB RAMPS	0	2019	0	0	2013	1186	0	0	0	1186	0	657	7061
8	JAMBOREE RD/I-405 SB RAMPS	0	813	0	0	2968	232	1206	0	1484	0	0	0	6703
9	JAMBOREE RD/MICHELSON DR	197	1281	270	954	2089	1363	121	112	27	182	344	381	7321
10	JAMBOREE RD/CAMPUS DR	97	1301	91	199	1615	167	123	163	37	352	380	87	4612
11	JAMBOREE RD/MACARTHUR BLVD	70	305	138	173	1316	526	334	596	114	384	937	206	5099
12	JAMBOREE RD/NORTH BRISTOL ST	706	2383	0	0	532	299	0	0	0	0	0	0	3920
13	JAMBOREE RD/SOUTH BRISTOL ST	0	1926	44	0	533	0	1164	395	1157	0	0	0	5219
14	VON KARMAN AVE/MICHELSON DR	63	683	112	152	671	131	88	189	40	145	340	227	2841
15	CAMPUS DR/AIRPORT WY	260	1564	0	0	412	49	0	0	255	0	0	0	2540
16	CAMPUS DR/QUAIL ST	30	2027	104	50	439	5	3	0	3	14	0	17	2692
17	CAMPUS DR/NORTH BRISTOL ST	501	2009	0	0	248	208	0	0	0	163	983	155	4267
18	CAMPUS DR/SOUTH BRISTOL ST	0	1120	227	84	330	0	1396	1601	457	0	0	0	5215
19	BIRCH ST/NORTH BRISTOL ST	92	989	0	0	107	119	0	0	0	315	1082	221	2925
20	BIRCH ST/SOUTH BRISTOL ST	0	313	247	116	271	0	783	983	191	0	0	0	2904
21	RED HILL AVE/MACARTHUR BLVD	86	644	13	317	697	429	926	841	148	48	331	575	5055
22	RED HILL AVE/MAIN ST	202	341	66	110	1000	200	162	624	365	103	292	124	3589
23	SANTA ANA AVE/BRISTOL ST	118	466	145	248	148	64	388	761	71	88	428	510	3435
24	SANTA ANA AVE/MESA DR	13	371	39	48	164	38	162	263	35	23	83	90	1329
25	SANTA ANA AVE/DEL MAR AVE	74	269	51	73	148	54	68	255	47	7	125	83	1254
26	IRVINE AVE/MESA DR	85	1178	348	7	546	32	123	160	96	127	22	4	2728
27	IRVINE AVE/UNIVERSITY DR	98	1384	37	72	603	93	205	61	111	22	30	27	2743
28	IRVINE AVE/22ND ST	50	1224	6	63	815	35	121	50	103	17	49	125	2658
29	IRVINE AVE/20TH ST	52	1096	8	27	850	29	61	22	106	15	38	83	2387
30	IRVINE AVE/19TH ST	51	865	12	130	837	23	66	101	41	12	69	211	2418
31	IRVINE AVE/17TH ST	374	541	22	251	419	169	275	533	170	31	363	61	3209
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	213	1119	1	0	0	1	74	0	0	1408
33	NEWPORT BLVD (NB)/MESA DR	10	853	236	0	0	0	81	129	0	0	65	52	1426
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	188	468	539	0	869	38	91	250	0	2443
35	NEWPORT BLVD (NB)/DEL MAR AVE	142	1574	142	0	0	0	747	306	0	0	214	326	3451
36	VON KARMAN AVE/CAMPUS DR	18	556	47	42	360	87	321	409	61	78	272	98	2349
37	VON KARMAN AVE/MACARTHUR RD	11	82	17	76	129	24	59	436	160	59	754	699	2506
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	68	0	0	0	0	2403	344	0	0	0	2815
39	JAMBOREE RD/BIRCH ST	197	1286	5	2	1476	451	139	5	56	4	3	12	3636
40	JAMBOREE RD/BAYVEIW WAY	111	1788	64	64	1423	124	50	8	110	11	1	86	3840
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	22	1419	220	69	1505	154	290	81	8	319	50	195	4332
42	JAMBOREE RD/BISON AVE	0	1396	155	108	1379	46	77	0	94	175	0	110	3540
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	419	1196	93	73	1458	143	182	284	390	160	485	40	4923
44	MACARTHUR BLVD/BISON AVE	208	2773	211	40	2147	271	193	177	125	298	194	99	6736
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	131	1999	119	574	2268	18	45	287	78	585	563	918	7585
46	RED HILL AVE/PAULARINO AVE	79	1053	27	57	446	84	235	305	115	4	53	10	2468
47	RED HILL AVE/BAKER ST	161	656	60	33	412	118	498	262	167	12	53	12	2444

Baseline PM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTALS AM/PM		DAILY
1	MACARTHUR BLVD/MAIN ST	596	1058	610	281	751	64	69	943	602	716	1059	520	7269	6753	**54,024**
2	MACARTHUR BLVD/I-405 NB RAMPS	0	1910	758	584	1468	0	0	0	0	357	0	349	5426	5276	**42,208**
3	MACARTHUR BLVD/I-405 SB RAMPS	0	2135	474	432	1198	183	0	0	0	529	76	541	5568	5586	**44,684**
4	MACARTHUR BLVD/MICHELSON DR	107	1580	102	504	1235	8	228	73	76	381	67	658	5019	4795	**38,356**
5	MACARTHUR BLVD/CAMPUS DR	99	1013	29	137	898	561	361	372	83	74	1025	180	4832	4513	**36,104**
6	MACARTHUR BLVD/BIRCH ST	128	678	38	44	786	207	302	177	38	103	469	166	3136	2838	**22,700**
7	JAMBOREE RD/I-405 NB RAMPS	0	3147	0	0	1820	1020	0	0	0	642	0	386	7015	7038	**56,304**
8	JAMBOREE RD/I-405 SB RAMPS	0	1989	0	0	1834	622	1156	0	619	0	0	0	6220	6462	**51,692**
9	JAMBOREE RD/MICHELSON DR	61	2027	276	591	1520	255	825	665	98	250	200	916	7684	7503	**60,020**
10	JAMBOREE RD/CAMPUS DR	36	1670	275	187	1451	160	284	573	159	136	246	191	5368	4990	**39,920**
11	JAMBOREE RD/MACARTHUR BLVD	166	1396	425	269	504	363	600	981	165	224	891	50	6034	5567	**44,532**
12	JAMBOREE RD/NORTH BRISTOL ST	780	2344	0	0	995	676	0	0	0	0	0	0	4795	4358	**34,860**
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2269	87	0	1001	0	860	759	1037	0	0	0	6013	5616	**44,928**
14	VON KARMAN AVE/MICHELSON DR	51	680	147	231	750	109	149	427	65	177	416	314	3516	3179	**25,428**
15	CAMPUS DR/AIRPORT WY	344	720	0	0	1576	120	0	0	293	0	0	0	3053	2797	**22,372**
16	CAMPUS DR/QUAIL ST	13	705	60	56	1895	3	6	1	12	76	0	44	2871	2782	**22,252**
17	CAMPUS DR/NORTH BRISTOL ST	506	661	0	0	935	1140	0	0	0	264	2273	98	5877	5072	**40,576**
18	CAMPUS DR/SOUTH BRISTOL ST	0	730	225	138	1065	0	431	959	590	0	0	0	4138	4677	**37,412**
19	BIRCH ST/NORTH BRISTOL ST	152	298	0	0	445	824	0	0	0	415	1502	109	3745	3335	**26,680**
20	BIRCH ST/SOUTH BRISTOL ST	0	194	253	250	614	0	270	1041	121	0	0	0	2743	2824	**22,588**
21	RED HILL AVE/MACARTHUR BLVD	175	1093	20	323	759	917	704	485	78	51	733	832	6170	5613	**44,900**
22	RED HILL AVE/MAIN ST	335	1289	93	151	850	151	239	769	249	78	568	235	5007	4298	**34,384**
23	SANTA ANA AVE/BRISTOL ST	121	166	75	433	460	298	128	486	153	137	967	242	3666	3551	**28,404**
24	SANTA ANA AVE/MESA DR	16	175	31	123	373	155	92	137	59	44	293	72	1570	1450	**11,596**
25	SANTA ANA AVE/DEL MAR AVE	34	155	21	81	312	65	44	161	56	29	227	50	1235	1245	**9,956**
26	IRVINE AVE/MESA DR	62	581	188	10	1380	214	38	58	146	497	151	10	3335	3032	**24,252**
27	IRVINE AVE/UNIVERSITY DR	84	690	34	47	1788	165	94	37	104	37	42	37	3159	2951	**23,608**
28	IRVINE AVE/22ND ST	82	801	9	106	1625	80	42	50	89	18	52	66	3020	2839	**22,712**
29	IRVINE AVE/20TH ST	74	905	18	47	1502	66	31	22	54	24	34	51	2828	2608	**20,860**
30	IRVINE AVE/19TH ST	78	721	26	126	1284	83	55	90	59	24	174	243	2963	2691	**21,524**
31	IRVINE AVE/17TH ST	283	467	53	208	622	365	264	549	216	92	644	90	3853	3531	**28,248**
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	241	2487	0	0	2	5	272	2	0	3009	2209	**17,668**
33	NEWPORT BLVD (NB)/MESA DR	30	390	117	0	0	0	55	181	0	0	249	53	1075	1251	**10,004**
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	331	1279	1167	0	602	73	89	338	0	3879	3161	**25,288**
35	NEWPORT BLVD (NB)/DEL MAR AVE	143	757	115	0	0	0	547	405	0	0	289	194	2450	2951	**23,604**
36	VON KARMAN AVE/CAMPUS DR	46	460	82	120	682	369	138	478	28	50	685	76	3214	2782	**22,252**
37	VON KARMAN AVE/MACARTHUR RD	101	174	172	591	97	98	27	1080	63	40	578	115	3136	2821	**22,568**
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	228	0	0	0	0	2190	150	0	0	0	2568	2692	**21,532**
39	JAMBOREE RD/BIRCH ST	33	1529	0	0	1896	82	251	0	124	0	0	0	3915	3776	**30,204**
40	JAMBOREE RD/BAYVEIW WAY	57	1740	52	40	1844	51	73	4	144	20	1	91	4117	3979	**31,828**
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	39	1646	328	153	1640	358	193	81	12	248	115	95	4908	4620	**36,960**
42	JAMBOREE RD/BISON AVE	0	1630	185	99	1519	79	37	0	14	210	0	126	3899	3720	**29,756**
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	328	1817	314	31	1406	75	103	234	272	164	189	27	4960	4942	**39,532**
44	MACARTHUR BLVD/BISON AVE	140	2342	162	133	2451	212	221	216	99	305	218	137	6636	6686	**53,488**
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	88	2017	529	1116	2301	46	30	343	46	224	276	649	7665	7625	**61,000**
46	RED HILL AVE/PAULARINO AVE	149	831	7	21	949	279	186	54	71	31	282	63	2923	2696	**21,564**
47	RED HILL AVE/BAKER ST	282	623	16	20	525	383	358	74	83	44	356	61	2825	2635	**21,076**

No Project (2026) AM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTAL
1	MACARTHUR BLVD/MAIN ST	790	1000	1260	520	830	70	60	990	470	250	630	200	7070
2	MACARTHUR BLVD/I-405 NB RAMPS	0	2010	320	150	1350	0	0	0	0	860	0	990	5680
3	MACARTHUR BLVD/I-405 SB RAMPS	0	1300	370	150	1680	400	0	0	0	1140	160	1060	6260
4	MACARTHUR BLVD/MICHELSON DR	150	1090	340	1040	1450	20	330	110	90	90	80	230	5020
5	MACARTHUR BLVD/CAMPUS DR	80	850	70	280	900	250	710	1120	140	50	260	70	4780
6	MACARTHUR BLVD/BIRCH ST	50	840	120	110	680	210	130	360	60	60	150	90	2860
7	JAMBOREE RD/I-405 NB RAMPS	0	2130	0	0	2170	1190	0	0	0	1230	0	690	7410
8	JAMBOREE RD/I-405 SB RAMPS	0	910	0	0	3140	260	1210	0	1630	0	0	0	7150
9	JAMBOREE RD/MICHELSON DR	220	1480	290	1100	2260	1370	220	160	40	190	420	440	8190
10	JAMBOREE RD/CAMPUS DR	140	1450	100	200	1620	190	140	190	50	460	410	90	5040
11	JAMBOREE RD/MACARTHUR BLVD	160	440	300	180	1390	530	340	650	210	390	1030	210	5830
12	JAMBOREE RD/NORTH BRISTOL ST	710	2770	0	0	650	380	0	0	0	0	0	0	4510
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2040	50	0	630	0	1360	410	1160	0	0	0	5650
14	VON KARMAN AVE/MICHELSON DR	70	730	120	200	790	190	140	390	40	150	400	230	3450
15	CAMPUS DR/AIRPORT WY	320	1850	0	0	490	90	0	0	330	0	0	0	3080
16	CAMPUS DR/QUAIL ST	30	2310	110	50	590	10	10	0	10	20	0	20	3160
17	CAMPUS DR/NORTH BRISTOL ST	510	2310	0	0	280	330	0	0	0	170	1090	170	4860
18	CAMPUS DR/SOUTH BRISTOL ST	0	1290	230	90	360	0	1520	1790	460	0	0	0	5740
19	BIRCH ST/NORTH BRISTOL ST	120	1100	0	0	110	130	0	0	0	320	1160	240	3180
20	BIRCH ST/SOUTH BRISTOL ST	0	350	320	120	280	0	890	1080	200	0	0	0	3240
21	RED HILL AVE/MACARTHUR BLVD	90	760	30	440	770	430	950	1020	150	50	340	640	5670
22	RED HILL AVE/MAIN ST	210	450	110	110	1040	230	180	770	370	130	470	130	4200
23	SANTA ANA AVE/BRISTOL ST	130	510	160	250	160	70	420	990	80	100	530	550	3950
24	SANTA ANA AVE/MESA DR	20	420	70	50	180	40	170	310	40	30	90	90	1510
25	SANTA ANA AVE/DEL MAR AVE	80	290	80	80	150	60	110	290	50	10	140	110	1450
26	IRVINE AVE/MESA DR	90	1290	440	10	570	40	190	170	100	140	30	10	3080
27	IRVINE AVE/UNIVERSITY DR	120	1530	40	80	620	110	270	70	120	30	30	30	3050
28	IRVINE AVE/22ND ST	60	1290	10	70	830	40	190	50	120	20	50	130	2860
29	IRVINE AVE/20TH ST	60	1150	10	30	860	30	70	30	110	20	40	90	2500
30	IRVINE AVE/19TH ST	60	920	20	140	850	30	70	130	50	20	80	220	2590
31	IRVINE AVE/17TH ST	470	560	30	260	430	190	300	580	250	40	370	70	3550
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	360	1140	10	0	0	10	80	0	0	1600
33	NEWPORT BLVD (NB)/MESA DR	10	900	240	0	0	0	140	210	0	0	70	60	1630
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	190	490	580	0	900	40	100	250	0	2550
35	NEWPORT BLVD (NB)/DEL MAR AVE	150	1580	190	0	0	0	760	320	0	0	230	340	3570
36	VON KARMAN AVE/CAMPUS DR	50	610	60	50	440	100	330	550	70	100	320	110	2790
37	VON KARMAN AVE/MACARTHUR RD	20	90	20	130	130	30	60	500	160	60	870	750	2820
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	70	0	0	0	0	2600	350	0	0	0	3020
39	JAMBOREE RD/BIRCH ST	220	1430	10	10	1560	490	190	10	80	10	10	20	4040
40	JAMBOREE RD/BAYVEIW WAY	120	1910	70	70	1510	130	50	10	110	20	10	90	4100
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	30	1520	240	90	1530	200	310	90	10	340	50	200	4610
42	JAMBOREE RD/BISON AVE	0	1500	160	110	1420	50	80	0	100	180	0	120	3720
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	430	1290	100	80	1500	150	190	290	430	200	500	40	5200
44	MACARTHUR BLVD/BISON AVE	210	2840	220	40	2210	280	200	180	130	330	210	110	6960
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	140	2030	120	590	2360	20	50	290	80	590	600	930	7800
46	RED HILL AVE/PAULARINO AVE	110	1160	30	60	450	120	270	310	120	10	60	10	2710
47	RED HILL AVE/BAKER ST	180	730	60	40	420	120	560	270	170	20	60	20	2650

No Project (2026) PM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTAL AM	PM	DAILY
1	MACARTHUR BLVD/MAIN ST	640	1200	630	290	970	70	70	970	690	730	1120	520	7900	7485	**59,880**
2	MACARTHUR BLVD/I-405 NB RAMPS	0	2120	760	590	1700	0	0	0	0	430	0	350	5950	5815	**46,520**
3	MACARTHUR BLVD/I-405 SB RAMPS	0	2310	500	440	1430	260	0	0	0	560	110	550	6160	6210	**49,680**
4	MACARTHUR BLVD/MICHELSON DR	110	1580	120	510	1410	20	290	120	90	390	100	810	5550	5285	**42,280**
5	MACARTHUR BLVD/CAMPUS DR	120	1040	40	150	1020	630	370	500	100	80	1160	180	5390	5085	**40,680**
6	MACARTHUR BLVD/BIRCH ST	140	710	70	80	900	290	310	190	50	130	570	180	3620	3240	**25,920**
7	JAMBOREE RD/I-405 NB RAMPS	0	3320	0	0	2040	1020	0	0	0	720	0	400	7500	7455	**59,640**
8	JAMBOREE RD/I-405 SB RAMPS	0	2000	0	0	2050	700	1160	0	680	0	0	0	6590	6870	**54,960**
9	JAMBOREE RD/MICHELSON DR	70	2400	280	670	1670	310	960	680	110	320	300	1060	8830	8510	**68,080**
10	JAMBOREE RD/CAMPUS DR	60	1670	430	190	1620	180	290	630	210	150	280	200	5910	5475	**43,800**
11	JAMBOREE RD/MACARTHUR BLVD	230	1460	430	270	570	370	610	1070	170	460	960	50	6650	6240	**49,920**
12	JAMBOREE RD/NORTH BRISTOL ST	860	2520	0	0	1040	760	0	0	0	0	0	0	5180	4845	**38,760**
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2480	90	0	1020	0	910	770	1100	0	0	0	6370	6010	**48,080**
14	VON KARMAN AVE/MICHELSON DR	60	770	200	250	820	140	190	510	90	180	570	350	4130	3790	**30,320**
15	CAMPUS DR/AIRPORT WY	390	840	0	0	1780	150	0	0	430	0	0	0	3590	3335	**26,680**
16	CAMPUS DR/QUAIL ST	20	860	60	60	2220	10	10	10	20	80	0	50	3400	3280	**26,240**
17	CAMPUS DR/NORTH BRISTOL ST	510	810	0	0	990	1420	0	0	0	270	2620	110	6730	5795	**46,360**
18	CAMPUS DR/SOUTH BRISTOL ST	0	760	230	150	1090	0	550	1030	590	0	0	0	4400	5070	**40,560**
19	BIRCH ST/NORTH BRISTOL ST	160	320	0	0	530	920	0	0	0	420	1720	120	4190	3685	**29,480**
20	BIRCH ST/SOUTH BRISTOL ST	0	210	280	260	680	0	280	1110	130	0	0	0	2950	3095	**24,760**
21	RED HILL AVE/MACARTHUR BLVD	180	1180	20	400	840	1060	710	500	80	60	850	870	6750	6210	**49,680**
22	RED HILL AVE/MAIN ST	340	1350	110	160	950	160	270	870	260	80	670	240	5460	4830	**38,640**
23	SANTA ANA AVE/BRISTOL ST	130	180	80	450	490	310	140	570	170	150	1410	300	4380	4165	**33,320**
24	SANTA ANA AVE/MESA DR	20	190	40	130	410	170	100	140	60	50	350	80	1740	1625	**13,000**
25	SANTA ANA AVE/DEL MAR AVE	40	160	30	100	330	80	50	190	60	30	230	60	1360	1405	**11,240**
26	IRVINE AVE/MESA DR	70	610	220	10	1400	220	40	70	150	550	170	10	3520	3300	**26,400**
27	IRVINE AVE/UNIVERSITY DR	90	730	40	50	1840	170	120	40	120	40	50	40	3330	3190	**25,520**
28	IRVINE AVE/22ND ST	100	830	10	110	1660	90	60	50	110	20	60	70	3170	3015	**24,120**
29	IRVINE AVE/20TH ST	80	940	20	50	1550	70	40	30	60	30	40	60	2970	2735	**21,880**
30	IRVINE AVE/19TH ST	80	740	30	140	1330	90	60	90	70	30	190	260	3110	2850	**22,800**
31	IRVINE AVE/17TH ST	370	480	60	210	640	390	280	550	320	100	650	90	4140	3845	**30,760**
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	250	2530	0	0	10	10	330	10	0	3140	2370	**18,960**
33	NEWPORT BLVD (NB)/MESA DR	30	420	120	0	0	0	60	190	0	0	310	60	1190	1410	**11,280**
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	340	1330	1280	0	620	80	120	340	0	4110	3330	**26,640**
35	NEWPORT BLVD (NB)/DEL MAR AVE	150	760	120	0	0	0	570	410	0	0	300	200	2510	3040	**24,320**
36	VON KARMAN AVE/CAMPUS DR	60	540	100	140	710	380	160	580	40	100	770	90	3670	3230	**25,840**
37	VON KARMAN AVE/MACARTHUR RD	110	180	180	600	100	100	30	1180	70	40	630	180	3400	3110	**24,880**
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	230	0	0	0	0	2300	150	0	0	0	2680	2850	**22,800**
39	JAMBOREE RD/BIRCH ST	50	1660	0	0	2050	150	280	0	150	0	0	0	4340	4190	**33,520**
40	JAMBOREE RD/BAYVEIW WAY	60	1900	60	40	1920	60	80	10	150	20	10	100	4410	4255	**34,040**
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	40	1710	330	160	1670	420	280	90	20	290	140	110	5260	4935	**39,480**
42	JAMBOREE RD/BISON AVE	0	1670	190	100	1590	80	40	0	20	220	0	140	4050	3885	**31,080**
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	410	1860	320	40	1490	80	110	240	330	170	200	30	5280	5240	**41,920**
44	MACARTHUR BLVD/BISON AVE	150	2430	170	140	2540	230	230	220	100	310	220	140	6880	6920	**55,360**
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	90	2100	530	1150	2350	50	40	350	50	230	280	660	7880	7840	**62,720**
46	RED HILL AVE/PAULARINO AVE	170	870	10	30	1040	290	210	60	80	40	290	70	3160	2935	**23,480**
47	RED HILL AVE/BAKER ST	300	660	20	20	560	450	370	80	90	50	360	70	3030	2840	**22,720**

Project Phase 3 (2026) AM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTAL
1	MACARTHUR BLVD/MAIN ST	800	1020	1270	520	860	70	60	990	490	270	630	200	7180
2	MACARTHUR BLVD/I-405 NB RAMPS	0	2040	330	150	1420	0	0	0	0	890	0	990	5820
3	MACARTHUR BLVD/I-405 SB RAMPS	0	1330	400	150	1680	490	0	0	0	1140	190	1060	6440
4	MACARTHUR BLVD/MICHELSON DR	150	1090	340	1040	1450	20	390	150	120	90	100	230	5170
5	MACARTHUR BLVD/CAMPUS DR	90	850	70	290	920	250	710	1120	140	50	270	70	4830
6	MACARTHUR BLVD/BIRCH ST	50	850	120	120	700	210	130	360	60	60	150	90	2900
7	JAMBOREE RD/I-405 NB RAMPS	0	2140	0	0	2170	1190	0	0	0	1240	0	690	7430
8	JAMBOREE RD/I-405 SB RAMPS	0	920	0	0	3150	260	1210	0	1630	0	0	0	7170
9	JAMBOREE RD/MICHELSON DR	220	1480	290	1100	2260	1380	240	170	50	190	430	440	8250
10	JAMBOREE RD/CAMPUS DR	140	1450	100	200	1620	190	150	200	50	460	420	90	5070
11	JAMBOREE RD/MACARTHUR BLVD	160	440	300	180	1390	540	350	660	220	390	1040	210	5880
12	JAMBOREE RD/NORTH BRISTOL ST	720	2780	0	0	660	380	0	0	0	0	0	0	4540
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2050	50	0	640	0	1370	420	1160	0	0	0	5690
14	VON KARMAN AVE/MICHELSON DR	80	730	120	200	790	200	150	420	40	150	420	230	3530
15	CAMPUS DR/AIRPORT WY	380	1850	0	0	490	110	0	0	400	0	0	0	3230
16	CAMPUS DR/QUAIL ST	30	2370	110	50	660	10	10	0	10	20	0	20	3290
17	CAMPUS DR/NORTH BRISTOL ST	510	2360	0	0	300	390	0	0	0	170	1090	190	5010
18	CAMPUS DR/SOUTH BRISTOL ST	0	1310	230	100	370	0	1560	1790	460	0	0	0	5820
19	BIRCH ST/NORTH BRISTOL ST	120	1100	0	0	110	130	0	0	0	320	1180	240	3200
20	BIRCH ST/SOUTH BRISTOL ST	0	350	320	120	280	0	890	1090	200	0	0	0	3250
21	RED HILL AVE/MACARTHUR BLVD	90	760	30	450	770	430	950	1040	150	50	350	650	5720
22	RED HILL AVE/MAIN ST	210	450	110	110	1040	230	180	790	370	140	480	130	4240
23	SANTA ANA AVE/BRISTOL ST	130	510	160	250	160	70	420	1010	80	100	540	560	3990
24	SANTA ANA AVE/MESA DR	20	420	80	50	180	40	170	320	40	40	90	90	1540
25	SANTA ANA AVE/DEL MAR AVE	80	290	90	80	150	60	120	300	50	10	150	110	1490
26	IRVINE AVE/MESA DR	90	1310	440	10	580	50	200	170	100	140	30	10	3130
27	IRVINE AVE/UNIVERSITY DR	120	1540	40	80	630	120	280	70	120	30	30	30	3090
28	IRVINE AVE/22ND ST	60	1300	10	70	840	40	200	50	120	20	50	130	2890
29	IRVINE AVE/20TH ST	60	1160	10	30	870	30	80	30	110	20	40	90	2530
30	IRVINE AVE/19TH ST	60	930	20	150	860	30	70	130	50	20	80	230	2630
31	IRVINE AVE/17TH ST	470	570	30	260	440	200	310	580	250	40	370	70	3590
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	370	1150	10	0	0	10	80	0	0	1620
33	NEWPORT BLVD (NB)/MESA DR	10	910	250	0	0	0	150	220	0	0	70	60	1670
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	190	490	590	0	910	40	100	250	0	2570
35	NEWPORT BLVD (NB)/DEL MAR AVE	150	1590	200	0	0	0	770	330	0	0	230	340	3610
36	VON KARMAN AVE/CAMPUS DR	50	610	60	50	440	100	330	560	80	100	330	110	2820
37	VON KARMAN AVE/MACARTHUR RD	20	90	20	130	130	30	60	520	160	60	880	750	2850
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	70	0	0	0	0	2610	350	0	0	0	3030
39	JAMBOREE RD/BIRCH ST	220	1430	10	10	1560	490	190	10	80	10	10	20	4040
40	JAMBOREE RD/BAYVEIW WAY	120	1920	70	70	1520	130	50	10	110	20	10	90	4120
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	30	1530	240	100	1540	210	320	90	10	340	50	210	4670
42	JAMBOREE RD/BISON AVE	0	1510	160	110	1430	50	80	0	100	180	0	120	3740
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	430	1300	100	80	1510	150	190	290	430	200	500	40	5220
44	MACARTHUR BLVD/BISON AVE	210	2850	220	40	2220	290	210	180	130	330	210	110	7000
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	140	2040	120	600	2370	30	60	290	80	590	600	930	7850
46	RED HILL AVE/PAULARINO AVE	110	1160	30	60	450	120	270	310	130	10	60	10	2720
47	RED HILL AVE/BAKER ST	190	730	60	40	430	120	560	270	170	20	60	20	2670

Project Phase 3 (2026) PM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTAL√G AM/PM		DAILY
1	MACARTHUR BLVD/MAIN ST	660	1220	640	290	990	70	70	970	710	750	1120	520	8010	7595	**60,760**
2	MACARTHUR BLVD/I-405 NB RAMPS	0	2150	770	590	1750	0	0	0	0	460	0	350	6070	5945	**47,560**
3	MACARTHUR BLVD/I-405 SB RAMPS	0	2340	530	440	1430	330	0	0	0	560	140	550	6320	6380	**51,040**
4	MACARTHUR BLVD/MICHELSON DR	110	1580	120	510	1410	20	350	160	110	390	130	810	5700	5435	**43,480**
5	MACARTHUR BLVD/CAMPUS DR	140	1040	40	160	1030	630	370	500	100	80	1170	180	5440	5135	**41,080**
6	MACARTHUR BLVD/BIRCH ST	140	730	70	80	910	290	310	190	50	130	570	190	3660	3280	**26,240**
7	JAMBOREE RD/I-405 NB RAMPS	0	3330	0	0	2050	1020	0	0	0	730	0	400	7530	7480	**59,840**
8	JAMBOREE RD/I-405 SB RAMPS	0	2010	0	0	2060	700	1160	0	680	0	0	0	6610	6890	**55,120**
9	JAMBOREE RD/MICHELSON DR	80	2400	280	670	1670	320	980	700	110	320	310	1060	8900	8575	**68,600**
10	JAMBOREE RD/CAMPUS DR	60	1670	430	190	1620	180	290	640	210	150	290	200	5930	5500	**44,000**
11	JAMBOREE RD/MACARTHUR BLVD	240	1460	430	270	570	380	620	1080	170	460	970	50	6700	6290	**50,320**
12	JAMBOREE RD/NORTH BRISTOL ST	870	2530	0	0	1040	760	0	0	0	0	0	0	5200	4870	**38,960**
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2490	90	0	1020	0	920	780	1110	0	0	0	6410	6050	**48,400**
14	VON KARMAN AVE/MICHELSON DR	60	770	200	250	820	150	210	540	100	180	590	350	4220	3875	**31,000**
15	CAMPUS DR/AIRPORT WY	430	840	0	0	1780	170	0	0	520	0	0	0	3740	3485	**27,880**
16	CAMPUS DR/QUAIL ST	20	900	60	60	2310	10	10	10	20	80	0	50	3530	3410	**27,280**
17	CAMPUS DR/NORTH BRISTOL ST	510	840	0	0	1020	1490	0	0	0	270	2620	120	6870	5940	**47,520**
18	CAMPUS DR/SOUTH BRISTOL ST	0	770	230	170	1110	0	580	1030	590	0	0	0	4480	5150	**41,200**
19	BIRCH ST/NORTH BRISTOL ST	160	320	0	0	530	920	0	0	0	420	1730	120	4200	3700	**29,600**
20	BIRCH ST/SOUTH BRISTOL ST	0	210	280	260	680	0	280	1130	130	0	0	0	2970	3110	**24,880**
21	RED HILL AVE/MACARTHUR BLVD	180	1180	20	410	840	1060	710	510	80	60	860	880	6790	6255	**50,040**
22	RED HILL AVE/MAIN ST	340	1350	120	160	950	160	270	890	260	80	690	240	5510	4875	**39,000**
23	SANTA ANA AVE/BRISTOL ST	130	180	80	450	490	310	140	580	170	160	1440	310	4440	4215	**33,720**
24	SANTA ANA AVE/MESA DR	20	190	50	130	420	180	100	140	60	60	360	80	1790	1665	**13,320**
25	SANTA ANA AVE/DEL MAR AVE	40	160	30	100	330	90	50	200	60	40	240	60	1400	1445	**11,560**
26	IRVINE AVE/MESA DR	70	620	220	10	1420	230	50	70	150	550	170	10	3570	3350	**26,800**
27	IRVINE AVE/UNIVERSITY DR	90	740	40	50	1850	180	130	40	120	40	50	40	3370	3230	**25,840**
28	IRVINE AVE/22ND ST	100	840	10	110	1670	100	60	50	110	20	60	70	3200	3045	**24,360**
29	IRVINE AVE/20TH ST	80	950	20	50	1560	70	50	30	60	30	40	70	3010	2770	**22,160**
30	IRVINE AVE/19TH ST	80	750	30	150	1340	90	60	90	70	30	190	270	3150	2890	**23,120**
31	IRVINE AVE/17TH ST	370	490	60	210	650	400	290	550	320	100	650	90	4180	3885	**31,080**
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	250	2540	0	0	20	10	340	10	0	3170	2395	**19,160**
33	NEWPORT BLVD (NB)/MESA DR	30	430	120	0	0	0	70	190	0	10	310	60	1220	1445	**11,560**
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	340	1340	1290	0	630	80	130	350	0	4160	3365	**26,920**
35	NEWPORT BLVD (NB)/DEL MAR AVE	150	770	130	0	0	0	580	420	0	0	310	200	2560	3085	**24,680**
36	VON KARMAN AVE/CAMPUS DR	70	540	100	140	710	380	160	590	50	100	780	90	3710	3265	**26,120**
37	VON KARMAN AVE/MACARTHUR RD	110	180	180	600	100	100	30	1190	70	40	640	180	3420	3135	**25,080**
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	230	0	0	0	0	2310	150	0	0	0	2690	2860	**22,880**
39	JAMBOREE RD/BIRCH ST	50	1660	0	0	2050	150	280	0	150	0	0	0	4340	4190	**33,520**
40	JAMBOREE RD/BAYVEIW WAY	60	1910	60	40	1930	60	80	10	150	20	10	100	4430	4275	**34,200**
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	40	1720	330	170	1680	430	290	90	20	290	140	120	5320	4995	**39,960**
42	JAMBOREE RD/BISON AVE	0	1680	190	100	1600	80	40	0	20	220	0	140	4070	3905	**31,240**
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	410	1870	320	40	1500	80	110	240	330	170	200	30	5300	5260	**42,080**
44	MACARTHUR BLVD/BISON AVE	150	2440	170	140	2550	240	240	220	100	310	220	150	6930	6965	**55,720**
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	90	2110	530	1160	2360	50	50	350	50	230	280	670	7930	7890	**63,120**
46	RED HILL AVE/PAULARINO AVE	180	870	10	30	1040	290	210	60	90	40	290	70	3180	2950	**23,600**
47	RED HILL AVE/BAKER ST	310	670	20	20	570	450	370	80	90	50	360	70	3060	2865	**22,920**

Alternative A Phase 3 (2026) AM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTAL
1	MACARTHUR BLVD/MAIN ST	810	1020	1270	520	860	70	60	990	500	280	630	200	7210
2	MACARTHUR BLVD/I-405 NB RAMPS	0	2050	330	150	1420	0	0	0	0	890	0	990	5830
3	MACARTHUR BLVD/I-405 SB RAMPS	0	1340	400	150	1680	500	0	0	0	1140	190	1060	6460
4	MACARTHUR BLVD/MICHELSON DR	150	1090	340	1040	1450	20	400	150	120	90	100	230	5180
5	MACARTHUR BLVD/CAMPUS DR	90	850	70	290	920	250	710	1120	140	50	270	70	4830
6	MACARTHUR BLVD/BIRCH ST	50	850	120	120	700	210	130	360	60	60	150	90	2900
7	JAMBOREE RD/I-405 NB RAMPS	0	2150	0	0	2170	1190	0	0	0	1240	0	690	7440
8	JAMBOREE RD/I-405 SB RAMPS	0	930	0	0	3150	260	1210	0	1630	0	0	0	7180
9	JAMBOREE RD/MICHELSON DR	220	1480	290	1100	2260	1380	240	180	50	190	430	440	8260
10	JAMBOREE RD/CAMPUS DR	140	1450	100	200	1620	190	150	200	50	460	420	90	5070
11	JAMBOREE RD/MACARTHUR BLVD	160	440	300	180	1390	540	350	660	220	390	1040	210	5880
12	JAMBOREE RD/NORTH BRISTOL ST	720	2780	0	0	660	380	0	0	0	0	0	0	4540
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2050	50	0	640	0	1370	420	1160	0	0	0	5690
14	VON KARMAN AVE/MICHELSON DR	80	730	120	200	790	200	150	420	40	150	420	230	3530
15	CAMPUS DR/AIRPORT WY	390	1850	0	0	490	110	0	0	420	0	0	0	3260
16	CAMPUS DR/QUAIL ST	30	2380	110	50	680	10	10	0	10	20	0	20	3320
17	CAMPUS DR/NORTH BRISTOL ST	510	2370	0	0	300	400	0	0	0	170	1090	190	5030
18	CAMPUS DR/SOUTH BRISTOL ST	0	1310	230	100	370	0	1560	1790	460	0	0	0	5820
19	BIRCH ST/NORTH BRISTOL ST	120	1100	0	0	110	130	0	0	0	320	1180	240	3200
20	BIRCH ST/SOUTH BRISTOL ST	0	350	320	120	280	0	890	1090	200	0	0	0	3250
21	RED HILL AVE/MACARTHUR BLVD	90	760	30	460	770	430	950	1040	150	50	350	650	5730
22	RED HILL AVE/MAIN ST	210	450	110	110	1040	230	180	800	370	140	480	130	4250
23	SANTA ANA AVE/BRISTOL ST	130	510	160	250	160	70	420	1010	80	100	540	560	3990
24	SANTA ANA AVE/MESA DR	20	420	80	50	180	40	170	320	40	40	90	90	1540
25	SANTA ANA AVE/DEL MAR AVE	80	290	90	80	150	60	120	300	50	10	150	110	1490
26	IRVINE AVE/MESA DR	90	1310	440	10	580	50	200	170	100	140	30	10	3130
27	IRVINE AVE/UNIVERSITY DR	120	1540	40	80	630	120	280	70	120	30	30	30	3090
28	IRVINE AVE/22ND ST	60	1300	10	70	840	40	200	50	120	20	50	130	2890
29	IRVINE AVE/20TH ST	60	1160	10	30	870	30	80	30	110	20	40	90	2530
30	IRVINE AVE/19TH ST	60	930	20	150	860	30	70	130	50	20	80	230	2630
31	IRVINE AVE/17TH ST	470	570	30	260	440	200	310	580	250	40	370	70	3590
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	370	1150	10	0	0	10	80	0	0	1620
33	NEWPORT BLVD (NB)/MESA DR	10	910	250	0	0	0	150	220	0	0	70	60	1670
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	190	490	590	0	910	40	100	250	0	2570
35	NEWPORT BLVD (NB)/DEL MAR AVE	150	1590	200	0	0	0	770	330	0	0	230	340	3610
36	VON KARMAN AVE/CAMPUS DR	50	610	60	50	440	100	330	560	80	100	330	110	2820
37	VON KARMAN AVE/MACARTHUR RD	20	90	20	130	130	30	60	520	160	60	880	750	2850
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	70	0	0	0	0	2610	350	0	0	0	3030
39	JAMBOREE RD/BIRCH ST	220	1430	10	10	1560	490	190	10	80	10	10	20	4040
40	JAMBOREE RD/BAYVEIW WAY	120	1920	70	70	1520	130	50	10	110	20	10	90	4120
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	30	1530	240	100	1540	210	320	90	10	340	50	210	4670
42	JAMBOREE RD/BISON AVE	0	1510	160	110	1430	50	80	0	100	180	0	120	3740
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	430	1300	100	80	1510	150	190	290	430	200	500	40	5220
44	MACARTHUR BLVD/BISON AVE	210	2850	220	40	2220	290	210	180	130	330	210	110	7000
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	140	2040	120	600	2370	30	60	290	80	590	600	930	7850
46	RED HILL AVE/PAULARINO AVE	110	1160	30	60	450	120	270	310	130	10	60	10	2720
47	RED HILL AVE/BAKER ST	190	730	60	40	430	120	560	270	170	20	60	20	2670

Alternative A Phase 3 (2026) PM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTAL AM	INTERSECTION TOTAL PM	DAILY
1	MACARTHUR BLVD/MAIN ST	660	1220	640	290	990	70	70	970	710	750	1120	520	8010	7610	**60,880**
2	MACARTHUR BLVD/I-405 NB RAMPS	0	2160	770	590	1760	0	0	0	0	460	0	350	6090	5960	**47,680**
3	MACARTHUR BLVD/I-405 SB RAMPS	0	2350	530	440	1430	350	0	0	0	560	150	550	6360	6410	**51,280**
4	MACARTHUR BLVD/MICHELSON DR	110	1580	120	510	1410	20	360	170	110	390	130	810	5720	5450	**43,600**
5	MACARTHUR BLVD/CAMPUS DR	140	1040	40	160	1040	630	370	500	100	80	1170	180	5450	5140	**41,120**
6	MACARTHUR BLVD/BIRCH ST	140	730	70	80	910	290	310	190	50	130	570	190	3660	3280	**26,240**
7	JAMBOREE RD/I-405 NB RAMPS	0	3330	0	0	2050	1020	0	0	0	730	0	400	7530	7485	**59,880**
8	JAMBOREE RD/I-405 SB RAMPS	0	2010	0	0	2060	700	1160	0	680	0	0	0	6610	6895	**55,160**
9	JAMBOREE RD/MICHELSON DR	80	2400	280	670	1670	320	980	700	110	320	320	1060	8910	8585	**68,680**
10	JAMBOREE RD/CAMPUS DR	60	1670	430	190	1620	180	290	640	210	150	290	200	5930	5500	**44,000**
11	JAMBOREE RD/MACARTHUR BLVD	240	1460	430	270	570	380	620	1080	170	460	970	50	6700	6290	**50,320**
12	JAMBOREE RD/NORTH BRISTOL ST	870	2530	0	0	1040	760	0	0	0	0	0	0	5200	4870	**38,960**
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2490	90	0	1020	0	920	780	1110	0	0	0	6410	6050	**48,400**
14	VON KARMAN AVE/MICHELSON DR	60	770	200	250	820	150	210	550	100	180	600	350	4240	3885	**31,080**
15	CAMPUS DR/AIRPORT WY	440	840	0	0	1780	180	0	0	530	0	0	0	3770	3515	**28,120**
16	CAMPUS DR/QUAIL ST	20	910	60	60	2320	10	10	10	20	80	0	50	3550	3435	**27,480**
17	CAMPUS DR/NORTH BRISTOL ST	510	850	0	0	1020	1490	0	0	0	270	2620	130	6890	5960	**47,680**
18	CAMPUS DR/SOUTH BRISTOL ST	0	770	230	170	1110	0	580	1030	590	0	0	0	4480	5150	**41,200**
19	BIRCH ST/NORTH BRISTOL ST	160	320	0	0	530	920	0	0	0	420	1740	120	4210	3705	**29,640**
20	BIRCH ST/SOUTH BRISTOL ST	0	210	280	260	680	0	280	1130	130	0	0	0	2970	3110	**24,880**
21	RED HILL AVE/MACARTHUR BLVD	180	1180	20	410	840	1060	710	510	80	60	860	880	6790	6260	**50,080**
22	RED HILL AVE/MAIN ST	340	1350	120	160	950	160	270	890	260	80	690	240	5510	4880	**39,040**
23	SANTA ANA AVE/BRISTOL ST	130	180	80	450	490	310	140	590	170	160	1440	310	4450	4220	**33,760**
24	SANTA ANA AVE/MESA DR	20	190	50	130	420	180	100	140	60	60	360	80	1790	1665	**13,320**
25	SANTA ANA AVE/DEL MAR AVE	40	160	30	100	330	90	50	200	60	40	240	60	1400	1445	**11,560**
26	IRVINE AVE/MESA DR	70	620	220	10	1420	230	50	70	150	550	170	10	3570	3350	**26,800**
27	IRVINE AVE/UNIVERSITY DR	90	740	40	50	1850	180	130	40	120	40	50	40	3370	3230	**25,840**
28	IRVINE AVE/22ND ST	100	840	10	110	1670	100	60	50	110	20	60	70	3200	3045	**24,360**
29	IRVINE AVE/20TH ST	80	950	20	50	1560	70	50	30	60	30	40	70	3010	2770	**22,160**
30	IRVINE AVE/19TH ST	80	750	30	150	1340	90	60	90	70	30	190	270	3150	2890	**23,120**
31	IRVINE AVE/17TH ST	370	490	60	210	650	400	290	550	320	100	650	90	4180	3885	**31,080**
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	250	2540	0	0	20	10	340	10	0	3170	2395	**19,160**
33	NEWPORT BLVD (NB)/MESA DR	30	430	120	0	0	0	70	190	0	10	310	60	1220	1445	**11,560**
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	340	1340	1290	0	630	80	130	350	0	4160	3365	**26,920**
35	NEWPORT BLVD (NB)/DEL MAR AVE	150	770	130	0	0	0	580	420	0	0	310	200	2560	3085	**24,680**
36	VON KARMAN AVE/CAMPUS DR	70	540	100	140	710	380	160	590	50	100	780	90	3710	3265	**26,120**
37	VON KARMAN AVE/MACARTHUR RD	110	180	180	600	100	100	30	1190	70	40	640	180	3420	3135	**25,080**
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	230	0	0	0	0	2310	150	0	0	0	2690	2860	**22,880**
39	JAMBOREE RD/BIRCH ST	50	1660	0	0	2050	150	280	0	150	0	0	0	4340	4190	**33,520**
40	JAMBOREE RD/BAYVEIW WAY	60	1910	60	40	1930	60	80	10	150	20	10	100	4430	4275	**34,200**
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	40	1720	330	170	1680	430	290	90	20	290	140	120	5320	4995	**39,960**
42	JAMBOREE RD/BISON AVE	0	1680	190	100	1600	80	40	0	20	220	0	140	4070	3905	**31,240**
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	410	1870	320	40	1500	80	110	240	330	170	200	30	5300	5260	**42,080**
44	MACARTHUR BLVD/BISON AVE	150	2440	170	140	2550	240	240	220	100	310	220	150	6930	6965	**55,720**
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	90	2110	530	1160	2360	50	50	350	50	230	280	670	7930	7890	**63,120**
46	RED HILL AVE/PAULARINO AVE	180	870	10	30	1040	290	210	60	90	40	290	70	3180	2950	**23,600**
47	RED HILL AVE/BAKER ST	310	670	20	20	570	450	370	80	90	50	360	70	3060	2865	**22,920**

Alternative B Phase 3 (2026) AM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTAL
1	MACARTHUR BLVD/MAIN ST	820	1050	1270	520	890	70	60	990	520	300	630	200	7320
2	MACARTHUR BLVD/I-405 NB RAMPS	0	2080	330	150	1510	0	0	0	0	920	0	990	5980
3	MACARTHUR BLVD/I-405 SB RAMPS	0	1370	430	150	1680	610	0	0	0	1140	230	1060	6670
4	MACARTHUR BLVD/MICHELSON DR	150	1090	340	1040	1450	20	460	200	150	90	120	230	5340
5	MACARTHUR BLVD/CAMPUS DR	100	850	70	300	940	250	710	1120	140	50	270	70	4870
6	MACARTHUR BLVD/BIRCH ST	50	860	120	120	720	210	130	360	60	60	150	90	2930
7	JAMBOREE RD/I-405 NB RAMPS	0	2160	0	0	2170	1190	0	0	0	1250	0	690	7460
8	JAMBOREE RD/I-405 SB RAMPS	0	940	0	0	3160	260	1210	0	1630	0	0	0	7200
9	JAMBOREE RD/MICHELSON DR	220	1480	290	1100	2260	1390	250	190	50	190	440	440	8300
10	JAMBOREE RD/CAMPUS DR	140	1450	100	200	1620	190	150	200	50	460	420	90	5070
11	JAMBOREE RD/MACARTHUR BLVD	160	440	300	180	1390	540	350	670	220	390	1050	210	5900
12	JAMBOREE RD/NORTH BRISTOL ST	720	2780	0	0	660	380	0	0	0	0	0	0	4540
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2050	50	0	640	0	1370	430	1160	0	0	0	5700
14	VON KARMAN AVE/MICHELSON DR	80	730	120	200	790	200	160	460	40	150	440	230	3600
15	CAMPUS DR/AIRPORT WY	470	1850	0	0	490	120	0	0	510	0	0	0	3440
16	CAMPUS DR/QUAIL ST	30	2460	110	50	770	10	10	0	10	20	0	20	3490
17	CAMPUS DR/NORTH BRISTOL ST	510	2430	0	0	310	480	0	0	0	170	1090	210	5200
18	CAMPUS DR/SOUTH BRISTOL ST	0	1330	230	110	380	0	1600	1790	460	0	0	0	5900
19	BIRCH ST/NORTH BRISTOL ST	120	1100	0	0	110	130	0	0	0	320	1200	240	3220
20	BIRCH ST/SOUTH BRISTOL ST	0	350	320	120	280	0	890	1100	200	0	0	0	3260
21	RED HILL AVE/MACARTHUR BLVD	90	760	30	470	770	430	950	1060	150	50	360	660	5780
22	RED HILL AVE/MAIN ST	210	450	110	110	1040	230	180	820	370	140	500	130	4290
23	SANTA ANA AVE/BRISTOL ST	130	510	160	250	160	70	420	1030	80	100	550	560	4020
24	SANTA ANA AVE/MESA DR	20	420	80	50	180	40	170	320	40	40	90	90	1540
25	SANTA ANA AVE/DEL MAR AVE	80	290	90	80	150	60	120	300	50	10	150	110	1490
26	IRVINE AVE/MESA DR	90	1320	440	10	590	50	200	170	100	140	30	10	3150
27	IRVINE AVE/UNIVERSITY DR	120	1550	40	80	630	130	280	70	120	30	30	30	3110
28	IRVINE AVE/22ND ST	60	1310	10	70	840	40	200	50	120	20	50	130	2900
29	IRVINE AVE/20TH ST	60	1160	10	30	870	30	80	30	110	20	40	90	2530
30	IRVINE AVE/19TH ST	60	930	20	150	860	30	70	130	50	20	80	230	2630
31	IRVINE AVE/17TH ST	470	570	30	260	440	200	310	580	250	40	370	70	3590
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	370	1150	10	0	0	10	80	0	0	1620
33	NEWPORT BLVD (NB)/MESA DR	10	920	250	0	0	0	150	220	0	0	70	60	1680
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	190	490	590	0	920	40	100	250	0	2580
35	NEWPORT BLVD (NB)/DEL MAR AVE	150	1590	200	0	0	0	780	330	0	0	230	340	3620
36	VON KARMAN AVE/CAMPUS DR	50	610	60	50	440	100	330	560	80	100	330	110	2820
37	VON KARMAN AVE/MACARTHUR RD	20	90	20	130	130	30	60	530	160	60	890	750	2870
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	70	0	0	0	0	2620	350	0	0	0	3040
39	JAMBOREE RD/BIRCH ST	220	1430	10	10	1560	490	190	10	80	10	10	20	4040
40	JAMBOREE RD/BAYVEIW WAY	120	1920	70	70	1520	130	50	10	110	20	10	90	4120
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	30	1530	240	100	1540	210	320	90	10	340	50	210	4670
42	JAMBOREE RD/BISON AVE	0	1510	160	110	1430	50	80	0	100	180	0	120	3740
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	430	1300	100	80	1510	150	190	290	430	200	500	40	5220
44	MACARTHUR BLVD/BISON AVE	210	2860	220	40	2220	290	210	180	130	330	210	110	7010
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	140	2040	120	600	2370	30	60	290	80	590	600	930	7850
46	RED HILL AVE/PAULARINO AVE	110	1160	30	60	450	120	270	310	130	10	60	10	2720
47	RED HILL AVE/BAKER ST	190	730	60	40	430	120	560	270	170	20	60	20	2670

Alternative B Phase 3 (2026) PM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTAL AM	INTERSECTION TOTAL PM	DAILY
1	MACARTHUR BLVD/MAIN ST	680	1240	640	290	1010	70	70	970	730	770	1120	520	8110	7715	**61,720**
2	MACARTHUR BLVD/I-405 NB RAMPS	0	2200	770	590	1820	0	0	0	0	490	0	350	6220	6100	**48,800**
3	MACARTHUR BLVD/I-405 SB RAMPS	0	2390	560	440	1430	440	0	0	0	560	180	550	6550	6610	**52,880**
4	MACARTHUR BLVD/MICHELSON DR	110	1580	120	510	1410	20	430	220	130	390	170	810	5900	5620	**44,960**
5	MACARTHUR BLVD/CAMPUS DR	150	1040	40	160	1050	630	370	500	100	80	1180	180	5480	5175	**41,400**
6	MACARTHUR BLVD/BIRCH ST	140	740	70	80	930	290	310	190	50	130	570	190	3690	3310	**26,480**
7	JAMBOREE RD/I-405 NB RAMPS	0	3340	0	0	2050	1020	0	0	0	730	0	400	7540	7500	**60,000**
8	JAMBOREE RD/I-405 SB RAMPS	0	2020	0	0	2070	700	1160	0	680	0	0	0	6630	6915	**55,320**
9	JAMBOREE RD/MICHELSON DR	80	2400	280	670	1670	330	1000	710	110	320	330	1060	8960	8630	**69,040**
10	JAMBOREE RD/CAMPUS DR	60	1670	430	190	1620	180	290	640	210	150	300	200	5940	5505	**44,040**
11	JAMBOREE RD/MACARTHUR BLVD	240	1460	430	270	570	380	620	1090	170	460	980	50	6720	6310	**50,480**
12	JAMBOREE RD/NORTH BRISTOL ST	870	2530	0	0	1040	760	0	0	0	0	0	0	5200	4870	**38,960**
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2490	90	0	1020	0	920	790	1110	0	0	0	6420	6060	**48,480**
14	VON KARMAN AVE/MICHELSON DR	60	770	200	250	820	150	220	580	100	180	620	350	4300	3950	**31,600**
15	CAMPUS DR/AIRPORT WY	490	840	0	0	1780	200	0	0	650	0	0	0	3960	3700	**29,600**
16	CAMPUS DR/QUAIL ST	20	960	60	60	2440	10	10	10	20	80	0	50	3720	3605	**28,840**
17	CAMPUS DR/NORTH BRISTOL ST	510	890	0	0	1060	1570	0	0	0	270	2620	140	7060	6130	**49,040**
18	CAMPUS DR/SOUTH BRISTOL ST	0	780	230	180	1130	0	610	1030	590	0	0	0	4550	5225	**41,800**
19	BIRCH ST/NORTH BRISTOL ST	160	320	0	0	530	920	0	0	0	420	1750	120	4220	3720	**29,760**
20	BIRCH ST/SOUTH BRISTOL ST	0	210	280	260	680	0	280	1140	130	0	0	0	2980	3120	**24,960**
21	RED HILL AVE/MACARTHUR BLVD	180	1180	20	430	840	1060	710	520	80	60	870	890	6840	6310	**50,480**
22	RED HILL AVE/MAIN ST	340	1350	120	160	950	160	270	910	260	80	710	240	5550	4920	**39,360**
23	SANTA ANA AVE/BRISTOL ST	130	180	80	450	490	310	140	600	170	160	1470	310	4490	4255	**34,040**
24	SANTA ANA AVE/MESA DR	20	190	50	130	420	180	100	140	60	60	360	80	1790	1665	**13,320**
25	SANTA ANA AVE/DEL MAR AVE	40	160	30	100	330	90	50	200	60	40	240	60	1400	1445	**11,560**
26	IRVINE AVE/MESA DR	70	630	220	10	1430	230	50	70	150	550	170	10	3590	3370	**26,960**
27	IRVINE AVE/UNIVERSITY DR	90	740	40	50	1860	180	130	40	120	40	50	40	3380	3245	**25,960**
28	IRVINE AVE/22ND ST	100	840	10	110	1680	100	60	50	110	20	60	70	3210	3055	**24,440**
29	IRVINE AVE/20TH ST	80	950	20	50	1570	70	50	30	60	30	40	70	3020	2775	**22,200**
30	IRVINE AVE/19TH ST	80	750	30	150	1350	90	60	90	70	30	190	270	3160	2895	**23,160**
31	IRVINE AVE/17TH ST	370	490	60	210	650	400	290	550	320	100	650	90	4180	3885	**31,080**
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	250	2540	0	0	20	10	340	10	0	3170	2395	**19,160**
33	NEWPORT BLVD (NB)/MESA DR	30	440	120	0	0	0	70	190	0	10	310	60	1230	1455	**11,640**
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	340	1350	1290	0	640	80	130	350	0	4180	3380	**27,040**
35	NEWPORT BLVD (NB)/DEL MAR AVE	150	770	130	0	0	0	590	420	0	0	310	200	2570	3095	**24,760**
36	VON KARMAN AVE/CAMPUS DR	70	540	100	140	710	380	160	590	50	100	790	90	3720	3270	**26,160**
37	VON KARMAN AVE/MACARTHUR RD	110	180	180	600	100	100	30	1200	70	40	650	180	3440	3155	**25,240**
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	230	0	0	0	0	2320	150	0	0	0	2700	2870	**22,960**
39	JAMBOREE RD/BIRCH ST	50	1660	0	0	2050	150	280	0	150	0	0	0	4340	4190	**33,520**
40	JAMBOREE RD/BAYVEIW WAY	60	1910	60	40	1930	60	80	10	150	20	10	100	4430	4275	**34,200**
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	40	1720	330	170	1680	430	290	90	20	290	140	120	5320	4995	**39,960**
42	JAMBOREE RD/BISON AVE	0	1680	190	100	1600	80	40	0	20	220	0	140	4070	3905	**31,240**
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	410	1870	320	40	1500	80	110	240	330	170	200	30	5300	5260	**42,080**
44	MACARTHUR BLVD/BISON AVE	150	2440	170	140	2560	240	240	220	100	310	220	150	6940	6975	**55,800**
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	90	2110	530	1160	2360	50	50	350	50	230	280	670	7930	7890	**63,120**
46	RED HILL AVE/PAULARINO AVE	180	870	10	30	1040	290	210	60	90	40	290	70	3180	2950	**23,600**
47	RED HILL AVE/BAKER ST	310	670	20	20	570	450	370	80	90	50	360	70	3060	2865	**22,920**

Alternative C Phase 3 (2026) AM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTAL
1	MACARTHUR BLVD/MAIN ST	830	1060	1270	520	910	70	60	990	550	320	630	200	7410
2	MACARTHUR BLVD/I-405 NB RAMPS	0	2110	330	150	1570	0	0	0	0	950	0	990	6100
3	MACARTHUR BLVD/I-405 SB RAMPS	0	1410	450	150	1680	710	0	0	0	1140	260	1060	6860
4	MACARTHUR BLVD/MICHELSON DR	150	1090	340	1040	1450	20	520	230	170	90	140	230	5470
5	MACARTHUR BLVD/CAMPUS DR	110	850	70	300	960	250	710	1120	140	50	280	70	4910
6	MACARTHUR BLVD/BIRCH ST	50	870	120	120	740	210	130	360	60	60	150	90	2960
7	JAMBOREE RD/I-405 NB RAMPS	0	2170	0	0	2170	1190	0	0	0	1250	0	690	7470
8	JAMBOREE RD/I-405 SB RAMPS	0	950	0	0	3160	260	1210	0	1630	0	0	0	7210
9	JAMBOREE RD/MICHELSON DR	220	1480	290	1100	2260	1390	260	200	50	190	450	440	8330
10	JAMBOREE RD/CAMPUS DR	140	1450	100	200	1620	190	150	210	50	460	430	90	5090
11	JAMBOREE RD/MACARTHUR BLVD	160	440	300	180	1390	540	350	680	230	390	1060	210	5930
12	JAMBOREE RD/NORTH BRISTOL ST	730	2780	0	0	670	380	0	0	0	0	0	0	4560
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2060	50	0	650	0	1370	430	1160	0	0	0	5720
14	VON KARMAN AVE/MICHELSON DR	80	730	120	200	790	200	170	480	40	150	460	230	3650
15	CAMPUS DR/AIRPORT WY	530	1850	0	0	490	130	0	0	580	0	0	0	3580
16	CAMPUS DR/QUAIL ST	30	2520	110	50	840	10	10	0	10	20	0	20	3620
17	CAMPUS DR/NORTH BRISTOL ST	510	2480	0	0	330	540	0	0	0	170	1090	220	5340
18	CAMPUS DR/SOUTH BRISTOL ST	0	1350	230	110	390	0	1630	1790	460	0	0	0	5960
19	BIRCH ST/NORTH BRISTOL ST	120	1100	0	0	110	130	0	0	0	320	1210	240	3230
20	BIRCH ST/SOUTH BRISTOL ST	0	350	320	120	280	0	890	1100	200	0	0	0	3260
21	RED HILL AVE/MACARTHUR BLVD	90	760	30	480	770	430	950	1070	150	50	370	660	5810
22	RED HILL AVE/MAIN ST	210	450	110	110	1040	230	180	850	370	140	510	130	4330
23	SANTA ANA AVE/BRISTOL ST	130	510	160	250	160	70	420	1040	80	100	560	560	4040
24	SANTA ANA AVE/MESA DR	20	420	80	50	180	40	170	320	40	40	90	90	1540
25	SANTA ANA AVE/DEL MAR AVE	80	290	90	80	150	60	120	310	50	10	150	110	1500
26	IRVINE AVE/MESA DR	90	1330	440	10	590	50	210	170	100	140	30	10	3170
27	IRVINE AVE/UNIVERSITY DR	120	1560	40	80	630	130	290	70	120	30	30	30	3130
28	IRVINE AVE/22ND ST	60	1310	10	70	850	40	200	50	120	20	50	130	2910
29	IRVINE AVE/20TH ST	60	1170	10	30	880	30	80	30	110	20	40	90	2550
30	IRVINE AVE/19TH ST	60	940	20	150	860	30	70	130	50	20	80	230	2640
31	IRVINE AVE/17TH ST	470	570	30	260	440	200	310	580	250	40	370	70	3590
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	370	1150	10	0	0	10	80	0	0	1620
33	NEWPORT BLVD (NB)/MESA DR	10	920	250	0	0	0	150	220	0	0	70	60	1680
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	190	490	590	0	930	40	100	250	0	2590
35	NEWPORT BLVD (NB)/DEL MAR AVE	150	1600	200	0	0	0	780	330	0	0	230	340	3630
36	VON KARMAN AVE/CAMPUS DR	50	610	60	50	440	100	330	570	80	100	340	110	2840
37	VON KARMAN AVE/MACARTHUR RD	20	90	20	130	130	30	60	550	160	60	900	750	2900
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	70	0	0	0	0	2620	350	0	0	0	3040
39	JAMBOREE RD/BIRCH ST	220	1430	10	10	1560	490	190	10	80	10	10	20	4040
40	JAMBOREE RD/BAYVEIW WAY	120	1930	70	70	1530	130	50	10	110	20	10	90	4140
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	30	1530	240	100	1540	210	320	90	10	340	50	210	4670
42	JAMBOREE RD/BISON AVE	0	1510	160	110	1430	50	80	0	100	180	0	120	3740
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	430	1300	100	80	1510	150	190	290	430	200	500	40	5220
44	MACARTHUR BLVD/BISON AVE	210	2860	220	40	2230	290	210	180	130	330	210	110	7020
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	140	2050	120	600	2370	30	60	290	80	590	600	930	7860
46	RED HILL AVE/PAULARINO AVE	110	1160	30	60	450	120	270	310	130	10	60	10	2720
47	RED HILL AVE/BAKER ST	190	730	60	40	430	120	560	270	170	20	60	20	2670

Alternative C Phase 3 (2026) PM Traffic Counts

#	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	INTERSECTION TOTAL AM	INTERSECTION TOTAL PM	DAILY
1	MACARTHUR BLVD/MAIN ST	700	1250	640	290	1030	70	70	970	750	780	1120	520	8190	7800	**62,400**
2	MACARTHUR BLVD/I-405 NB RAMPS	0	2230	770	590	1870	0	0	0	0	520	0	350	6330	6215	**49,720**
3	MACARTHUR BLVD/I-405 SB RAMPS	0	2420	590	440	1430	510	0	0	0	560	220	550	6720	6790	**54,320**
4	MACARTHUR BLVD/MICHELSON DR	110	1580	120	510	1410	20	490	270	140	390	200	810	6050	5760	**46,080**
5	MACARTHUR BLVD/CAMPUS DR	170	1040	40	170	1060	630	370	500	100	80	1190	180	5530	5220	**41,760**
6	MACARTHUR BLVD/BIRCH ST	140	750	70	80	940	290	310	190	50	130	570	190	3710	3335	**26,680**
7	JAMBOREE RD/I-405 NB RAMPS	0	3350	0	0	2060	1020	0	0	0	730	0	400	7560	7515	**60,120**
8	JAMBOREE RD/I-405 SB RAMPS	0	2030	0	0	2070	700	1160	0	680	0	0	0	6640	6925	**55,400**
9	JAMBOREE RD/MICHELSON DR	80	2400	280	670	1670	330	1010	730	110	320	340	1060	9000	8665	**69,320**
10	JAMBOREE RD/CAMPUS DR	60	1670	430	190	1620	180	290	650	210	150	300	200	5950	5520	**44,160**
11	JAMBOREE RD/MACARTHUR BLVD	240	1460	430	270	570	380	620	1100	170	460	980	50	6730	6330	**50,640**
12	JAMBOREE RD/NORTH BRISTOL ST	880	2530	0	0	1040	760	0	0	0	0	0	0	5210	4885	**39,080**
13	JAMBOREE RD/SOUTH BRISTOL ST	0	2500	90	0	1020	0	920	800	1120	0	0	0	6450	6085	**48,680**
14	VON KARMAN AVE/MICHELSON DR	60	770	200	250	820	150	230	610	100	180	640	350	4360	4005	**32,040**
15	CAMPUS DR/AIRPORT WY	530	840	0	0	1780	220	0	0	750	0	0	0	4120	3850	**30,800**
16	CAMPUS DR/QUAIL ST	20	1000	60	60	2540	10	10	10	20	80	0	50	3860	3740	**29,920**
17	CAMPUS DR/NORTH BRISTOL ST	510	920	0	0	1090	1640	0	0	0	270	2620	150	7200	6270	**50,160**
18	CAMPUS DR/SOUTH BRISTOL ST	0	790	230	200	1150	0	640	1030	590	0	0	0	4630	5295	**42,360**
19	BIRCH ST/NORTH BRISTOL ST	160	320	0	0	530	920	0	0	0	420	1760	120	4230	3730	**29,840**
20	BIRCH ST/SOUTH BRISTOL ST	0	210	280	260	680	0	280	1160	130	0	0	0	3000	3130	**25,040**
21	RED HILL AVE/MACARTHUR BLVD	180	1180	20	430	840	1060	710	530	80	60	880	900	6870	6340	**50,720**
22	RED HILL AVE/MAIN ST	340	1350	120	160	950	160	270	930	260	80	730	240	5590	4960	**39,680**
23	SANTA ANA AVE/BRISTOL ST	130	180	80	450	490	310	140	610	170	160	1490	310	4520	4280	**34,240**
24	SANTA ANA AVE/MESA DR	20	190	50	130	420	180	100	140	60	60	360	80	1790	1665	**13,320**
25	SANTA ANA AVE/DEL MAR AVE	40	160	30	100	330	90	50	200	60	40	250	60	1410	1455	**11,640**
26	IRVINE AVE/MESA DR	70	630	220	10	1440	240	50	70	150	550	170	10	3610	3390	**27,120**
27	IRVINE AVE/UNIVERSITY DR	90	750	40	50	1870	190	130	40	120	40	50	40	3410	3270	**26,160**
28	IRVINE AVE/22ND ST	100	850	10	110	1690	100	60	50	110	20	60	70	3230	3070	**24,560**
29	IRVINE AVE/20TH ST	80	950	20	50	1570	70	50	30	60	30	40	70	3020	2785	**22,280**
30	IRVINE AVE/19TH ST	80	750	30	150	1350	90	60	90	70	30	190	270	3160	2900	**23,200**
31	IRVINE AVE/17TH ST	370	490	60	210	650	410	290	550	320	100	650	90	4190	3890	**31,120**
32	NEWPORT BLVD (SB)/MESA DR	0	0	0	250	2550	0	0	20	10	350	10	0	3190	2405	**19,240**
33	NEWPORT BLVD (NB)/MESA DR	30	440	120	0	0	0	70	190	0	20	310	60	1240	1460	**11,680**
34	NEWPORT BLVD (SB)/DEL MAR AVE	0	0	0	340	1350	1290	0	640	80	130	350	0	4180	3385	**27,080**
35	NEWPORT BLVD (NB)/DEL MAR AVE	150	770	130	0	0	0	590	420	0	0	310	200	2570	3100	**24,800**
36	VON KARMAN AVE/CAMPUS DR	70	540	100	140	710	380	160	600	50	100	790	90	3730	3285	**26,280**
37	VON KARMAN AVE/MACARTHUR RD	110	180	180	600	100	100	30	1210	70	40	660	180	3460	3180	**25,440**
38	BAYVIEW PL/SOUTH BRISTOL ST	0	0	230	0	0	0	0	2330	150	0	0	0	2710	2875	**23,000**
39	JAMBOREE RD/BIRCH ST	50	1660	0	0	2050	150	280	0	150	0	0	0	4340	4190	**33,520**
40	JAMBOREE RD/BAYVEIW WAY	60	1920	60	40	1940	60	80	10	150	20	10	100	4450	4295	**34,360**
41	JAMBOREE RD/UNIVERSITY DR-EASTBLUFF DR	40	1720	330	170	1680	430	290	90	20	290	140	120	5320	4995	**39,960**
42	JAMBOREE RD/BISON AVE	0	1680	190	100	1600	80	40	0	20	220	0	140	4070	3905	**31,240**
43	JAMBOREE RD/EASTBLUFF DR-FORD RD	410	1870	320	40	1500	80	110	240	330	170	200	30	5300	5260	**42,080**
44	MACARTHUR BLVD/BISON AVE	150	2450	170	140	2560	240	240	220	100	310	220	150	6950	6985	**55,880**
45	MACARTHUR BLVD/FORD RD-BONITA CANYON DR	90	2110	530	1160	2370	50	50	350	50	230	280	670	7940	7900	**63,200**
46	RED HILL AVE/PAULARINO AVE	180	870	10	30	1040	290	210	60	90	40	290	70	3180	2950	**23,600**
47	RED HILL AVE/BAKER ST	310	670	20	20	570	450	370	80	90	50	360	70	3060	2865	**22,920**