Technical Memorandum
INM Noise Contour Development for 2013
Input Data

Four noise contour cases were prepared for the Town of East Hampton in 2014. These included the Annual Average Day 2013 for fixed wing and helicopters, the Annual Average Day helicopters only, the Busy Average Day Fixed Wing and Helicopters and the Busy Average Day Helicopters Only. All were prepared using the Integrated Noise Model 7.0D.

Data for East Hampton Airport itself was drawn from the Environmental Vue system (AirScene) and from the Vector system used to record landings and bill landing fees. The Noise Abatement memo published by the Airport for 2013 was also reviewed. These specifications were changed, partially, during the summer of 2013 and revised for 2014. Other data sources included prior determinations by Young Environmental Sciences and by HMMH, interviews with airport staff, and a review of noise complaints filed.

The objective of the analysis as required by the Town committee in charge was a general analysis of the size and extent of the noise contours plotted in five dB increments from DNL 45 to 85 for each case. The study area mapping included all property boundaries within a ten mile radius of the Airport. In addition to the plots of the differing noise impacts areas, a database of the centroids of residential properties within the study area was compiled. Peak noise levels from all aircraft at each location were determined in order to document those sites where peak levels as specified in local noise ordinances were exceeded based on the 2013 Annual Average Day for all aircraft.

Noise Contour Development

The creation of a noise contour requires several input sources. These include the volumes of differing aircraft by day/night division for both takeoffs and landings based on an annual average day, the determination of airport geometrics including runway thresholds and landing areas and the runway usage levels by runway end for takeoffs and landings, the flight tracks used by differing aircraft and the volume of usage, the development of non standard data, i.e. modified helicopter profiles, and the temperature and humidity specifications.

Deatails of total 2013 traffic and an itemized list of annual night period activity are shown in Appendix A as Table A-1 and A-2. The Busy Day volumes result from averaging traffic for the weekend of August 23, 24, 25 and 26. This was the peak weekend in terms of total aircraft traffic and noise complaints received. A breakdown of traffic by type is included in Appendix A as Table A-3

1. Assignments to INM Type

Based on the data from the Vector system, all landing aircraft were assigned to INM equivalent types. The results are shown in Table 1. One helicopter type was reassigned, the MD 600 due to data insufficiency in the INM database and those operations reassigned to a similar type, the Bell 206. Takeoffs were identical to the landings recorded by the Vector System.

Table 1
Aircraft Landings by Type 2013
East Hampton Airport

Model Type	Volume	Activity	Max Landing Weight	Category	Name	INM Type
A109	171	Arrival	6097	Helicopter	AgustaWestland AW109	A109
A119	66	Arrival	5400	Helicopter	AgustaWestland AW119 Koala	A109
B06	23	Arrival	3000	Helicopter	BELL B-206 JetRanger	B206L
B230	19	Arrival	8400	Helicopter	BELL B-230	B222
B407	222	Arrival	5000	Helicopter	BELL B-407	B407
B427	33	Arrival	4400	Helicopter	BELL B-427	B427
B430	270	Arrival	8400	Helicopter	BELL B-430	B430
BK17	4	Arrival	7385	Helicopter	MBB BK 117	B430
EC55	71	Arrival	7500	Helicopter	EUROCOPTER EC-155	EC130
EC20	7	Arrival	3700	Helicopter	EUROCOPTER EC-120 Colibri	MD600N
MD60	10	Arrival	4100	Helicopter	MD Helicopters MD 600N	MD600N
R22	25	Arrival	2400	Helicopter	Robinson R22	R22
R44	26	Arrival	2500	Helicopter	Robinson R44	R44
S76	1196	Arrival	11700	Helicopter	Sikorsky S-76	S76
S92	85	Arrival	26150	Helicopter	Sikorsky S-92	SA330J
AS50	201	Arrival	4600	Helicopter	AS350 Écureuil	SA350D
AS55	521	Arrival	5600	Helicopter	AS-355 TwinStar	SA355F
AS65	85	Arrival	11800	Helicopter	AS-365 Dauphin 2	SA365N
CL60	21	Arrival	36000	Jet	Bombardier Challenger 600	CL600
F2TH	30	Arrival	33000	Jet	Falcon 2000	CL600
F900	64	Arrival	45501	Jet	Dassault Falcon 900	CL600
CL30	111	Arrival	33750	Jet	Bombardier BD-100 Challenger 300	CL601
C25A	15	Arrival	9800	Jet	CESSNA CITATIONJET C525A CJ2	CNA525C
C25B	69	Arrival	12750	Jet	CESSNA CITATIONJET C525 CJ1	CNA525C
PRM1	14	Arrival	11849	Jet	Beechcraft Premier	CNA525C
C525	59	Arrival	9800	Jet	525B Citation CJ3	CNA55B
C550	45	Arrival	12700	Jet	Cessna Citation II / IISP / SII	CNA55B
C560	145	Arrival	15200	Jet	Cessna Citation V (Model 560)	CNA560E

Table 1 (continued)

C56X	259	Arrival	18700	Jet	Citation XLS	CNA560XL
E55P	54	Arrival	16865	Jet	Embraer EMB-505 Phenom 300	CNA560XL
C680	175	Arrival	27100	Jet	Cessna Citation Sovereign	CNA680
GALX	9	Arrival	28000	Jet	G200/G250 / Galaxy	CNA680
ASTR	8	Arrival	24650	Jet	IAI Astra	CNA680
FA10	20	Arrival	18000	Jet	Dassault Mystère/Falcon 10	F10062
FA7X	115	Arrival	34928	Jet	Dassault Falcon 7X	F10062
FA50	29	Arrival	40783	Jet	Dassault Falcon 50	FAL20
GLF2	19	Arrival	58500	Jet	GRUMMAN Gulfstream 2	GII
GLF3	2	Arrival	58500	Jet	Gulfstream III	GII2
GLF4	60	Arrival	66000	Jet	Gulfstream IV	GIV
GLEX	6	Arrival	79000	Jet	Bombardier Global Express	GV
GLF5	65	Arrival	75300	Jet	Gulfstream V	GV
FA20	18	Arrival	28880	Jet	Dassault Falcon 20	LEAR35
H25B	65	Arrival	23350	Jet	Hawker 800	LEAR35
H25C	11	Arrival	22000	Jet	British Aerospace 125	LEAR35
HA4T	10	Arrival	33500	Jet	Hawker 4000	LEAR35
LJ35	33	Arrival	14300	Jet	Learjet Model 35	LEAR35
LJ40	25	Arrival	19200	Jet	Learjet 40	LEAR35
LJ45	33	Arrival	19000	Jet	Learjet 45	LEAR35
BE40	133	Arrival	15700	Jet	BEECH BEECHJET 400	MU3001
E50P	19	Arrival	9766	Jet	Embraer Phenom 100	MU3001
MU30	8	Arrival	13000	Jet	Mitsubishi MU-300 / Diamond	MU3001
AEST	8	Arrival	6000	Piston	Piper Aerostar (twin)	BEC58P
AC50	5	Arrival	6750	Piston	Aero Commander 500 (twin)	BEC58P
BE55	20	Arrival	5100	Piston	Beechcraft Baron (twin)	BEC58P
BE58	216	Arrival	5400	Piston	Beechcraft Baron (twin)	BEC58P
BE76	11	Arrival	3900	Piston	Beechcraft Model 76 Duchess (twin)	BEC58P
BN2P	14	Arrival	6300	Piston	BRITTEN-NORMAN BN-2 Islander (twin)	BEC58P
C340	40	Arrival	5975	Piston	Cessna 340 (twin)	BEC58P
C402	35	Arrival	6850	Piston	Cessna 402 (twin)	BEC58P
C414	35	Arrival	6751	Piston	Cessna 414 (twin)	BEC58P
C421	65	Arrival	7200	Piston	Cessna 421 Golden Eagle (twin)	BEC58P
PA27	9	Arrival	4940	Piston	PIPER Aztec (twin)	BEC58P
PA30	5	Arrival	3600	Piston	Piper PA-30 Twin Comanche (twin)	BEC58P
PA34	274	Arrival	4751	Piston	Piper PA-34 Seneca (twin)	BEC58P
C140	12	Arrival	1450	Piston	Cessna 140	CNA172
C152	28	Arrival	1600	Piston	Cessna 152	CNA172
C172	549	Arrival	2300	Piston	Cessna 172 Skyhawk	CNA172
C72R	149	Arrival	2450	Piston	Cessna 172 RG	CNA172

Table 1 (continued)

C185	439	Arrival	3350	Piston	Cessna 185 Skywagon	CNA206
C210	31	Arrival	3799	Piston	Cessna 210 Centurion	CNA206
P210	9	Arrival	3800	Piston	Cessna 210 Centurion	CNA206
AA5	53	Arrival	2200	Piston	Grumman American AA-5	GASEPF
ACR2	42	Arrival	1520	Piston	EAA Acro-Sport 2	GASEPF
BL8	30	Arrival	2150	Piston	8KCAB Decathlon	GASEPF
DA40	27	Arrival	2407	Piston	Diamond DA40 Diamond Star	GASEPF
FDCT	9	Arrival	1320	Piston	Flight Design CT	GASEPF
HUSK	44	Arrival	1800	Piston	Aviat Husky	GASEPF
LA4	25	Arrival	2400	Piston	LA-4-200 Buccaneer	GASEPF
PA22	6	Arrival	2000	Piston	PA-22 Tri-Pacer	GASEPF
AC11	8	Arrival	3140	Piston	Rockwell Commander 112	GASEPV
BE33	68	Arrival	3400	Piston	BEECH 33 Debonair	GASEPV
BE35	32	Arrival	3050	Piston	Beechcraft Bonanza	GASEPV
BE36	181	Arrival	3850	Piston	Beechcraft Bonanza	GASEPV
COL3	24	Arrival	3230	Piston	Cessna 350 Corvalis	GASEPV
COL4	44	Arrival	3420	Piston	Cessna 400 Corvalis TT	GASEPV
M20P	121	Arrival	2450	Piston	Mooney M20	GASEPV
M20T	102	Arrival	2740	Piston	MOONEY M-20	GASEPV
P28R	229	Arrival	2749	Piston	PIPER PA-28R-180 Cherokee Arrow	GASEPV
P32R	76	Arrival	3600	Piston	PA-32R Lance/Saratoga (twin)	GASEPV
PA24	32	Arrival	2300	Piston	Piper PA-24 Comanche	GASEPV
PA32	86	Arrival	3400	Piston	Piper PA-32 Cherokee Six	GASEPV
PA46	119	Arrival	3900	Piston	Piper PA-46 Malibu	GASEPV
SR20	63	Arrival	2900	Piston	Cirrus SR20	GASEPV
SR22	347	Arrival	3400	Piston	Cirrus SR22	GASEPV
TAYB	6	Arrival	1000	Piston	Taylorcraft BC Traveller	GASEPV
P46T	8	Arrival	4848	Turboprop	Piper PA-46 Malibu	GASEPV
AS36	58	Arrival	7500	Unknown		CNA208
PA31	121	Arrival	6000	Piston	Piper PA-31 Navajo (twin)	PA31
C208	861	Arrival	9000	Turboprop	Cessna 208 Caravan	CNA208
PC12	356	Arrival	9921	Turboprop	Pilatus PC-12	CNA208
TBM8	60	Arrival	7394	Turboprop	SOCATA TBM-850	CNA208
B350	107	Arrival	14000	Turboprop	Beechcraft Super King Air	CNA441
BE10	37	Arrival	11804	Turboprop	BEECH 100 King Air	CNA441
BE20	92	Arrival	12500	Turboprop	Beechcraft Super King Air	CNA441
BE30	135	Arrival	13999	Turboprop	BEECH 300 Super King Air	CNA441
BE9L	88	Arrival	9600	Turboprop	Beechcraft King Air	CNA441
C441	5	Arrival	9850	Turboprop	Cessna 441 Conquest II	CNA441
PAY2	6	Arrival	8999	Turboprop	Piper PA-42 Cheyenne	CNA441
JS31	32	Arrival	14550	Turboprop	BAE SYSTEMS Jetstream 31	SD330
P180	16	Arrival	11550	Turboprop	Piaggio P180 Avanti	SD330

2. Default Assumptions

Temperature, humidity, flight profiles for fixed wing aircraft, and helicopter noise data used the default INM specifications. Likewise the runway end coordinates were those specified in the INM for East Hampton Airport. Two locations were established as landing sites for helicopters, one on the designated helicopter area on the ramp and one at the threshold to Runway 16.

3. Flight Track and Profile Development

The AirScene system was the source for all flight track data. Using the accompanying data processing system called Environmental Report, flight tracks were directly adapted from plots displayed as a result of querying the data base for piston powered aircraft, jet powered aircraft and turboprops. A representative series of flight tracks for landings and takeoffs were obtained and converted for specification in the INM.

Since the AirScene system detects aircraft location and identification through the transponders fitted to most aircraft, these results provided an adequate sample. However, small piston powered aircraft and, in particular helicopters, registered relatively few flight tracks, a number insufficient to constitute a representative sample, i.e. less than ten percent.

For piston powered aircraft which are a relatively small portion of the total mix and have limited source noise levels, these were modeled as they would be expected to fly on straight in headings. Touch and go activity, which is generally confined to light single engine propeller driven aircraft, was modeled appropriately on Runways 16 and 28.

Helicopters presented large data gaps since the system presented limited records for helicopters. This deficiency was overcome through a download of the entire 2013 database from the AirScene system which was then cross matched to Vector landing fee records and the National Aircraft Database. Through this effort, helicopter flight tracks and altitudes were established for a statistically significant portion of the annual activity. This was detailed in a separate report, "Documentation of the Elevation Selected to Model Helicopter Noise at HTO". It determined two significant points. First, helicopters did not consistently maintain the recommended altitudes specified by the Airport, but due to weather, clouds ceilings and other variables were often at relatively low altitudes, as low as 400 feet msl. Second, there was, based on comparison with strict standards, relatively low adherence to the nominal noise abatement routes specified by the Airport. The specifications were and are voluntary. Thus there was no contravention of airport rules and regulations. However, this may be a factor in the elevated noise complaint rates registered.

For this reason approaching and departing helicopters were assigned to two differing altitude profiles. Two thirds were assigned to a 1,000 foot cruising altitude, the INM default setting, and one third assigned to a 3,000 cruise altitude consistent with noise abatement recommendations.

Jets, turboprops, helicopters and propeller driven aircraft were assigned to discrete routes, i.e. jets on a specific assortment of tracks, with the remaining three categories of aircraft assigned similarly. This was done to preserve differences in flight tracks by aircraft class as they were revealed through the AirScene system plots. Consequently, nearly 50 differing flight tracks were included in the INM.

Figure 1 shows a plot of all flight tracks.

4.0 Runway Use Splits

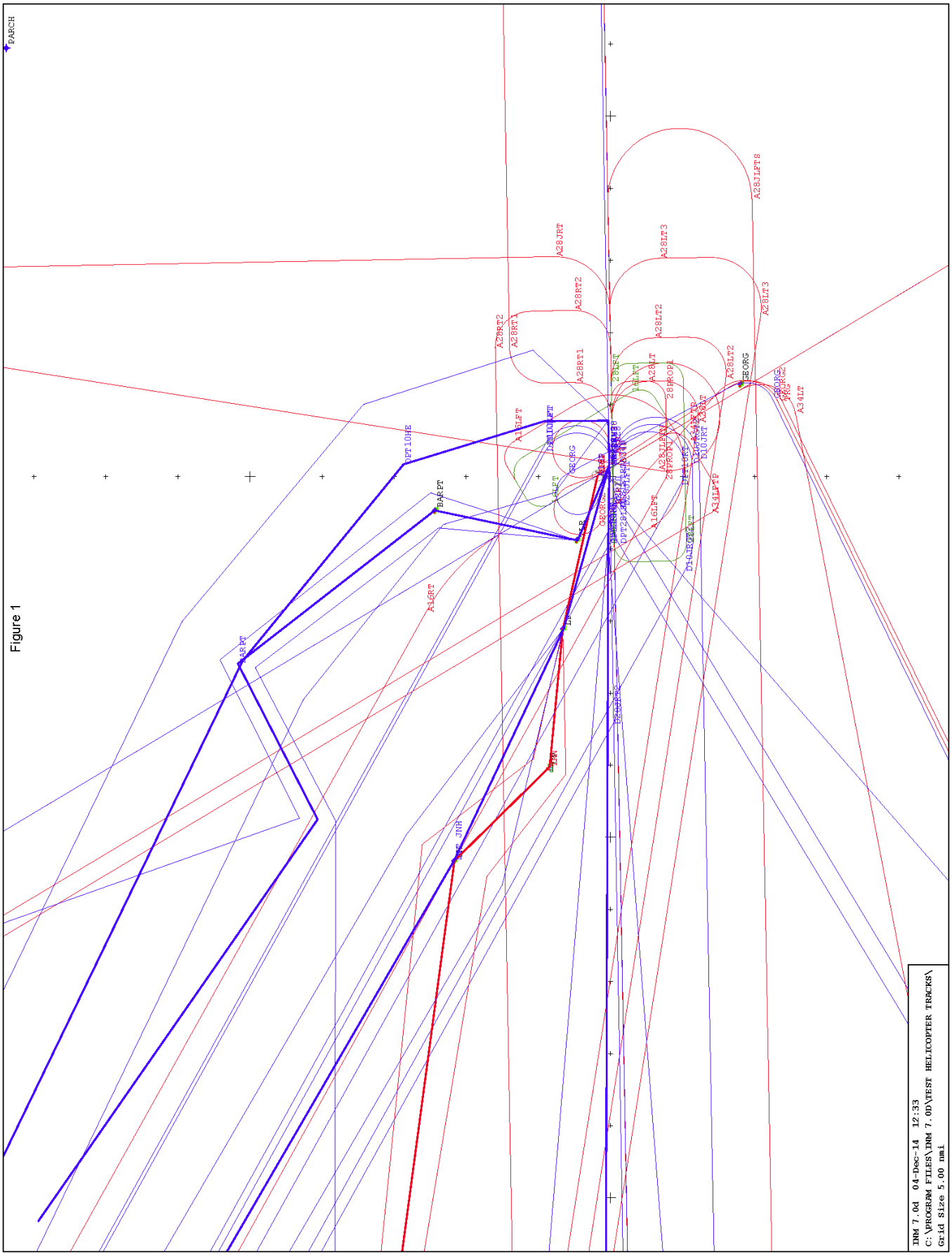
A differing runway split was determined for each of the four aircraft categories based on the information extracted from the AirScene system. For fixed wing aircraft approaches, the specifications are shown below:

	Rwy 10	Rwy 16	Rwy 28	
Jets	21.97%	0.83%	78.03%	
	Rwy 10	Rwy 16	Rwy 28	Rwy 34
Turbos	30.48%	2.27%	66.50%	0.76%
	Rwy 10	Rwy 16	Rwy 28	Rwy 34
Props	0.70%	4.57%	94.61%	0.12%

Jet powered aircraft on Runway 16 were reassigned to Runway 10 jets were reassigned to Runway 28. Minor discrepancies in the AirScene data occur due to technical limitations with the system.

Helicopters were assigned generally with 45 percent to and from the north along the designated routes, 35 percent to/from the south, and 10 percent to/from the east and west. Routes were those used in 2013 and they have been redesigned for 2014.

Figure 1
INM Flight Tracks
East Hampton Airport



5.0 Flight Track Assignments by Aircraft Type

The Annual Average for 2013 apportioned total traffic to the various flight tracks as shown on Tables 2 through 5 on the following pages. The Busy Day Scenario is detailed on Tables 6 through 8.

6.0 Findings and Conclusions

There is no area off the Airport subject to DNL 65 noise levels or above. Helicopter noise impact on the ground varies greatly with differing altitude and over flight altitudes are strongly affected by cloud ceilings. Summer weekend peak traffic levels have much greater net impact than the annual average as shown in the summary table below:

Comparison of Area Coverage Average Day Versus Busy Day

All Values in Square Miles

	Annual Average All Traffic	Annual Average Helicopters Only	Busy Day All Traffic	Busy Day Helicopters Only
45 DNL	5.57	1.48	24.76	9.1
50 DNL	1.81	0.47	6.92	1.8
55 DNL	0.65	0.2	2.32	0.54
60 DNL	0.28	0.09	0.82	0.22
65 DNL	0.13	0.04	0.34	0.1
70 DNL	0.06	0.01	0.15	0.04
75 DNL	0.02	0	0.07	0.02
80 DNL	0	0	0.2	0
85 DNL	0	0	0.04	0

The differences vary depending on the level of cumulative impact. At the high levels, the Busy Day exceeds the Average Day by approximately 3 to 1 while it may be as as high as 5 to 1 at lower levels.

Actual contour plots and associated findings are post on the Townof east Hampton web site as is a video recording of the presentation of the findings to the Town Board and the community.

Table 2
Annual Average Helicopter Arrival Assignments - 2013
East Hampton Airport

	November Route From North TRN		Sierra Route from South TRG		Arrive 10		Arrive 28	
	45%		35%		10%		10%	
INM Equivalent	Day	Night	Day	Night	Day	Night	Day	Night
A109	0.283	0.009	0.220	0.007	0.063	0.002	0.063	0.002
B206L	0.028	0.000	0.022	0.000	0.006	0.000	0.006	0.000
B222	0.023	0.000	0.018	0.000	0.005	0.000	0.005	0.000
B407	0.261	0.012	0.203	0.010	0.058	0.003	0.058	0.003
B427	0.041	0.000	0.032	0.000	0.009	0.000	0.009	0.000
B430	0.334	0.023	0.260	0.018	0.074	0.005	0.074	0.005
EC130	0.076	0.011	0.059	0.009	0.017	0.002	0.017	0.002
R22	0.031	0.000	0.024	0.000	0.007	0.000	0.007	0.000
R44	0.031	0.001	0.024	0.001	0.007	0.000	0.007	0.000
S76	1.423	0.047	1.107	0.036	0.316	0.010	0.316	0.010
SA330J	0.103	0.001	0.080	0.001	0.023	0.000	0.023	0.000
SA350D	0.242	0.005	0.188	0.004	0.054	0.001	0.054	0.001
SA355F	0.623	0.017	0.485	0.013	0.138	0.004	0.138	0.004
SA365N	0.096	0.009	0.075	0.007	0.021	0.002	0.021	0.002

	ECHO North BARPT		SIERRA South DGEORG		Depart 10		Depart 28	
	45%		35%		10%		10%	
INM Equivalent	Day	Night	Day	Night	Day	Night	Day	Night
A109	0.283	0.009	0.220	0.007	0.063	0.002	0.063	0.002
B206L	0.028	0.000	0.022	0.000	0.006	0.000	0.006	0.000
B222	0.023	0.000	0.018	0.000	0.005	0.000	0.005	0.000
B407	0.261	0.012	0.203	0.010	0.058	0.003	0.058	0.003
B427	0.041	0.000	0.032	0.000	0.009	0.000	0.009	0.000
B430	0.334	0.023	0.260	0.018	0.074	0.005	0.074	0.005
EC130	0.076	0.011	0.059	0.009	0.017	0.002	0.017	0.002
R22	0.031	0.000	0.024	0.000	0.007	0.000	0.007	0.000
R44	0.031	0.001	0.024	0.001	0.007	0.000	0.007	0.000
S76	1.423	0.047	1.107	0.036	0.316	0.010	0.316	0.010
SA330J	0.103	0.001	0.080	0.001	0.023	0.000	0.023	0.000
SA350D	0.242	0.005	0.188	0.004	0.054	0.001	0.054	0.001
SA355F	0.623	0.017	0.485	0.013	0.138	0.004	0.138	0.004
SA365N	0.096	0.009	0.075	0.007	0.021	0.002	0.021	0.002

Table 3
Annual Average Jet Approach and Departure Assignments - 2013
East Hampton Airport

			Approach Jet Tracks Rwy 28					
	Approaches Rwy 10		A28JLFTN 34.00% A16P		A28JLFTS 33.00%		A28JRT 33.00%	
	Day	Night	Day	Night	Day	Night	Day	Night
CL600	0.062	0.004	0.002	0.000	0.078	0.005	0.078	0.005
CL601	0.061	0.003	0.002	0.000	0.076	0.004	0.076	0.004
CNA525C	0.052	0.005	0.002	0.000	0.065	0.006	0.065	0.006
CNA55B	0.058	0.002	0.003	0.000	0.073	0.002	0.073	0.002
CNA560E	0.083	0.001	0.007	0.000	0.104	0.001	0.104	0.001
CNA560XL	0.176	0.005	0.004	0.000	0.221	0.006	0.221	0.006
CNA680	0.106	0.005	0.003	0.000	0.133	0.007	0.133	0.006
F10062	0.071	0.007	0.001	0.000	0.089	0.009	0.089	0.008
FAL20	0.017	0.000	0.000	0.000	0.021	0.000	0.021	0.000
GII	0.011	0.000	0.000	0.000	0.014	0.000	0.014	0.000
GIIB	0.001	0.000	0.001	0.000	0.001	0.000	0.001	0.000
GIV	0.033	0.002	0.002	0.000	0.041	0.002	0.041	0.002
GV	0.039	0.002	0.004	0.000	0.049	0.002	0.049	0.002
LEAR35	0.110	0.003	0.003	0.000	0.138	0.004	0.138	0.004
MU3001	0.088	0.004	0.000	0.000	0.111	0.005	0.111	0.005

Departures on Rwy 10							RWY 28					
	D10JLFT 33.00%		D10JRGT2 33.00%		D10JTR 34.00%		D28JLFT1 33.00%		D28JR1 34.00%		D28JRT2 33.00%	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
CL600	0.021	0.001	0.021	0.001	0.022	0.001	0.075	0.005	0.077	0.005	0.075	0.005
CL601	0.021	0.001	0.021	0.001	0.021	0.001	0.073	0.004	0.075	0.004	0.073	0.004
CNA525C	0.018	0.002	0.018	0.002	0.018	0.002	0.063	0.006	0.065	0.006	0.063	0.006
CNA55B	0.020	0.001	0.020	0.001	0.020	0.001	0.070	0.002	0.072	0.002	0.070	0.002
CNA560E	0.028	0.000	0.028	0.000	0.029	0.000	0.100	0.001	0.103	0.001	0.100	0.001
CNA560XL	0.060	0.002	0.060	0.002	0.062	0.002	0.212	0.006	0.219	0.006	0.212	0.006
CNA680	0.036	0.002	0.036	0.002	0.037	0.002	0.127	0.006	0.131	0.006	0.127	0.006
F10062	0.024	0.002	0.024	0.002	0.025	0.002	0.086	0.008	0.088	0.009	0.086	0.008
FAL20	0.006	0.000	0.006	0.000	0.006	0.000	0.020	0.000	0.021	0.000	0.020	0.000
GII	0.004	0.000	0.004	0.000	0.004	0.000	0.013	0.000	0.014	0.000	0.013	0.000
GIIB	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.001	0.000	0.001	0.000
GIV	0.011	0.001	0.011	0.001	0.012	0.001	0.040	0.002	0.041	0.002	0.040	0.002
GV	0.013	0.001	0.013	0.001	0.014	0.001	0.047	0.002	0.049	0.002	0.047	0.002
LEAR35	0.037	0.001	0.037	0.001	0.039	0.001	0.132	0.003	0.136	0.004	0.132	0.003
MU3001	0.030	0.001	0.030	0.001	0.031	0.001	0.107	0.005	0.110	0.005	0.107	0.005

Table 4
Annual Average Turbo and Propeller Aircraft Arrival Assignments - 2013
East Hampton Airport

Turbos

			Rwy 16						Approaches to Rwy 28			
			A16LFT		A16P		A16RT		A28LT		A128LT2	
	ARR10		33%		34%		33%		15%		15%	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
CNA208	0.048	0.000	0.027	0.001	0.027	0.001	0.027	0.001	0.354	0.010	0.354	0.010
PA31	1.034	0.029	0.002	0.000	0.002	0.000	0.002	0.000	0.031	0.002	0.031	0.002
CNA441	0.095	0.006	0.009	0.001	0.009	0.001	0.009	0.001	0.120	0.008	0.120	0.008
SD330	0.367	0.024	0.001	0.000	0.001	0.000	0.001	0.000	0.013	0.000	0.013	0.000
	0	0										

Props

	APR10		A16P		A28PROP1		A34LFTP		A34P	
							50%		50%	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
BEC58P	0.481	0.010	0.328	0.007	1.110	0.023	0.027	0.001	0.027	0.001
CNA172	0.489	0.003	0.169	0.002	0.717	0.006	0.027	0.000	0.027	0.000
CNA206	0.317	0.001	0.217	0.001	0.733	0.003	0.018	0.000	0.018	0.000
GASEPF	0.152	0.005	0.104	0.003	0.352	0.011	0.008	0.000	0.008	0.000
GASEPV	1.004	0.025	0.686	0.017	2.319	0.057	0.055	0.001	0.055	0.001

Touch and Goes

	Rwy 16	Rwy 28
	T16LFT	T28LFT
	Day	Day
CNA172	0.164	0.411

Table 5
Annual Average Turbo and Propeller Aircraft Departures - 2013
East Hampton Airport

Turbos

Departures on Rwy 10					RWY 28						RWY 34	
	DPR10LFT		DPT10RT		D28LFTRT		DPT28LFT		DPRT28RT		D34P	
	50.00%		50.00%		33.00%		34.00%		33.00%			
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
CNA208	0.213	0.006	1.448	0.006	0.956	0.027	0.985	0.028	0.956	0.027	0.070	0.002
PA31	0.020	0.001	0.133	0.001	0.088	0.005	0.090	0.006	0.088	0.005	0.006	0.000
CNA441	0.076	0.005	0.514	0.005	0.339	0.022	0.350	0.023	0.339	0.022	0.025	0.002
SD330	0.008	0.000	0.056	0.000	0.037	0.000	0.038	0.000	0.037	0.000	0.003	0.000

Props

	Rwy 10		Rwy 16		Rwy 28		Rwy34	
	DEP10		D16P		DEP28		D34P	
	Day	Night	Day	Night	Day	Night	Day	Night
BEC58P	0.014	0.000	0.090	0.002	1.865	0.039	0.000	0.000
CNA172	0.014	0.000	0.048	0.001	1.486	0.010	0.000	0.000
CNA206	0.009	0.000	0.060	0.000	1.233	0.005	0.000	0.000
GASEPF	0.004	0.000	0.029	0.001	0.592	0.018	0.000	0.000
GASEPV	0.029	0.001	0.188	0.005	3.899	0.096	0.000	0.000

Table 6
Busy Day Helicopter Assignments - 2013
East Hampton Airport

Arrivals	November Route From North TRN 45.00%		Sierra Route From South TRG 35.00%		Arrive 10 10.00%		Arrive 28 10.00%	
INM Equivalent	Day	Night	Day	Night	Day	Night	Day	Night
A109	0.900	0.113	0.700	0.088	0.200	0.025	0.200	0.025
B407	0.788	0.000	0.613	0.000	0.175	0.000	0.175	0.000
B427	0.113	0.000	0.088	0.000	0.025	0.000	0.025	0.000
B430	1.013	0.113	0.788	0.088	0.225	0.025	0.225	0.025
EC130	0.450	0.000	0.350	0.000	0.100	0.000	0.100	0.000
R22	0.113	0.000	0.088	0.000	0.025	0.000	0.025	0.000
R44	0.450	0.000	0.350	0.000	0.100	0.000	0.100	0.000
S76	5.400	0.113	4.200	0.088	1.200	0.025	1.200	0.025
SA350D	0.675	0.000	0.525	0.000	0.150	0.000	0.150	0.000
SA355F	1.350	0.000	1.050	0.000	0.300	0.000	0.300	0.000
SA365N	0.338	0.113	0.263	0.088	0.075	0.025	0.075	0.025

Departures	ECHO North BARPT 45%		SIERRA South DGEORG 35%		Depart 10 10%		Depart 28 10%	
INM Equivalent	Day	Night	Day	Night	Day	Night	Day	Night
A109	0.900	0.113	0.700	0.088	0.200	0.025	0.200	0.025
B407	0.788	0.000	0.613	0.000	0.175	0.000	0.175	0.000
B427	0.113	0.000	0.088	0.000	0.025	0.000	0.025	0.000
B430	1.013	0.113	0.788	0.088	0.225	0.025	0.225	0.025
EC130	0.450	0.000	0.350	0.000	0.100	0.000	0.100	0.000
R22	0.113	0.000	0.088	0.000	0.025	0.000	0.025	0.000
R44	0.450	0.000	0.350	0.000	0.100	0.000	0.100	0.000
S76	5.400	0.113	4.200	0.088	1.200	0.025	1.200	0.025
SA350D	0.675	0.000	0.525	0.000	0.150	0.000	0.150	0.000
SA355F	1.350	0.000	1.050	0.000	0.300	0.000	0.300	0.000
SA365N	0.338	0.113	0.263	0.088	0.075	0.025	0.075	0.025

Table 7
Busy Day Arrival Assignments for Jets, Turbos and Propeller Aircraft - 2013
East Hampton Airport

Jets

	Approach Rwy 10		Approach Jet Tracks Rwy 28					
			A28JLFTN		A28JLFTS		A28JRT	
			34%		33%		33%	
	A16P							
INM Type	Day	Night	Day	Night	Day	Night	Day	Night
CL600	0.275	0.000	0.332	0.000	0.322	0.000	0.322	0.000
CL601	0.330	0.000	0.398	0.000	0.386	0.000	0.386	0.000
CNA525C	0.384	0.055	0.464	0.066	0.451	0.064	0.451	0.064
CNA560E	0.275	0.000	0.332	0.000	0.322	0.000	0.322	0.000
CNA560XL	0.989	0.000	1.194	0.000	1.159	0.000	1.159	0.000
CNA680	0.384	0.000	0.464	0.000	0.451	0.000	0.451	0.000
F10062	0.165	0.000	0.199	0.000	0.193	0.000	0.193	0.000
FAL20	0.110	0.000	0.133	0.000	0.129	0.000	0.129	0.000
GII	0.110	0.000	0.133	0.000	0.129	0.000	0.129	0.000
GV	0.384	0.000	0.464	0.000	0.451	0.000	0.451	0.000
LEAR35	0.604	0.000	0.730	0.000	0.708	0.000	0.708	0.000
MU3001	0.769	0.055	0.929	0.066	0.901	0.064	0.901	0.064

Turbos

	Rwy10		Rwy 16						Approaches to Rwy 28									
	ARR10		A16LFT		A16P		A16RT		A28LT		A128LT2		A28LT3		A28RT1		A28RT2	
	100%		33%		34%		33%		15%		15%		15%		15%		15%	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
CNA208	4.343	0.000	0.107	0.000	0.110	0.000	0.107	0.000	1.421	0.000	1.421	0.000	1.421	0.000	1.421	0.000	1.421	0.000
CNA441	0.152	0.000	0.004	0.000	0.004	0.000	0.004	0.000	0.050	0.000	0.050	0.000	0.050	0.000	0.050	0.000	0.050	0.000
SD330	1.524	0.000	0.037	0.000	0.039	0.000	0.037	0.000	0.499	0.000	0.499	0.000	0.499	0.000	0.499	0.000	0.499	0.000

Props

	APR10		A16P		A28PROP1		A34LFTP		A34P	
							50.00%		50.00%	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
BEC58P	2.132	0.061	1.457	0.042	4.925	0.141	0.118	0.003	0.013	0.118
CNA172	2.620	0.061	1.790	0.042	6.050	0.141	0.145	0.003	0.013	0.145
CNA206	0.122	0.000	0.083	0.000	0.281	0.000	0.007	0.000	0.009	0.007
GASEPF	0.244	0.000	0.167	0.000	0.563	0.000	0.013	0.000	0.004	0.013
GASEPV	3.595	0.061	2.456	0.042	8.301	0.141	0.198	0.003	0.028	0.198
PA31	0.457	0.000	0.034	0.000	0.998	0.000	0.006	0.000	0.000	0.006

Table 8
Busy Day Departure Assignments for Jets, Turbos and Propeller Aircraft- 2013
East Hampton Airport

Jets

Departures on RWY 10							RWY 28					
	D10JLFT		D10JRGT2		D10JTR		D28JLFT1		D28JR1		D28JRT2	
	33%		33%		34%		33%		34%		33%	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
CL600	0.092	0.000	0.092	0.000	0.095	0.000	0.321	0.000	0.330	0.000	0.321	0.000
CL601	0.110	0.000	0.110	0.000	0.114	0.000	0.385	0.000	0.396	0.000	0.385	0.000
CNA525C	0.129	0.018	0.129	0.018	0.133	0.019	0.449	0.064	0.462	0.066	0.449	0.064
CNA560E	0.092	0.000	0.092	0.000	0.095	0.000	0.321	0.000	0.330	0.000	0.321	0.000
CNA560XL	0.331	0.000	0.331	0.000	0.341	0.000	1.154	0.000	1.189	0.000	1.154	0.000
CNA680	0.129	0.000	0.129	0.000	0.133	0.000	0.449	0.000	0.462	0.000	0.449	0.000
F10062	0.055	0.000	0.055	0.000	0.057	0.000	0.192	0.000	0.198	0.000	0.192	0.000
FAL20	0.037	0.000	0.037	0.000	0.038	0.000	0.128	0.000	0.132	0.000	0.128	0.000
GII	0.037	0.000	0.037	0.000	0.038	0.000	0.128	0.000	0.132	0.000	0.128	0.000
GV	0.129	0.000	0.129	0.000	0.133	0.000	0.449	0.000	0.462	0.000	0.449	0.000
LEAR35	0.202	0.000	0.202	0.000	0.208	0.000	0.705	0.000	0.727	0.000	0.705	0.000
MU3001	0.257	0.018	0.257	0.018	0.265	0.019	0.898	0.064	0.925	0.066	0.898	0.064

Turbos

Departures on RWY 10					RWY 28						RWY 34	
	DPR10LFT		DPT10RT		D28LFTRT		DPT28LFT		DPRT28RT		D34P	
	50%		50%		33%		34%		33%			
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
CNA208	0.896	0.000	0.896	0.000	4.015	0.000	4.137	0.000	4.015	0.000	0.292	0.000
CNA441	0.031	0.000	0.031	0.000	0.141	0.000	0.145	0.000	0.141	0.000	0.010	0.000
SD330	0.314	0.000	0.314	0.000	1.409	0.000	1.451	0.000	1.409	0.000	0.103	0.000

Props

	RWY 10		RWY 16		RWY 28		RWY 34	
	DEP10		D16P		DEP28		D34P	
	Day	Night	Day	Night	Day	Night	Day	Night
BEC58P	0.061	0.002	0.400	0.011	8.278	0.237	0.011	0.000
CNA172	0.075	0.002	0.491	0.011	10.171	0.237	0.013	0.000
CNA206	0.004	0.000	0.023	0.000	0.473	0.000	0.001	0.000
GASEPF	0.007	0.000	0.046	0.000	0.946	0.000	0.001	0.000
GASEPV	0.103	0.002	0.674	0.011	13.955	0.237	0.018	0.000
PA31	0.011	0.000	0.069	0.000	1.419	0.000	0.002	0.000

Appendix A

Annual Traffic Tally 2013
and Details of Night Period Traffic by Month

East Hampton Airport

Annual Total Aircraft Traffic
East Hampton Airport
Calendar Year 2013

Table A-1

	Scource			Total Movements				
YEAR	Total	Local	Transient	Twin	Single	Helicopters	Jets	AirScene
2013	Mvmts			Engine	Engine			Other
				Prop	Prop			
Jan	506	264	242	76	196	158	68	8
Feb	332	132	200	34	150	90	50	8
Mar	598	260	338	48	308	120	112	10
Apr	1,096	492	604	80	578	252	136	50
May	1,650	520	1,130	270	672	478	228	2
Jun	2,286		2,286	468	616	752	448	2
Jul	4,276	558	3,718	564	1,504	1,316	770	122
Aug	5,392	880	4,512	778	2,020	1,484	1,092	18
Sep	1,830	548	1,282	884	168	438	332	8
Oct	1,252	516	736	160	648	264	174	6
Nov	1,094	532	562	112	590	236	136	20
Dec	610	350	260	50	350	140	55	15
Totals for Year	**20,922**	**5,052**	**15,870**	**3,524**	**7,800**	**5,728**	**3,601**	**269**

Total Night Period Aircraft Traffic By Month
East Hampton Airport
Calendar Year 2013

Table A-2

	Date/Time		A/C type	A/C Class
January				
	1/25/13 6:32 AM	6:32	S76	Helicopter
	1/5/13 11:33 PM	23:33	A119	Helicopter
	1/24/13 11:52 PM	23:52	F900	Jet
February				
	2/6/13 6:22 AM	6:22	S76	Helicopter
	2/20/13 11:00 PM	23:00	PA31	Piston
March				
	3/10/13 12:12 AM	0:12	C206	Piston
	3/31/13 1:19 AM	1:19	C172	Piston
	3/8/13 10:15 PM	22:15	AS55	Helicopter
	3/8/13 10:29 PM	22:29	S76	Helicopter
	3/28/13 10:32 PM	22:32	FA7X	Jet
	3/25/13 10:45 PM	22:45	FA7X	Jet
	3/28/13 10:45 PM	22:45	B407	Helicopter
April				
	4/14/13 12:12 AM	0:12	S76	Helicopter
	4/7/13 1:42 AM	1:42	SR22	Piston
	4/7/13 3:52 AM	3:52	A109	Helicopter
	4/7/13 4:15 AM	4:15	C182	Piston
	4/5/13 10:03 PM	22:03	AS36	Unknown
	4/26/13 10:33 PM	22:33	PC12	Turboprop
	4/26/13 10:35 PM	22:35	AS36	Unknown
	4/28/13 10:58 PM	22:58	C25B	Jet
	4/16/13 11:00 PM	23:00	C210	Piston
	4/16/13 11:02 PM	23:02	BE36	Piston
	4/6/13 11:05 PM	23:05	AS36	Unknown
May				
	5/5/13 12:01 AM	0:01	AS36	Unknown
	5/30/13 12:27 AM	0:27	E55P	Jet
	5/5/13 12:29 AM	0:29	BE30	Turboprop
	5/16/13 12:46 AM	0:46	F900	Jet
	5/31/13 1:27 AM	1:27	F900	Jet
	5/8/13 2:16 AM	2:16	E50P	Jet
	5/28/13 5:17 AM	5:17	AS55	Helicopter
	5/6/13 5:31 AM	5:31	PA34	Piston
	5/28/13 5:55 AM	5:55	BE20	Turboprop
	5/28/13 6:34 AM	6:34	C25B	Jet
	5/30/13 6:39 AM	6:39	BE35	Piston

Table A-2 (continued)

	5/30/13 6:41 AM	6:41	PA31	Piston
	5/5/13 6:48 AM	6:48	C680	Jet
	5/31/13 6:50 AM	6:50	BE58	Piston
	5/28/13 6:57 AM	6:57	B407	Helicopter
	5/28/13 6:59 AM	6:59	A109	Helicopter
	5/31/13 10:06 PM	22:06	S76	Helicopter
	5/4/13 10:10 PM	22:10	PA31	Piston
	5/27/13 10:20 PM	22:20	AS55	Helicopter
	5/15/13 10:25 PM	22:25	BE20	Turboprop
	5/3/13 10:39 PM	22:39	S76	Helicopter
	5/24/13 11:35 PM	23:35	AS55	Helicopter
	5/9/13 11:37 PM	23:37	FA7X	Jet
	5/3/13 11:57 PM	23:57	B430	Helicopter
June				
	6/29/13 12:00 AM	0:00	SR20	Piston
	6/22/13 12:04 AM	0:04	BE36	Piston
	6/7/13 12:13 AM	0:13	E55P	Jet
	6/1/13 12:17 AM	0:17	S76	Helicopter
	6/7/13 12:18 AM	0:18	E55P	Jet
	6/22/13 12:18 AM	0:18	E50P	Jet
	6/3/13 12:50 AM	0:50	MU30	Jet
	6/23/13 3:13 AM	3:13	C421	Piston
	6/18/13 6:13 AM	6:13	C208	Turboprop
	6/17/13 6:26 AM	6:26	B407	Helicopter
	6/10/13 6:31 AM	6:31	AS50	Helicopter
	6/23/13 6:37 AM	6:37	B350	Turboprop
	6/17/13 6:49 AM	6:49	B407	Helicopter
	6/17/13 6:50 AM	6:50	AS50	Helicopter
	6/17/13 6:56 AM	6:56	C208	Turboprop
	6/17/13 6:57 AM	6:57	C208	Turboprop
	6/3/13 6:59 AM	6:59	BE9L	Turboprop
	6/25/13 10:11 PM	22:11	GLF5	Jet
	6/17/13 10:16 PM	22:16	BE36	Piston
	6/24/13 10:20 PM	22:20	PA34	Piston
	6/30/13 10:26 PM	22:26	M20P	Piston
	6/17/13 10:42 PM	22:42	B350	Turboprop
	6/15/13 10:53 PM	22:53	BE30	Turboprop
	6/21/13 11:00 PM	23:00	C680	Jet
	6/22/13 11:00 PM	23:00	AS55	Helicopter
	6/15/13 11:39 PM	23:39	C560	Jet
	6/1/13 11:42 PM	23:42	PA31	Piston
	6/1/13 11:54 PM	23:54	AS36	Unknown
July				
	7/21/13 12:54 AM	0:54	F900	Jet
	7/19/13 12:55 AM	0:55	C680	Jet
	7/27/13 1:03 AM	1:03	EA50	Jet

Table A-2 (continued)

7/19/13 1:06 AM	1:06	PC12	Turboprop
7/6/13 1:16 AM	1:16	C680	Jet
7/19/13 1:37 AM	1:37	C680	Jet
7/21/13 2:05 AM	2:05	AA5	Piston
7/16/13 3:35 AM	3:35	BE36	Piston
7/21/13 5:14 AM	5:14	CL30	Jet
7/22/13 5:20 AM	5:20	S76	Helicopter
7/8/13 5:21 AM	5:21	BE20	Turboprop
7/7/13 5:31 AM	5:31	PA34	Piston
7/26/13 5:31 AM	5:31	H25B	Jet
7/21/13 5:32 AM	5:32	BE40	Jet
7/15/13 5:51 AM	5:51	B350	Turboprop
7/20/13 5:52 AM	5:52	PC12	Turboprop
7/27/13 5:56 AM	5:56	B430	Helicopter
7/15/13 6:08 AM	6:08	C208	Turboprop
7/8/13 6:20 AM	6:20	AS50	Helicopter
7/20/13 6:22 AM	6:22	PC12	Turboprop
7/25/13 6:24 AM	6:24	BE20	Turboprop
7/8/13 6:25 AM	6:25	C208	Turboprop
7/8/13 6:25 AM	6:25	C208	Turboprop
7/21/13 6:25 AM	6:25	B350	Turboprop
7/5/13 6:26 AM	6:26	PA34	Piston
7/8/13 6:29 AM	6:29	S76	Helicopter
7/30/13 6:30 AM	6:30	BL8	Piston
7/15/13 6:31 AM	6:31	BL8	Piston
7/20/13 6:32 AM	6:32	BE9L	Turboprop
7/11/13 6:34 AM	6:34	BE30	Turboprop
7/8/13 6:35 AM	6:35	B350	Turboprop
7/28/13 6:36 AM	6:36	BE9L	Turboprop
7/10/13 6:36 AM	6:36	S76	Helicopter
7/8/13 6:38 AM	6:38	AS55	Helicopter
7/29/13 6:38 AM	6:38	B430	Helicopter
7/16/13 6:41 AM	6:41	BL8	Piston
7/25/13 6:41 AM	6:41	C208	Turboprop
7/18/13 6:44 AM	6:44	C182	Piston
7/31/13 6:45 AM	6:45	BE40	Jet
7/8/13 6:46 AM	6:46	C208	Turboprop
7/24/13 6:47 AM	6:47	C208	Turboprop
7/22/13 6:49 AM	6:49	S76	Helicopter
7/15/13 6:49 AM	6:49	AS50	Helicopter
7/8/13 6:51 AM	6:51	E55P	Jet
7/15/13 6:52 AM	6:52	B430	Helicopter
7/11/13 6:53 AM	6:53	BE30	Turboprop
7/19/13 6:59 AM	6:59	O1	Piston
7/14/13 10:00 PM	22:00	A119	Helicopter
7/30/13 10:00 PM	22:00	SR22	Piston
7/11/13 10:08 PM	22:08	GLF4	Jet

Table A-2 (continued)

	7/7/13 10:14 PM	22:14	S76	Helicopter
	7/18/13 10:14 PM	22:14	C56X	Jet
	7/25/13 10:14 PM	22:14	F900	Jet
	7/26/13 10:20 PM	22:20	C208	Turboprop
	7/4/13 10:29 PM	22:29	M20T	Piston
	7/28/13 10:29 PM	22:29	BE20	Turboprop
	7/5/13 10:31 PM	22:31	S76	Helicopter
	7/16/13 10:31 PM	22:31	E55P	Jet
	7/29/13 10:34 PM	22:34	BE58	Piston
	7/3/13 10:37 PM	22:37	F900	Jet
	7/28/13 10:38 PM	22:38	AS55	Helicopter
	7/25/13 10:40 PM	22:40	C208	Turboprop
	7/25/13 10:48 PM	22:48	BE9L	Turboprop
	7/25/13 10:48 PM	22:48	B407	Helicopter
	7/31/13 11:09 PM	23:09	AS55	Helicopter
	7/26/13 11:18 PM	23:18	B430	Helicopter
	7/27/13 11:28 PM	23:28	B407	Helicopter
	7/26/13 11:31 PM	23:31	GLF4	Jet
	7/20/13 11:41 PM	23:41	C680	Jet
	7/17/13 11:45 PM	23:45	FA7X	Jet
August				
	8/15/13 12:08 AM	0:08	C680	Jet
	8/24/13 12:14 AM	0:14	BE40	Jet
	8/25/13 12:14 AM	0:14	B430	Helicopter
	8/31/13 12:17 AM	0:17	M20P	Piston
	8/15/13 12:20 AM	0:20	S76	Helicopter
	8/15/13 12:23 AM	0:23	GLF5	Jet
	8/11/13 12:28 AM	0:28	CL30	Jet
	8/30/13 12:40 AM	0:40	AS65	Helicopter
	8/3/13 12:42 AM	0:42	AS65	Helicopter
	8/8/13 12:42 AM	0:42	S76	Helicopter
	8/25/13 12:50 AM	0:50	AS65	Helicopter
	8/8/13 1:05 AM	1:05	AS55	Helicopter
	8/25/13 1:18 AM	1:18	BE9L	Turboprop
	8/5/13 1:19 AM	1:19	S76	Helicopter
	8/21/13 2:04 AM	2:04	BK17	Helicopter
	8/6/13 2:06 AM	2:06	AS65	Helicopter
	8/5/13 2:07 AM	2:07	AS65	Helicopter
	8/6/13 2:08 AM	2:08	B430	Helicopter
	8/4/13 2:31 AM	2:31	AS65	Helicopter
	8/22/13 2:35 AM	2:35	S76	Helicopter
	8/22/13 4:46 AM	4:46	CL30	Jet
	8/4/13 4:48 AM	4:48	AS65	Helicopter
	8/6/13 5:01 AM	5:01	SR22	Piston
	8/28/13 5:43 AM	5:43	S76	Helicopter

Table A-2 (continued)

8/12/13 5:49 AM	5:49	R44	Helicopter
8/12/13 6:01 AM	6:01	BE20	Turboprop
8/4/13 6:04 AM	6:04	BE36	Piston
8/14/13 6:08 AM	6:08	BE10	Turboprop
8/12/13 6:13 AM	6:13	S76	Helicopter
8/12/13 6:15 AM	6:15	AS55	Helicopter
8/5/13 6:21 AM	6:21	C208	Turboprop
8/12/13 6:22 AM	6:22	CL30	Jet
8/1/13 6:25 AM	6:25	BE20	Turboprop
8/17/13 6:28 AM	6:28	B430	Helicopter
8/20/13 6:29 AM	6:29	S92	Helicopter
8/23/13 6:31 AM	6:31	PRM1	Jet
8/30/13 6:31 AM	6:31	BL8	Piston
8/14/13 6:33 AM	6:33	FA7X	Jet
8/27/13 6:33 AM	6:33	HRZN	Unknown
8/23/13 6:34 AM	6:34	PA34	Piston
8/5/13 6:36 AM	6:36	P32R	Piston
8/27/13 6:36 AM	6:36	H25B	Jet
8/12/13 6:37 AM	6:37	B430	Helicopter
8/2/13 6:38 AM	6:38	B407	Helicopter
8/5/13 6:44 AM	6:44	FA7X	Jet
8/18/13 6:44 AM	6:44	S76	Helicopter
8/5/13 6:45 AM	6:45	C208	Turboprop
8/10/13 6:48 AM	6:48	C680	Jet
8/7/13 6:49 AM	6:49	C208	Turboprop
8/30/13 6:49 AM	6:49	CL30	Jet
8/5/13 6:51 AM	6:51	HA4T	Jet
8/15/13 6:51 AM	6:51	PC12	Turboprop
8/23/13 6:54 AM	6:54	BE40	Jet
8/6/13 6:57 AM	6:57	S76	Helicopter
8/12/13 6:57 AM	6:57	B430	Helicopter
8/19/13 6:57 AM	6:57	B430	Helicopter
8/16/13 6:58 AM	6:58	AS55	Helicopter
8/5/13 6:59 AM	6:59	S76	Helicopter
8/6/13 6:59 AM	6:59	C208	Turboprop
8/11/13 10:00 PM	22:00	A119	Helicopter
8/20/13 10:01 PM	22:01	B407	Helicopter
8/24/13 10:03 PM	22:03	C25B	Jet
8/17/13 10:06 PM	22:06	SR22	Piston
8/22/13 10:06 PM	22:06	B350	Turboprop
8/31/13 10:10 PM	22:10	S76	Helicopter
8/14/13 10:12 PM	22:12	S76	Helicopter
8/21/13 10:12 PM	22:12	BE10	Turboprop
8/1/13 10:14 PM	22:14	GLF4	Jet
8/30/13 10:15 PM	22:15	EC55	Helicopter

Table A-2 (continued)

8/2/13 10:17 PM	22:17	C550	Jet
8/12/13 10:17 PM	22:17	PC12	Turboprop
8/29/13 10:17 PM	22:17	BE10	Turboprop
8/4/13 10:18 PM	22:18	S76	Helicopter
8/11/13 10:19 PM	22:19	S76	Helicopter
8/29/13 10:20 PM	22:20	LJ60	Jet
8/21/13 10:21 PM	22:21	SR20	Piston
8/9/13 10:24 PM	22:24	BE9L	Turboprop
8/21/13 10:24 PM	22:24	C208	Turboprop
8/1/13 10:27 PM	22:27	S76	Helicopter
8/7/13 10:29 PM	22:29	P28A	Piston
8/13/13 10:29 PM	22:29	C56X	Jet
8/30/13 10:34 PM	22:34	PA31	Piston
8/24/13 10:35 PM	22:35	SR22	Piston
8/30/13 10:35 PM	22:35	PC12	Turboprop
8/1/13 10:38 PM	22:38	SR22	Piston
8/16/13 10:41 PM	22:41	H25C	Jet
8/5/13 10:50 PM	22:50	C56X	Jet
8/31/13 10:50 PM	22:50	GLEX	Jet
8/16/13 10:54 PM	22:54	PC12	Turboprop
8/7/13 10:56 PM	22:56	S76	Helicopter
8/17/13 10:58 PM	22:58	PA31	Piston
8/15/13 10:59 PM	22:59	C172	Piston
8/20/13 10:59 PM	22:59	S76	Helicopter
8/17/13 11:04 PM	23:04	C208	Turboprop
8/25/13 11:20 PM	23:20	C182	Piston
8/29/13 11:25 PM	23:25	B407	Helicopter
8/20/13 11:26 PM	23:26	S76	Helicopter
8/10/13 11:32 PM	23:32	PC12	Turboprop
8/29/13 11:32 PM	23:32	B430	Helicopter
8/4/13 11:39 PM	23:39	C25B	Jet
8/3/13 11:42 PM	23:42	EC55	Helicopter
8/17/13 11:43 PM	23:43	F900	Jet
8/3/13 11:45 PM	23:45	BE36	Piston
8/15/13 11:46 PM	23:46	S76	Helicopter
8/24/13 11:51 PM	23:51	S76	Helicopter
8/21/13 11:52 PM	23:52	S76	Helicopter
8/24/13 11:52 PM	23:52	A109	Helicopter
8/14/13 11:55 PM	23:55	BE9L	Turboprop
8/10/13 11:56 PM	23:56	C560	Jet
8/5/13 11:59 PM	23:59	S76	Helicopter
8/6/13 11:59 PM	23:59	E50P	Jet

Table A-2 (continued)

September				
	9/29/13 12:04 AM	0:04	B430	Helicopter
	9/21/13 12:06 AM	0:06	C208	Turboprop
	9/21/13 1:05 AM	1:05	SR22	Piston
	9/25/13 1:11 AM	1:11	FA7X	Jet
	9/28/13 1:29 AM	1:29	AA5	Piston
	9/1/13 5:37 AM	5:37	BE10	Turboprop
	9/19/13 6:03 AM	6:03	C172	Piston
	9/29/13 6:18 AM	6:18	BE40	Jet
	9/30/13 6:35 AM	6:35	BL8	Piston
	9/10/13 6:38 AM	6:38	BE40	Jet
	9/1/13 6:45 AM	6:45	B407	Helicopter
	9/6/13 6:45 AM	6:45	BL8	Piston
	9/20/13 6:45 AM	6:45	PA31	Piston
	9/29/13 6:49 AM	6:49	B430	Helicopter
	9/7/13 6:52 AM	6:52	C525	Jet
	9/30/13 6:54 AM	6:54	AS55	Helicopter
	9/30/13 10:07 PM	22:07	AC50	Piston
	9/3/13 10:12 PM	22:12	C25A	Jet
	9/7/13 10:16 PM	22:16	BE58	Piston
	9/20/13 10:18 PM	22:18	SR22	Piston
	9/13/13 10:40 PM	22:40	S76	Helicopter
	9/5/13 10:45 PM	22:45	BE58	Piston
	9/13/13 10:46 PM	22:46	B430	Helicopter
	9/26/13 10:50 PM	22:50	C56X	Jet
	9/7/13 10:52 PM	22:52	BE9L	Turboprop
	9/7/13 11:07 PM	23:07	C208	Turboprop
	9/16/13 11:07 PM	23:07	FA7X	Jet
	9/8/13 11:33 PM	23:33	C550	Jet
	9/27/13 11:40 PM	23:40	C421	Piston
	9/20/13 11:53 PM	23:53	BE36	Piston
October				
	10/17/13 1:24 AM	1:24	S76	Helicopter
	10/27/13 2:23 AM	2:23	BK17	Helicopter
	10/31/13 2:25 AM	2:25	SR22	Piston
	10/28/13 3:50 AM	3:50	FA7X	Jet
	10/1/13 6:42 AM	6:42	C172	Piston
	10/4/13 6:42 AM	6:42	PA34	Piston
	10/4/13 6:50 AM	6:50	C550	Jet
	10/22/13 6:59 AM	6:59	BL8	Piston
	10/23/13 10:54 PM	22:54	E55P	Jet
	10/20/13 11:24 PM	23:24	FA7X	Jet
	10/14/13 11:32 PM	23:32	C56X	Jet
	10/24/13 11:37 PM	23:37	S76	Helicopter
	10/17/13 11:45 PM	23:45	BE58	Piston

Table A-2 (continued)

November

11/2/13 12:18 AM	0:18	B430	Helicopter
11/2/13 12:32 AM	0:32	A119	Helicopter
11/8/13 12:38 AM	0:38	BK17	Helicopter
11/19/13 6:30 AM	6:30	PA46	Piston
11/11/13 6:34 AM	6:34	BL8	Piston
11/8/13 6:35 AM	6:35	BL8	Piston
11/13/13 6:43 AM	6:43	BL8	Piston
11/14/13 6:46 AM	6:46	BL8	Piston
11/13/13 10:35 PM	22:35	BE58	Piston
11/2/13 10:47 PM	22:47	AS55	Helicopter
11/6/13 10:50 PM	22:50	PC12	Turboprop
11/8/13 10:50 PM	22:50	E55P	Jet
11/27/13 11:07 PM	23:07	S76	Helicopter
11/27/13 11:24 PM	23:24	AA5	Piston

December

12/5/13 12:13 AM	0:13	PC12	Turboprop
12/6/13 1:17 AM	1:17	FA7X	Jet
12/7/13 3:06 AM	3:06	LJ45	Jet
12/27/13 5:21 AM	5:21	AS55	Helicopter
12/19/13 10:49 PM	22:49	C680	Jet
12/24/13 11:09 PM	23:09	FA7X	Jet

Busy Summer Weekend Average Day Aircraft Traffic 2013
Table A-3

Helicopters:

	Landings		Takeoffs	
INM Type‘	**Day**	**Night**	**Day**	**Night**
A109	2	0.25	2	0.25
B407	1.75	0	1.75	0
B427	0.25	0	0.25	0
B430	2.25	0.25	2.25	0.25
EC130	1	0	1	0
R22	0.25	0	0.25	0
R44	1	0	1	0
S76	12	0.25	12	0.25
SA350D	1.5	0	1.5	0
SA355F	3	0	3	0
SA365N	0.75	0.25	0.75	0.25
Total	25.75	1	25.75	1

Jets:

	Landings		Takeoffs	
INM Type	**Day**	**Night**	**Day**	**Night**
CL600	1.25	0	1.25	0
CL601	1.5	0	1.5	0
CNA525C	1.75	0.25	1.75	0.25
CNA560E	1.25	0	1.25	0
CNA560XL	4.5	0	4.5	0
CNA680	1.75	0	1.75	0
F10062	0.75	0	0.75	0
FAL20	0.5	0	0.5	0
GII	0.5	0	0.5	0
GV	1.75	0	1.75	0
LEAR35	2.75	0	2.75	0
MU3001	3.5	0.25	3.5	0.25
Total	21.75	0.5	21.75	0.5

Turbos:

	Landings		Takeoffs	
INM Type	Day	Night	Day	Night
CNA441	14.25	0	14.25	0
SD330	0.5	0	0.5	0
CNA208	5	0	5	0
Total	19.75	0	19.75	0

Piston:

	Landings		Takeoffs	
INM Type	**Day**	**Night**	**Day**	**Night**
BEC58P	8.75	0.25	8.75	0.25
CNA172	10.75	0.25	10.75	0.25
CNA206	0.5	0	0.5	0
GASPF	1	0	1	0
GASPV	14.75	0.25	14.75	0.25
PA31	1.5	0	1.5	0
Total	37.25	0.75	37.25	0.75