

Appendix B
AIRCRAFT NOISE ANALYSIS

CONTENTS

		Page
B.1	NOISE METHODOLOGY	B-1
B.2	INTEGRATED NOISE MODEL INPUT DATA	B-2
	B.2.1 Airfield Description	B-2
	B.2.2 Airport Elevation, Study Area Terrain, Average Temperature, and Relative Humidity	B-3
	B.2.3 Scenarios, Aircraft Operations, and Fleet Mix	B-4
	B.2.4 Time-of-Day of Aircraft Activity	B-8
	B.2.5 Flight Profiles.....	B-8
	B.2.6 Runway Use.....	B-9
	B.2.7 Flight Track Geometry and Use.....	B-37
B.3	NOISE MODELING RESULTS	B-64
	B.3.1 Impact Assessment Methodology	B-64
	B.3.2 Baseline Noise Contours	B-67
	B.3.3 Full Curfew Noise Contours	B-67
	B.3.4 Departure Curfew Noise Contours	B-70
	B.3.5 Noise-Based Curfew Contours	B-70
	B.3.6 Generalized Noise Impact on Population and Sensitive Land Uses.....	B-73

TABLES

B-1	Runway Data	B-3
B-2	Annual Operations by Aircraft Type	B-5
B-3	Average Daily Aircraft Operations By Type, Time of Day, and Stage Length—2005 Baseline	B-11
B-4	Average Daily Aircraft Operations By Type, Time of Day, and Stage Length—2008 Baseline	B-13
B-5	Average Daily Aircraft Operations By Type, Time of Day, and Stage Length—2008 Full Curfew	B-15
B-6	Average Daily Aircraft Operations By Type, Time of Day, and Stage Length—2008 Departure Curfew	B-17

TABLES *(continued)*

	Page
B-7	Average Daily Aircraft Operations By Type, Time of Day, and Stage Length—2008 Noise-Based Curfew B-19
B-8	Average Daily Aircraft Operations by Type, Time of Day, and Stage Length—2015 Baseline B-21
B-9	Average Daily Aircraft Operations by Type, Time of Day, and Stage Length—2015 Full Curfew B-23
B-10	Average Daily Aircraft Operations by Type, Time of Day, and Stage Length—2015 Departure Curfew B-25
B-11	Average Daily Aircraft Operations by Type, Time of Day, and Stage Length—2015 Noise-Based Curfew B-27
B-12	Arrival Runway Utilization by Aircraft Type – Baseline B-29
B-13	Departure Runway Utilization by Aircraft Type – Baseline..... B-30
B-14	Arrival Runway Utilization by Aircraft Type – Full Curfew B-31
B-15	Departure Runway Utilization by Aircraft Type – Full Curfew B-32
B-16	Arrival Runway Utilization by Aircraft Type – Departure Curfew B-33
B-17	Departure Runway Utilization by Aircraft Type – Departure Curfew.... B-34
B-18	Arrival Runway Utilization by Aircraft Type – Noise-Based Curfew B-35
B-19	Departure Runway Utilization by Aircraft Type – Noise-Based Curfew B-36
B-20	Arrival Flight Track Utilization by Aircraft Category – 2005, 2008, and 2015 Baseline B-49
B-21	Departure Flight Track Utilization by Aircraft Category – 2005, 2008, and 2015 Baseline B-52
B-22	Departure Flight Track Utilization by Aircraft Category – 2008 and 2015 Full Curfew B-55
B-23	Departure Flight Track Utilization by Aircraft Category – 2008 and 2015 Departure Curfew B-58
B-24	Departure Flight Track Utilization by Aircraft Category – 2008 and 2015 Noise-Based Curfew B-61
B-25	FAR Part 150 Land Use Compatibility Guidelines B-65
B-26	Noise Exposure Impacts—2005, 2008 and 2015..... B-74

FIGURES

	Page
B-1 Radar Arrival Flight Tracks – Air Carrier	B-38
B-2 Radar Arrival Flight Tracks – Business Jets	B-39
B-3 Radar Arrival Flight Tracks – Piston, Turboprop	B-40
B-4 Radar Departure Flight Tracks – Air Carrier	B-41
B-5 Radar Departure Flight Tracks – Business Jets	B-42
B-6 Radar Departure Flight Tracks – Piston, Turboprop	B-43
B-7 Generalized Arrival Flight Tracks For Noise Modeling – Air Carrier and Business Jets	B-44
B-8 Generalized Arrival Flight Tracks For Noise Modeling – Piston, Turboprop	B-45
B-9 Generalized Departure Flight Tracks For Noise Modeling – Air Carrier	B-46
B-10 Generalized Departure Flight Tracks For Noise Modeling – Business Jets	B-47
B-11 Generalized Departure Flight Tracks For Noise Modeling – Piston, Turboprop	B-48
B-12 Noise Exposure For Existing And Forecast Baseline Conditions	B-68
B-13 Forecast Noise Exposure With Full Curfew	B-69
B-14 Forecast Noise Exposure With Departure Curfew	B-71
B-15 Forecast Noise Exposure With Noise-Based Curfew	B-72

Appendix B

AIRCRAFT NOISE ANALYSIS

This appendix presents the baseline and alternative noise exposure analyses for Bob Hope Airport (the Airport). This includes a presentation of noise exposure for actual operations levels in 2005 and forecast noise levels in 2008 and 2015. Forecasts are presented for four alternative scenarios: (1) baseline conditions, assuming no additional noise restrictions; (2) conditions assuming implementation of a full curfew on nighttime flights; (3) conditions assuming a curfew on nighttime departures only; and (4) conditions assuming a nighttime noise limit on aircraft with Part 36 certificated noise levels exceeding 253 effective perceived noise level (EPNdB). (A full description of the curfew alternatives is in Chapter Three, Proposed Restriction and Alternatives.) All scenarios assume the continuation of existing airport operational policies, runway use policies, and air traffic control procedures.

B.1 NOISE METHODOLOGY

The noise analysis described in this chapter was conducted using Version 6.2a of the FAA's Integrated Noise Model (INM). The original version of the INM was developed by the Transportation Systems Center of the U.S. Department of Transportation, and the model has been under continuous refinement since then. The FAA has used INM as the standard instrument for determining airport noise impact since 1978. The INM includes sets of algorithms describing sound propagation and attenuation over distance. It also includes an extensive database of noise-thrust-distance relationships for most civil aircraft, and many military aircraft, operating in the United States. The INM works by mathematically computing noise exposure for each aircraft type and engine thrust level along each flight track and then developing contours of the cumulative noise exposure levels using the selected noise metric.

The metric used in this analysis to develop noise contours the community noise equivalent level (CNEL). CNEL is a noise value designed to show the cumulative noise level in an area for an average 24-hour period during any given year. Aircraft CNEL levels are computed by summing the noise of all aircraft noise events during a 24-hour period, with an added 4.8 dB weight for noise occurring in the evening (between 7:00 p.m. and 10:00 pm) or a 10 dB weight added for noise occurring at night (between 10:00 p.m. - 7:00 a.m.). CNEL is similar to the typically used day-night average sound level (DNL), which also includes the additional 10 dB weight for nighttime noise but not the 4.8 dB weight for evening events. The CNEL and DNL metrics are both used by the FAA to evaluate aircraft noise effects since they acknowledge increased community sensitivity to sounds at night. CNEL is used in this study because it is required by California law for airport noise studies.

Use of the INM requires considerable user-supplied input data. Input data for the analysis of aircraft noise at the Airport is described in Section B.2.

B.2 INTEGRATED NOISE MODEL INPUT DATA

This section describes the input data used for the noise analysis. Input data include:

- Airfield description
- Airport elevation
- Average annual temperature and relative humidity
- Study area terrain mapping
- Aircraft operations by aircraft type and time-of-day
- Departure and arrival flight tracks
- Climb and descent profiles
- Average runway use

B.2.1 Airfield Description

Latitude and longitude coordinates for all runway ends and displaced thresholds were specified for INM input. The airfield has two intersecting runways, Runway 8-26 and Runway 15-33. Runway 8-26 is 5,801 feet long and 150 feet wide, and Runway 15-33 is 6,886 feet long and 150 feet wide. Runway 8 serves as the primary arrival runway, and Runway 15 is used as the primary departure runway. The landing thresholds of Runways 15 and 33 are displaced by 909 and 350 feet, respectively. Both runways are assumed to remain at their current lengths throughout the forecast period (2015). Table B-1 summarizes the Airport's runway data.

Table B-1
RUNWAY DATA
 Bob Hope Airport FAR Part 161 Study

	RUNWAYS			
	8	26	15	33
Length (ft.)	5,801		6,886	
Width (ft.)	150		150	
Surface Material	Asphalt		Asphalt	
	Grooved		Grooved	
Pavement Strength (lbs.)				
Single Wheel	30,000		30,000	
Dual Wheel	180,000		180,000	
Dual Tandem Wheel	300,000		300,000	
Runway Gradient	-0.50%	0.50%	-1.20%	1.20%
Approach Aids				
ILS	Yes	No	No	No
VASI	No	No	V4L	No
PAPI	P4L	No	No	P4L
REIL	No	Yes	Yes	Yes
MALSR	Yes	No	No	No
Lighting	HIRL		MIRL	
Marking	Precision	Nonprecision	Nonprecision	Nonprecision

Source: *Airport/Facility Directory*, National Ocean Service 2007.

B.2.2 Airport Elevation, Study Area Terrain, Average Temperature, and Relative Humidity

INM 6.2a uses airport elevation, average annual temperature and average annual relative humidity in its computation of aircraft noise propagation. According to the FAA's *Airport/Facility Directory*, the Airport is situated at 778 feet above sea level.

An optional feature of the INM allows the use of topographic terrain mapping in computing noise levels on the ground. The INM uses the terrain elevations to adjust

the distances from aircraft to the ground when calculating noise levels. INM-compatible U.S. terrain data were used in this study.

Burbank's average annual temperature of 56.2° F and average relative humidity of 70% were used as input to the INM. These two values were obtained from data maintained by the National Climatic Data Center.

B.2.3 Scenarios, Aircraft Operations, and Fleet Mix

For this study, nine different scenarios or cases were modeled. The 2005 baseline, which represents actual conditions for that calendar year, serves as the origin for both forecast years. Four cases were modeled for each forecast year, 2008 and 2015 – (1) a “baseline” case, representing forecast conditions without any additional airport restrictions; (2) a full curfew case; (3) a departure curfew case; and (4) a noise-based curfew case.

Each scenario has a unique number of annual aircraft operations (takeoffs and landings). The number of operations for the 2005 calendar year were obtained from the Airport's Total Airport Management Information System (TAMIS) data. Forecast operations for 2008 and 2015 were developed by the Jacobs Consultancy Team, as reported in Technical Report 1, Aviation Demand Forecast. The forecast indicate that, without additional restrictions, approximately 132,978 aircraft operations will occur in 2008 and 146,022 in 2015. Since the INM uses average annual day (AAD) conditions to produce CNEL contours, the number of annual operations was divided by 365 (the number of days in the 12-month period), resulting in approximately 364.3 AAD operations for the 2008 baseline forecast condition and 400.1 operations for the 2015 baseline forecast condition.

Operations for the three alternative curfews are forecasted to be less than the baseline forecasts for each forecast year. In each year, the full curfew would have the fewest operations among the three alternatives, the departure curfew the next highest, and the noise-based curfew the next highest.

The Airport's TAMIS data also records information on aircraft types landing and taking off from the Airport. The 2005 TAMIS data was used to develop a detailed description of the fleet operating at the Airport. This data was the basis for the forecast of the future fleet mix at the airport. The fleet mix forecast also considered fleet transition plans of the airlines and trends in aircraft manufacturing and sales. Each aircraft type in the fleet mix forecast was matched to the corresponding INM aircraft type code or FAA recommended substitute aircraft type for input into the INM. The fleet mix forecast is discussed in detail in Technical Report 1, Aviation Demand Forecast. The annual operations for all nine scenarios are presented by category and aircraft type in Table B-2.

Table B-2
ANNUAL OPERATIONS BY AIRCRAFT TYPE
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	2005	2008	2008 Restrictions			2015	2015 Restrictions		
		Baseline	Baseline	Full	Departure	253 EPNdB	Baseline	Full	Departure	253 EPNdB
Commercial Jet	Airbus A300	1,436	945	840	956	840	1,136	1,014	1,152	1,014
	Airbus A310	13	789	480	825	480	1,016	600	1,064	600
	Airbus A319	743	1,399	927	1,405	927	2,371	1,217	2,376	1,217
	Airbus A320	3,135	5,582	5,173	5,618	5,173	8,170	7,273	7,520	7,274
	Boeing 737-300	25,463	25,114	24,628	23,803	24,628	11,782	11,401	10,413	11,403
	Boeing 737-400	320	361	306	364	306	417	324	412	324
	Boeing 737-500	1,618	2,791	2,678	2,809	2,678	3,147	2,947	3,171	2,947
	Boeing 737-700	14,087	15,628	15,484	15,624	15,484	23,567	23,157	23,550	23,160
	Boeing 737-800	45	1,329	1,346	1,404	1,346	4,945	5,021	4,658	5,022
	Boeing 737-900	0	1,393	1,411	1,403	1,411	5,877	5,967	5,885	5,968
	Boeing 737-QN	6	6	6	6	6	7	7	7	7
	Boeing 757-200	784	177	175	121	175	166	169	152	169
	McDonnell-Douglas 80	161	11	11	11	11	13	13	13	13
	McDonnell-Douglas 82	2,560	489	468	477	468	0	0	0	0
	McDonnell-Douglas 83	<u>2,254</u>	<u>1,090</u>	<u>995</u>	<u>1,076</u>	<u>995</u>	<u>46</u>	<u>47</u>	<u>47</u>	<u>47</u>
Commercial Jet Subtotal		52,626	57,103	54,930	55,903	54,930	62,661	59,158	60,421	59,165
Regional Commuter	Canadair Regional Jet-200	6,786	6,975	7,311	6,919	7,311	3,927	4,086	3,893	4,086
	Canadair Regional Jet-700	4,738	5,578	5,621	6,277	5,621	7,843	7,688	8,536	7,688
	Canadair Regional Jet-900	1,638	2,087	2,238	2,077	2,238	6,600	7,098	6,548	7,098
	De Havilland Dash 8	127	153	142	119	153	191	154	144	191
	Embraer 135	<u>86</u>	<u>83</u>	<u>89</u>	<u>82</u>	<u>89</u>	<u>102</u>	<u>110</u>	<u>101</u>	<u>110</u>
Regional Commuter Subtotal		13,375	14,875	15,401	15,474	15,412	18,663	19,136	19,222	19,173

Table B-2 (continued)
ANNUAL OPERATIONS BY AIRCRAFT TYPE
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	2005	2008	2008 Restrictions			2015	2015 Restrictions		
		Baseline	Baseline	Full	Departure	253 EPNdB	Baseline	Full	Departure	253 EPNdB
Corporate Jet - Heavy	Canadair Challenger 600	480	557	479	469	475	752	589	605	618
	Canadair Challenger 601	1,191	1,376	1,156	1,149	1,154	1,854	1,423	1,481	1,500
	Gulfstream GII	1,153	1,328	1,094	1,123	1,147	1,792	1,349	1,449	1,494
	Gulfstream GIIIB	1,152	1,320	1,054	1,103	1,115	1,782	1,302	1,424	1,454
	Gulfstream GIV-SP	2,325	2,673	2,172	2,217	2,220	3,610	2,681	2,865	2,894
	Gulfstream GV	1,414	1,626	1,323	1,349	1,350	2,194	1,631	1,741	1,759
	Lockheed Jetstar	<u>32</u>	<u>45</u>	<u>46</u>	<u>45</u>	<u>45</u>	<u>45</u>	<u>46</u>	<u>45</u>	<u>45</u>
Corporate Jet - Heavy Subtotal	7,747	8,925	7,325	7,455	7,507	12,028	9,022	9,610	9,764	
Corporate Jet - Light Plus	Cessna Citation III	198	231	205	200	209	311	252	258	272
	Cessna Citation V	2,855	3,301	2,783	2,755	3,232	4,446	3,422	3,550	4,192
	Cessna Citation VII	28	33	29	28	28	44	36	36	37
	Cessna Citation X	1,166	1,344	1,113	1,113	1,110	1,811	1,370	1,435	1,444
	Dassault Falcon 20	116	135	113	113	115	182	140	147	150
	Dassault Falcon 2000	479	552	459	458	458	744	565	590	595
	Israel 1124 Westwind	1,080	1,242	1,012	1,025	1,019	1,674	1,247	1,322	1,326
	Israel 1125 Gulfstream 100	358	412	336	338	333	556	414	437	434
	Learjet 25	522	600	490	504	513	810	604	651	668
	Learjet 35	5,036	5,569	3,268	4,059	3,416	7,498	4,104	5,241	4,465
	Learjet 45	303	352	301	299	344	475	371	385	448
	Learjet 55	247	274	178	210	194	368	219	270	252
Learjet 60	<u>361</u>	<u>416</u>	<u>347</u>	<u>349</u>	<u>407</u>	<u>560</u>	<u>427</u>	<u>449</u>	<u>528</u>	
Corporate Jet - Light Plus Subtotal	12,749	14,460	10,633	11,451	11,380	19,479	13,170	14,772	14,811	
Corporate Jet - Light	Cessna Citation II	847	978	818	819	957	1,316	1,006	1,054	1,241
	Very Light Jet	<u>0</u>	<u>479</u>	<u>368</u>	<u>398</u>	<u>479</u>	<u>5,141</u>	<u>2,429</u>	<u>2,928</u>	<u>5,141</u>
Corporate Jet - Light Subtotal	847	1,457	1,186	1,217	1,437	6,457	3,435	3,982	6,382	

Table B-2 (concluded)
ANNUAL OPERATIONS BY AIRCRAFT TYPE
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	2005 Baseline	2008 Baseline	2008 Restrictions			2015 Baseline	2015 Restrictions		
				Full	Departure	253 EPNdB		Full	Departure	253 EPNdB
General Aviation / Air Taxi – Piston	Beech Baron 58P	5,852	8,349	5,856	6,517	8,349	2,677	2,398	2,035	2,677
	McDonnell-Douglas Skytrain	12	16	15	15	16	5	6	5	5
	Single Engine Fixed Prop	12,058	4,173	4,102	4,274	4,173	662	555	678	662
	Single Engine Variable Prop	<u>13,459</u>	<u>3,949</u>	<u>3,489</u>	<u>3,862</u>	<u>3,949</u>	<u>625</u>	<u>473</u>	<u>613</u>	<u>625</u>
GA/AT - Piston Subtotal		31,381	16,488	13,463	14,667	16,488	3,969	3,432	3,331	3,969
	Beech 1900	586	708	621	529	708	881	675	639	881
General Aviation / Air Taxi/ Military – Turboprop	Beech King Air C90	484	585	529	445	585	730	573	537	730
	C-130E	11	14	13	11	14	17	14	13	17
	Cessna Conquest II	879	1,032	628	701	1,032	1,233	677	834	1,233
	De Havilland Twin Otter	9,837	11,524	5,000	5,966	11,524	13,392	5,388	7,027	13,392
	Single Engine Turboprop	2,924	3,105	2,970	2,569	3,105	3,589	2,931	2,902	3,589
	General Military Trainer	<u>204</u>	<u>285</u>	<u>284</u>	<u>285</u>	<u>285</u>	<u>284</u>	<u>284</u>	<u>285</u>	<u>284</u>
GA/Air Taxi/Military - Turboprop Subtotal		14,925	17,253	10,045	10,506	17,253	20,126	10,542	12,237	20,126
GA/AT Helicopter	Bell 206 LongRanger	1,902	2,493	2,230	2,230	2,493	2,687	2,399	2,399	2,687
Grand Total		135,552	133,055	115,212	118,904	126,899	146,070	120,295	125,974	136,077

¹Estimate based on actual operations from the full calendar year of 2005.

B.2.4 Time-of-Day of Aircraft Activity

Since the CNEL metric applies additional weights to evening and nighttime noise events, the operations and fleet mix data must be input for three time periods – day (between 7:00 a.m. and 7:00 p.m.), evening (between 7:00 p.m. and 10:00 p.m.), and night (between 10:00 p.m. and 7:00 a.m.). Time-of-day proportions and forecast to baseline conditions were taken from Technical Report 1, Aviation Demand Forecasts (see pages 66-70 and Table 36). Day-evening-night split patterns by aircraft type were based on arrival and departure times recorded in the 2005 TAMIS data. The time-of-day splits by aircraft type were projected to remain constant within each category (e.g., commercial jet, regional jet, commuter aircraft).*

Time-of-day activity patterns in 2008 and 2015 for the three curfew alternatives were projected based on detailed analyses of the effects of the alternative curfews on each major operator at the Airport. These analyses are described in Appendices AA, BB, and CC of Technical Report 1, Aviation Demand Forecasts.

B.2.5 Flight Profiles

Aircraft noise characteristics vary depending on the flight profiles (or climb/descent rates) of each aircraft. Weight directly affects departure profiles and varies with each aircraft type depending on fuel loads. Stage length, the average distance an aircraft travels nonstop, is often used to reflect operating weight. The departure stage lengths are associated with a takeoff weight that represent a typical passenger load factor and fuel requirement for the aircraft and distance to be flown. A longer stage length requires more fuel, and results in a heavier aircraft with a shallower climb profile. In INM, stage lengths are divided into seven groups that correspond to approximate nonstop flight distances. For this analysis, stage lengths were derived from an analysis of both 2005 TAMIS data and origin-destination information obtained from the Official Airline Guide (OAG) in 2006, supplemented by a review of the INM analysis undertaken in Phase 2 of the Part 161 Study.

Some airlines have policies to refuel only after making several trips, thereby carrying more fuel than is required for a departure to a specific market. This results in increased weight on the aircraft. The aircraft noise analysis has accounted for this by increasing stage lengths, and corresponding takeoff weight, of certain aircraft types beyond the specific markets served by those aircraft. For example, with the Southwest Airlines B-737-300, we have used a stage length of 2,500 to 3,500 nautical miles where the markets served by that aircraft are far less.

The arrivals are assumed to follow a typical 3-degree rate of descent, and to have fuel loads that fall within the 0-500 nautical mile stage length. The helicopter activity is modeled using the Bell 206 LongRanger INM aircraft type code. The Bell 206 LongRanger has an approximate range of 350 nautical miles; therefore all helicopter

*Where certain aircraft types were forecast to be retired and replaced, the replacement aircraft were assigned the time-of-day proportion originally attributed to the retired aircraft type.

operations also fall within the 0-500 nautical mile stage length. In INM 6.2a, helicopters are handled as vertical operations and not as arrivals and departures like the fixed winged aircraft. (For this report, the helicopter events are presented within the arrival column for purposes of simplifying Tables B3 through B-11).

Tables B-3 through B-11 present operations by aircraft type, time-of-day, and stage length for all nine scenarios. Operations are reported in the INM input format of average annual day, and decimal points are rounded to the nearest hundredth.

B.2.6 Runway Use

Average annual runway use assumptions for 2005 were developed from the Airport's 2005 TAMIS data. Projected runway utilization for the 2008 and 2015 forecast scenarios was assumed to remain similar to 2005. Runway 8 tends to be the primary arrival runway since it is the only runway with a precision instrument approach. Runway 15 tends to be the dominant departure runway due to local terrain and airspace constraints. Arrivals and departures occur occasionally on Runways 26 and 33, usually due to changes in wind direction such as during Santa Ana wind conditions or if requested by the pilot.

The 2005 data reflect both formal and informal runway use policies in effect at the Airport. Because of the proximity of the Airport Terminal to the east end of Runway 8-26, departures are prohibited on Runway 8 by aircraft heavier than 12,500 pounds. Although the Airport lacks official nighttime runway use policies, many operators tend to takeoff on Runways 26 and 33 at night, rather than using the primary departure runway, Runway 15. This has the effect of shifting nighttime noise from the more densely developed residential areas south of the airport to the less populated areas west and north of the airport.

Note that Table B-13 shows small proportions of "departures" on Runway 8 by larger aircraft – regional commuters, heavy corporate jets, and "light plus" corporate jets. These data represent actual observations recorded by the TAMIS system, so they are unlikely to be in error. These operations are likely missed approaches to Runway 8 that were recorded by the TAMIS system as "departures." From a noise standpoint, missed approaches are quite similar to departures, so these aircraft assignments are valid for noise modeling purposes. The proportion of light corporate jets departing on Runway 8 is relatively high, at 12.9%. Many of these are likely to be actual departures, as many Cessna Citations and some Lear 24 models have takeoff weights of 12,500 pounds or less. The remainder of these operations are missed approaches.*

*It is possible that some of these operations may have been departures on Runway 15 that made quick left turns and were interpreted by the TAMIS system as Runway 8 departures. Note that light aircraft departing from Runway 15 and turning left tend to overlap the tracks of aircraft departing from Runway 8. See Figures B-5, B-6, B-10, and B-11.

Runway assignments were distributed in proportion by operation type, event time, aircraft type, and runway use percentages. For the nine scenarios, arrivals used the preferred Runway 8 an average of approximately 80% during the day and 65% at night. Departures used the preferred Runway 15 an average of approximately 85% during the day and 38% at night. The baseline runway use assignments for arrivals and departures in 2005, 2008, and 2015 are presented in Tables B-12 and B-13. The small changes shown from year to year are due to the differing rates of growth projected for daytime and nighttime operations for different operational categories (e.g. air carrier versus general aviation). The changes do not reflect any assumed modifications in runway use policy.

Table B-3
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2005 BASELINE
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length															All Operations Total*				
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			Day	Eve	Night	Total	
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night					
Commercial Jet	Airbus A300	1.30	0.09	0.58	-	-	-	-	-	-	-	-	-	-	0.57	1.37	0.03	1.87	1.46	0.60	3.93
	Airbus A310	-	0.00	0.02	-	-	-	-	-	-	-	-	-	-	0.00	0.01	-	0.00	0.01	0.02	0.04
	Airbus A319	0.18	0.74	0.09	0.51	0.06	0.30	0.09	0.01	0.05	-	-	-	-	-	-	-	0.78	0.82	0.44	2.03
	Airbus A320	2.52	1.35	0.42	1.60	0.33	0.02	0.09	0.02	0.00	-	-	-	-	1.84	0.38	0.02	6.05	2.07	0.46	8.59
	Boeing 737-300*	22.74	11.36	0.79	0.00	0.00	0.00	-	-	-	19.11	7.60	0.25	5.20	2.04	0.23	47.39	21.05	1.32	69.76	
	Boeing 737-400	0.18	0.20	0.05	0.00	0.00	-	-	-	-	0.26	0.15	0.03	-	-	-	0.44	0.35	0.09	0.88	
	Boeing 737-500	1.43	0.70	0.08	-	-	-	1.27	0.18	0.04	0.62	0.09	0.02	-	-	-	3.32	0.98	0.14	4.43	
	Boeing 737-700	14.28	4.57	0.44	-	-	-	4.90	0.77	0.02	5.84	0.91	0.02	5.88	0.92	0.02	30.91	7.17	0.51	38.59	
	Boeing 737-800	0.03	0.03	-	-	-	-	0.01	0.01	-	0.01	0.01	-	0.01	0.01	-	0.05	0.07	-	0.12	
	Boeing 737-900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Boeing 737-QN	0.01	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	0.01	0.01	-	0.02	
	Boeing 757-200	0.15	0.93	-	-	-	-	-	-	-	-	-	-	-	0.99	0.07	0.01	1.14	1.00	0.01	2.15
	McDonnell-Douglas 80	0.20	0.02	-	0.19	0.03	-	-	-	-	-	-	-	-	-	-	0.39	0.06	-	0.44	
	McDonnell-Douglas 82	1.75	1.53	0.22	0.01	-	-	-	-	-	-	-	-	-	3.42	0.06	0.01	5.19	1.59	0.24	7.01
	McDonnell-Douglas 83	<u>1.84</u>	<u>0.89</u>	<u>0.36</u>	=	=	=	=	=	=	<u>2.55</u>	<u>0.50</u>	<u>0.04</u>	=	=	=	<u>4.39</u>	<u>1.39</u>	<u>0.39</u>	<u>6.18</u>	
Commercial Jet Subtotal		46.62	22.42	3.05	2.32	0.42	0.32	6.35	0.99	0.11	28.38	9.27	0.36	17.92	4.87	0.33	101.92	38.03	4.23	144.18	
Regional Commuter	Canadair Regional Jet-200	7.07	2.14	0.09	4.09	0.70	0.11	3.68	0.63	0.10	-	-	-	-	-	-	14.84	3.46	0.29	18.59	
	Canadair Regional Jet-700	5.29	0.95	0.25	2.81	0.47	0.13	2.53	0.43	0.12	-	-	-	-	-	-	10.63	1.85	0.50	12.98	
	Canadair Regional Jet-900	2.09	0.14	0.01	0.98	0.20	0.00	0.88	0.18	0.00	-	-	-	-	-	-	3.96	0.52	0.01	4.49	
	De Havilland Dash 8	0.15	0.02	0.01	0.15	0.02	0.00	-	-	-	-	-	-	-	-	-	0.29	0.04	0.01	0.35	
	Embraer 135	<u>0.09</u>	<u>0.03</u>	=	<u>0.10</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	=	<u>0.19</u>	<u>0.05</u>	=	<u>0.24</u>	
Regional Commuter Subtotal		14.69	3.28	0.36	8.12	1.41	0.24	7.10	1.23	0.22	-	-	-	-	-	-	29.91	5.92	0.81	36.64	
Corporate Jet - Heavy	Canadair Challenger 600	0.52	0.10	0.04	0.52	0.09	0.05	-	-	-	-	-	-	-	-	-	1.04	0.19	0.08	1.32	
	Canadair Challenger 601	1.21	0.28	0.14	1.35	0.14	0.14	-	-	-	-	-	-	-	-	-	2.55	0.42	0.29	3.26	
	Gulfstream GII	1.00	0.33	0.25	1.29	0.19	0.09	-	-	-	-	-	-	-	-	-	2.29	0.52	0.34	3.16	
	Gulfstream GIIB	0.92	0.35	0.31	1.24	0.20	0.13	-	-	-	-	-	-	-	-	-	2.16	0.55	0.44	3.16	
	Gulfstream GIV-SP	1.91	0.80	0.47	2.51	0.36	0.31	-	-	-	-	-	-	-	-	-	4.42	1.16	0.79	6.37	
	Gulfstream GV	1.19	0.47	0.28	1.56	0.18	0.19	-	-	-	-	-	-	-	-	-	2.75	0.65	0.47	3.87	
	Lockheed Jetstar	<u>0.03</u>	<u>0.01</u>	=	<u>0.02</u>	<u>0.01</u>	<u>0.01</u>	=	=	=	=	=	=	=	=	=	<u>0.05</u>	<u>0.02</u>	<u>0.01</u>	<u>0.09</u>	
Corporate Jet - Heavy Subtotal		6.77	2.33	1.51	8.50	1.19	0.93	-	-	-	-	-	-	-	-	-	15.26	3.52	2.43	21.23	

*Included in totals: Boeing 737-300 Departures, Stage 2500-3500 nmi Day - 0.33; Eve - 0.05; Night - 0.05
 Note: Day operations are from 7:00 a.m. to 7:00 p.m., evening operations from 7:00 p.m. to 10:00 p.m., and night operations from 10:00 p.m. to 7:00a.m.

Table B-3 (concluded)
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2005 BASELINE
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length																				
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			All Operations Total					
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Total		
	Cessna Citation III	0.21	0.04	0.01	0.23	0.04	-	-	-	-	-	-	-	-	-	-	-	-	0.45	0.08	0.01	0.54
	Cessna Citation V	3.07	0.53	0.32	3.11	0.45	0.35	-	-	-	-	-	-	-	-	-	-	-	6.18	0.98	0.66	7.82
	Cessna Citation VII	0.03	0.01	-	0.04	-	0.00	-	-	-	-	-	-	-	-	-	-	-	0.06	0.01	0.00	0.08
	Cessna Citation X	1.15	0.28	0.17	1.29	0.14	0.17	-	-	-	-	-	-	-	-	-	-	-	2.44	0.43	0.33	3.19
	Dassault Falcon 20	0.10	0.04	0.02	0.12	0.02	0.01	-	-	-	-	-	-	-	-	-	-	-	0.23	0.06	0.03	0.32
	Dassault Falcon 2000	0.47	0.12	0.06	0.52	0.07	0.07	-	-	-	-	-	-	-	-	-	-	-	0.99	0.19	0.13	1.31
Corporate Jet - Light Plus	Israel 1124 Westwind	0.96	0.33	0.19	1.23	0.09	0.16	-	-	-	-	-	-	-	-	-	-	-	2.19	0.42	0.36	2.96
	Israel 1125 Gulfstream 100	0.29	0.14	0.06	0.39	0.04	0.06	-	-	-	-	-	-	-	-	-	-	-	0.68	0.18	0.12	0.98
	Learjet 25	0.46	0.13	0.12	0.55	0.12	0.05	-	-	-	-	-	-	-	-	-	-	-	1.01	0.25	0.17	1.43
	Learjet 35	3.41	1.06	2.43	3.23	1.17	2.50	-	-	-	-	-	-	-	-	-	-	-	6.64	2.22	4.93	13.80
	Learjet 45	0.32	0.06	0.04	0.32	0.07	0.02	-	-	-	-	-	-	-	-	-	-	-	0.64	0.13	0.06	0.83
	Learjet 55	0.18	0.03	0.13	0.21	0.04	0.09	-	-	-	-	-	-	-	-	-	-	-	0.38	0.07	0.22	0.68
	Learjet 60	<u>0.38</u>	<u>0.06</u>	<u>0.06</u>	<u>0.40</u>	<u>0.06</u>	<u>0.04</u>	=	=	=	=	=	=	=	=	=	=	=	<u>0.78</u>	<u>0.12</u>	<u>0.09</u>	<u>0.99</u>
Corporate Jet - Light Plus Subtotal		11.03	2.83	3.61	11.64	2.32	3.51	-	-	-	-	-	-	-	-	-	-	-	22.66	5.14	7.12	34.93
Corporate Jet - Light	Cessna Citation II	0.90	0.14	0.12	0.94	0.12	0.09	-	-	-	-	-	-	-	-	-	-	-	1.84	0.26	0.21	2.32
	Very Light Jet	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
Corporate Jet - Light Total		0.90	0.14	0.12	0.94	0.12	0.09	-	-	-	-	-	-	-	-	-	-	-	1.84	0.26	0.21	2.32
General Aviation / Air Taxi - Piston	Beech Baron 58P	4.97	0.56	2.48	6.39	0.66	0.96	-	-	-	-	-	-	-	-	-	-	-	11.36	1.22	3.45	16.03
	McDonnell-Douglas Skytrain	0.02	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	-	-	0.03	0.01	-	0.03
	Single Engine Fixed Prop	14.07	1.97	0.48	14.17	1.70	0.64	-	-	-	-	-	-	-	-	-	-	-	28.24	3.68	1.12	33.04
	Single Engine Variable Prop	<u>9.07</u>	<u>6.66</u>	<u>2.71</u>	<u>11.80</u>	<u>1.75</u>	<u>4.89</u>	=	=	=	=	=	=	=	=	=	=	=	<u>20.87</u>	<u>8.40</u>	<u>7.60</u>	<u>36.87</u>
General Aviation/Air Taxi - Piston Subtotal		28.12	9.19	5.67	32.38	4.12	6.50	-	-	-	-	-	-	-	-	-	-	-	60.50	13.31	12.17	85.98
General Aviation/Air Taxi/Military - Turboprop	Beech 1900	0.63	0.15	0.02	0.61	0.11	0.09	-	-	-	-	-	-	-	-	-	-	-	1.23	0.26	0.12	1.60
	Beech King Air C90	0.51	0.10	0.05	0.52	0.11	0.03	-	-	-	-	-	-	-	-	-	-	-	1.03	0.22	0.08	1.33
	C-130E	0.02	-	-	0.01	0.01	--	-	-	-	-	-	-	-	-	-	-	-	0.03	0.01	--	0.03
	Cessna Conquest II	0.47	0.14	0.59	0.73	0.14	0.33	-	-	-	-	-	-	-	-	-	-	-	1.20	0.28	0.92	2.41
	De Havilland Twin Otter	3.26	3.22	6.99	3.22	1.99	8.27	-	-	-	-	-	-	-	-	-	-	-	6.48	5.21	15.26	26.95
	General Military Trainer	0.22	0.03	0.03	0.23	0.03	0.02	-	-	-	-	-	-	-	-	-	-	-	0.45	0.06	0.05	0.56
	Single Engine Turboprop	<u>3.36</u>	<u>0.45</u>	<u>0.19</u>	<u>3.21</u>	<u>0.62</u>	<u>0.17</u>	=	=	=	=	=	=	=	=	=	=	=	<u>6.57</u>	<u>1.07</u>	<u>0.37</u>	<u>8.01</u>
GA/Air Taxi/Military - Turboprop Subtotal		8.47	4.09	7.87	8.53	3.01	8.91	-	-	-	-	-	-	-	-	-	-	-	16.99	7.11	16.80	40.89
GA/AT Helicopter	Bell 206 LongRanger	2.61	1.39	1.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.61	1.39	1.21	5.21
Grand Total		116.59	44.29	22.20	72.40	12.57	20.50	13.45	2.22	0.33	28.38	9.27	0.36	17.92	4.87	0.33	251.70	74.68	44.99	371.38		

Table B-4
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2008 BASELINE
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length															All Operations Total			
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			Day	Eve	Night	Total
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night				
Commercial Jet	Airbus A300	0.88	0.06	0.35	-	-	-	-	-	-	-	-	-	0.37	0.91	0.02	1.25	0.97	0.37	2.59
	Airbus A310	-	0.07	1.01	-	-	-	-	-	-	-	-	-	0.26	0.82	-	0.26	0.90	1.01	2.16
	Airbus A319	0.35	1.18	0.39	0.66	0.07	0.91	0.11	0.01	0.15	-	-	-	-	-	-	1.12	1.26	1.45	3.83
	Airbus A320	4.07	2.21	1.37	2.82	0.58	0.06	0.16	0.03	0.00	-	-	-	3.24	0.67	0.07	10.29	3.50	1.51	15.29
	Boeing 737-300	21.90	11.04	1.47	0.00	0.00	0.00	-	-	-	18.54	7.44	0.47	5.05	2.00	0.44	45.81	20.53	2.47	68.81
	Boeing 737-400	0.18	0.20	0.11	0.00	0.00	0.00	-	-	-	0.26	0.16	0.07	-	-	-	0.45	0.36	0.18	0.99
	Boeing 737-500	2.38	1.18	0.26	-	-	-	2.13	0.31	0.13	1.04	0.15	0.06	-	-	-	5.55	1.64	0.45	7.65
	Boeing 737-700	15.48	5.00	0.93	-	-	-	5.41	0.85	0.04	6.45	1.02	0.05	6.50	1.03	0.05	33.84	7.90	1.07	42.82
	Boeing 737-800	0.85	0.97	-	-	-	-	0.19	0.34	-	0.23	0.41	-	0.23	0.41	-	1.51	2.13	-	3.64
	Boeing 737-900	1.91	-	-	-	-	-	0.32	0.24	-	0.38	0.29	-	0.38	0.29	-	3.00	0.82	-	3.82
	Boeing 737-QN	0.01	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	0.01	0.01	-	0.02
	Boeing 757-200	0.14	0.10	-	-	-	-	-	-	-	-	-	-	0.11	0.12	0.01	0.25	0.22	0.01	0.48
	McDonnell-Douglas 80	0.00	0.01	-	0.00	0.01	-	-	-	-	-	-	-	-	-	-	0.01	0.02	-	0.03
	McDonnell-Douglas 82	0.31	0.28	0.08	0.00	-	-	-	-	-	-	-	-	0.65	0.01	0.01	0.97	0.29	0.08	1.34
McDonnell-Douglas 83	<u>0.79</u>	<u>0.39</u>	<u>0.30</u>	=	=	=	=	=	=	<u>1.20</u>	<u>0.25</u>	<u>0.03</u>	=	=	=	<u>2.00</u>	<u>0.65</u>	<u>0.34</u>	<u>2.99</u>	
Commercial Jet Subtotal		49.26	22.71	6.26	3.50	0.67	0.98	8.33	1.79	0.33	28.11	9.72	0.69	16.79	6.26	0.59	106.31	41.20	8.94	156.45
Regional Commuter	Canadair Regional Jet-200	7.18	2.19	0.18	4.11	0.71	0.21	3.70	0.64	0.19	-	-	-	-	-	-	15.00	3.54	0.57	19.11
	Canadair Regional Jet-700	5.99	1.09	0.55	3.19	0.54	0.29	2.87	0.49	0.26	-	-	-	-	-	-	12.05	2.13	1.11	15.28
	Canadair Regional Jet-900	2.66	0.18	0.02	1.24	0.25	0.01	1.12	0.23	0.01	-	-	-	-	-	-	5.02	0.66	0.03	5.72
	De Havilland Dash 8	0.17	0.03	0.01	0.18	0.03	0.00	-	-	-	-	-	-	-	-	-	0.35	0.06	0.01	0.42
	Embraer 135	<u>0.09</u>	<u>0.03</u>	=	<u>0.10</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	=	<u>0.18</u>	<u>0.04</u>	=	<u>0.23</u>
Regional Commuter Subtotal		16.09	3.52	0.76	8.81	1.55	0.51	7.69	1.35	0.46	-	-	-	-	-	-	32.60	6.43	1.73	40.75
Corporate Jet - Heavy	Canadair Challenger 600	0.61	0.12	0.04	0.61	0.11	0.05	-	-	-	-	-	-	-	-	-	1.22	0.23	0.08	1.53
	Canadair Challenger 601	1.41	0.33	0.14	1.58	0.17	0.14	-	-	-	-	-	-	-	-	-	2.99	0.50	0.28	3.77
	Gulfstream GII	1.18	0.39	0.25	1.50	0.23	0.09	-	-	-	-	-	-	-	-	-	2.68	0.62	0.34	3.64
	Gulfstream GIIB	1.08	0.41	0.31	1.44	0.24	0.13	-	-	-	-	-	-	-	-	-	2.53	0.65	0.44	3.62
	Gulfstream GIV-SP	2.25	0.95	0.47	2.93	0.42	0.31	-	-	-	-	-	-	-	-	-	5.17	1.37	0.78	7.32
	Gulfstream GV	1.39	0.55	0.28	1.82	0.22	0.19	-	-	-	-	-	-	-	-	-	3.22	0.77	0.47	4.45
	Lockheed Jetstar	<u>0.05</u>	<u>0.02</u>	=	<u>0.03</u>	<u>0.02</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	<u>0.07</u>	<u>0.03</u>	<u>0.02</u>	<u>0.12</u>
Corporate Jet - Heavy Subtotal		7.97	2.78	1.49	9.91	1.40	0.92	-	-	-	-	-	-	-	-	-	17.87	4.17	2.41	24.45

Included in totals: Boeing 737-300 Departures, Stage 2500-3500 nmi Day - 0.32; Eve - 0.05; Night - 0.09

Note: Day operations are from 7:00 a.m. to 7:00 p.m., evening operations from 7:00 p.m. to 10:00 p.m., and night operations from 10:00 p.m. to 7:00 a.m.

Table B-4 (concluded)
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2008 BASELINE
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length																				
		Arrivals			0-500 nmi				500-1000 nmi			1000-1500 nmi			1500-2500 nmi			All Operations Total				
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Total		
Corporate Jet - Light Plus	Cessna Citation III	0.25	0.05	0.01	0.27	0.04	-	-	-	-	-	-	-	-	-	-	-	-	0.52	0.10	0.01	0.63
	Cessna Citation V	3.59	0.62	0.31	3.65	0.54	0.34	-	-	-	-	-	-	-	-	-	-	-	7.23	1.16	0.65	9.04
	Cessna Citation VII	0.03	0.01	-	0.04	-	0.00	-	-	-	-	-	-	-	-	-	-	-	0.07	0.01	0.00	0.09
	Cessna Citation X	1.34	0.33	0.16	1.51	0.17	0.16	-	-	-	-	-	-	-	-	-	-	-	2.85	0.50	0.33	3.68
	Dassault Falcon 20	0.12	0.04	0.02	0.14	0.03	0.01	-	-	-	-	-	-	-	-	-	-	-	0.27	0.07	0.03	0.37
	Dassault Falcon 2000	0.55	0.14	0.06	0.61	0.08	0.06	-	-	-	-	-	-	-	-	-	-	-	1.16	0.22	0.13	1.51
	Israel 1124 Westwind	1.12	0.39	0.19	1.44	0.10	0.16	-	-	-	-	-	-	-	-	-	-	-	2.56	0.49	0.35	3.40
	Israel 1125 Gulfstream 100	0.34	0.17	0.06	0.46	0.05	0.06	-	-	-	-	-	-	-	-	-	-	-	0.80	0.22	0.12	1.13
	Learjet 25	0.55	0.16	0.12	0.63	0.14	0.05	-	-	-	-	-	-	-	-	-	-	-	1.18	0.29	0.17	1.64
	Learjet 35	3.99	1.25	2.39	3.78	1.38	2.47	-	-	-	-	-	-	-	-	-	-	-	7.78	2.62	4.86	15.26
	Learjet 45	0.37	0.07	0.04	0.38	0.08	0.02	-	-	-	-	-	-	-	-	-	-	-	0.75	0.16	0.06	0.96
	Learjet 55	0.21	0.04	0.13	0.24	0.05	0.08	-	-	-	-	-	-	-	-	-	-	-	0.45	0.09	0.22	0.75
	Learjet 60	<u>0.44</u>	<u>0.07</u>	<u>0.06</u>	<u>0.46</u>	<u>0.07</u>	<u>0.04</u>	=	=	=	=	=	=	=	=	=	=	=	<u>0.91</u>	<u>0.14</u>	<u>0.09</u>	<u>1.14</u>
Corporate Jet - Light Plus Subtotal		12.92	3.34	3.55	13.62	2.73	3.46	-	-	-	-	-	-	-	-	-	-	-	26.54	6.07	7.01	39.62
Corporate Jet - Light	Cessna Citation II	1.05	0.17	0.12	1.10	0.14	0.09	-	-	-	-	-	-	-	-	-	-	-	2.16	0.31	0.21	2.68
	Very Light Jet	0.52	0.11	0.03	0.56	0.09	-	-	-	-	-	-	-	-	-	-	-	-	1.08	0.20	0.03	1.31
	Corporate Jet - Light Subtotal		1.57	0.27	0.15	1.67	0.24	0.09	-	-	-	-	-	-	-	-	-	-	-	3.24	0.51	0.24
General Aviation / Air Taxi - Piston	Beech Baron 58P	5.47	3.36	2.61	7.59	0.62	3.23	-	-	-	-	-	-	-	-	-	-	-	13.06	3.98	5.84	22.87
	McDonnell-Douglas Skytrain	0.02	0.01	-	0.02	0.01	-	-	-	-	-	-	-	-	-	-	-	-	0.03	0.01	-	0.04
	Single Engine Fixed Prop	5.18	0.41	0.12	4.97	0.67	0.08	-	-	-	-	-	-	-	-	-	-	-	10.16	1.08	0.20	11.43
	Single Engine Variable Prop	<u>3.34</u>	<u>1.39</u>	<u>0.68</u>	<u>4.14</u>	<u>0.69</u>	<u>0.58</u>	=	=	=	=	=	=	=	=	=	=	=	<u>7.48</u>	<u>2.08</u>	<u>1.26</u>	<u>10.82</u>
General Aviation / Air Taxi - Piston Subtotal		14.01	5.17	3.41	16.72	1.98	3.89	-	-	-	-	-	-	-	-	-	-	-	30.72	7.15	7.30	45.17
General Aviation/Air Taxi/Military - Turboprop	Beech 1900	0.74	0.20	0.03	0.73	0.14	0.10	-	-	-	-	-	-	-	-	-	-	-	1.47	0.34	0.13	1.94
	Beech King Air C90	0.61	0.14	0.05	0.62	0.15	0.03	-	-	-	-	-	-	-	-	-	-	-	1.23	0.29	0.09	1.60
	C-130E	0.02	-	-	0.01	0.01	-	-	-	-	-	-	-	-	-	-	-	-	0.03	0.01	--	0.04
	Cessna Conquest II	0.57	0.19	0.66	0.87	0.18	0.36	-	-	-	-	-	-	-	-	-	-	-	1.43	0.37	1.02	2.83
	De Havilland Twin Otter	3.85	4.27	7.66	3.87	2.62	9.30	-	-	-	-	-	-	-	-	-	-	-	7.72	6.89	16.96	31.57
	General Military Trainer	0.30	0.05	0.04	0.32	0.04	0.02	-	-	-	-	-	-	-	-	-	-	-	0.63	0.09	0.07	0.78
	Single Engine Turboprop	<u>3.57</u>	<u>0.48</u>	<u>0.20</u>	<u>3.41</u>	<u>0.67</u>	<u>0.18</u>	=	=	=	=	=	=	=	=	=	=	=	<u>6.99</u>	<u>1.15</u>	<u>0.38</u>	<u>8.51</u>
GA/Air Taxi/Military - Turboprop Subtotal		9.66	4.99	8.56	9.83	3.81	9.86	-	-	-	-	-	-	-	-	-	-	-	19.5	9.14	18.43	47.27
GA/AT Helicopter	Bell 206 LongRanger	3.93	0.89	2.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.93	0.89	2.01	6.83
Grand Total		111.48	43.11	24.26	64.06	12.36	19.85	16.02	3.15	0.79	28.11	9.72	0.69	16.79	6.26	0.59	240.72	75.54	48.27	364.54		

**Table B-5
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2008 FULL CURFEW
Bob Hope Airport FAR Part 161 Study**

Category	Aircraft Type	Departures by Stage Length															All Operations Total			
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			Day	Eve	Night	Total
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night				
Commercial Jet	Airbus A300	1.02	0.07	0.06	-	-	-	-	-	-	-	-	-	0.33	0.82	0.00	1.36	0.89	0.06	2.30
	Airbus A310	-	0.22	0.43	-	-	-	-	-	-	-	-	-	0.16	0.50	-	0.16	0.72	0.43	1.32
	Airbus A319	0.28	0.95	0.04	0.91	0.09	0.09	0.15	0.02	0.01	-	-	-	-	-	-	1.34	1.06	0.14	2.54
	Airbus A320	4.45	2.42	0.21	2.66	0.55	0.00	0.15	0.03	0.00	-	-	-	3.05	0.63	0.00	10.32	3.63	0.22	14.17
	Boeing 737-300	22.29	11.23	0.21	0.00	0.00	-	-	-	-	18.68	7.50	0.03	5.09	2.02	0.03	46.39	20.80	0.28	67.47
	Boeing 737-400	0.19	0.21	0.02	0.00	0.00	-	-	-	-	0.26	0.15	0.01	-	-	-	0.45	0.37	0.02	0.84
	Boeing 737-500	2.43	1.20	0.04	-	-	-	2.15	0.31	0.01	1.04	0.15	0.00	-	-	-	5.62	1.67	0.05	7.34
	Boeing 737-700	15.93	5.15	0.14	-	-	-	5.40	0.85	0.00	6.43	1.02	0.00	6.48	1.02	0.00	34.24	8.04	0.15	42.42
	Boeing 737-800	0.86	0.99	-	-	-	-	0.20	0.35	-	0.23	0.41	-	0.24	0.42	-	1.52	2.16	-	3.69
	Boeing 737-900	1.93	-	-	-	-	-	0.32	0.25	-	0.39	0.29	-	0.39	0.29	-	3.03	0.83	-	3.87
	Boeing 737-QN	0.01	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	0.01	0.01	-	0.02
	Boeing 757-200	0.14	0.10	-	-	-	-	-	-	-	-	-	-	0.11	0.13	0.00	0.25	0.23	0.00	0.48
	McDonnell-Douglas 80	0.00	0.01	-	0.00	0.01	-	-	-	-	-	-	-	-	-	-	0.01	0.02	-	0.03
	McDonnell-Douglas 82	0.33	0.30	0.01	0.00	-	-	-	-	-	-	-	-	0.63	0.01	0.00	0.96	0.31	0.01	1.28
McDonnell-Douglas 83	<u>0.88</u>	<u>0.44</u>	<u>0.05</u>	=	=	=	=	=	=	<u>1.12</u>	<u>0.24</u>	<u>0.00</u>	=	=	=	<u>2.00</u>	<u>0.67</u>	<u>0.05</u>	<u>2.73</u>	
Commercial Jet Subtotal		50.75	23.29	1.21	3.58	0.66	0.09	8.37	1.80	0.03	28.17	9.77	0.05	16.48	5.83	0.04	107.67	41.40	1.42	150.49
Regional Commuter	Canadair Regional Jet-200	7.65	2.33	0.03	4.48	0.77	0.02	4.04	0.69	0.01	-	-	-	-	-	-	16.17	3.80	0.06	20.03
	Canadair Regional Jet-700	6.44	1.18	0.08	3.44	0.59	0.02	3.10	0.53	0.02	-	-	-	-	-	-	12.98	2.29	0.13	15.40
	Canadair Regional Jet-900	2.87	0.20	0.00	1.34	0.27	0.00	1.21	0.25	0.00	-	-	-	-	-	-	5.41	0.72	0.00	6.13
	De Havilland Dash 8	0.17	0.03	-	0.17	0.03	-	-	-	-	-	-	-	-	-	-	0.33	0.06	-	0.39
	Embraer 135	<u>0.09</u>	<u>0.03</u>	=	<u>0.10</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	=	<u>0.20</u>	<u>0.05</u>	=	<u>0.25</u>
Regional Commuter Subtotal		17.22	3.76	0.12	9.53	1.68	0.04	8.35	1.47	0.03	-	-	-	-	-	-	35.10	6.91	0.19	42.19
Corporate Jet - Heavy	Canadair Challenger 600	0.55	0.11	0.00	0.56	0.10	0.00	-	-	-	-	-	-	-	-	-	1.10	0.21	0.00	1.31
	Canadair Challenger 601	1.28	0.30	0.00	1.43	0.15	0.00	-	-	-	-	-	-	-	-	-	2.71	0.45	0.00	3.17
	Gulfstream GII	1.12	0.37	0.00	1.30	0.20	0.00	-	-	-	-	-	-	-	-	-	2.42	0.57	0.00	3.00
	Gulfstream GIIIB	1.04	0.40	0.00	1.24	0.20	0.00	-	-	-	-	-	-	-	-	-	2.28	0.60	0.01	2.89
	Gulfstream GIV-SP	2.09	0.88	0.01	2.60	0.38	0.00	-	-	-	-	-	-	-	-	-	4.69	1.26	0.01	5.95
	Gulfstream GV	1.30	0.51	0.00	1.62	0.19	0.00	-	-	-	-	-	-	-	-	-	2.92	0.70	0.00	3.62
Lockheed Jetstar	<u>0.05</u>	<u>0.02</u>	=	<u>0.03</u>	<u>0.01</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	<u>0.07</u>	<u>0.03</u>	<u>0.02</u>	<u>0.13</u>	
Corporate Jet - Heavy Subtotal		7.43	2.59	0.02	8.78	1.23	0.02	-	-	-	-	-	-	-	-	-	16.19	3.82	0.04	20.07

Included in totals: Boeing 737-300 Departures, Stage 2500-3500 nmi Day - 0.33; Eve - 0.05; Night - 0.01

Note: Day operations are from 7:00 a.m. to 7:00 p.m., evening operations from 7:00 p.m. to 10:00 p.m., and night operations from 10:00 p.m. to 7:00 a.m.

Table B-5 (concluded)

AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2008 FULL CURFEW
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length																					
		Arrivals			0-500 nmi				500-1000 nmi			1000-1500 nmi			1500-2500 nmi			All Operations Total					
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Total			
Corporate Jet - Light Plus	Cessna Citation III	0.23	0.05	0.00	0.24	0.04	-	-	-	-	-	-	-	-	-	-	-	-	0.47	0.09	0.00	0.56	
	Cessna Citation V	3.25	0.56	0.00	3.32	0.49	0.00	-	-	-	-	-	-	-	-	-	-	-	6.57	1.05	0.01	7.62	
	Cessna Citation VII	0.03	0.01	-	0.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.07	0.01	-	0.08
	Cessna Citation X	1.22	0.30	0.00	1.37	0.16	0.00	-	-	-	-	-	-	-	-	-	-	-	-	2.59	0.46	0.00	3.05
	Dassault Falcon 20	0.11	0.04	0.00	0.13	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	0.24	0.07	0.00	0.31
	Dassault Falcon 2000	0.50	0.13	0.00	0.56	0.07	0.00	-	-	-	-	-	-	-	-	-	-	-	-	1.06	0.20	0.00	1.26
	Israel 1124 Westwind	1.03	0.36	0.00	1.29	0.09	0.00	-	-	-	-	-	-	-	-	-	-	-	-	2.32	0.45	0.00	2.77
	Israel 1125 Gulfstream 100	0.31	0.15	0.00	0.42	0.04	0.00	-	-	-	-	-	-	-	-	-	-	-	-	0.72	0.20	0.00	0.92
	Learjet 25	0.52	0.15	0.00	0.55	0.12	0.00	-	-	-	-	-	-	-	-	-	-	-	-	1.07	0.27	0.00	1.34
	Learjet 35	3.49	0.96	0.02	3.32	1.16	0.00	-	-	-	-	-	-	-	-	-	-	-	-	6.81	2.12	0.03	8.95
	Learjet 45	0.35	0.07	0.00	0.34	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	0.68	0.14	0.00	0.82
	Learjet 55	0.21	0.04	0.00	0.20	0.04	0.00	-	-	-	-	-	-	-	-	-	-	-	-	0.41	0.08	0.00	0.49
	Learjet 60	<u>0.41</u>	<u>0.06</u>	<u>0.00</u>	<u>0.41</u>	<u>0.06</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.82</u>	<u>0.12</u>	<u>0.00</u>	<u>0.95</u>
Corporate Jet - Light Plus Subtotal		11.65	2.88	0.04	12.18	2.37	0.01	-	-	-	-	-	-	-	-	-	-	-	23.83	5.25	0.05	29.13	
Corporate Jet - Light	Cessna Citation II	0.97	0.15	0.00	0.99	0.13	0.00	-	-	-	-	-	-	-	-	-	-	-	1.96	0.28	0.00	2.24	
	Very Light Jet	0.42	0.09	0.00	0.43	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-	0.85	0.16	0.00	1.01
Corporate Jet - Light Subtotal		1.38	0.24	0.00	1.42	0.20	0.00	-	-	-	-	-	-	-	-	-	-	-	-	2.81	0.44	0.00	3.25
General Aviation / Air Taxi - Piston	Beech Baron 58P	4.97	3.05	-	7.41	0.61	-	-	-	-	-	-	-	-	-	-	-	-	12.38	3.66	-	16.04	
	McDonnell-Douglas Skytrain	0.01	0.01	-	0.02	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03	0.01	-	0.04
	Single Engine Fixed Prop	5.20	0.42	-	4.95	0.67	-	-	-	-	-	-	-	-	-	-	-	-	-	10.16	1.08	-	11.24
	Single Engine Variable Prop	<u>3.37</u>	<u>1.41</u>	<u>-</u>	<u>4.10</u>	<u>0.68</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>7.47</u>	<u>2.09</u>	<u>-</u>	<u>9.56</u>
General Aviation / Air Taxi - Piston Subtotal		13.56	4.88	-	16.48	1.96	-	-	-	-	-	-	-	-	-	-	-	-	-	30.04	6.84	-	36.88
General Aviation / Air Taxi / Military - Turboprop	Beech 1900	0.68	0.18	0.00	0.71	0.14	0.00	-	-	-	-	-	-	-	-	-	-	-	1.39	0.31	0.00	1.70	
	Beech King Air C90	0.59	0.13	0.00	0.59	0.14	0.00	-	-	-	-	-	-	-	-	-	-	-	1.17	0.27	0.00	1.45	
	C-130E	0.02	-	-	0.01	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03	0.01	-	0.04
	Cessna Conquest II	0.64	0.21	0.00	0.71	0.15	-	-	-	-	-	-	-	-	-	-	-	-	-	1.35	0.36	0.00	1.72
	De Havilland Twin Otter	3.33	3.49	0.02	4.01	2.83	0.01	-	-	-	-	-	-	-	-	-	-	-	-	7.34	6.33	0.03	13.70
	General Military Trainer	0.30	0.04	0.05	0.32	0.04	0.03	-	-	-	-	-	-	-	-	-	-	-	-	0.62	0.09	0.07	0.78
	Single Engine Turboprop	<u>3.58</u>	<u>0.48</u>	<u>0.00</u>	<u>3.40</u>	<u>0.66</u>	<u>0.00</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>6.99</u>	<u>1.15</u>	<u>0.00</u>	<u>8.14</u>
GA/Air Taxi/Military - Turboprop Subtotal		9.14	4.22	0.07	9.75	3.97	0.04	-	-	-	-	-	-	-	-	-	-	-	-	18.89	8.52	0.10	27.53
GA/AT Helicopter	Bell 206 LongRanger	3.93	0.89	1.29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.93	0.89	1.29	6.11
Grand Total		111.12	42.18	1.47	61.74	12.07	0.20	16.71	3.27	0.06	28.17	9.77	0.05	16.48	5.83	0.04	238.48	74.07	3.11	315.65			

Table B-6
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2008 DEPARTURE CURFEW
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length															All Operations Total			
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			Day	Eve	Night	Total
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night				
Commercial Jet	Airbus A300	0.89	0.06	0.35	-	-	-	-	-	-	-	-	-	0.38	0.92	0.01	1.27	0.98	0.37	2.62
	Airbus A310	-	0.08	1.05	-	-	-	-	-	-	-	-	-	0.27	0.83	0.03	0.27	0.91	1.08	2.26
	Airbus A319	0.35	1.19	0.39	0.25	0.03	0.00	1.48	0.15	0.02	-	-	-	-	-	-	2.08	1.37	0.41	3.85
	Airbus A320	4.10	2.23	1.38	0.16	0.03	0.00	3.30	0.68	0.03	-	-	-	2.88	0.60	0.02	10.43	3.54	1.42	15.39
	Boeing 737-300	20.76	10.46	1.39	0.90	0.50	0.00	-	-	-	18.07	7.25	0.04	4.02	1.45	0.01	44.06	19.71	1.44	65.21
	Boeing 737-400	0.18	0.21	0.11	0.31	0.18	0.00	-	-	-	0.00	0.00	-	-	-	-	0.50	0.39	0.11	1.00
	Boeing 737-500	2.40	1.19	0.26	-	-	-	2.25	0.33	0.01	1.10	0.16	0.00	-	-	-	5.75	1.68	0.27	7.70
	Boeing 737-700	15.47	5.00	0.93	-	-	-	5.44	0.86	0.01	6.48	1.02	0.01	6.53	1.03	0.01	33.93	7.92	0.96	42.80
	Boeing 737-800	0.89	1.03	-	-	-	-	0.21	0.36	-	0.24	0.43	-	0.25	0.43	-	1.59	2.26	-	3.85
	Boeing 737-900	1.92	-	-	-	-	-	0.32	0.24	-	0.38	0.29	-	0.39	0.29	-	3.02	0.83	-	3.84
	Boeing 737-QN	0.01	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	0.01	0.01	-	0.02
	Boeing 757-200	0.09	0.08	-	-	-	-	-	-	-	-	-	-	0.09	0.07	-	0.18	0.15	-	0.33
	McDonnell-Douglas 80	0.00	0.01	-	0.00	0.01	-	-	-	-	-	-	-	-	-	-	0.01	0.02	-	0.03
	McDonnell-Douglas 82	0.31	0.27	0.08	0.64	0.01	0.00	-	-	-	-	-	-	0.00	-	-	0.95	0.28	0.08	1.31
McDonnell-Douglas 83	<u>0.78</u>	<u>0.39</u>	<u>0.30</u>	=	=	=	=	=	=	<u>1.21</u>	<u>0.26</u>	<u>0.01</u>	=	=	=	<u>1.99</u>	<u>0.64</u>	<u>0.31</u>	<u>2.95</u>	
Commercial Jet Subtotal		48.16	22.18	6.24	2.26	0.76	0.01	13.00	2.63	0.06	27.48	9.42	0.07	14.81	5.63	0.08	106.03	40.67	6.46	153.16
Regional Commuter	Canadair Regional Jet-200	7.12	2.17	0.18	3.83	0.66	0.00	4.25	0.73	0.00	-	-	-	-	-	-	15.21	3.56	0.19	18.95
	Canadair Regional Jet-700	6.74	1.23	0.62	3.47	0.59	0.01	3.85	0.66	0.01	-	-	-	-	-	-	14.07	2.48	0.65	17.20
	Canadair Regional Jet-900	2.65	0.18	0.02	1.12	0.23	0.00	1.24	0.25	0.00	-	-	-	-	-	-	5.01	0.66	0.02	5.69
	De Havilland Dash 8	0.14	0.02	0.01	0.14	0.02	-	-	-	-	-	-	-	-	-	-	0.29	0.04	0.01	0.33
	Embraer 135	<u>0.09</u>	<u>0.03</u>	=	<u>0.10</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	=	<u>0.18</u>	<u>0.04</u>	=	<u>0.23</u>
Regional Commuter Subtotal		16.74	3.63	0.83	8.66	1.52	0.01	9.35	1.64	0.02	-	-	-	-	-	-	34.75	6.79	0.86	42.40
Corporate Jet - Heavy	Canadair Challenger 600	0.51	0.10	0.03	0.55	0.10	-	-	-	-	-	-	-	-	-	-	1.06	0.20	0.03	1.29
	Canadair Challenger 601	1.18	0.27	0.12	1.42	0.15	0.00	-	-	-	-	-	-	-	-	-	2.61	0.43	0.12	3.15
	Gulfstream GII	1.00	0.33	0.21	1.34	0.20	0.00	-	-	-	-	-	-	-	-	-	2.34	0.53	0.21	3.08
	Gulfstream GIIIB	0.91	0.34	0.26	1.30	0.21	0.00	-	-	-	-	-	-	-	-	-	2.21	0.56	0.26	3.02
	Gulfstream GIV-SP	1.87	0.78	0.38	2.65	0.38	0.00	-	-	-	-	-	-	-	-	-	4.53	1.17	0.38	6.07
	Gulfstream GV	1.16	0.46	0.23	1.65	0.19	0.00	-	-	-	-	-	-	-	-	-	2.82	0.65	0.23	3.69
	Lockheed Jetstar	<u>0.05</u>	<u>0.02</u>	=	<u>0.03</u>	<u>0.02</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	<u>0.07</u>	<u>0.04</u>	<u>0.02</u>	<u>0.12</u>
Corporate Jet - Heavy Subtotal		6.69	2.31	1.22	8.94	1.26	0.02	-	-	-	-	-	-	-	-	-	15.62	3.57	1.24	20.42

Included in totals: Boeing 737-300 Departures, Stage 2500-3500 nmi Day - 0.32; Eve - 0.05; Night - 0.00
 Note: Day operations are from 7:00 a.m. to 7:00 p.m., evening operations from 7:00 p.m. to 10:00 p.m., and night operations from 10:00 p.m. to 7:00a.m.

Table B-6 (concluded)
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2008 DEPARTURE CURFEW
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length															All Operations Total			
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			Day	Eve	Night	Total
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night				
Corporate Jet - Light Plus	Cessna Citation III	0.22	0.04	0.01	0.24	0.04	-	-	-	-	-	-	-	-	-	-	0.45	0.08	0.01	0.55
	Cessna Citation V	3.00	0.51	0.26	3.29	0.48	0.00	-	-	-	-	-	-	-	-	-	6.30	1.00	0.26	7.55
	Cessna Citation VII	0.03	0.01	-	0.04	-	-	-	-	-	-	-	-	-	-	-	0.06	0.01	-	0.08
	Cessna Citation X	1.12	0.27	0.13	1.37	0.15	0.00	-	-	-	-	-	-	-	-	-	2.49	0.43	0.13	3.05
	Dassault Falcon 20	0.10	0.04	0.01	0.13	0.03	-	-	-	-	-	-	-	-	-	-	0.23	0.06	0.01	0.31
	Dassault Falcon 2000	0.46	0.12	0.05	0.56	0.07	-	-	-	-	-	-	-	-	-	-	1.01	0.19	0.05	1.25
	Israel 1124 Westwind	0.93	0.32	0.15	1.31	0.09	0.00	-	-	-	-	-	-	-	-	-	2.24	0.41	0.15	2.81
	Israel 1125 Gulfstream 100	0.28	0.14	0.04	0.42	0.04	-	-	-	-	-	-	-	-	-	-	0.70	0.18	0.04	0.93
	Learjet 25	0.46	0.13	0.10	0.57	0.12	0.00	-	-	-	-	-	-	-	-	-	1.03	0.25	0.10	1.38
	Learjet 35	2.94	0.91	1.72	4.07	1.48	0.01	-	-	-	-	-	-	-	-	-	7.01	2.39	1.72	11.12
	Learjet 45	0.32	0.06	0.03	0.33	0.08	-	-	-	-	-	-	-	-	-	-	0.65	0.14	0.03	0.82
	Learjet 55	0.16	0.03	0.10	0.24	0.05	0.00	-	-	-	-	-	-	-	-	-	0.40	0.08	0.10	0.58
	Learjet 60	<u>0.37</u>	<u>0.06</u>	<u>0.05</u>	<u>0.42</u>	<u>0.06</u>	<u>0.00</u>	=	=	=	=	=	=	=	=	=	<u>0.79</u>	<u>0.12</u>	<u>0.05</u>	<u>0.96</u>
Corporate Jet - Light Plus Subtotal		10.39	2.64	2.66	12.98	2.70	0.01	-	-	-	-	-	-	-	-	-	23.37	5.34	2.66	31.37
Corporate Jet - Light	Cessna Citation II	0.89	0.14	0.10	0.99	0.13	0.00	-	-	-	-	-	-	-	-	-	1.88	0.27	0.10	2.24
	Very Light Jet	0.41	0.10	0.03	0.47	0.08	-	-	-	-	-	-	-	-	-	-	0.88	0.18	0.03	1.09
Corporate Jet - Light Subtotal		1.30	0.24	0.13	1.46	0.21	0.00	-	-	-	-	-	-	-	-	-	2.76	0.45	0.13	3.33
General Aviation / Air Taxi - Piston	Beech Baron 58P	4.98	2.38	1.57	7.92	1.01	-	-	-	-	-	-	-	-	-	-	12.90	3.39	1.57	17.85
	McDonnell-Douglas Skytrain	0.02	0.01	-	0.01	0.01	-	-	-	-	-	-	-	-	-	-	0.03	0.01	-	0.04
	Single Engine Fixed Prop	5.31	0.42	0.12	5.04	0.82	-	-	-	-	-	-	-	-	-	-	10.34	1.24	0.12	11.71
	Single Engine Variable Prop	<u>3.27</u>	<u>1.36</u>	<u>0.66</u>	<u>4.41</u>	<u>0.88</u>	=	=	=	=	=	=	=	=	=	=	<u>7.67</u>	<u>2.24</u>	<u>0.66</u>	<u>10.58</u>
General Aviation / Air Taxi - Piston Subtotal		13.57	4.17	2.35	17.38	2.72	-	-	-	-	-	-	-	-	-	-	30.95	6.89	2.35	40.18
General Aviation / Air Taxi - Turboprop	Beech 1900	0.59	0.12	0.02	0.64	0.09	0.00	-	-	-	-	-	-	-	-	-	1.23	0.21	0.02	1.45
	Beech King Air C90	0.49	0.08	0.04	0.52	0.09	-	-	-	-	-	-	-	-	-	-	1.01	0.17	0.04	1.22
	C-130E	0.02	-	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	0.03	0.00	-	0.03
	Cessna Conquest II	0.42	0.10	0.44	0.83	0.13	0.00	-	-	-	-	-	-	-	-	-	1.25	0.23	0.44	1.92
	De Havilland Twin Otter	2.28	1.88	4.01	5.43	2.72	0.02	-	-	-	-	-	-	-	-	-	7.71	4.60	4.04	16.34
	General Military Trainer	0.30	0.05	0.04	0.31	0.05	0.02	-	-	-	-	-	-	-	-	-	0.61	0.10	0.07	0.78
GA/Air Taxi/Military - Turboprop Subtotal		<u>2.96</u>	<u>0.40</u>	<u>0.17</u>	<u>2.94</u>	<u>0.58</u>	<u>0.00</u>	=	=	=	=	=	=	=	=	=	<u>5.90</u>	<u>0.97</u>	<u>0.17</u>	<u>7.04</u>
GA/AT Helicopter	Bell 206 LongRanger	3.93	0.89	1.29	-	-	-	-	-	-	-	-	-	-	-	-	3.93	0.89	1.29	6.11
Grand Total		103.90	37.80	18.13	62.36	12.82	0.10	22.35	4.27	0.08	27.48	9.42	0.07	14.81	5.63	0.08	235.15	70.87	19.75	325.76

Table B-7
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2008 NOISE-BASED CURFEW
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length															All Operations Total			
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			Day	Eve	Night	Total
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night				
Commercial Jet	Airbus A300	1.02	0.07	0.06	-	-	-	-	-	-	-	-	-	0.33	0.82	0.00	1.36	0.89	0.06	2.30
	Airbus A310	-	0.22	0.43	-	-	-	-	-	-	-	-	-	0.16	0.50	-	0.16	0.72	0.43	1.32
	Airbus A319	0.28	0.95	0.04	0.91	0.09	0.09	0.15	0.02	0.01	-	-	-	-	-	-	1.34	1.06	0.14	2.54
	Airbus A320	4.45	2.42	0.21	2.66	0.55	0.00	0.15	0.03	0.00	-	-	-	3.05	0.63	0.00	10.32	3.63	0.22	14.17
	Boeing 737-300	22.29	11.23	0.21	0.00	0.00	-	-	-	-	18.68	7.50	0.03	5.09	2.02	0.03	46.39	20.80	0.28	67.47
	Boeing 737-400	0.19	0.21	0.02	0.00	0.00	-	-	-	-	0.26	0.15	0.01	-	-	-	0.45	0.37	0.02	0.84
	Boeing 737-500	2.43	1.20	0.04	-	-	-	2.15	0.31	0.01	1.04	0.15	0.00	-	-	-	5.62	1.67	0.05	7.34
	Boeing 737-700	15.93	5.15	0.14	-	-	-	5.40	0.85	0.00	6.43	1.02	0.00	6.48	1.02	0.00	34.24	8.04	0.15	42.42
	Boeing 737-800	0.86	0.99	-	-	-	-	0.20	0.35	-	0.23	0.41	-	0.24	0.42	-	1.52	2.16	-	3.69
	Boeing 737-900	1.93	-	-	-	-	-	0.32	0.25	-	0.39	0.29	-	0.39	0.29	-	3.03	0.83	-	3.87
	Boeing 737-QN	0.01	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	0.01	0.01	-	0.02
	Boeing 757-200	0.14	0.10	-	-	-	-	-	-	-	-	-	-	0.11	0.13	0.00	0.25	0.23	0.00	0.48
	McDonnell-Douglas 80	0.00	0.01	-	0.00	0.01	-	-	-	-	-	-	-	-	-	-	0.01	0.02	-	0.03
	McDonnell-Douglas 82	0.33	0.30	0.01	0.00	-	-	-	-	-	-	-	-	0.63	0.01	0.00	0.96	0.31	0.01	1.28
McDonnell-Douglas 83	<u>0.88</u>	<u>0.44</u>	<u>0.05</u>	=	=	=	=	=	=	<u>1.12</u>	<u>0.24</u>	<u>0.00</u>	=	=	=	<u>2.00</u>	<u>0.67</u>	<u>0.05</u>	<u>2.73</u>	
Commercial Jet Subtotal		50.75	23.29	1.21	3.58	0.66	0.09	8.37	1.80	0.03	28.17	9.77	0.05	16.48	5.83	0.04	107.67	41.40	1.42	150.49
Regional Commuter	Canadair Regional Jet-200	7.65	2.33	0.03	4.48	0.77	0.02	4.04	0.69	0.01	-	-	-	-	-	-	16.17	3.80	0.06	20.03
	Canadair Regional Jet-700	6.44	1.18	0.08	3.44	0.59	0.02	3.10	0.53	0.02	-	-	-	-	-	-	12.98	2.29	0.13	15.40
	Canadair Regional Jet-900	2.87	0.20	0.00	1.34	0.27	0.00	1.21	0.25	0.00	-	-	-	-	-	-	5.41	0.72	0.00	6.13
	De Havilland Dash 8	0.17	0.03	0.01	0.18	0.03	0.00	-	-	-	-	-	-	-	-	-	0.35	0.06	0.01	0.42
	Embraer 135	<u>0.09</u>	<u>0.03</u>	=	<u>0.10</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	=	<u>0.20</u>	<u>0.05</u>	=	<u>0.25</u>
Regional Commuter Subtotal		17.23	3.76	0.12	9.54	1.68	0.04	8.35	1.47	0.03	-	-	-	-	-	-	35.11	6.91	0.20	42.22
Corporate Jet - Heavy	Canadair Challenger 600	0.55	0.11	-	0.55	0.10	-	-	-	-	-	-	-	-	-	-	1.10	0.20	-	1.30
	Canadair Challenger 601	1.28	0.30	-	1.43	0.15	-	-	-	-	-	-	-	-	-	-	2.71	0.45	-	3.16
	Gulfstream GII	1.12	0.37	-	1.43	0.22	-	-	-	-	-	-	-	-	-	-	2.55	0.59	-	3.14
	Gulfstream GIIIB	1.04	0.40	-	1.39	0.23	-	-	-	-	-	-	-	-	-	-	2.43	0.63	-	3.06
	Gulfstream GIV-SP	2.09	0.88	-	2.72	0.39	-	-	-	-	-	-	-	-	-	-	4.81	1.27	-	6.08
	Gulfstream GV	1.29	0.51	-	1.69	0.20	-	-	-	-	-	-	-	-	-	-	2.99	0.71	-	3.70
Lockheed Jetstar	<u>0.05</u>	<u>0.02</u>	=	<u>0.03</u>	<u>0.02</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	<u>0.07</u>	<u>0.03</u>	<u>0.02</u>	<u>0.12</u>	
Corporate Jet - Heavy Subtotal		7.42	2.59	-	9.24	1.31	0.02	-	-	-	-	-	-	-	-	-	16.65	3.89	0.02	20.56

Included in totals: Boeing 737-300 Departures, Stage 2500-3500 nmi Day - 0.33; Eve - 0.05; Night - 0.01
 Note: Day operations are from 7:00 a.m. to 7:00 p.m., evening operations from 7:00 p.m. to 10:00 p.m., and night operations from 10:00 p.m. to 7:00 a.m.

Table B-7 (concluded)
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2008 NOISE-BASED CURFEW
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length																			
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			All Operations Total				
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Total	
Corporate Jet - Light Plus	Cessna Citation III	0.23	0.05	-	0.25	0.04	-	-	-	-	-	-	-	-	-	-	0.48	0.09	-	0.57	
	Cessna Citation V	3.51	0.61	0.31	3.57	0.53	0.33	-	-	-	-	-	-	-	-	-	7.08	1.13	0.64	8.86	
	Cessna Citation VII	0.03	0.01	-	0.04	-	-	-	-	-	-	-	-	-	-	-	-	0.06	0.01	-	0.08
	Cessna Citation X	1.22	0.30	-	1.37	0.15	-	-	-	-	-	-	-	-	-	-	-	2.59	0.46	-	3.04
	Dassault Falcon 20	0.11	0.04	-	0.13	0.03	-	-	-	-	-	-	-	-	-	-	-	0.25	0.07	-	0.31
	Dassault Falcon 2000	0.50	0.13	-	0.55	0.07	-	-	-	-	-	-	-	-	-	-	-	1.05	0.20	-	1.25
	Israel 1124 Westwind	1.03	0.35	-	1.32	0.09	-	-	-	-	-	-	-	-	-	-	-	2.34	0.45	-	2.79
	Israel 1125 Gulfstream 100	0.31	0.15	-	0.41	0.04	-	-	-	-	-	-	-	-	-	-	-	0.72	0.20	-	0.91
	Learjet 25	0.52	0.15	-	0.60	0.13	-	-	-	-	-	-	-	-	-	-	-	1.12	0.28	-	1.41
	Learjet 35	3.59	1.12	-	3.41	1.24	-	-	-	-	-	-	-	-	-	-	-	7.00	2.36	-	9.36
	Learjet 45	0.37	0.07	0.03	0.37	0.08	0.02	-	-	-	-	-	-	-	-	-	-	0.74	0.15	0.06	0.94
	Learjet 55	0.21	0.04	-	0.24	0.05	-	-	-	-	-	-	-	-	-	-	-	0.45	0.09	-	0.53
Learjet 60	<u>0.44</u>	<u>0.07</u>	<u>0.06</u>	<u>0.45</u>	<u>0.07</u>	<u>0.04</u>	=	=	=	=	=	=	=	=	=	=	<u>0.89</u>	<u>0.13</u>	<u>0.09</u>	<u>1.12</u>	
Corporate Jet - Light Plus Subtotal		12.06	3.09	0.40	12.71	2.53	0.39	-	-	-	-	-	-	-	-	-	24.78	5.62	0.79	31.18	
Corporate Jet - Light	Cessna Citation II	1.03	0.16	0.12	1.08	0.14	0.09	-	-	-	-	-	-	-	-	-	2.11	0.30	0.21	2.62	
	Very Light Jet	0.52	0.11	0.03	0.56	0.09	-	-	-	-	-	-	-	-	-	-	1.08	0.20	0.03	1.31	
Corporate Jet - Light Subtotal		1.55	0.27	0.15	1.64	0.23	0.09	-	-	-	-	-	-	-	-	-	3.20	0.50	0.24	3.94	
General Aviation / Air Taxi - Piston	Beech Baron 58P	5.47	3.36	2.61	7.59	0.62	3.23	-	-	-	-	-	-	-	-	-	13.06	3.98	5.84	22.87	
	McDonnell-Douglas Skytrain	0.02	0.01	-	0.02	0.01	-	-	-	-	-	-	-	-	-	-	0.03	0.01	-	0.04	
	Single Engine Fixed Prop	5.18	0.41	0.12	4.97	0.67	0.08	-	-	-	-	-	-	-	-	-	10.16	1.08	0.20	11.43	
	Single Engine Variable Prop	<u>3.34</u>	<u>1.39</u>	<u>0.68</u>	<u>4.14</u>	<u>0.69</u>	<u>0.58</u>	=	=	=	=	=	=	=	=	=	<u>7.48</u>	<u>2.08</u>	<u>1.26</u>	<u>10.82</u>	
General Aviation / Air Taxi - Piston Subtotal		14.01	5.17	3.41	16.72	1.98	3.89	-	-	-	-	-	-	-	-	-	30.72	7.15	7.30	45.17	
General Aviation/Air Taxi/Military - Turboprop	Beech 1900	0.74	0.20	0.03	0.73	0.14	0.10	-	-	-	-	-	-	-	-	-	1.47	0.34	0.13	1.94	
	Beech King Air C90	0.61	0.14	0.05	0.62	0.15	0.03	-	-	-	-	-	-	-	-	-	1.23	0.29	0.09	1.60	
	C-130E	0.02	-	-	0.01	0.01	-	-	-	-	-	-	-	-	-	-	0.03	0.01	--	0.04	
	Cessna Conquest II	0.57	0.19	0.66	0.87	0.18	0.36	-	-	-	-	-	-	-	-	-	1.43	0.37	1.02	2.83	
	De Havilland Twin Otter	3.85	4.27	7.66	3.87	2.62	9.30	-	-	-	-	-	-	-	-	-	7.72	6.89	16.96	31.57	
	General Military Trainer	0.30	0.05	0.04	0.32	0.04	0.02	-	-	-	-	-	-	-	-	-	0.63	0.09	0.07	0.78	
	Single Engine Turboprop	<u>3.57</u>	<u>0.48</u>	<u>0.20</u>	<u>3.41</u>	<u>0.67</u>	<u>0.18</u>	=	=	=	=	=	=	=	=	=	<u>6.99</u>	<u>1.15</u>	<u>0.38</u>	<u>8.51</u>	
GA/Air Taxi/Military - Turboprop Subtotal		9.66	4.99	8.56	9.83	3.81	9.86	-	-	-	-	-	-	-	-	-	19.5	9.14	18.43	47.27	
GA/AT Helicopter	Bell 206 LongRanger	3.93	0.89	2.01	-	-	-	-	-	-	-	-	-	-	-	-	3.93	0.89	2.01	6.83	
Grand Total		112.68	43.50	13.93	63.27	12.19	14.52	16.71	3.27	0.06	28.17	9.77	0.05	16.48	5.83	0.04	241.57	75.50	30.61	347.67	

Table B-8
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2015 BASELINE
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length															All Operations Total			
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			Day	Eve	Night	Total
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night				
Commercial Jet	Airbus A300	1.08	0.07	0.40	-	-	-	-	-	-	-	-	-	0.45	1.09	0.02	1.53	1.17	0.42	3.11
	Airbus A310	-	0.10	1.29	-	-	-	-	-	-	-	-	-	0.33	1.06	-	0.33	1.16	1.29	2.78
	Airbus A319	0.43	1.78	1.05	0.67	0.08	2.03	0.11	0.01	0.34	-	-	-	-	-	-	1.20	1.87	3.42	6.50
	Airbus A320	5.50	2.96	2.74	4.10	0.84	0.14	0.23	0.05	0.01	-	-	-	4.71	0.96	0.16	14.54	4.81	3.04	22.38
	Boeing 737-300	10.06	5.11	0.97	0.00	0.00	0.00	-	-	-	8.57	3.47	0.31	2.33	0.93	0.29	21.11	9.53	1.64	32.28
	Boeing 737-400	0.19	0.21	0.17	0.00	0.00	0.00	-	-	-	0.28	0.17	0.12	-	-	-	0.47	0.38	0.29	1.14
	Boeing 737-500	2.60	1.30	0.41	-	-	-	2.35	0.34	0.21	1.14	0.17	0.10	-	-	-	6.09	1.81	0.72	8.62
	Boeing 737-700	22.87	7.44	1.97	-	-	-	8.13	1.29	0.09	9.69	1.54	0.11	9.76	1.55	0.11	50.46	11.82	2.29	64.57
	Boeing 737-800	3.16	3.62	-	-	-	-	0.73	1.27	-	0.87	1.51	-	0.87	1.53	-	5.62	7.93	-	13.55
	Boeing 737-900	8.05	-	-	-	-	-	1.35	1.03	-	1.61	1.22	-	1.62	1.23	-	12.62	3.48	-	16.10
	Boeing 737-QN	0.01	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	0.01	0.01	-	0.02
	Boeing 757-200	0.14	0.09	-	-	-	-	-	-	-	-	-	-	0.12	0.10	-	0.26	0.19	-	0.46
	McDonnell-Douglas 80	0.01	0.01	-	0.00	0.01	-	-	-	-	-	-	-	-	-	-	0.01	0.03	-	0.04
	McDonnell-Douglas 82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
McDonnell-Douglas 83	<u>0.03</u>	<u>0.03</u>	=	=	=	=	=	=	=	<u>0.02</u>	<u>0.04</u>	=	=	=	=	<u>0.05</u>	<u>0.07</u>	=	<u>0.13</u>	
Commercial Jet Subtotal		54.11	22.72	9.00	4.78	0.94	2.17	12.89	4.00	0.65	22.18	8.12	0.64	20.19	8.46	0.58	114.31	44.27	13.10	171.67
Regional Commuter	Canadair Regional Jet-200	4.01	1.23	0.14	2.27	0.39	0.16	2.05	0.36	0.15	-	-	-	-	-	-	8.32	1.98	0.46	10.76
	Canadair Regional Jet-700	8.13	1.50	1.11	4.33	0.74	0.58	3.90	0.67	0.52	-	-	-	-	-	-	16.36	2.92	2.21	21.49
	Canadair Regional Jet-900	8.38	0.57	0.09	3.92	0.80	0.03	3.53	0.72	0.03	-	-	-	-	-	-	15.83	2.10	0.15	18.08
	De Havilland Dash 8	0.22	0.03	0.01	0.22	0.04	0.00	-	-	-	-	-	-	-	-	-	0.44	0.07	0.01	0.52
	Embraer 135	<u>0.11</u>	<u>0.03</u>	=	<u>0.12</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	=	<u>0.22</u>	<u>0.05</u>	=	<u>0.28</u>
Regional Commuter Subtotal		20.84	3.37	1.35	10.86	2.00	0.78	9.48	1.75	0.70	-	-	-	-	-	-	41.18	7.12	2.84	51.13
Corporate Jet - Heavy	Canadair Challenger 600	0.81	0.17	0.05	0.82	0.15	0.06	-	-	-	-	-	-	-	-	-	1.63	0.32	0.11	2.06
	Canadair Challenger 601	1.89	0.46	0.19	2.11	0.24	0.19	-	-	-	-	-	-	-	-	-	4.00	0.70	0.37	5.08
	Gulfstream GII	1.57	0.55	0.33	2.02	0.32	0.12	-	-	-	-	-	-	-	-	-	3.59	0.87	0.45	4.91
	Gulfstream GIIIB	1.45	0.58	0.41	1.93	0.34	0.17	-	-	-	-	-	-	-	-	-	3.38	0.92	0.58	4.88
	Gulfstream GIV-SP	3.00	1.33	0.61	3.93	0.60	0.41	-	-	-	-	-	-	-	-	-	6.93	1.94	1.03	9.89
	Gulfstream GV	1.86	0.78	0.37	2.45	0.31	0.25	-	-	-	-	-	-	-	-	-	4.31	1.08	0.62	6.01
	Lockheed Jetstar	<u>0.05</u>	<u>0.02</u>	=	<u>0.03</u>	<u>0.02</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	<u>0.07</u>	<u>0.03</u>	<u>0.02</u>	<u>0.12</u>
Corporate Jet - Heavy Subtotal		10.63	3.90	1.96	13.29	1.97	1.22	-	-	-	-	-	-	-	-	-	23.91	5.87	3.18	32.95

Included in totals: Boeing 737-300 Departures, Stage 2500-3500 nmi Day - 0.15; Eve - 0.02; Night - 0.06
 Note: Day operations are from 7:00 a.m. to 7:00 p.m., evening operations from 7:00 p.m. to 10:00 p.m., and night operations from 10:00 p.m. to 7:00 a.m.

Table B-8 (concluded)
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2015 BASELINE
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length																				
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			All Operations Total					
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Total		
Corporate Jet - Light Plus	Cessna Citation III	0.33	0.07	0.02	0.36	0.06	-	-	-	-	-	-	-	-	-	-	-	-	0.70	0.14	0.02	0.85
	Cessna Citation V	4.80	0.88	0.41	4.88	0.76	0.45	-	-	-	-	-	-	-	-	-	-	-	9.68	1.63	0.86	12.18
	Cessna Citation VII	0.04	0.02	-	0.06	-	0.00	-	-	-	-	-	-	-	-	-	-	-	0.10	0.02	0.00	0.12
	Cessna Citation X	1.80	0.47	0.22	2.02	0.24	0.22	-	-	-	-	-	-	-	-	-	-	-	3.82	0.71	0.43	4.96
	Dassault Falcon 20	0.16	0.06	0.02	0.19	0.04	0.01	-	-	-	-	-	-	-	-	-	-	-	0.36	0.10	0.04	0.50
	Dassault Falcon 2000	0.74	0.20	0.08	0.82	0.11	0.09	-	-	-	-	-	-	-	-	-	-	-	1.56	0.31	0.17	2.04
	Israel 1124 Westwind	1.50	0.55	0.25	1.93	0.15	0.22	-	-	-	-	-	-	-	-	-	-	-	3.43	0.69	0.46	4.59
	Israel 1125 Gulfstream 100	0.45	0.24	0.07	0.61	0.07	0.08	-	-	-	-	-	-	-	-	-	-	-	1.07	0.30	0.15	1.52
	Learjet 25	0.73	0.22	0.16	0.85	0.20	0.07	-	-	-	-	-	-	-	-	-	-	-	1.58	0.42	0.22	2.22
	Learjet 35	5.35	1.76	3.15	5.06	1.94	3.27	-	-	-	-	-	-	-	-	-	-	-	10.41	3.71	6.43	20.54
	Learjet 45	0.50	0.10	0.05	0.50	0.12	0.03	-	-	-	-	-	-	-	-	-	-	-	1.01	0.22	0.08	1.30
	Learjet 55	0.28	0.05	0.17	0.32	0.07	0.11	-	-	-	-	-	-	-	-	-	-	-	0.60	0.12	0.28	1.01
	Learjet 60	<u>0.60</u>	<u>0.10</u>	<u>0.07</u>	<u>0.62</u>	<u>0.10</u>	<u>0.05</u>	=	=	=	=	=	=	=	=	=	=	=	<u>1.22</u>	<u>0.19</u>	<u>0.12</u>	<u>1.53</u>
Corporate Jet - Light Plus Subtotal		17.29	4.71	4.68	18.23	3.86	4.60	-	-	-	-	-	-	-	-	-	-	35.52	8.57	9.28	53.37	
Corporate Jet - Light	Cessna Citation II	1.41	0.24	0.16	1.48	0.20	0.12	-	-	-	-	-	-	-	-	-	-	-	2.89	0.44	0.28	3.61
	Very Light Jet	5.53	1.19	0.31	6.00	1.05	-	-	-	-	-	-	-	-	-	-	-	-	11.53	2.24	0.31	14.08
Corporate Jet - Light Subtotal		6.95	1.43	0.47	7.47	1.25	0.12	-	-	-	-	-	-	-	-	-	-	-	14.42	2.68	0.59	17.69
General Aviation / Air Taxi - Piston	Beech Baron 58P	1.61	1.30	0.76	2.33	0.18	1.16	-	-	-	-	-	-	-	-	-	-	-	3.94	1.48	1.91	7.33
	McDonnell-Douglas Skytrain	0.00	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	-	-	0.01	0.00	-	0.01
	Single Engine Fixed Prop	0.82	0.07	0.02	0.79	0.11	0.01	-	-	-	-	-	-	-	-	-	-	-	1.61	0.17	0.03	1.81
	Single Engine Variable Prop	<u>0.53</u>	<u>0.22</u>	<u>0.10</u>	<u>0.66</u>	<u>0.11</u>	<u>0.09</u>	=	=	=	=	=	=	=	=	=	=	=	<u>1.19</u>	<u>0.33</u>	<u>0.19</u>	<u>1.71</u>
General Aviation / Air Taxi - Piston Subtotal		2.97	1.59	0.88	3.78	0.40	1.26	-	-	-	-	-	-	-	-	-	-	-	6.75	1.99	2.14	10.87
General Aviation / Air Taxi - Turboprop	Beech 1900	0.93	0.24	0.03	0.92	0.17	0.11	-	-	-	-	-	-	-	-	-	-	-	1.86	0.42	0.14	2.41
	Beech King Air C90	0.77	0.17	0.06	0.78	0.18	0.04	-	-	-	-	-	-	-	-	-	-	-	1.55	0.35	0.09	2.00
	C-130E	0.02	-	-	0.02	0.01	-	-	-	-	-	-	-	-	-	-	-	-	0.04	0.01	-	0.05
	Cessna Conquest II	0.72	0.23	0.73	1.08	0.22	0.39	-	-	-	-	-	-	-	-	-	-	-	1.80	0.46	1.12	3.38
	De Havilland Twin Otter	4.82	5.19	8.34	4.93	3.25	10.17	-	-	-	-	-	-	-	-	-	-	-	9.74	8.44	18.51	36.69
	General Military Trainer	0.30	0.05	0.04	0.32	0.04	0.02	-	-	-	-	-	-	-	-	-	-	-	0.62	0.09	0.07	0.78
	Single Engine Turboprop	<u>4.13</u>	<u>0.56</u>	<u>0.22</u>	<u>3.94</u>	<u>0.78</u>	<u>0.20</u>	=	=	=	=	=	=	=	=	=	=	=	<u>8.07</u>	<u>1.34</u>	<u>0.42</u>	<u>9.83</u>
GA/Air Taxi/Military - Turboprop Subtotal		11.69	6.03	9.33	11.99	4.65	10.78	-	-	-	-	-	-	-	-	-	-	-	23.68	11.11	20.12	55.14
GA/AT Helicopter	Bell 206 LongRanger	4.31	0.97	2.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.31	0.97	2.08	7.36
Grand Total		124.48	44.17	27.77	70.40	15.07	21.08	22.37	5.75	1.35	22.18	8.12	0.64	20.19	8.46	0.58	264.08	82.55	53.56	400.19		

Table B-9
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2015 FULL CURFEW
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length															All Operations Total			
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			Day	Eve	Night	Total
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night				
Commercial Jet	Airbus A300	1.26	0.09	0.04	-	-	-	-	-	-	-	-	-	0.40	0.99	0.00	1.66	1.07	0.05	2.78
	Airbus A310	-	0.38	0.45	-	-	-	-	-	-	-	-	-	0.20	0.63	-	0.20	1.00	0.45	1.65
	Airbus A319	0.31	1.29	0.07	1.13	0.14	0.15	0.19	0.02	0.03	-	-	-	-	-	-	1.63	1.45	0.25	3.33
	Airbus A320	6.28	3.38	0.30	3.75	0.77	0.01	0.21	0.04	0.00	-	-	-	4.30	0.88	0.01	14.54	5.07	0.31	19.93
	Boeing 737-300	10.29	5.23	0.10	0.00	0.00	-	-	-	-	8.63	3.49	0.01	2.35	0.94	0.01	21.43	9.68	0.13	31.24
	Boeing 737-400	0.20	0.23	0.02	0.00	0.00	-	-	-	-	0.27	0.16	0.01	-	-	-	0.48	0.39	0.02	0.89
	Boeing 737-500	2.67	1.33	0.04	-	-	-	2.36	0.35	0.01	1.15	0.17	0.00	-	-	-	6.17	1.85	0.05	8.07
	Boeing 737-700	23.79	7.73	0.20	-	-	-	8.06	1.28	0.00	9.61	1.53	0.00	9.68	1.54	0.00	51.15	12.09	0.21	63.45
	Boeing 737-800	3.20	3.67	-	-	-	-	0.74	1.29	-	0.88	1.54	-	0.89	1.55	-	5.70	8.05	-	13.76
	Boeing 737-900	8.17	-	-	-	-	-	1.37	1.04	-	1.63	1.24	-	1.64	1.25	-	12.81	3.54	-	16.35
	Boeing 737-QN	0.01	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	0.01	0.01	-	0.02
	Boeing 757-200	0.14	0.09	-	-	-	-	-	-	-	-	-	-	0.13	0.10	-	0.27	0.20	-	0.46
	McDonnell-Douglas 80	0.01	0.01	-	0.00	0.01	-	-	-	-	-	-	-	-	-	-	0.01	0.03	-	0.04
	McDonnell-Douglas 82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
McDonnell-Douglas 83	<u>0.03</u>	<u>0.03</u>	-	-	-	-	-	-	-	<u>0.02</u>	<u>0.04</u>	-	-	-	-	<u>0.06</u>	<u>0.07</u>	-	<u>0.13</u>	
Commercial Jet Subtotal		56.36	23.46	1.22	4.89	0.93	0.16	12.93	4.03	0.04	22.20	8.17	0.03	19.58	7.88	0.02	116.11	44.49	1.48	162.08
Regional Commuter	Canadair Regional Jet-200	4.27	1.31	0.01	2.50	0.43	0.01	2.25	0.39	0.01	-	-	-	-	-	-	9.03	2.14	0.03	11.20
	Canadair Regional Jet-700	8.79	1.62	0.12	4.70	0.81	0.03	4.24	0.73	0.03	-	-	-	-	-	-	17.73	3.16	0.17	21.06
	Canadair Regional Jet-900	9.09	0.62	0.01	4.25	0.87	0.00	3.82	0.78	0.00	-	-	-	-	-	-	17.16	2.27	0.01	19.45
	De Havilland Dash 8	0.18	0.03	-	0.18	0.03	-	-	-	-	-	-	-	-	-	-	0.36	0.06	-	0.42
	Embraer 135	<u>0.12</u>	<u>0.04</u>	-	<u>0.13</u>	<u>0.02</u>	-	-	-	-	-	-	-	-	-	-	<u>0.24</u>	<u>0.06</u>	-	<u>0.30</u>
Regional Commuter Subtotal		22.45	3.62	0.14	11.76	2.17	0.04	10.31	1.90	0.03	-	-	-	-	-	-	44.53	7.69	0.21	52.43
Corporate Jet - Heavy	Canadair Challenger 600	0.67	0.14	0.00	0.68	0.13	0.00	-	-	-	-	-	-	-	-	-	1.35	0.27	0.00	1.61
	Canadair Challenger 601	1.56	0.38	0.00	1.75	0.20	0.00	-	-	-	-	-	-	-	-	-	3.31	0.58	0.00	3.90
	Gulfstream GII	1.36	0.48	0.00	1.59	0.25	0.00	-	-	-	-	-	-	-	-	-	2.96	0.73	0.00	3.70
	Gulfstream GIIIB	1.27	0.51	0.00	1.52	0.27	0.00	-	-	-	-	-	-	-	-	-	2.79	0.78	0.00	3.57
	Gulfstream GIV-SP	2.54	1.13	0.01	3.19	0.49	0.00	-	-	-	-	-	-	-	-	-	5.72	1.62	0.01	7.35
	Gulfstream GV	1.57	0.66	0.00	1.99	0.25	0.00	-	-	-	-	-	-	-	-	-	3.56	0.91	0.00	4.47
	Lockheed Jetstar	<u>0.05</u>	<u>0.02</u>	-	<u>0.03</u>	<u>0.01</u>	<u>0.02</u>	-	-	-	-	-	-	-	-	-	<u>0.07</u>	<u>0.03</u>	<u>0.02</u>	<u>0.13</u>
Corporate Jet - Heavy Subtotal		9.03	3.32	0.02	10.75	1.59	0.02	-	-	-	-	-	-	-	-	-	19.76	4.91	0.03	24.72

Included in totals: Boeing 737-300 Departures, Stage 2500-3500 nmi Day - 0.15; Eve - 0.02; Night - 0.00
 Note: Day operations are from 7:00 a.m. to 7:00 p.m., evening operations from 7:00 p.m. to 10:00 p.m., and night operations from 10:00 p.m. to 7:00 a.m.

Table B-9 (concluded)
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2015 FULL CURFEW
 FAR Part 161: Bob Hope Airport

Category	Aircraft Type	Departures by Stage Length																				
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			All Operations Total					
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Total		
Corporate Jet - Light Plus	Cessna Citation III	0.28	0.06	0.00	0.29	0.05	-	-	-	-	-	-	-	-	-	-	-	-	0.58	0.11	0.00	0.69
	Cessna Citation V	3.96	0.72	0.00	4.06	0.63	0.00	-	-	-	-	-	-	-	-	-	-	-	8.02	1.35	0.00	9.38
	Cessna Citation VII	0.03	0.02	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	0.08	0.02	-	0.10
	Cessna Citation X	1.49	0.39	0.00	1.68	0.20	0.00	-	-	-	-	-	-	-	-	-	-	-	3.16	0.59	0.00	3.75
	Dassault Falcon 20	0.14	0.05	0.00	0.16	0.03	-	-	-	-	-	-	-	-	-	-	-	-	0.30	0.09	0.00	0.38
	Dassault Falcon 2000	0.61	0.16	0.00	0.68	0.09	0.00	-	-	-	-	-	-	-	-	-	-	-	1.29	0.26	0.00	1.55
	Israel 1124 Westwind	1.25	0.46	0.00	1.59	0.12	0.00	-	-	-	-	-	-	-	-	-	-	-	2.84	0.58	0.00	3.42
	Israel 1125 Gulfstream 100	0.37	0.20	0.00	0.51	0.06	0.00	-	-	-	-	-	-	-	-	-	-	-	0.88	0.25	0.00	1.14
	Learjet 25	0.64	0.19	0.00	0.67	0.16	-	-	-	-	-	-	-	-	-	-	-	-	1.31	0.35	0.00	1.66
	Learjet 35	4.30	1.30	0.02	4.09	1.53	0.00	-	-	-	-	-	-	-	-	-	-	-	8.39	2.83	0.03	11.24
	Learjet 45	0.42	0.09	0.00	0.41	0.10	-	-	-	-	-	-	-	-	-	-	-	-	0.83	0.18	0.00	1.02
	Learjet 55	0.25	0.05	0.00	0.25	0.05	0.00	-	-	-	-	-	-	-	-	-	-	-	0.50	0.10	0.00	0.60
Learjet 60	<u>0.50</u>	<u>0.08</u>	<u>0.00</u>	<u>0.51</u>	<u>0.08</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1.01</u>	<u>0.16</u>	<u>0.00</u>	<u>1.17</u>	
Corporate Jet - Light Plus Subtotal		14.25	3.76	0.04	14.94	3.10	0.01	-	-	-	-	-	-	-	-	-	-	29.18	6.86	0.04	36.08	
Corporate Jet - Light	Cessna Citation II	1.18	0.20	0.00	1.21	0.17	0.00	-	-	-	-	-	-	-	-	-	-	-	2.39	0.36	0.00	2.76
	Very Light Jet	2.74	0.59	0.00	2.83	0.49	-	-	-	-	-	-	-	-	-	-	-	-	5.57	1.08	0.00	6.66
Corporate Jet - Light Subtotal		3.92	0.79	0.00	4.04	0.66	0.00	-	-	-	-	-	-	-	-	-	-	-	7.96	1.45	0.00	9.41
General Aviation / Air Taxi - Piston	Beech Baron 58P	1.82	1.47	-	3.05	0.23	-	-	-	-	-	-	-	-	-	-	-	-	4.87	1.70	-	6.57
	McDonnell-Douglas Skytrain	0.01	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	-	-	0.01	0.00	-	0.02
	Single Engine Fixed Prop	0.70	0.06	-	0.67	0.09	-	-	-	-	-	-	-	-	-	-	-	-	1.37	0.15	-	1.52
	Single Engine Variable Prop	<u>0.46</u>	<u>0.19</u>	<u>-</u>	<u>0.56</u>	<u>0.09</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1.01</u>	<u>0.28</u>	<u>-</u>	<u>1.30</u>
General Aviation / Air Taxi - Piston Subtotal		2.98	1.72	-	4.28	0.42	-	-	-	-	-	-	-	-	-	-	-	-	7.27	2.14	-	9.40
General Aviation / Air Taxi - Turboprop	Beech 1900	0.74	0.19	-	0.78	0.14	-	-	-	-	-	-	-	-	-	-	-	-	1.52	0.33	-	1.85
	Beech King Air C90	0.64	0.14	0.00	0.64	0.15	-	-	-	-	-	-	-	-	-	-	-	-	1.28	0.29	0.00	1.57
	C-130E	0.02	-	-	0.01	0.01	-	-	-	-	-	-	-	-	-	-	-	-	0.03	0.01	-	0.04
	Cessna Conquest II	0.70	0.22	0.00	0.77	0.16	-	-	-	-	-	-	-	-	-	-	-	-	1.47	0.38	0.00	1.86
	De Havilland Twin Otter	3.63	3.73	0.02	4.38	3.00	0.01	-	-	-	-	-	-	-	-	-	-	-	8.01	6.73	0.03	14.76
	General Military Trainer	0.30	0.04	0.05	0.32	0.04	0.03	-	-	-	-	-	-	-	-	-	-	-	0.62	0.09	0.07	0.78
	Single Engine Turboprop	<u>3.53</u>	<u>0.48</u>	<u>0.00</u>	<u>3.35</u>	<u>0.66</u>	<u>0.00</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>6.89</u>	<u>1.14</u>	<u>0.00</u>	<u>8.03</u>
GA/Air Taxi/Military - Turboprop Subtotal		9.56	4.47	0.07	10.25	4.16	0.04	-	-	-	-	-	-	-	-	-	-	-	19.82	8.97	0.10	28.89
GA/AT Helicopter	Bell 206 LongRanger	4.31	0.97	1.29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.31	0.97	1.29	6.57
Grand Total		118.54	41.47	1.49	60.91	13.02	0.26	23.24	5.93	0.07	22.20	8.17	0.03	19.58	7.88	0.02	-	248.93	77.47	3.17	329.58	

Table B-10
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2015 DEPARTURE CURFEW
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length															All Operations Total			
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			Day	Eve	Night	Total
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night				
Commercial Jet	Airbus A300	1.10	0.08	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	1.11	0.01	1.56	1.19	0.41	3.16
	Airbus A310	0.00	0.11	1.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	1.08	0.02	0.35	1.19	1.37	2.92
	Airbus A319	0.43	1.78	1.05	2.44	0.31	0.04	0.41	0.05	0.01	0.00	0.00	0.00	0.00	0.00	0.00	3.27	2.14	1.10	6.51
	Airbus A320	5.06	2.72	2.52	3.86	0.79	0.03	0.22	0.04	0.00	0.00	0.00	0.00	4.42	0.91	0.03	13.56	4.46	2.59	20.60
	Boeing 737-300	8.89	4.51	0.86	0.00	0.00	0.00	0.00	0.00	0.00	7.89	3.19	0.02	2.15	0.86	0.00	19.06	8.58	0.88	28.53
	Boeing 737-400	0.19	0.21	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.21	0.01	0.00	0.00	0.00	0.54	0.42	0.17	1.13
	Boeing 737-500	2.62	1.31	0.42	0.00	0.00	0.00	2.54	0.37	0.01	1.24	0.18	0.00	0.00	0.00	0.00	6.40	1.86	0.43	8.69
	Boeing 737-700	22.86	7.43	1.97	0.00	0.00	0.00	8.19	1.30	0.01	9.77	1.55	0.02	9.83	1.56	0.02	50.65	11.85	2.02	64.52
	Boeing 737-800	2.97	3.41	0.00	0.00	0.00	0.00	0.68	1.20	0.00	0.82	1.43	0.00	0.82	1.44	0.00	5.29	7.47	0.00	12.76
	Boeing 737-900	8.06	0.00	0.00	0.00	0.00	0.00	1.35	1.03	0.00	1.61	1.23	0.00	1.62	1.23	0.00	12.64	3.49	0.00	16.12
	Boeing 737-QN	0.01	0.00	0.00	0.01	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	0.00	0.02
	Boeing 757-200	0.12	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.08	0.00	0.25	0.17	0.00	0.42
	McDonnell-Douglas 80	0.01	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.03	0.00	0.04
	McDonnell-Douglas 82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	McDonnell-Douglas 83	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.04	0.00	0.00	0.00	0.00	0.05	0.07	0.00	0.13
Commercial Jet Subtotal		52.33	21.69	8.74	6.30	1.12	0.07	13.39	4.00	0.03	21.68	7.82	0.04	19.79	8.27	0.09	113.64	42.92	8.98	165.54
Regional Commuter	Canadair Regional Jet-200	3.97	1.22	0.14	2.39	0.41	0.00	2.15	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.51	2.01	0.15	10.66
	Canadair Regional Jet-700	8.85	1.64	1.21	5.23	0.90	0.02	4.71	0.81	0.02	0.00	0.00	0.00	0.00	0.00	0.00	18.80	3.35	1.24	23.39
	Canadair Regional Jet-900	8.31	0.57	0.09	3.92	0.80	0.00	3.53	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.76	2.09	0.09	17.94
	De Havilland Dash 8	0.17	0.02	0.01	0.18	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.04	0.01	0.40
	Embraer 135	0.11	0.03	0.00	0.12	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.05	0.00	0.28
Regional Commuter Subtotal		21.41	3.47	1.44	11.83	2.16	0.02	10.39	1.91	0.02	0.00	0.00	0.00	0.00	0.00	0.00	43.64	7.54	1.48	52.66
Corporate Jet - Heavy	Canadair Challenger 600	0.65	0.13	0.04	0.70	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.35	0.26	0.04	1.66
	Canadair Challenger 601	1.51	0.37	0.15	1.82	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.34	0.57	0.15	4.06
	Gulfstream GII	1.28	0.44	0.26	1.71	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.99	0.72	0.26	3.97
	Gulfstream GIIIB	1.16	0.46	0.32	1.66	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.83	0.75	0.32	3.90
	Gulfstream GIV-SP	2.39	1.05	0.48	3.41	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.80	1.57	0.48	7.85
	Gulfstream GV	1.48	0.61	0.29	2.12	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.61	0.88	0.29	4.77
	Lockheed Jetstar	0.05	0.02	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.04	0.00	0.11
Corporate Jet - Heavy Subtotal		8.53	3.10	1.54	11.45	1.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.98	4.79	1.54	26.31

Included in totals: Boeing 737-300 Departures, Stage 2500-3500 nmi Day - 0.14; Eve - 0.02; Night - 0.00

Note: Day operations are from 7:00 a.m. to 7:00 p.m., evening operations from 7:00 p.m. to 10:00 p.m., and night operations from 10:00 p.m. to 7:00 a.m.

Table B-10 (concluded)
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2015 DEPARTURE CURFEW
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length																				
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			All Operations Total					
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Total		
Corporate Jet - Light Plus	Cessna Citation III	0.28	0.06	0.02	0.30	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.11	0.02	0.71
	Cessna Citation V	3.85	0.69	0.32	4.21	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.06	1.35	0.32	9.73
	Cessna Citation VII	0.03	0.02	0.00	0.05	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	0.08	0.02	0.00	0.10
	Cessna Citation X	1.43	0.37	0.17	1.76	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.19	0.58	0.17	3.93
	Dassault Falcon 20	0.13	0.05	0.02	0.17	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.09	0.02	0.40
	Dassault Falcon 2000	0.59	0.16	0.07	0.71	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.30	0.25	0.07	1.62
	Israel 1124 Westwind	1.19	0.43	0.19	1.68	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.87	0.55	0.19	3.62
	Israel 1125 Gulfstream 100	0.36	0.18	0.06	0.54	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.24	0.06	1.20
	Learjet 25	0.59	0.18	0.12	0.72	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.32	0.34	0.12	1.78
	Learjet 35	3.77	1.23	2.18	5.19	1.99	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.96	3.21	2.19	14.36
	Learjet 45	0.41	0.08	0.04	0.43	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.18	0.04	1.06
	Learjet 55	0.21	0.04	0.13	0.30	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.10	0.13	0.74
	Learjet 60	0.48	0.08	0.06	0.53	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.01	0.16	0.06	1.23
Corporate Jet - Light Plus Subtotal		<u>13.31</u>	<u>3.55</u>	<u>3.37</u>	<u>16.59</u>	<u>3.64</u>	<u>0.01</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>29.90</u>	<u>7.19</u>	<u>3.38</u>	<u>40.47</u>
Corporate Jet - Light	Cessna Citation II	1.13	0.19	0.12	1.27	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.40	0.36	0.12	2.89
	Very Light Jet	3.01	0.80	0.21	3.42	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.42	1.39	0.21	8.02
Corporate Jet - Light Subtotal		4.14	0.98	0.33	4.68	0.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.82	1.75	0.33	10.91
General Aviation / Air Taxi - Piston	Beech Baron 58P	1.48	0.84	0.47	2.47	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.96	1.16	0.47	5.58
	McDonnell-Douglas Skytrain	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	0.00	0.01	0.00	0.00	0.01
	Single Engine Fixed Prop	0.84	0.07	0.02	0.80	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.64	0.20	0.02	1.86
	Single Engine Variable Prop	<u>0.52</u>	<u>0.22</u>	<u>0.10</u>	<u>0.70</u>	<u>0.14</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>1.22</u>	<u>0.36</u>	<u>0.10</u>	<u>1.68</u>
General Aviation / Air Taxi - Piston Subtotal		2.85	1.13	0.59	3.98	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.83	1.71	0.59	9.13
General Aviation/Air Taxi/Military - Turboprop	Beech 1900	0.72	0.14	0.02	0.77	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49	0.24	0.02	1.75
	Beech King Air C90	0.59	0.10	0.04	0.63	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.22	0.20	0.04	1.47
	C-130E	0.02	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.01	0.00	0.04
	Cessna Conquest II	0.52	0.12	0.51	0.99	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.51	0.27	0.51	2.28
	De Havilland Twin Otter	2.79	2.20	4.64	6.48	3.13	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.26	5.33	4.66	19.25
	General Military Trainer	0.30	0.05	0.04	0.31	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.10	0.07	0.78
	Single Engine Turboprop	<u>3.34</u>	<u>0.45</u>	<u>0.18</u>	<u>3.32</u>	<u>0.65</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>6.66</u>	<u>1.11</u>	<u>0.18</u>	<u>7.95</u>
GA/Air Taxi/Military - Turboprop Subtotal		8.28	3.06	5.43	12.51	4.20	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.78	7.26	5.48	33.44
GA/AT Helicopter	Bell 206 LongRanger	4.31	0.97	1.29	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	4.31	0.97	1.29	6.57
Grand Total		110.85	36.98	21.45	67.35	14.16	0.17	23.79	5.91	0.05	21.68	7.82	0.04	19.79	8.27	0.09	247.91	74.13	23.09	345.13		

Table B-11
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2015 NOISE-BASED CURFEW
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length															All Operations Total			
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			Day	Eve	Night	Total
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night				
Commercial Jet	Airbus A300	1.26	0.09	0.04	-	-	-	-	-	-	-	-	-	0.40	0.99	0.00	1.66	1.07	0.05	2.78
	Airbus A310	-	0.38	0.45	-	-	-	-	-	-	-	-	-	0.20	0.63	-	0.20	1.00	0.45	1.65
	Airbus A319	0.31	1.29	0.07	1.13	0.14	0.15	0.19	0.02	0.03	-	-	-	-	-	-	1.63	1.45	0.25	3.33
	Airbus A320	6.28	3.38	0.30	3.75	0.77	0.01	0.21	0.04	0.00	-	-	-	4.30	0.88	0.01	14.54	5.07	0.31	19.93
	Boeing 737-300	10.30	5.23	0.10	0.00	0.00	-	-	-	-	8.63	3.49	0.01	2.35	0.94	0.01	21.43	9.68	0.13	31.24
	Boeing 737-400	0.20	0.23	0.02	0.00	0.00	-	-	-	-	0.27	0.16	0.01	-	-	-	0.48	0.39	0.02	0.89
	Boeing 737-500	2.67	1.33	0.04	-	-	-	2.36	0.35	0.01	1.15	0.17	0.00	-	-	-	6.17	1.85	0.05	8.07
	Boeing 737-700	23.79	7.74	0.20	-	-	-	8.07	1.28	0.00	9.61	1.53	0.00	9.68	1.54	0.00	51.15	12.09	0.21	63.45
	Boeing 737-800	3.20	3.68	-	-	-	-	0.74	1.29	-	0.88	1.54	-	0.89	1.55	-	5.71	8.05	-	13.76
	Boeing 737-900	8.18	-	-	-	-	-	1.37	1.04	-	1.63	1.24	-	1.64	1.25	-	12.81	3.54	-	16.35
	Boeing 737-QN	0.01	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	0.01	0.01	-	0.02
	Boeing 757-200	0.14	0.09	-	-	-	-	-	-	-	-	-	-	0.13	0.10	-	0.27	0.20	-	0.46
	McDonnell-Douglas 80	0.01	0.01	-	0.00	0.01	-	-	-	-	-	-	-	-	-	-	0.01	0.03	-	0.04
	McDonnell-Douglas 82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
McDonnell-Douglas 83	<u>0.03</u>	<u>0.03</u>	=	=	=	=	=	=	=	<u>0.02</u>	<u>0.04</u>	=	=	=	=	<u>0.06</u>	<u>0.07</u>	=	<u>0.13</u>	
Commercial Jet Subtotal		56.37	23.46	1.22	4.89	0.93	0.16	12.93	4.03	0.04	22.20	8.17	0.03	19.58	7.88	0.02	116.12	44.49	1.48	162.10
Regional Commuter	Canadair Regional Jet-200	4.27	1.31	0.01	2.50	0.43	0.01	2.25	0.39	0.01	-	-	-	-	-	-	9.03	2.14	0.03	11.20
	Canadair Regional Jet-700	8.79	1.62	0.12	4.70	0.81	0.03	4.24	0.73	0.03	-	-	-	-	-	-	17.73	3.16	0.17	21.06
	Canadair Regional Jet-900	9.09	0.62	0.01	4.25	0.87	0.00	3.82	0.78	0.00	-	-	-	-	-	-	17.16	2.27	0.01	19.45
	De Havilland Dash 8	0.22	0.03	0.01	0.22	0.04	0.00	-	-	-	-	-	-	-	-	-	0.44	0.07	0.01	0.52
	Embraer 135	<u>0.12</u>	<u>0.04</u>	=	<u>0.13</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	=	<u>0.24</u>	<u>0.06</u>	=	<u>0.30</u>
Regional Commuter Subtotal		22.49	3.62	0.15	11.80	2.18	0.04	10.31	1.90	0.03	-	-	-	-	-	-	44.60	7.70	0.22	52.53
Corporate Jet - Heavy	Canadair Challenger 600	0.70	0.15	-	0.71	0.13	-	-	-	-	-	-	-	-	-	-	1.41	0.28	-	1.69
	Canadair Challenger 601	1.65	0.41	-	1.85	0.21	-	-	-	-	-	-	-	-	-	-	3.49	0.61	-	4.11
	Gulfstream GII	1.44	0.51	-	1.85	0.29	-	-	-	-	-	-	-	-	-	-	3.29	0.80	-	4.09
	Gulfstream GIIIB	1.34	0.54	-	1.79	0.31	-	-	-	-	-	-	-	-	-	-	3.13	0.85	-	3.98
	Gulfstream GIV-SP	2.68	1.19	-	3.52	0.54	-	-	-	-	-	-	-	-	-	-	6.20	1.73	-	7.93
	Gulfstream GV	1.66	0.69	-	2.19	0.27	-	-	-	-	-	-	-	-	-	-	3.85	0.97	-	4.82
	Lockheed Jetstar	<u>0.05</u>	<u>0.02</u>	=	<u>0.03</u>	<u>0.02</u>	<u>0.02</u>	=	=	=	=	=	=	=	=	=	<u>0.07</u>	<u>0.03</u>	<u>0.02</u>	<u>0.12</u>
Corporate Jet - Heavy Subtotal		9.53	3.51	-	11.93	1.78	0.02	-	-	-	-	-	-	-	-	-	21.45	5.28	0.02	26.75

Included in totals: Boeing 737-300 Departures, Stage 2500-3500 nmi Day - 0.15; Eve - 0.02; Night - 0.00
 Note: Day operations are from 7:00 a.m. to 7:00 p.m., evening operations from 7:00 p.m. to 10:00 p.m., and night operations from 10:00 p.m. to 7:00 a.m.

Table B-11 (concluded)
AVERAGE DAILY AIRCRAFT OPERATIONS BY TYPE, TIME OF DAY, AND STAGE LENGTH—2015 NOISE-BASED CURFEW
 Bob Hope Airport FAR Part 161 Study

Category	Aircraft Type	Departures by Stage Length																		
		Arrivals			0-500 nmi			500-1000 nmi			1000-1500 nmi			1500-2500 nmi			All Operations Total			
		Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night	Total
Corporate Jet - Light Plus	Cessna Citation III	0.30	0.06	-	0.32	0.06	-	-	-	-	-	-	-	-	-	-	0.62	0.12	-	0.74
	Cessna Citation V	4.53	0.83	0.39	4.60	0.71	0.43	-	-	-	-	-	-	-	-	-	9.13	1.54	0.81	11.49
	Cessna Citation VII	0.03	0.02	-	0.05	-	-	-	-	-	-	-	-	-	-	-	0.08	0.02	-	0.10
	Cessna Citation X	1.57	0.41	-	1.77	0.21	-	-	-	-	-	-	-	-	-	-	3.33	0.62	-	3.96
	Dassault Falcon 20	0.15	0.06	-	0.17	0.04	-	-	-	-	-	-	-	-	-	-	0.32	0.09	-	0.41
	Dassault Falcon 2000	0.64	0.17	-	0.72	0.10	-	-	-	-	-	-	-	-	-	-	1.36	0.27	-	1.63
	Israel 1124 Westwind	1.32	0.48	-	1.70	0.13	-	-	-	-	-	-	-	-	-	-	3.02	0.61	-	3.63
	Israel 1125 Gulfstream 100	0.39	0.21	-	0.53	0.06	-	-	-	-	-	-	-	-	-	-	0.93	0.26	-	1.19
	Learjet 25	0.67	0.20	-	0.78	0.18	-	-	-	-	-	-	-	-	-	-	1.45	0.38	-	1.83
	Learjet 35	4.64	1.53	-	4.38	1.68	-	-	-	-	-	-	-	-	-	-	9.02	3.21	-	12.23
	Learjet 45	0.47	0.10	0.04	0.47	0.11	0.03	-	-	-	-	-	-	-	-	-	0.95	0.21	0.07	1.23
	Learjet 55	0.27	0.05	-	0.31	0.07	-	-	-	-	-	-	-	-	-	-	0.58	0.12	-	0.69
	Learjet 60	<u>0.56</u>	<u>0.09</u>	<u>0.07</u>	<u>0.59</u>	<u>0.09</u>	<u>0.05</u>	-	-	-	-	-	-	-	-	-	1.15	0.18	0.12	1.45
Corporate Jet - Light Plus Subtotal		15.55	4.20	0.50	16.39	3.44	0.50	=	=	=	=	=	=	=	=	<u>31.94</u>	<u>7.64</u>	<u>1.00</u>	<u>40.58</u>	
Corporate Jet - Light	Cessna Citation II	1.33	0.22	0.15	1.39	0.19	0.12	-	-	-	-	-	-	-	-	-	2.72	0.41	0.26	3.40
	Very Light Jet	<u>5.53</u>	<u>1.19</u>	<u>0.31</u>	<u>6.00</u>	<u>1.05</u>	<u>--</u>	-	-	-	-	-	-	-	-	-	<u>11.53</u>	<u>2.24</u>	<u>0.31</u>	<u>14.08</u>
Corporate Jet - Light Subtotal		6.87	1.42	0.46	7.39	1.24	0.12	-	-	-	-	-	-	-	-	-	14.25	2.65	0.58	17.48
General Aviation / Air Taxi – Piston	Beech Baron 58P	1.61	1.30	0.76	2.33	0.18	1.16	-	-	-	-	-	-	-	-	-	3.94	1.48	1.91	7.33
	McDonnell-Douglas Skytrain	0.00	0.00	-	0.01	0.00	-	-	-	-	-	-	-	-	-	-	0.01	0.00	-	0.01
	Single Engine Fixed Prop	0.82	0.07	0.02	0.79	0.11	0.01	-	-	-	-	-	-	-	-	-	1.61	0.17	0.03	1.81
	Single Engine Variable Prop	<u>0.53</u>	<u>0.22</u>	<u>0.10</u>	<u>0.66</u>	<u>0.11</u>	<u>0.09</u>	=	=	=	=	=	=	=	=	=	<u>1.19</u>	<u>0.33</u>	<u>0.19</u>	<u>1.71</u>
General Aviation / Air Taxi - Piston Subtotal		2.97	1.59	0.88	3.78	0.40	1.26	-	-	-	-	-	-	-	-	-	6.75	1.99	2.14	10.87
General Aviation/Air Taxi/Military – Turboprop	Beech 1900	0.93	0.24	0.03	0.92	0.17	0.11	-	-	-	-	-	-	-	-	-	1.86	0.42	0.14	2.41
	Beech King Air C90	0.77	0.17	0.06	0.78	0.18	0.04	-	-	-	-	-	-	-	-	-	1.55	0.35	0.09	2.00
	C-130E	0.02	-	-	0.02	0.01	-	-	-	-	-	-	-	-	-	-	0.04	0.01	-	0.05
	Cessna Conquest II	0.72	0.23	0.73	1.08	0.22	0.39	-	-	-	-	-	-	-	-	-	1.80	0.46	1.12	3.38
	De Havilland Twin Otter	4.82	5.19	8.34	4.93	3.25	10.17	-	-	-	-	-	-	-	-	-	9.74	8.44	18.51	36.69
	General Military Trainer	0.30	0.05	0.04	0.32	0.04	0.02	-	-	-	-	-	-	-	-	-	0.62	0.09	0.07	0.78
	Single Engine Turboprop	<u>4.13</u>	<u>0.56</u>	<u>0.22</u>	<u>3.94</u>	<u>0.78</u>	<u>0.20</u>	=	=	=	=	=	=	=	=	=	<u>8.07</u>	<u>1.34</u>	<u>0.42</u>	<u>9.83</u>
GA/Air Taxi/Military - Turboprop Subtotal		11.69	6.03	9.33	11.99	4.65	10.78	-	-	-	-	-	-	-	-	-	23.68	11.11	20.12	55.14
GA/AT Helicopter	Bell 206 LongRanger	4.31	0.97	2.08	-	-	-	-	-	-	-	-	-	-	-	-	4.31	0.97	2.08	7.36
Grand Total		125.46	44.24	12.64	68.17	14.60	13.02	23.25	5.93	0.07	22.20	8.17	0.03	19.58	7.88	0.02	263.13	81.82	27.87	372.81

Table B-12
ARRIVAL RUNWAY UTILIZATION BY AIRCRAFT TYPE—BASELINE
 Bob Hope Airport FAR Part 161 Study

Year	Aircraft Category	Arrival Runway				
		08	26	15	33	Helipad
2005 Baseline Arrivals	Commercial Jet	86.9%	0.0%	9.6%	3.5%	-
	Regional Commuter	86.3%	0.1%	10.2%	3.5%	-
	Corporate Jet – Heavy	76.9%	0.1%	19.4%	3.6%	-
	Corporate Jet - Light Plus	75.1%	3.8%	18.2%	3.0%	-
	Corporate Jet – Light	84.6%	1.0%	10.4%	4.1%	-
	General Aviation / Air Taxi - Piston	57.5%	7.6%	31.1%	3.9%	-
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>52.0%</u>	<u>4.0%</u>	<u>30.4%</u>	<u>2.3%</u>	<u>11.3%</u>
Average for All Arrivals	74.0%	2.6%	18.6%	3.4%	1.4%	
2008 Baseline Arrivals	Commercial Jet	86.7%	0.0%	9.9%	3.3%	-
	Regional Commuter	86.5%	0.1%	10.0%	3.5%	-
	Corporate Jet – Heavy	77.0%	0.1%	19.3%	3.6%	-
	Corporate Jet - Light Plus	75.8%	3.4%	17.8%	3.0%	-
	Corporate Jet – Light	85.8%	1.4%	8.6%	4.2%	-
	General Aviation / Air Taxi - Piston	55.2%	10.8%	30.5%	3.6%	-
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>51.6%</u>	<u>3.9%</u>	<u>29.6%</u>	<u>2.3%</u>	<u>12.6%</u>
Average for All Arrivals	75.7%	2.3%	16.9%	3.2%	1.9%	
2015 Baseline Arrivals	Commercial Jet	87.0%	0.0%	9.8%	3.1%	-
	Regional Commuter	86.8%	0.1%	9.4%	3.7%	-
	Corporate Jet – Heavy	77.0%	0.1%	19.3%	3.6%	-
	Corporate Jet - Light Plus	75.9%	3.3%	17.8%	3.0%	-
	Corporate Jet – Light	87.4%	1.9%	6.3%	4.3%	-
	General Aviation / Air Taxi – Piston	53.3%	13.1%	30.1%	3.4%	-
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>52.7%</u>	<u>4.0%</u>	<u>29.3%</u>	<u>2.3%</u>	<u>11.8%</u>
Average for All Arrivals	78.4%	1.5%	15.0%	3.2%	1.8%	

2005 data from Airport's Total Airport Management Informational System.

Sources: Projections by Jacobs Consultancy, 2007

Table B-13
DEPARTURE RUNWAY UTILIZATION BY AIRCRAFT TYPE – BASELINE
 Bob Hope Airport FAR Part 161 Study

Year	Aircraft Category	Departure Runway				
		08	26	15	33	Helipad
2005 Baseline Departures	Commercial Jet	0.0%	1.4%	96.9%	1.6%	-
	Regional Commuter	0.1%	0.3%	97.0%	2.6%	-
	Corporate Jet – Heavy	0.2%	0.6%	95.9%	3.4%	-
	Corporate Jet - Light Plus	0.2%	4.4%	89.0%	6.3%	-
	Corporate Jet – Light	12.9%	0.9%	83.2%	2.9%	-
	General Aviation / Air Taxi – Piston	60.2%	3.0%	31.3%	5.5%	-
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>28.9%</u>	<u>17.8%</u>	<u>25.6%</u>	<u>16.4%</u>	<u>11.3%</u>
Average for All Departures	17.7%	4.0%	72.0%	5.0%	1.4%	
2008 Baseline Departures	Commercial Jet	0.0%	1.4%	96.5%	2.1%	-
	Regional Commuter	0.1%	0.3%	97.0%	2.6%	-
	Corporate Jet – Heavy	0.2%	0.5%	96.0%	3.3%	-
	Corporate Jet - Light Plus	0.2%	3.9%	89.9%	6.0%	-
	Corporate Jet – Light	8.7%	1.0%	86.8%	3.5%	-
	General Aviation / Air Taxi – Piston	64.8%	2.3%	29.6%	3.3%	-
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>28.9%</u>	<u>17.0%</u>	<u>25.5%</u>	<u>15.9%</u>	<u>12.6%</u>
Average for All Departures	12.5%	3.9%	76.8%	4.9%	1.9%	
2015 Baseline Departures	Commercial Jet	0.0%	1.3%	95.2%	3.4%	-
	Regional Commuter	0.1%	0.4%	96.9%	2.6%	-
	Corporate Jet – Heavy	0.2%	0.5%	96.0%	3.3%	-
	Corporate Jet - Light Plus	0.2%	3.9%	89.9%	5.9%	-
	Corporate Jet – Light	2.6%	1.2%	91.8%	4.4%	-
	General Aviation / Air Taxi - Piston	65.5%	2.3%	29.3%	2.9%	-
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>30.5%</u>	<u>16.1%</u>	<u>26.3%</u>	<u>15.3%</u>	<u>11.8%</u>
Average for All Departures	6.7%	3.8%	82.1%	5.5%	1.8%	

Source: Jacobs Consultancy, 2007

Tables B-14 through B-19 depicts the projected arrival and departure runway use percentages for the three restrictions. The differences in runway use among the scenarios reflect both the impact of the reduction in nighttime operations for each curfew alternative and the different rates of forecast growth among different operational categories. They do not reflect any specific change in runway use policies.

Year	Aircraft Category	Arrival Runway				
		08	26	15	33	Helipad
2008 Full Curfew Arrivals	Commercial Jet	86.4%	0.0%	10.2%	3.4%	-
	Regional Commuter	86.2%	0.0%	10.2%	3.5%	-
	Corporate Jet – Heavy	77.0%	0.1%	19.1%	3.7%	-
	Corporate Jet - Light Plus	80.7%	0.8%	15.3%	3.2%	-
	Corporate Jet – Light	86.1%	1.5%	8.1%	4.3%	-
	General Aviation / Air Taxi - Piston	53.7%	9.1%	33.4%	3.8%	-
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>56.0%</u>	<u>3.8%</u>	<u>19.7%</u>	<u>2.4%</u>	<u>18.1%</u>
	Average for All Arrivals	78.2%	1.6%	14.9%	3.4%	1.9%
2015 Full Curfew Arrivals	Commercial Jet	86.7%	0.0%	10.2%	3.1%	-
	Regional Commuter	86.3%	0.0%	9.7%	3.9%	-
	Corporate Jet – Heavy	77.0%	0.1%	19.1%	3.7%	-
	Corporate Jet - Light Plus	80.6%	0.8%	15.4%	3.2%	-
	Corporate Jet – Light	86.9%	1.9%	6.7%	4.5%	-
	General Aviation / Air Taxi - Piston	50.5%	12.4%	33.6%	3.5%	-
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>55.8%</u>	<u>3.7%</u>	<u>19.6%</u>	<u>2.4%</u>	<u>18.5%</u>
	Average for All Arrivals	80.9%	0.9%	12.9%	3.3%	2.0%

Source: Jacobs Consultancy, 2007.

Table B-15
DEPARTURE RUNWAY UTILIZATION BY AIRCRAFT TYPE – FULL CURFEW
 FAR Part 161 Study
 Bob Hope Airport

Year	Aircraft Category	Departure Runway				
		08	26	15	33	Helipad
2008 Full Curfew Departures	Commercial Jet	0.0%	1.4%	96.7%	1.9%	0.0%
	Regional Commuter	0.1%	0.3%	96.9%	2.6%	0.0%
	Corporate Jet – Heavy	0.2%	0.4%	96.8%	2.6%	0.0%
	Corporate Jet - Light Plus	0.3%	0.8%	95.6%	3.3%	0.0%
	Corporate Jet – Light	9.0%	0.8%	87.1%	3.0%	0.0%
	General Aviation / Air Taxi - Piston	65.6%	2.3%	29.2%	2.9%	0.0%
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>44.6%</u>	<u>0.7%</u>	<u>32.0%</u>	<u>4.6%</u>	<u>18.1%</u>
Average for All Departures	12.6%	1.2%	81.7%	2.6%	1.9%	
2015 Full Curfew Departures	Commercial Jet	0.0%	1.4%	95.6%	3.0%	0.0%
	Regional Commuter	0.1%	0.4%	96.8%	2.7%	0.0%
	Corporate Jet – Heavy	0.2%	0.4%	96.8%	2.6%	0.0%
	Corporate Jet - Light Plus	0.3%	0.8%	95.5%	3.4%	0.0%
	Corporate Jet – Light	3.8%	1.1%	91.1%	4.0%	0.0%
	General Aviation / Air Taxi - Piston	65.6%	2.6%	29.1%	2.8%	0.0%
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>44.3%</u>	<u>0.7%</u>	<u>31.9%</u>	<u>4.6%</u>	<u>18.5%</u>
Average for All Departures	6.8%	1.0%	87.0%	3.2%	2.0%	

Source: Jacobs Consultancy, July 2007.

Table B-16
ARRIVAL RUNWAY UTILIZATION BY AIRCRAFT TYPE – DEPARTURE CURFEW
 Bob Hope Airport FAR Part 161 Study

Year	Aircraft Category	Arrival Runway				
		08	26	15	33	Helipad
2008 Departure Curfew Arrivals	Commercial Jet	86.8%	0.0%	9.8%	3.3%	0.0%
	Regional Commuter	86.7%	0.1%	9.7%	3.5%	0.0%
	Corporate Jet – Heavy	77.0%	0.1%	19.3%	3.6%	0.0%
	Corporate Jet - Light Plus	76.4%	3.1%	17.4%	3.1%	0.0%
	Corporate Jet – Light	85.2%	1.5%	8.9%	4.4%	0.0%
	General Aviation / Air Taxi - Piston	55.5%	9.5%	31.3%	3.7%	0.0%
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>49.5%</u>	<u>3.7%</u>	<u>27.0%</u>	<u>2.4%</u>	<u>17.4%</u>
Average for All Arrivals	77.3%	1.9%	15.6%	3.3%	1.9%	
2015 Departure Curfew Arrivals	Commercial Jet	87.0%	0.0%	9.8%	3.1%	0.0%
	Regional Commuter	87.0%	0.1%	9.2%	3.8%	0.0%
	Corporate Jet – Heavy	77.0%	0.1%	19.3%	3.6%	0.0%
	Corporate Jet - Light Plus	76.5%	3.1%	17.4%	3.1%	0.0%
	Corporate Jet – Light	85.7%	2.1%	7.3%	4.9%	0.0%
	General Aviation / Air Taxi - Piston	54.5%	11.2%	30.9%	3.5%	0.0%
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>50.3%</u>	<u>3.8%</u>	<u>27.3%</u>	<u>2.4%</u>	<u>16.3%</u>
Average for All Arrivals	79.8%	1.2%	13.8%	3.2%	1.9%	

Source: Jacobs Consultancy, July 2007.

Table B-17

DEPARTURE RUNWAY UTILIZATION BY AIRCRAFT TYPE – DEPARTURE CURFEW
 Bob Hope Airport FAR Part 161 Study

Year	Aircraft Category	Departure Runway				
		08	26	15	33	Helipad
2008 Departure Curfew Departures	Commercial Jet	0.0%	1.4%	96.7%	1.9%	0.0%
	Regional Commuter	0.1%	0.3%	96.9%	2.7%	0.0%
	Corporate Jet – Heavy	0.2%	0.4%	96.8%	2.6%	0.0%
	Corporate Jet - Light Plus	0.3%	0.9%	95.5%	3.4%	0.0%
	Corporate Jet – Light	8.8%	0.8%	87.3%	3.0%	0.0%
	General Aviation / Air Taxi – Piston	65.7%	2.4%	29.0%	2.9%	0.0%
	<u>General Aviation / Air Taxi – Turboprop</u>	<u>45.3%</u>	<u>0.7%</u>	<u>31.9%</u>	<u>4.6%</u>	<u>17.4%</u>
	Average for All Departures	13.1%	1.2%	81.2%	2.6%	1.9%
2015 Departure Curfew Departures	Commercial Jet	0.0%	1.4%	95.7%	2.9%	0.0%
	Regional Commuter	0.1%	0.4%	96.7%	2.8%	0.0%
	Corporate Jet – Heavy	0.2%	0.4%	96.8%	2.6%	0.0%
	Corporate Jet - Light Plus	0.3%	0.9%	95.4%	3.5%	0.0%
	Corporate Jet – Light	3.5%	1.1%	91.3%	4.1%	0.0%
	General Aviation / Air Taxi – Piston	65.8%	2.5%	28.8%	2.9%	0.0%
	<u>General Aviation / Air Taxi – Turboprop</u>	<u>46.0%</u>	<u>0.7%</u>	<u>32.3%</u>	<u>4.7%</u>	<u>16.3%</u>
	Average for All Departures	7.3%	1.0%	86.6%	3.2%	1.9%

Source: Jacobs Consultancy, July 2007.

Table B-18
ARRIVAL RUNWAY UTILIZATION BY AIRCRAFT TYPE – NOISE-BASED CURFEW
 Bob Hope Airport FAR Part 161 Study

Year	Aircraft Category	Arrival Runway				
		08	26	15	33	Helipad
2008 Noise- Based Curfew	Commercial Jet	86.4%	0.0%	10.2%	3.4%	0.0%
	Regional Commuter	86.2%	0.1%	10.2%	3.5%	0.0%
	Corporate Jet – Heavy	77.0%	0.1%	19.1%	3.8%	0.0%
	Corporate Jet - Light Plus	80.8%	0.8%	15.3%	3.2%	0.0%
	Corporate Jet – Light	85.8%	1.4%	8.6%	4.2%	0.0%
	General Aviation / Air Taxi – Piston	55.2%	10.8%	30.5%	3.6%	0.0%
	<u>General Aviation / Air Taxi – Turboprop</u>	<u>51.6%</u>	<u>3.9%</u>	<u>29.6%</u>	<u>2.3%</u>	<u>12.6%</u>
Average for All Arrivals	75.8%	2.1%	16.8%	3.3%	2.0%	
2015 Noise- Based Curfew	Commercial Jet	86.7%	0.0%	10.2%	3.1%	0.0%
	Regional Commuter	86.3%	0.1%	9.8%	3.9%	0.0%
	Corporate Jet – Heavy	77.0%	0.1%	19.1%	3.7%	0.0%
	Corporate Jet - Light Plus	80.8%	0.8%	15.3%	3.2%	0.0%
	Corporate Jet – Light	87.4%	2.0%	6.3%	4.3%	0.0%
	General Aviation / Air Taxi – Piston	53.3%	13.1%	30.1%	3.4%	0.0%
	<u>General Aviation / Air Taxi – Turboprop</u>	<u>52.7%</u>	<u>4.0%</u>	<u>29.3%</u>	<u>2.3%</u>	<u>11.8%</u>
Average for All Arrivals	78.6%	1.3%	14.9%	3.2%	2.0%	

Source: Jacobs Consultancy, July 2007.

Table B-19

DEPARTURE RUNWAY UTILIZATION BY AIRCRAFT TYPE – NOISE-BASED CURFEW
 Bob Hope Airport FAR Part 161 Study

Year	Aircraft Category	Departure Runway				
		08	26	15	33	Helipad
2008 Noise- Based Curfew	Commercial Jet	0.0%	1.4%	96.7%	1.9%	0.0%
	Regional Commuter	0.1%	0.3%	96.9%	2.6%	0.0%
	Corporate Jet – Heavy	0.2%	0.4%	96.8%	2.6%	0.0%
	Corporate Jet - Light Plus	0.3%	0.9%	95.4%	3.4%	0.0%
	Corporate Jet – Light	8.6%	1.0%	86.9%	3.5%	0.0%
	General Aviation / Air Taxi – Piston	64.8%	2.3%	29.6%	3.3%	0.0%
	<u>General Aviation / Air Taxi – Turboprop</u>	<u>28.9%</u>	<u>17.0%</u>	<u>25.5%</u>	<u>15.9%</u>	<u>12.6%</u>
	Average for All Departures	13.1%	3.7%	76.7%	4.5%	2.0%
2015 Noise- Based Curfew	Commercial Jet	0.0%	1.4%	95.6%	3.0%	0.0%
	Regional Commuter	0.1%	0.4%	96.8%	2.7%	0.0%
	Corporate Jet – Heavy	0.2%	0.4%	96.8%	2.6%	0.0%
	Corporate Jet - Light Plus	0.3%	1.0%	95.4%	3.4%	0.0%
	Corporate Jet – Light	2.5%	1.2%	91.9%	4.4%	0.0%
	General Aviation / Air Taxi - Piston	65.5%	2.3%	29.3%	2.9%	0.0%
	<u>General Aviation / Air Taxi - Turboprop</u>	<u>30.5%</u>	<u>16.1%</u>	<u>26.3%</u>	<u>15.3%</u>	<u>11.8%</u>
	Average for All Departures	7.2%	3.6%	82.1%	5.1%	2.0%

Source: Jacobs Consultancy, July 2007.

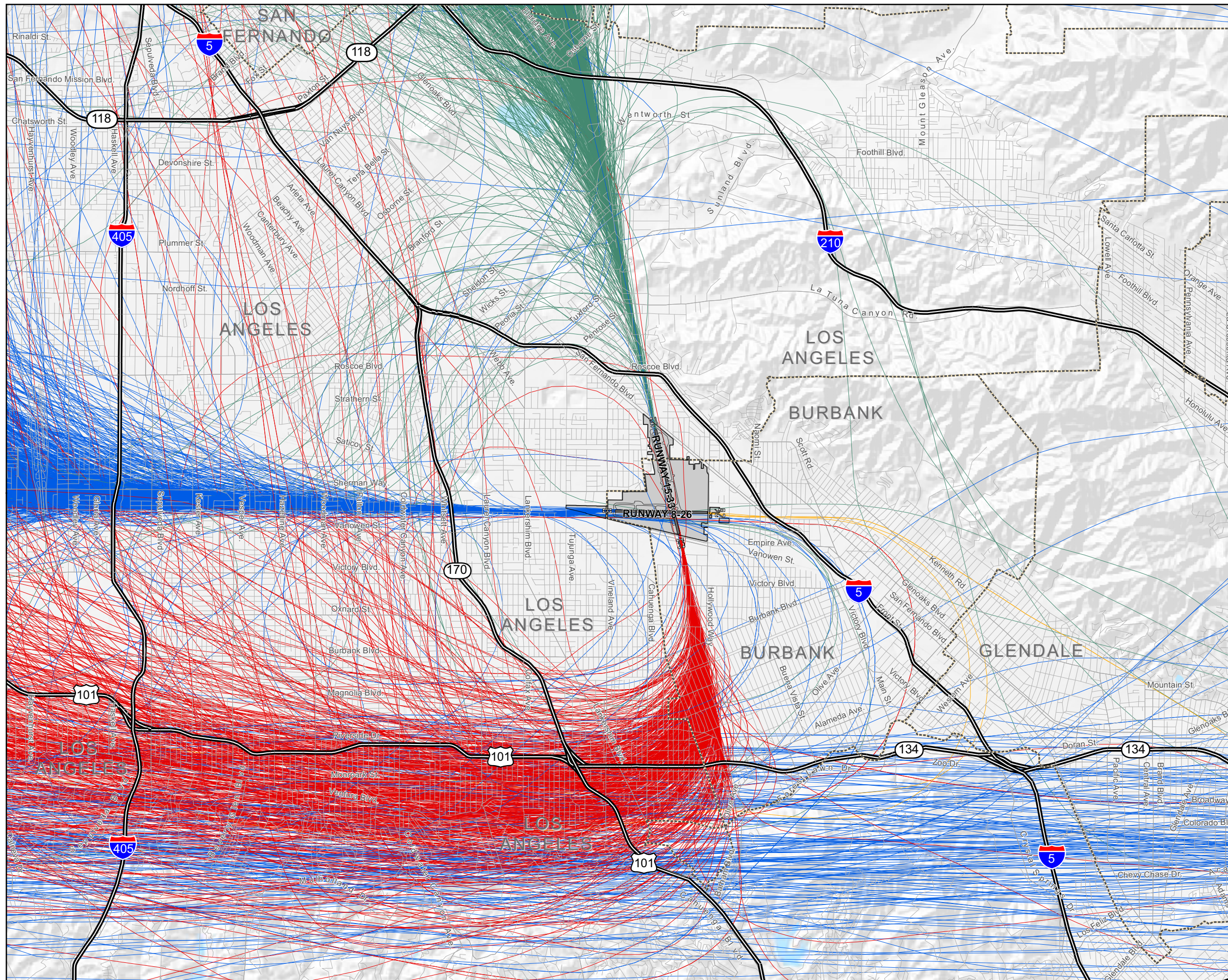
B.2.7 Flight Track Geometry and Use

A flight track is a projection on the ground of an aircraft's trajectory in the sky. Each flight track is unique due to variations such as: meteorological conditions, aircraft types, destinations, and pilot judgment.

Generalized flight tracks in this study are based on analysis of 2005 TAMIS flight track data and a review of the flight tracks used for noise modeling in Phase 2 of the Part 161 study. The generalized flight tracks assume that the airspace at Bob Hope Airport will remain constant throughout 2015. Actual 2005 arrival and departure flight tracks, derived from the Airport's TAMIS system, are shown on Figures B-1 through B-6.

The detailed flight track data were analyzed and used to develop generalized arrival and departure flight tracks for input to the INM. The generalized tracks are shown on Figures B-7 through B-11. As can be seen on the actual flight track figures, flights arriving to or departing from a runway are dispersed over a wide area in some cases. This level of dispersion is reflected in the model by defining a generalized "backbone" flight track with multiple additional flight tracks on either side of this backbone track. All of these generalized flight tracks are depicted on Figures B-7 through B-11.

Tables B-20 through B-24 show the assignment of arrivals and departures, by category, to the flight tracks.



LEGEND

- 2005 Arrival Flight Tracks - Runway 08
- 2005 Arrival Flight Tracks - Runway 15
- 2005 Arrival Flight Tracks - Runway 26
- 2005 Arrival Flight Tracks - Runway 33
- Municipal Boundary
- Airport Boundary
- Freeways
- Roads

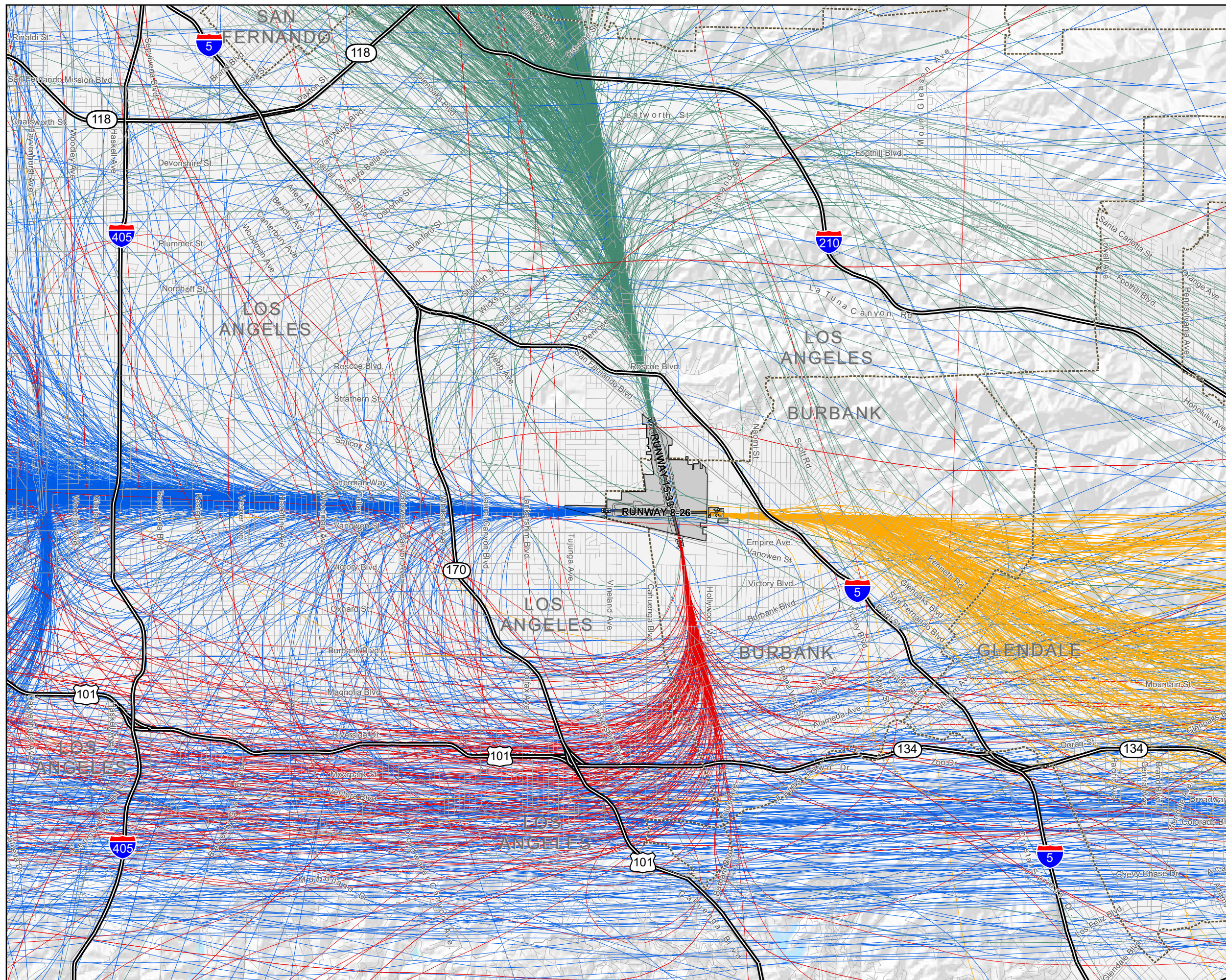
Source: BGPA Total Airport Management System, 2005

NORTH
↑

0 1,550 3,100 6,200
Feet

Figure B-1
RADAR ARRIVAL FLIGHT TRACKS
AIR CARRIER
 FAR Part 161 Study for Bob Hope Airport
 January 2009





LEGEND

- 2005 Arrival Flight Tracks - Runway 08
- 2005 Arrival Flight Tracks - Runway 15
- 2005 Arrival Flight Tracks - Runway 26
- 2005 Arrival Flight Tracks - Runway 33
- Municipal Boundary
- Airport Boundary
- Freeways
- Roads

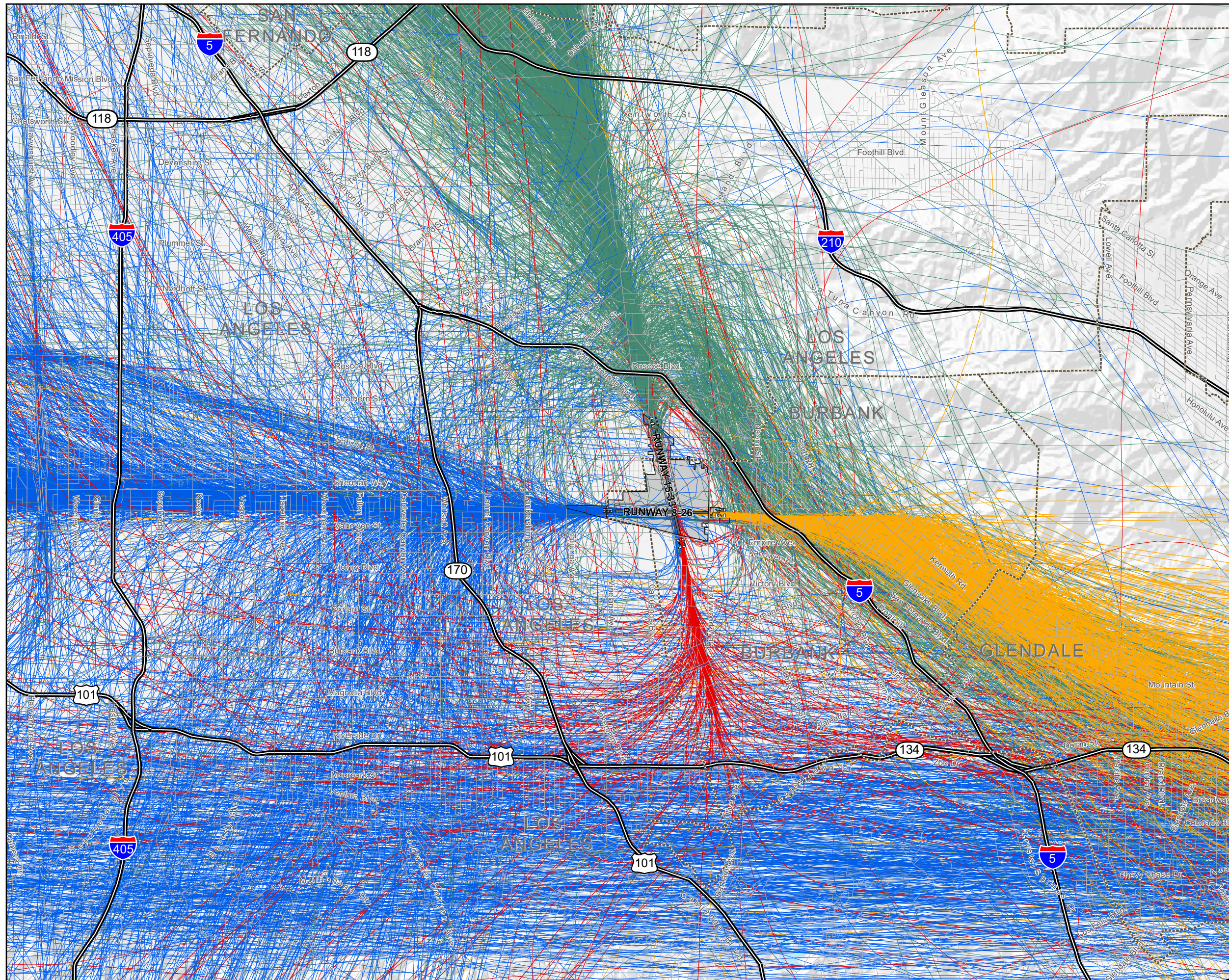
Source: BGPAA Total Airport Management System, 2005

NORTH
↑

0 1,550 3,100 6,200
Feet

Figure B-2
**RADAR ARRIVAL FLIGHT TRACKS
 BUSINESS JETS**
 FAR Part 161 Study for Bob Hope Airport
 January 2009





LEGEND

- 2005 Arrival Flight Tracks - Runway 08
- 2005 Arrival Flight Tracks - Runway 15
- 2005 Arrival Flight Tracks - Runway 26
- 2005 Arrival Flight Tracks - Runway 33
- Municipal Boundary
- Airport Boundary
- Freeways
- Roads

Source: BGPAA Total Airport Management System, 2005

NORTH
↑

0 1,550 3,100 6,200
Feet

Figure B-3
RADAR ARRIVAL FLIGHT TRACKS
PISTON, TURBOPROP
 FAR Part 161 Study for Bob Hope Airport
 January 2009

