

## **Appendix E**

### **Greenhouse Gas Technical Report**



# John Wayne Airport Settlement Agreement Amendment Greenhouse Gas Technical Report

Prepared for:  
**John Wayne Airport  
County of Orange**

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## Acronyms and Abbreviations

AB	Assembly Bill
ACC	Advanced Clean Cars
ACRP	Airport Cooperative Research Program
ADDs	Average Daily Departures
APU	Auxiliary Power Unit
ARB	Air Resources Board
BAU	Business-As-Usual
CARB	California Air Resources Board
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH <sub>4</sub>	methane
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	Carbon Dioxide equivalents
CoGen	CoGeneration Facility
DOE	Department of Energy
DOT	Department of Transportation
EDMS	Emissions Dispersion and Modeling System
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EMFAC	EMission FACTor model
ENVIRON	ENVIRON International Corporation
FAA	Federal Aviation Administration
FCVs	Fuel cell vehicles
FFVs	flexible fuel vehicles
GGE	gallons of gasoline equivalents
GHG	Greenhouse Gas
GHGs	Greenhouse Gases
GSE	Ground support equipment
GWP	global warming potential
ICAO	International Civil Aviation Organization
IPCC	Intergovernmental Panel on Climate Change
JWA	John Wayne Airport
LAX	Los Angeles International Airport
LCFS	Low Carbon Fuel Standards
LGO	Local Government Operations Protocol
LTO	landing takeoff counts
MAP	Million Annual Passengers

## Acronyms and Abbreviations

MPOs	Metropolitan Planning Organizations
MSW	Municipal solid waste
MT	metric tons
MT/year	metric tons/year
MWh	megawatt hour
N <sub>2</sub> O	nitrogen dioxide
NAT	No Action Taken
NHTSA	National Highway Traffic Safety Administration
NO <sub>x</sub>	oxides of nitrogen
OFFROAD	Emissions Inventory Program model
PHEVs	plug-in hybrid electric vehicles
PUP	Power/Utility Protocol
RFS	Renewable Fuel Standard
RON	remain overnight
RPS	Renewable Portfolio Standards
RTPs	regional transportation plans
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	sustainable communities strategy
SR	State Route
UNFCCC	United Nations Framework Convention on Climate Change
USAF	United States Air Force
USDC	United States District Court
USEPA	United States Environmental Protection Agency
VMT	vehicle miles traveled

# 1 Introduction

## 1.1 Project Description

This analysis has been prepared to address the potential environmental impacts associated with proposed amendments to the terms and conditions of the Stipulation of Settling Parties that was approved by the Honorable Terry J. Hatter and that resolved the litigation entitled *County of Orange vs. Air Cal* (USDC Case No. CV85-1542 TJH [MCX] (Settlement Agreement 1985)<sup>1</sup>. In conformance with California Environmental Quality Act (CEQA), this analysis identifies and assesses the potential individual and cumulative impacts that would result from the emission of greenhouse gases (GHGs).

The County of Orange, as the proprietor of John Wayne Airport (JWA) and a party to the Settlement Agreement, is the project proponent and lead agency. This analysis evaluates the potential GHG-related impacts of the Proposed Project and three different alternatives (known as Alternatives A, B and C), as well as the No Project Alternative. The Proposed Project and each alternative propose different levels of air operations and passenger levels. Neither the Proposed Project nor any of the alternatives propose facilities improvements.

### 1.1.1 Mitigation Measures

As discussed in further detail in Section 5 of this technical report, the Proposed Project's GHG emissions would result in a significant environmental impact. Therefore, in an effort to identify potentially feasible mitigation measures, JWA reviewed emission reduction strategies contained in the Airport Cooperative Research Program's (ACRP) Report 56, Handbook for Considering Practical Greenhouse Gas Emission Reduction Strategies for Airports.<sup>2</sup>

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

**Appendix A** of this technical report also contains a tabular assessment of the feasibility and applicability of each of the emission reduction strategies identified in Report 56 that was not identified as a potentially feasible mitigation measure in **Table 1.1-1**. The emission reduction

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

<sup>2</sup> Transportation Research Board, 2011. Airport Cooperative Research Program (ACRP). Report 56. Handbook for Considering Practical Greenhouse Gas Emission Reduction Strategies for Airports. Available online: [http://onlinepubs.trb.org/onlinepubs/acrp/acrp\\_rpt\\_056.pdf](http://onlinepubs.trb.org/onlinepubs/acrp/acrp_rpt_056.pdf). Accessed: March 2014.

strategies identified in **Table A-1** of **Appendix A** already have been implemented by JWA, whereas the strategies identified in **Table A-2** are either infeasible or not applicable.

## 1.2 Existing Conditions

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

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

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

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

In addition to scheduled commercial operations and activities, the Airport is home to general aviation. JWA is one of only two airports in the County which accommodate general aviation. JWA is served by full and partial service fixed base operators. The total number of general aviation aircraft based at JWA has declined from 573 in 2003 to 419 in 2013.

Other key facilities on the Airport include:

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



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

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

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

### 1.3 Scientific Background

There is a general scientific consensus that global climate change is occurring, caused in whole or in part by increased emissions of GHGs that keep the Earth's surface warm by trapping heat in the Earth's atmosphere, in much the same way as glass traps heat in a greenhouse. The Earth's climate is changing because human activities, primarily the combustion of fossil fuels, are altering the chemical composition of the atmosphere through the buildup of GHGs.

GHGs allow the sun's radiation to penetrate the atmosphere and warm the Earth's surface, but do not let the infrared radiation emitted from the Earth escape back into outer space. As a result, global temperatures are predicted to increase over the century. In particular, if climate change remains unabated, surface temperatures in California are expected to increase anywhere from 4.1 to 8.6 degrees Fahrenheit by the end of the century. Not only would higher temperatures directly affect the health of individuals through greater risk of dehydration, heat stroke, and respiratory distress, the higher temperatures may increase ozone formation, thereby

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<sup>4</sup> A second fire station (Station No. 28), located one mile away in the city of Irvine on Gillette Avenue, northeast of the Airport, provides initial emergency medical response, rapid water rescue, and primary structural fire protection.

worsening air quality. Rising temperatures could also reduce the snowpack, which would increase the risk of water shortages. Higher temperatures along with reduced water supplies could reduce the quantity and quality of agricultural products. In addition, there could be an increase in wildfires and a shift in distribution of natural vegetation throughout the State. Global warming could also increase sea levels and coastal storms resulting in greater risk of flooding.

Emissions of carbon dioxide (CO<sub>2</sub>) are the leading cause of global warming, with other pollutants such as methane (CH<sub>4</sub>), nitrogen dioxide (N<sub>2</sub>O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride also contributing. The magnitude of each GHG's impact on global warming differs because each GHG has a different global warming potential (GWP), which indicates, on a pound for pound basis, how much the pollutant will contribute to global warming relative to how much warming would be caused by the same mass of CO<sub>2</sub>. CH<sub>4</sub> and N<sub>2</sub>O, for example, are substantially more potent than CO<sub>2</sub>, with GWPs of 21 and 310, respectively.<sup>5</sup>

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its GWP, and is expressed as a function of how much warming would be caused by the same mass of CO<sub>2</sub>. Thus, GHG emissions are typically measured in terms of pounds or metric tons of CO<sub>2</sub> equivalents (CO<sub>2</sub>e). CO<sub>2</sub> has the greatest impact on global warming because of the relatively large quantities of CO<sub>2</sub> emitted into the atmosphere.

Globally, CO<sub>2</sub> concentrations, which ranged from 265 parts per million (ppm) to 280 ppm over the last 10,000 years, only began rising in the last 200 years to current levels of 397 ppm, a 42 percent increase.

In 2011, the United States emitted about 5.4 billion metric tons (net emissions) of CO<sub>2</sub>e or about 18 metric tons/person/year. This represents a 6.5 percent reduction below 2005 levels. Of the four major sectors nationwide - residential, commercial, industrial and transportation - transportation accounts for the highest fraction of GHG emissions (approximately 33 percent); these emissions are entirely generated from direct fossil fuel combustion. Nearly 65 percent of the transportation emissions resulted from gasoline consumption for personal vehicle use. The remaining emissions came from other transportation activities, including the combustion of diesel-fuel in heavy duty vehicles and jet fuel in aircraft. According to the Sixth U.S. Climate Action Report, from 2005 to 2011, transportation emissions dropped by 8 percent due, in part, to increased fuel efficiency across the U.S. vehicle fleet, as well as higher fuel prices, and an associated decrease in the demand for passenger transportation. However, from 1990 to 2011 as a whole, transportation emissions rose by 17 percent, principally because of increased demand for travel and the stagnation of fuel efficiency across the U.S. vehicle fleet.

In 2011, California emitted approximately 448 million metric tons of CO<sub>2</sub>e, or about 7 percent of the U.S. emissions. Of these emissions, approximately 3.3 million metric tons were attributed to

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<sup>5</sup> These GWPs are from the IPCC Second Assessment Report and used in CalEEMod. The GWPs in the IPCC Fourth Assessment Report have been updated to 298 for N<sub>2</sub>O and 25 for CH<sub>4</sub>.

intrastate aviation.<sup>6</sup> California's percentage contribution is due primarily to the sheer size of California, as compared to other states, as California has the fourth lowest per capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the State's GHG emissions rate of growth by more than half of what it would have been otherwise. Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states.

The California Energy Commission found that transportation is the source of approximately 41 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent, and industrial sources at 20 percent. Agriculture and forestry is the source of approximately 8.3 percent. The source category "other", which includes residential and commercial activities, also comprised approximately 8.3 percent of the inventory.

It has not been demonstrated that new GHG emissions caused by a single project can affect global climate change, or that a project's net increase in GHG emissions, if any, when coupled with other activities in the region, would be cumulatively considerable.

#### **1.4 Potential Effects of Human Activity on Global Climate Change**

Globally, climate change has the potential to impact numerous environmental resources through anticipated, though uncertain, impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. A warming of about 0.2°C (0.36°F) per decade is projected, and there are identifiable signs that global warming is taking place, including substantial loss of ice in the Arctic.<sup>7</sup>

However, the understanding of the role that GHG emissions, particulate matter, and aerosols play on global climate trends remains uncertain. In addition to uncertainties about the extent to which human activity rather than solar or volcanic activity is responsible for increasing warming, there is also evidence that some human activity has cooling, rather than warming, effects, as discussed in detail in numerous publications by the Intergovernmental Panel on Climate Change (IPCC), namely "Climate Change 2001, The Scientific Basis".<sup>8,9</sup>

Acknowledging uncertainties regarding the rate at which anthropogenic GHG emissions would continue to increase (based upon various factors under human control, such as future population growth and the locations of that growth; the amount, type, and locations of economic development; the amount, type, and locations of technological advancement; adoption of

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<sup>6</sup> Available at: [http://www.arb.ca.gov/cc/inventory/data/tables/ghg\\_inventory\\_scopingplan\\_00-11\\_2013-08-01.pdf](http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-11_2013-08-01.pdf). Accessed: February, 2014.

<sup>7</sup> International Panel on Climate Change (IPCC). Climate Change 2007: Working Group I: The Physical Science Basis, [http://www.ipcc.ch/publications\\_and\\_data/ar4/wg1/en/spmsspmp-projections-of.html](http://www.ipcc.ch/publications_and_data/ar4/wg1/en/spmsspmp-projections-of.html). Accessed: February, 2014.

<sup>8</sup> The IPCC was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme to assess scientific, technical and socio-economic information relevant for the understanding of climate change, its potential impacts and options for adaptation and mitigation.

<sup>9</sup> IPCC Third Assessment Report. Climate Change 2001, The Scientific Basis. 2001.

alternative energy sources; legislative and public initiatives to curb emissions; and public awareness and acceptance of methods for reducing emissions), and the impact of such emissions on climate change, the IPCC devised a set of six emission scenarios which utilize various assumptions about the rates of economic development, population growth, and technological advancement over the course of the next century.<sup>10</sup> These emission scenarios are paired with various climate sensitivity models to attempt to account for the range of uncertainties which affect climate change projections. The wide range of temperature, precipitation, and similar projections yielded by these scenarios and models reveal the magnitude of uncertainty presently limiting climate scientists' ability to project long-range climate change (as previously discussed).

The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects, according to the IPCC.<sup>11</sup>

- Snow cover is projected to contract, with permafrost areas sustaining thawing;
- Sea ice is projected to shrink in both the Arctic and Antarctic;
- Hot extremes, heat waves, and heavy precipitation events are likely to increase in frequency;
- Future tropical cyclones (typhoons and hurricanes) will likely become more intense;
- Non-tropical storm tracks are projected to move poleward, with consequent changes in wind, precipitation, and temperature patterns. Increases in the amount of precipitation are very likely in high-latitudes, while decreases are likely in most subtropical regions; and
- Warming is expected to be greatest over land and at most high northern latitudes, and least over the Southern Ocean and parts of the North Atlantic Ocean.

Potential secondary effects from global warming include global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

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<sup>10</sup> IPCC, 2000, op. cit.

<sup>11</sup> Ibid.

## 2 Regulatory Background

### 2.1 Regulatory Setting

The following regulations relate to the calculation of the Project's GHG emissions.

#### 2.1.1 International

##### International Civil Aviation Organization<sup>12</sup>

The International Civil Aviation Organization (ICAO) was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and regulations necessary for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection. The ICAO serves as the forum for cooperation in all fields of civil aviation among its 191 Member States.

A comprehensive assessment concerning aviation's contribution to global atmospheric problems is contained in the *Special Report on Aviation and the Global Atmosphere*. This Special Report was prepared at ICAO's request by the IPCC in collaboration with the Scientific Assessment Panel to the Montreal Protocol on Substances that Deplete the Ozone Layer and was published in 1999. The Special Report recognized that the effects of some types of aircraft emissions are well understood, revealed that the effects of others are not, and identified a number of key areas of scientific uncertainty that limit the ability to project aviation impacts on climate and ozone. ICAO requested that the IPCC include an update of the main findings of the Special Report in its Fourth Assessment Report (IPCC AR4) published in 2007.

In 2007, the ICAO continued to study policy options to limit or reduce the environmental impact of aircraft engine emissions and to develop concrete proposals and provide advice as soon as possible to the Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC). It called for special emphasis to be placed on the use of technical solutions while continuing consideration of market-based measures, and taking into account potential implications for developing as well as developed countries.

A global agreement reached by the 37<sup>th</sup> Session of the ICAO Assembly in October 2010 established ICAO's objective for aviation's role in the management of climate change. It provides a roadmap for action through 2050 for the 191 Member States and invites them to voluntarily submit their action plans to reduce CO<sub>2</sub> emissions to ICAO by June 2012. The action plans are intended to allow Member States to showcase the specific voluntary measures they intend to take in order to improve efficiency and thereby contribute to the global environmental aspirational goals established by the Assembly.<sup>13</sup>

ICAO has taken immediate steps to help Member States prepare their action plans by developing guidance material and a framework for collecting, analyzing, and reporting aviation CO<sub>2</sub> emissions. The ICAO has also prepared a web-interface to serve as an electronic template for the submission of action plans. This web tool provides material to assist in the preparation of action plans and dissemination of information on the various measures being undertaken by Member States. In addition, ICAO held regional hands-on training workshops from May to July

<sup>12</sup> Information obtained from: <http://www.icao.int/Pages/default.aspx>. Accessed: February, 2014.

<sup>13</sup> Information available at: <http://www.icao.int/environmental-protection/Pages/action-plan.aspx>. Accessed: February, 2014.

2011 in its Regional Offices. These workshops allowed Member States to obtain maximum benefit from the guidance material and provide opportunities for them to help refine their material. The workshops trained participants in the use of the web interface. Twenty-four Member States have made their action plans publically available, including the United States.<sup>14</sup>

## **2.1.2 Federal**

### **2014 Climate Action Report**

According to the 2014 Climate Action Report, the Federal Aviation Administration (FAA) is pursuing a comprehensive approach to reduce GHG emissions from commercial aviation through aircraft and engine technology development, operational improvements, development and deployment of sustainable alternative jet fuels, and additional policies and measures.<sup>15</sup> FAA's Next Generation Air Transportation System Plan, or NextGen, focuses its efforts on increasing efficient aircraft operations and reducing GHG emissions through airspace, operational, and infrastructure improvements. FAA funds diverse programs to improve aviation energy and emissions performance, and coordinates with other agencies as appropriate, including the National Aeronautics and Space Administration. Following are some examples of FAA programs:

- The Continuous Lower Energy, Emissions, and Noise (CLEEN) program is a collaborative partnership between FAA and five aviation manufacturers to develop technologies that will reduce emissions and fuel burn, and expedite the integration of these technologies into current aircraft.
- The Aviation Climate Change Research Initiative (ACCRI) is an FAA program that provides guidance to develop mitigation solutions based on state-of-the-art science results. ACCRI results are key to quantifying cost–benefit analyses of various policy options. ACCRI has reduced uncertainties, leading to overall improvement in understanding of the climate impacts of aviation. While ACCRI does not provide mitigation solutions on its own, recently completed ACCRI Phase II results can be used to help identify effective mitigation options.
- The Voluntary Airport Low Emissions Program (VALE) is a grant program that encourages airport sponsors to use Airport Improvement Program funds and Passenger Facility Charges to finance low-emission vehicles, refueling and recharging stations, gate electrification, and other airport air quality improvements. Under FAA's most recent reauthorization, VALE's work is supplemented by new programs that reduce airport emissions. FAA is creating a program where, following an assessment of airport energy requirements, FAA may make capital grants for airports to increase energy efficiency. FAA has also established a pilot program under which certain airports may acquire and operate zero-emission vehicles.

In addition, FAA is a founding member of the Commercial Aviation Alternative Fuels Initiative (CAAFI). CAAFI is a public–private partnership established in 2006 with the objective of advancing alternative jet fuels with equivalent safety/performance (drop-in) and comparable cost, environmental improvement, and security of energy supply for aviation. Work through

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<sup>14</sup> Available at: <http://www.icao.int/environmental-protection/Documents/ActionPlan/CAEP-U%20S-ClimateActionPlan.pdf>. Accessed: February, 2014.

<sup>15</sup> United States of America. 2014 United States Climate Action Report. Available at: <http://www.state.gov/documents/organization/219038.pdf>. Accessed: February 2014.

CAAFI has also expanded internationally. Fuel production capability is beginning to emerge, including a recently announced airline and fuel producer agreement.

#### Aviation Greenhouse Gas Emissions Reduction Plan

The United States is committed to addressing the climate change impacts of commercial aviation and is pursuing a multi-pronged approach to achieve GHG emissions reductions.<sup>16</sup> The Aviation Greenhouse Gas Emissions Reduction Plan, which was submitted to ICAO as the U.S. Action Plan, identifies actions and progress toward GHG emission reductions in each of the following areas:

- Aircraft and Engine Technology Improvement: There are multiple technology initiatives dedicated to developing technology with significantly improved fuel burn and lower GHG emissions.
- Operational Improvements: The FAA is overhauling the National Airspace System through the NextGen program to improve efficiency and reduce aircraft fuel burn.
- Alternative Fuels Development and Deployment: The U.S. has taken significant steps during the last five years to facilitate the development and deployment of sustainable alternative aviation fuels. Future efforts are aimed at identifying new alternative fuels pathways as well as commercialization of fuels with up to 80 percent lower lifecycle GHG emissions.
- Policies, Standards, and Measures: The U.S. is pursuing a variety of policies, standards, and measures that will supplement, and in some cases support, efforts on technology, operations and fuels in order to achieve the carbon neutral growth goal.
- Scientific Understanding and Modeling/Analysis: The U.S. conducts ongoing scientific research to better understand and quantify the impacts of aviation on the climate.

The Aviation Greenhouse Gas Emissions Reduction Plan estimates that these improvements in aircraft technology and air traffic operations are expected to result in an estimated reduction of 47 million metric tons of CO<sub>2</sub> in 2020 for all aviation in the United States, relative to a baseline year of 2010.

#### Supreme Court Ruling in Massachusetts et al. v. Environmental Protection Agency

In *Massachusetts et al. v. Environmental Protection Agency*, 549 US 497 (2007), the U.S. Supreme Court held that the United States Environmental Protection Agency (USEPA) was authorized by the Clean Air Act to regulate CO<sub>2</sub> emissions from new motor vehicles.<sup>17</sup> The Court did not mandate that the USEPA enact regulations to reduce GHG emissions, but found that the only instances in which the USEPA could avoid taking action were if it found that GHGs do not contribute to climate change or if it offered a "reasonable explanation" for not determining that GHGs contribute to climate change.

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<sup>16</sup> U.S. Aviation Greenhouse Gas Emissions Reduction Plan Submitted to the International Civil Aviation Organization, June 2012. Available at: [https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/enviro\\_policy\\_guidance/policy/media/Aviation\\_Greenhouse\\_Gas\\_Emissions\\_Reduction\\_Plan.pdf](https://www.faa.gov/about/office_org/headquarters_offices/apl/enviro_policy_guidance/policy/media/Aviation_Greenhouse_Gas_Emissions_Reduction_Plan.pdf). Accessed: February 2014.

<sup>17</sup> *Massachusetts, et al. v. Environmental Protection Agency*. 2007. Available at: <http://www.law.cornell.edu/supct/html/05-1120.ZS.html>. Accessed: February, 2014.



On December 7, 2009, the USEPA issued an "endangerment finding" under the Clean Air Act, concluding that GHGs threaten the public health and welfare of current and future generations and that motor vehicles contribute to GHG pollution.<sup>18</sup> These findings provide the basis for adopting new national regulations to mandate GHG emission reductions under the federal Clean Air Act.

#### U.S. Environmental Protection Agency

On September 22, 2009, the USEPA issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires annual reporting to the USEPA of GHG emissions from large sources and suppliers of GHGs, including facilities that emit 25,000 metric tons or more a year of GHGs. Based on the applicability criteria listed in the rule (40 CFR Part 98), mandatory reporting is only required for certain large industrial and commercial sources of GHGs. (Though JWA is not required to report GHG emissions at the federal level, John Wayne Airport reports GHG emissions for the CoGeneration Facility (natural gas use) to the State of California Air Resources Board (CARB)<sup>19</sup>).

Section 233 of the Clean Air Act vests the authority to promulgate emission standards for aircraft or aircraft engines only with the USEPA. States and other municipalities are preempted from adopting or enforcing any standard respecting aircraft engine emissions unless such standard is identical to the USEPA's standards.<sup>20</sup> To date, the USEPA has not adopted GHG emission standards for aircraft engines.

However, the USEPA recently adopted oxides of nitrogen (NO<sub>x</sub>) emission standards and related provisions for aircraft gas turbine engines with thrusts rated greater than 26.7 kilonewtons that were previously adopted by the ICAO. (These engines are used primarily on commercial passenger and freight aircraft.) Included in the rule are two new tiers of more stringent emission standards for NO<sub>x</sub> referred to as Tier 6 standards and Tier 8 standards. The Tier 6 standards became effective for newly-manufactured aircraft engines beginning in 2013.<sup>21</sup> Though these standards are not directly relevant to GHG emissions, these standards can influence and reduce GHG emissions over time as new aircraft engines are phased in. The associated GHG reductions would be directly related to fuel efficiency improvements for aircraft engines.

#### USEPA and NHTSA Joint Rulemaking for Vehicle Standards

In response to the Massachusetts v. EPA ruling discussed above, the Bush Administration issued an Executive Order on May 14, 2007, directing the USEPA, the Department of Transportation (DOT), and the Department of Energy (DOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008.

On October 10, 2008, the National Highway Traffic Safety Administration (NHTSA) released a final environmental impact statement analyzing proposed interim standards for passenger cars and light trucks in model years 2011 through 2015. The NHTSA issued a final rule for model

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<sup>18</sup> USEPA. 2009. Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act. Available at: <http://www.epa.gov/climatechange/endangerment>. Accessed: February, 2014.

<sup>19</sup> Information from Robert Romansik, AMEC, on January 30, 2014.

<sup>20</sup> 42 U.S. Code § 7573 – State Standards and Controls.

<sup>21</sup> USEPA, Aircraft. NO<sub>x</sub> Emissions from Commercial Aircraft Engines. Available at: <http://www.epa.gov/otag/aviation.htm>. Accessed: February, 2014.



year 2011 on March 30, 2009.<sup>22</sup> In addition, on May 7, 2010, the USEPA and the NHTSA issued a final rule regulating fuel efficiency and GHG pollution from motor vehicles for cars and light-duty trucks for model years 2012–2016.<sup>23</sup>

On May 21, 2010, President Obama issued a memorandum to the Secretaries of Transportation and Energy, and the Administrators of the USEPA and the NHTSA calling for the establishment of additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure.<sup>24</sup> (President Obama has demonstrated a commitment to reducing the U.S.'s GHG emissions level; for example, on June 25, 2013, President Obama announced a set of executive actions that will cut carbon pollution, prepare for the impacts of climate change, and lead international efforts to address climate change.<sup>25</sup>)

In response to this directive, USEPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal GHG and fuel economy standards for model year 2017-2025 light-duty vehicles.<sup>26</sup> The agencies proposed standards projected to achieve 163 grams/mile of CO<sub>2</sub> in model year 2025, on an average industry fleet wide basis, which is equivalent to 54.5 miles per gallon (mpg) if this level were achieved solely through fuel efficiency. California has announced its support of this national program.<sup>27</sup> The final rule was adopted in October 2012 for model years 2017-2021, and NHTSA intends to set standards for model years 2022-2025 in a future rulemaking.<sup>28,29</sup>

### Heavy-duty Engines and Vehicles Fuel Efficiency Standards

In addition to the regulations applicable to cars and light-duty trucks, on August 9, 2011, the USEPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks, which apply to vehicles from model year 2014-2018.<sup>30</sup> USEPA and NHTSA have

<sup>22</sup> NHTSA. 2009. Laws & Regulations, CARE - Fuel Economy, Average Fuel Economy Standards Passenger Cars and Light Trucks Model Year 2011, Final Rule. March 23. Available at: [http://www.nhtsa.gov/DOT/NHTSA/Rulemaking/Rules/Associated%20Files/CAFE\\_Updated\\_Final\\_Rule\\_MY2011.pdf](http://www.nhtsa.gov/DOT/NHTSA/Rulemaking/Rules/Associated%20Files/CAFE_Updated_Final_Rule_MY2011.pdf). Accessed: February, 2014.

<sup>23</sup> USEPA. 2010. Light Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards, Final Rule. May 7. Available at: <https://www.federalregister.gov/articles/2010/05/07/2010-8159/light-duty-vehicle-greenhouse-gas-emission-standards-and-corporate-average-fuel-economy-standards>. Accessed: February, 2014.

<sup>24</sup> GPO. 2010. Federal Register, Vol. 75, No. 101, Presidential Documents, Improving Energy Security, American Competitiveness and Job Creation, and Environmental Protection Through a Transformation of Our Nation's Fleet of Cars and Trucks. May 21. Available at <http://www.gpo.gov/fdsys/pkg/FR-2010-05-26/html/2010-12757.htm>. Accessed: February, 2014.

<sup>25</sup> Climate Change and President Obama's Action Plan. 2013. Available at: <http://www.whitehouse.gov/share/climate-action-plan>. Accessed: February, 2014.

<sup>26</sup> GPO. 2011. Federal Register, Vol. 76, No. 153, Proposed Rules, 2017-2025 Model Year Light-Duty Vehicle GHG Emissions and CAFÉ Standards: Supplemental Notice of Intent. August 9. Available at <http://gpo.gov/fdsys/pkg/FR-2011-08-09/pdf/2011-19905.pdf>. Accessed: February, 2014.

<sup>27</sup> CARB. 2011. Commitment Letter to National Program, July 28. Available at <http://www.epa.gov/otaq/climate/letters/carb-commitment-ltr.pdf>. Accessed: February, 2014.

<sup>28</sup> NHTSA. 2012. Federal Register, Vol. 77, No. 199, Rules & Regulations, 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards, effective December 14, 2012. Available at <https://federalregister.gov/a/2012-21972>. Accessed: February, 2014.

<sup>29</sup> NHTSA. 2012. Corporate Average Fuel Economy Standards, Passenger Cars and Light Trucks, Model Years 2017-2025, Final Environmental Impact Statement, July. Available at [http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/FINAL\\_EIS.pdf](http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/FINAL_EIS.pdf). Accessed: February, 2014.

<sup>30</sup> USEPA. 2011. Office of Transportation and Air Quality. EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium-and Heavy-Duty Vehicles. August. Available at <http://www.epa.gov/otaq/climate/documents/420f11031.pdf>. Accessed: February, 2014.

adopted standards for CO<sub>2</sub> emissions and fuel consumption, respectively, tailored to each of three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to USEPA, this program will reduce GHG emissions and fuel consumption for affected vehicles by 6 percent to 23 percent over the 2010 baseline year. (These emissions reductions were not included in the Project emissions inventory due to the difficulty in quantifying the reductions. Excluding these reductions results in a more conservative [i.e., higher] Project emissions inventory.)

### Energy Independence and Security Act

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law.<sup>31</sup> Among other key measures, the Act will do the following, which would aid in the reduction of national GHG emissions, both mobile and non-mobile:

1. Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
2. Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.
3. Require approximately 25 percent greater efficiency for light bulbs, by phasing out the incandescent light bulbs between 2012 and 2014; require approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.
4. While superseded by NHTSA and USEPA actions described above, EISA also set miles per gallon targets for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

### **2.1.3 State**

#### Assembly Bill 32 (Statewide GHG Reductions)

The California Global Warming Solutions Act of 2006 Assembly Bill 32 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the Legislature. The law instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. AB 32 specifically directed CARB to set a GHG emission limit based on 1990 levels, to be achieved by 2020; and bill set a timeline

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<sup>31</sup> GPO. 2007. Energy Independence and Security Act of 2007. January 4. Available at <http://www.gpo.gov/fdsys/pkg/BILLS-110hr6enr/pdf/BILLS-110hr6enr.pdf>. Accessed: February, 2014.

for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.<sup>32</sup>

The heart of AB 32 is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. In order to achieve this reduction mandate, AB 32 requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions. CARB has accomplished the key preliminary milestones set forth in AB 32, including the following:

- On June 21, 2007, CARB approved three discrete early action measures.<sup>33</sup> These were later supplemented by adding six other discrete early action measures.<sup>34</sup>
- On December 6, 2007, CARB approved a statewide limit on GHG emissions levels for the year 2020 consistent with the determined 1990 baseline.<sup>35</sup>
- On December 11, 2008, CARB adopted Climate Change Scoping Plan: A Framework for Change (Scoping Plan), discussed in more detail below.<sup>36</sup>
- On January 1, 2010, several discrete early action measures became effective.<sup>37,38</sup>
- On October 28, 2010, CARB released its proposed cap-and-trade regulations, which cover sources responsible for approximately 85 percent of California's GHG emissions.<sup>39</sup> CARB's Board ordered CARB's Executive Director to prepare the final regulatory package for cap-and-trade on December 16, 2010.<sup>40</sup> The regulations were subsequently adopted in 2011 and currently are being implemented.<sup>41</sup>
- On January 1, 2012, GHG emissions limits and reduction measures adopted in 2011 became enforceable.

<sup>32</sup> Legislative Counsel of California. 2006. California Assembly Bill 32. September. Available at [http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab\\_0001-0050/ab\\_32\\_bill\\_20060927\\_chaptered.pdf](http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf). Accessed: February, 2014.

<sup>33</sup> CARB. 2007. Summary of Board Meeting, Consideration of Recommendations for Discrete Early Actions for Climate Change Mitigation in California. June 21-22. Available at <http://www.arb.ca.gov/board/ms/2007/ms062107.pdf>. Accessed: February, 2014.

<sup>34</sup> CARB. 2007. Summary of Board Meeting, Public Meeting to Consider Approval of Additions to Reduce Greenhouse Gas Emissions under the California Global Warming Solutions Act of 2006 and to Discuss Concepts for Promoting and Recognizing Voluntary Early Actions. October 25-26. Available at <http://www.arb.ca.gov/board/ms/2007/ms102507.pdf>. Accessed: February, 2014.

<sup>35</sup> CARB. 2007. Staff Report, California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit. November 16. Available at [http://www.arb.ca.gov/cc/inventory/pubs/reports/staff\\_report\\_1990\\_level.pdf](http://www.arb.ca.gov/cc/inventory/pubs/reports/staff_report_1990_level.pdf). Accessed: February, 2014.

<sup>36</sup> CARB. 2008. Climate Change Scoping Plan. December. (Available at [http://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf). Accessed: February, 2014.

<sup>37</sup> CARB. 2007. Summary of Board Meeting, Consideration of Recommendations for Discrete Early Actions for Climate Change Mitigation in California. June 21-22. Available at <http://www.arb.ca.gov/board/ms/2007/ms062107.pdf>. Accessed: February, 2014.

<sup>38</sup> CARB. 2007. Summary of Board Meeting, Public Meeting to Consider Approval of Additions to Reduce Greenhouse Gas Emissions under the California Global Warming Solutions Act of 2006 and to Discuss Concepts for Promoting and Recognizing Voluntary Early Actions. October 25-26. Available at <http://www.arb.ca.gov/board/ms/2007/ms102507.pdf>. Accessed: February, 2014.

<sup>39</sup> CARB. 2010. Proposed Regulation to Implement the California Cap-and-Trade Program, December 16. Available at <http://www.arb.ca.gov/regact/2010/capandtrade10/capandtrade10.htm>. Accessed: February, 2014.

<sup>40</sup> CARB. 2010. California Cap-and-Trade Program, Resolution 10-42. December 16. Available at <http://www.arb.ca.gov/regact/2010/capandtrade10/res1042.pdf>. Accessed: February, 2014.

<sup>41</sup> Available at: <http://www.arb.ca.gov/regact/2010/capandtrade10/capandtrade10.htm>. Accessed: February, 2014.

As noted above, on December 11, 2008, CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions for various emission sources/sectors.

In the Scoping Plan, CARB determined that achieving the 1990 emission level in 2020 would require a reduction in GHG emissions of approximately 28.5 percent in the absence of new laws and regulations (referred to as "Business-As-Usual" [BAU] or "No Action Taken" [NAT]). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and California Climate Action Team early actions and additional GHG reduction measures, identifies additional measures to be pursued as regulations, and outlines the role of the cap-and-trade program.

The key elements of the Scoping Plan include:<sup>42</sup>

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards;
- Achieving a statewide renewable energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions;
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS); and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In connection with its preparation of the August 2011 Final Supplement to the Scoping Plan's Functional Equivalent Document, CARB released revised estimates of the 2020 emissions level projection in light of the economic recession and the availability of updated information from development of measure-specific regulations. Based on the new economic data, CARB determined the 2020 emissions level projection in the BAU condition would be reduced from 596 metric tons of CO<sub>2</sub> equivalent (MTCO<sub>2</sub>e) to 545 MTCO<sub>2</sub>e.<sup>43</sup> Under this scenario then, achieving the 1990 emissions level in 2020 would require a reduction of GHG emissions of 118 MTCO<sub>2</sub>e, or 21.7 percent (down from 28.5 percent), from the BAU condition.

When the 2020 emissions level projection also was updated to account for implemented regulatory measures, including Pavley (vehicle model-years 2009 - 2016) and the renewable portfolio standard (12% - 20%), the 2020 projection in the BAU condition was reduced further to 507 MTCO<sub>2</sub>e. As a result, based on the updated economic and regulatory data, CARB

<sup>42</sup> CARB. 2008. Climate Change Scoping Plan. December. Available at [http://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf). Page 12. Accessed: February, 2014.

<sup>43</sup> CARB. 2011. Status of Scoping Plan Recommended Measures. July 25. Available at [http://www.arb.ca.gov/cc/scopingplan/status\\_of\\_scoping\\_plan\\_measures.pdf](http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf). Accessed: February, 2014.

determined that achieving the 1990 emissions level in 2020 would now only require a reduction of GHG emissions of 80 MTCO<sub>2</sub>e, or approximately 16 percent (down from 28.5 percent), from the BAU condition.<sup>44,45</sup>

On February 10, 2014, CARB released a Draft Proposed First Update of the Scoping Plan. The draft recalculates 1990 GHG emissions using new global warming potentials identified in the IPCC Fourth Assessment Report released in 2007. Using those GWPs, the 427 MTCO<sub>2</sub>e 1990 emissions level and 2020 GHG emissions limit identified in the 2008 Scoping Plan would be slightly higher, at 431 MTCO<sub>2</sub>e.<sup>46</sup> Based on the revised 2020 emissions level projection identified in the 2011 Final Supplement and the updated 1990 emissions levels identified in the discussion draft of the First Update, achieving the 1990 emissions level in 2020 would require a reduction of 78 MTCO<sub>2</sub>e (down from 509 MTCO<sub>2</sub>e), or approximately 15.3 percent (down from 28.5 percent), from the BAU condition.<sup>47,48,49</sup>

### Renewable Portfolio Standards (SB 1078, SB 107 and SBX1-2)

Established in 2002 under SB 1078, and accelerated in 2006 under SB 107 and again in 2011 under SBX1-2, California's Renewable Portfolio Standards (RPS) require retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020.<sup>50,51,52</sup> The 33 percent standard is consistent with the RPS goal established in the Scoping Plan.<sup>53</sup> As interim measures, the RPS requires 20 percent of retail sales to be sourced from renewable energy by 2013, and 25 percent by 2016. Initially, the RPS provisions applied only to investor-owned utilities, community choice aggregators, and electric service providers. SBX1-2 added, for the first time, publicly-owned utilities to the entities subject to RPS.<sup>54</sup>

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- <sup>44</sup> CARB. 2011. Status of Scoping Plan Recommended Measures. July 25. Available at [http://www.arb.ca.gov/cc/scopingplan/status\\_of\\_scoping\\_plan\\_measures.pdf](http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf). Accessed: February, 2014.
- <sup>45</sup> CARB. 2011. Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document. Available at [http://www.arb.ca.gov/cc/scopingplan/document/final\\_supplement\\_to\\_sp\\_fed.pdf](http://www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf). Accessed: February, 2014.
- <sup>46</sup> CARB. 2014. Climate Change Scoping Plan First Update, Discussion Draft for Public Review and Comment. February 2014. Available at [http://www.arb.ca.gov/cc/scopingplan/2013\\_update/draft\\_proposed\\_first\\_update.pdf](http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf). Accessed: February, 2014.
- <sup>47</sup> CARB. 2011. Status of Scoping Plan Recommended Measures. July 25. Available at [http://www.arb.ca.gov/cc/scopingplan/status\\_of\\_scoping\\_plan\\_measures.pdf](http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf). Accessed: February, 2014.
- <sup>48</sup> CARB. 2011. Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document. Available at [http://www.arb.ca.gov/cc/scopingplan/document/final\\_supplement\\_to\\_sp\\_fed.pdf](http://www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf). Accessed: February, 2014.
- <sup>49</sup> CARB. 2013. Climate Change Scoping Plan First Update, Discussion Draft for Public Review and Comment. October. Available at [http://www.arb.ca.gov/cc/scopingplan/2013\\_update/discussion\\_draft.pdf](http://www.arb.ca.gov/cc/scopingplan/2013_update/discussion_draft.pdf). Accessed: February, 2014.
- <sup>50</sup> Legislative Counsel of California. 2002. Senate Bill 1078. September 2002. Available at [http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb\\_1051-1100/sb\\_1078\\_bill\\_20120529\\_amended\\_sen\\_v97.html](http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb_1051-1100/sb_1078_bill_20120529_amended_sen_v97.html). Accessed: February 2014.
- <sup>51</sup> Legislative Counsel of California. 2006. Senate Bill 1368, September 2006. Available at [http://www.energy.ca.gov/emission\\_standards/documents/sb\\_1368\\_bill\\_20060929\\_chaptered.pdf](http://www.energy.ca.gov/emission_standards/documents/sb_1368_bill_20060929_chaptered.pdf). Accessed: February, 2014.
- <sup>52</sup> California Air Resources Board, et al., v. Association of Irrigated Residents, et al. 2011. Available at [http://www.crpe-ej.org/crpe/images/stories/campaigns\\_climate/Court\\_Final\\_Order\\_3-17-11.pdf](http://www.crpe-ej.org/crpe/images/stories/campaigns_climate/Court_Final_Order_3-17-11.pdf). Accessed: February 2014.
- <sup>53</sup> CARB. 2008. Climate Change Scoping Plan. December. Available at [http://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf). Accessed: February, 2014.
- <sup>54</sup> California Air Resources Board, et al., v. Association of Irrigated Residents, et al. 2011. Available at [http://www.crpe-ej.org/crpe/images/stories/campaigns\\_climate/Court\\_Final\\_Order\\_3-17-11.pdf](http://www.crpe-ej.org/crpe/images/stories/campaigns_climate/Court_Final_Order_3-17-11.pdf). Accessed: February 2014.



The expected growth in RPS to meet the standards in effect in 2008 is not reflected in the BAU calculation in the AB 32 Scoping Plan, discussed above. In other words, the Scoping Plan's BAU 2020 does not take credit for implementation of RPS that occurred after its adoption.<sup>55</sup>

#### Mobile Source Reductions (AB 1493)

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

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

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

#### Low Carbon Fuel Standard

Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB by 2020. (Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel.) Accordingly, CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.<sup>56</sup> In 2009, CARB approved the LCFS regulation, which became fully effective in April 2010 and is codified at Title 17, CCR, Sections 95480-95490.

On December 29, 2011, the U.S. District Court for the Eastern District of California issued several rulings in the federal lawsuits challenging the LCFS. One of the district court's rulings preliminarily enjoined CARB from enforcing the regulation. In January 2012, however, CARB appealed that decision to the Ninth Circuit Court of Appeals. On September 18, 2013, the Ninth Circuit concluded that the LCFS ethanol and initial crude-oil provisions are not facially discriminatory, but remanded the case to the district court to determine whether the

<sup>55</sup> CARB. 2008. Climate Change Scoping Plan Appendices, Vol. I. December. Available at [http://www.arb.ca.gov/cc/scopingplan/document/appendices\\_volume1.pdf](http://www.arb.ca.gov/cc/scopingplan/document/appendices_volume1.pdf). Accessed: February, 2014.

<sup>56</sup> CARB. 2009. Initial Statement of Reason for Proposed Regulation for The Management of High Global Warming Potential Refrigerant for Stationary Sources. October 23. Available at <http://www.arb.ca.gov/regact/2009/gwprmp09/isorref.pdf>. Accessed: February, 2014.

LCFS ethanol provisions are discriminatory in purpose and effect. Additionally, the Ninth Circuit remanded to the District Court with instructions to vacate the preliminary injunction against CARB's enforcement of the regulation.

#### Advanced Clean Cars<sup>57</sup>

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

#### Senate Bill 375 and SCAG Regional Transportation Plan/Sustainable Community Plan

SB 375 provides for a new planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32.<sup>58</sup> SB 375 also includes provisions for streamlined CEQA review for some infill projects, such as transit oriented development.

SB 375 specifically requires Metropolitan Planning Organizations (MPOs) relevant to the Project area (including the Southern California Association of Governments (SCAG)) to incorporate a sustainable communities strategy (SCS) in their regional transportation plans (RTPs) that will achieve GHG emission reduction targets set by CARB by reducing vehicle miles traveled (VMT) from light-duty vehicles through the development of more compact, complete, and efficient communities. SB 375 is similar to the Regional Blueprint Planning Program, established by the California Department of Transportation, which provides discretionary grants to fund regional transportation and land use plans voluntarily developed by MPOs working in cooperation with Councils of Governments. (The Scoping Plan, adopted by CARB in December of 2008, relies on the requirements of SB 375 to implement the carbon emissions reductions anticipated from land use decisions.)

On September 23, 2010, CARB adopted Regional Targets for the reduction of GHGs applying to years 2020 and 2035.<sup>59</sup> For the area under SCAG's jurisdiction, including the Project area, CARB adopted Regional Targets for reduction of GHG emissions by 8 percent for 2020 and by 13 percent for 2035. On February 15, 2011, CARB's Executive Officer approved the final targets.<sup>60</sup>

SCAG's first-ever SCS is included in the SCAG 2012-2035 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS).<sup>61</sup> The document was adopted by SCAG in April

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<sup>57</sup> Advanced Clean Car program information available at: [http://www.arb.ca.gov/msprog/consumer\\_info/advanced\\_clean\\_cars/consumer\\_acc.htm](http://www.arb.ca.gov/msprog/consumer_info/advanced_clean_cars/consumer_acc.htm). Accessed: February, 2014.

<sup>58</sup> California. 2008. *Senate Bill 375* (2007-2008 Reg. Session) Stats. 2008, Ch. 728.

<sup>59</sup> ARB. 2010. Notice of Decision: Regional Greenhouse Gas Emissions Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375. Sacramento, CA: ARB. <http://www.arb.ca.gov/cc/sb375/notice%20of%20decision.pdf>. Accessed: February, 2014.

<sup>60</sup> ARB. 2011. Executive Order No. G-11-024: Relating to Adoption of Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375. Sacramento, CA: ARB. (February).

<sup>61</sup> SCAG. 2012. 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. April. Available at: <http://rtpscs.scag.ca.gov/Pages/default.aspx>. Accessed: February 2014.

2012. The goals and policies of the RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service. The 2012-2035 RTP/SCS is expected to reduce per capital transportation emissions of 9 percent by 2020 and 16 percent by 2035. In June of 2012, CARB accepted SCAG's determination that the Final RTP/SCS would meet the region's GHG reduction target.

#### California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (Public Resources Code Sections 40000 et seq.) requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000, through source reduction, recycling, and composting facilities.<sup>62</sup> Additionally, jurisdictions are not prohibited from implementing source reduction, recycling, and composting activities designed to exceed these requirements.<sup>63</sup>

Assembly Bill 341 (2011) (AB 341) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter.<sup>64</sup> In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the State's policy goal.<sup>65</sup> CalRecycle conducted several stakeholder workshops and published a discussion document in May 2012 titled California's New Goal: 75 Percent Recycling, which identifies concepts that CalRecycle believes would assist the state in reaching the 75 percent goal by 2020.<sup>66</sup>

## **2.1.4 Regional**

### **2.1.4.1 South Coast Air Quality Management District Policies (SCAQMD)**

SCAQMD is principally responsible for comprehensive air pollution control in the Basin, which includes Los Angeles, Orange, and the urbanized portions of Riverside and San Bernardino Counties, including the Project site. SCAQMD works directly with SCAG, County transportation commissions, and local governments and cooperates actively with all federal and State government agencies to regulate air quality.

In April 2008, SCAQMD convened a Working Group to develop GHG significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted an interim CEQA GHG significance threshold for projects where the SCAQMD is the lead agency; specifically, the

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<sup>62</sup> Cal. Pub. Res. Code § 41780(a).

<sup>63</sup> Cal. Pub. Res. Code § 41780(b).

<sup>64</sup> Cal. Pub. Res. Code § 41780.01(a).

<sup>65</sup> Cal. Pub. Res. Code § 41780.02.

<sup>66</sup> Available online at <http://www.calrecycle.ca.gov/75percent/Plan.pdf>. Accessed: February, 2014.



Board adopted an interim threshold of 10,000 MTCO<sub>2</sub>e per year for industrial stationary source projects.<sup>67</sup>

For all other projects, SCAQMD staff developed a draft, multiple tier framework to assist with the significance evaluation. The draft framework includes the following tiers: Tier 1 is any applicable CEQA exemptions, Tier 2 is consistency with a GHG reduction plan, Tier 3 is a screening value or bright line, Tier 4 is a performance based standard, and Tier 5 is GHG mitigation offsets.<sup>68</sup>

According to the presentation given at the September 28, 2010 Working Group meeting, SCAQMD staff reviewed the tiered significance threshold approach.<sup>69</sup> The draft tiers are as follows:

- **Tier 1:** Determine if CEQA categorical exemptions are applicable. If not move to Tier 2;
- **Tier 2:** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan (often called a Climate Action Plan) that has gone through public hearings and CEQA review, which has an approved inventory that includes monitoring, etc. If not move to Tier 3;
- **Tier 3:** For all land use types, if projects are less than 3,000 metric tons/year of CO<sub>2</sub>e, the project is presumed to be less than significant for GHGs. If the project exceeds 3,000 metric tons of CO<sub>2</sub> equivalent per year (MTCO<sub>2</sub>e/yr); move to Tier 4. (More specific screening thresholds were also provided, which include 1,400 MTCO<sub>2</sub>e/yr for commercial projects and 3,500 MTCO<sub>2</sub>e/yr for residential and mixed use projects. These thresholds were based on a review of the Office of Planning and Research database which included 711 CEQA projects using a 90% capture approach.);
- **Tier 4:** The proposed performance standards include three options:
  1. Percent Emission Reduction Target (no further recommendation)

This target is typically defined as a percent reduction target that is based on consistency with AB 32, as it was based on the same numeric reductions calculated in the Scoping Plan to reach 1990 levels by 2020.
  2. Early Implementation of Applicable AB 32 Scoping Plan Measures (incorporated into option 3, below)
  3. SCAQMD Efficiency Target

This efficiency metric per service population threshold was developed based on the statewide 1990 GHG emissions estimates for transportation, electric power generation, commercial and residential land uses, and recycling and waste and divided by the projected statewide growth for 2020.

<sup>67</sup> South Coast Air Quality Management District, Board Meeting Date: December 5, 2008, Agenda No. 31, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans for use by the AQMD, website. Available at <http://www.aqmd.gov/hb/2008/December/081231a.htm>. Accessed August 22, 2013.)

<sup>68</sup> South Coast Air Quality Management District, Board Meeting Date: December 5, 2008, Agenda No. 31, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans for use by the AQMD, website. Available at <http://www.aqmd.gov/hb/2008/December/081231a.htm>. Accessed: February, 2014.

<sup>69</sup> SCAQMD 2010. CEQA Significance Thresholds Working Group Meeting #15. September 28. Available at <http://www.aqmd.gov/ceqa/handbook/GHG/2010/sept28mtg/sept29.html>. Accessed: February, 2014.

For option 3, there are targets for 2020 and 2035, using an approach similar to the Bay Area Air Quality Management District's thresholds.

The proposed 2020 target is:

- 4.8 MT/year CO<sub>2</sub>e per service population for project level threshold (land use employment only)
- 6.6 MT/year CO<sub>2</sub>e per service population for plan level threshold

The proposed 2035 target is:

- 3.0 MT/year CO<sub>2</sub>e per service population for project level threshold
  - 4.1 MT/year CO<sub>2</sub>e per service population for plan level threshold
  - Incorporate Sustainable Communities and Climate Protection Act of 2008 or Senate Bill 375 (SB 375) regional targets; and
- **Tier 5:** Off-site mitigation for life of project (30 years); if this threshold is to be used, however, GHG emissions must be mitigated to less than the Tier 3 screening significance threshold.

SCAQMD staff clarified that offsets should have a 30 year project life, should be real, quantifiable, verifiable, and surplus and will be considered in the following prioritized manner:

- Project design feature/onsite reduction measures;
- Offsite within neighborhood;
- Offsite within district;
- Offsite within state;
- Offsite out of state;
- Substitution allowed via enforceable commitment (e.g., when an offset project ends prematurely).

If the proposed project cannot meet any of the Tiers, it is presumed to result in a significant impact for purposes of GHG emissions.

The Working Group has not convened since the fall of 2010. As of March 2014, the proposal has not been considered or approved for use by the SCAQMD Board. In the meantime, no GHG significance thresholds are approved for use in the Basin.

### 3 Significance Thresholds

To preface, there are no widely-established or readily accepted thresholds of significance for GHG emissions for airport-related projects. Additionally, a quantitative threshold of significance for GHG emissions was not identified in the amendments to the State CEQA Guidelines that became effective in March 2010. Rather, these amendments allow lead agencies the discretion to establish their own significance thresholds, provided such thresholds are supported by substantial evidence.

Specifically, State CEQA Guidelines section 15064.4 discusses the significance evaluation for GHG emissions. Section 15064.4(a) recognizes that the “determination of the significance calls for a careful judgment” by the lead agency that is coupled with lead agency discretion to determine whether to (1) use a model or methodology, and/or (2) rely on a qualitative analysis or performance based thresholds. Section 15064.4(b) further states that a lead agency should consider the following, non-exclusive list of factors when assessing the significance of GHG emissions:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. The extent to which project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

In addition, Appendix G to the State CEQA Guidelines contains two criteria for purposes of assessing GHG emissions.<sup>70</sup> These include if the Project would:

4. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (comparable to State CEQA Guidelines Section 15064.4(b)(1)-(2));
5. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (same as State CEQA Guidelines Section 15064.4(b)(3)).

In accordance with CEQA Guidelines section 15064.4(b) and the Appendix G criteria, this technical report discloses the extent to which the Proposed Project and its alternatives increase emission levels relative to existing emission levels associated with operations at JWA. This report also assesses the significance of the Project’s GHG emissions based on consistency with AB 32 and its implementing Scoping Plan. This approach compares the Project’s emissions as proposed to the Project’s emissions if the Project were built using a BAU or No Action Taken (NAT) approach in terms of design, methodology, and technology. If the difference between the

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<sup>70</sup> Available at:  
[http://resources.ca.gov/ceqa/docs/Adopted\\_and\\_Transmitted\\_Text\\_of\\_SB97\\_CEQA\\_Guidelines\\_Amendments.pdf](http://resources.ca.gov/ceqa/docs/Adopted_and_Transmitted_Text_of_SB97_CEQA_Guidelines_Amendments.pdf)  
. Accessed: March 2014.

Project's emissions as proposed and the Project's emissions under a CARB 2020 NAT scenario is at least the difference that has been determined by CARB as necessary to meet AB 32's goals in the Scoping Plan, then the Project can be determined to be consistent with AB 32 and thus not significant for GHG emissions.

This analysis utilizes the original, 28.5 percent reduction from a CARB 2020 NAT scenario as identified in the 2008 Scoping Plan as the point of comparison for purposes of assessing the Project's significance under the BAU methodology, as discussed later in this report.<sup>71</sup> Note, however, that this approach is conservative as the latest economic data utilized by CARB demonstrates that the 2020 emissions level projection is not as high as initially believed, such that only approximately 15.3 percent reduction in emissions from the BAU condition is required for the State to return to the 1990 emissions level in 2020.

Note that while the SCAQMD adopted interim CEQA GHG significance thresholds for projects on which it is the lead agency, this threshold is not applicable to airports. The industrial projects threshold that was adopted by SCAQMD was 10,000 MTCO<sub>2</sub>e/yr. This threshold is not applicable to the Proposed Project since the great majority of GHG emissions associated with the airport operations are not associated with stationary sources, but are rather associated with aircraft and mobile sources. Similarly, the draft SCAQMD thresholds for residential and commercial projects (bright-line and per service population metric) are not facially applicable to airports, particularly given the complete lack of consideration of aviation in the development of these draft thresholds.

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<sup>71</sup> CARB, 2008. Climate Change Scoping Plan Document. December. Available at: [http://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf). Accessed: February, 2014.

## 4 GHG Emissions Inventory

### 4.1 Units of Measurement

In many sections of this technical report, including the final summary sections, emissions are presented in units of CO<sub>2</sub>e either because the GWPs of CH<sub>4</sub> and N<sub>2</sub>O were accounted for explicitly, or the CH<sub>4</sub> and N<sub>2</sub>O are assumed to contribute a negligible amount of GWP when compared to the CO<sub>2</sub> emissions from that particular emissions category. In this report, a metric ton refers to a tonne (1,000 kilograms). Additionally, exact totals presented in all tables and report sections may not equal the sum of components due to independent rounding of numbers.

### 4.2 Methodology and Resources

#### Emissions Dispersion and Modeling System

ENVIRON primarily used the Emissions Dispersion and Modeling System (EDMS) 5.1.4 to assist in quantifying GHG emissions from aircraft. EDMS is a combined emissions and dispersion model for assessing GHG impacts at civilian airports and military air bases<sup>72</sup> that was developed by the FAA in cooperation with the United States Air Force (USAF).

EDMS performs two primary functions: (1) generating emissions inventories and (2) performing dispersion analyses. EDMS calculates CO<sub>2</sub> emissions for aircraft only, based on aircraft engine performance, times in mode, and landing takeoff counts (LTOs), by engine type, for each inventory. EDMS incorporates both USEPA-approved emissions inventory methodologies and dispersion models to ensure that analyses performed with the application conform to USEPA guidelines.

#### California Emission Estimator Model™

ENVIRON primarily utilized the California Emission Estimator Model version 2013.2.2 (CalEEMod™)<sup>73</sup> to assist in quantifying the GHG emissions for Project-related traffic, water and solid waste related usage as presented in this report. CalEEMod™ calculates GHG emissions for projects located in California and was developed under the auspices of the SCAQMD upon receiving input from other California air districts.

CalEEMod™ utilizes widely accepted models for emissions estimates combined with appropriate default data that can be used if site-specific information is not available. For example, CalEEMod™ incorporates the USEPA AP-42 emission factors,<sup>74</sup> CARB's on-road and off-road equipment emission models such as EMFAC and OFFROAD, and studies commissioned by California agencies, such as the California Energy Commission (CEC) and CalRecycle. (OFFROAD<sup>75</sup> is an emissions factor model used to calculate emission rates from off-road mobile sources (e.g., construction equipment, agricultural equipment), and the off-road

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<sup>72</sup> Federal Aviation Administration. Emissions and Dispersion Modeling System (EDMS). Available online at: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/research/models/edms\\_model/](http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model/). Accessed: February, 2014.

<sup>73</sup> SCAQMD. 2013. California Emissions Estimator Model®. Available at: <http://www.caleemod.com/>. Accessed: November, 2013.

<sup>74</sup> The USEPA maintains a compilation of Air Pollutant Emission Factors and process information for several air pollution source categories. The data is based on source test data, material balance studies, and engineering estimates. Available at: <http://epa.gov/ttnchie1/ap42/>. Accessed: February, 2014.

<sup>75</sup> CARB. 2011. Off Road Mobile Source Emission factors. Available at: <http://www.arb.ca.gov/msei/msei.htm>. Accessed: February, 2014.

diesel emission factors used by CalEEMod™ are based on the CARB OFFROAD2011 program. EMFAC<sup>76</sup> is an emissions factor model used to calculate emissions rates from on-road vehicles (e.g., passenger vehicles, haul trucks.)

As for the CalEEMod® default values and existing regulation methodologies, the program is set to be customized for use in each specific local air district region. Appropriate statewide default values also can be utilized if regional default values are not defined. Here, ENVIRON used default factors for the Orange County area that is within the SCAQMD jurisdiction for the GHG emission inventory, unless otherwise noted in the methodology descriptions below.

## Discussion of Alternatives

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

As discussed further in the EIR, Alternative A was delineated based on information contained in the FAA's "APO Terminal and Forecast Report" (dated January 2013); Alternative B was delineated based on input from JWA's commercial air service providers; Alternative C was delineated based on the physical capacity of JWA's airfield; and, the No Project Alternative assumes the continuation of the provisions in the Settlement Agreement, as currently amended, consistent with the State CEQA Guidelines.<sup>77</sup>

The No Project Alternative's maintenance of the currently permitted 10.8 MAP level is unlikely to satisfy the regional demand for air travel. Both FAA and SCAG projections indicate that forecasted passenger demand at JWA exceeds the current Settlement Agreement limits of 10.8 MAP. The FAA projections anticipate unconstrained passenger demand at JWA reaching 12.8 MAP by 2030.<sup>78</sup> As JWA served approximately 9.17 million annual passengers (in the 2013 baseline year), allowing an increase in MAP to only 10.8 MAP likely would cause residents of Orange County to divert to other facilities in the region to satisfy their air travel needs.<sup>79</sup> This diversion of workers and residents to other facilities such as Los Angeles International Airport (LAX) and Ontario would likely result in additional travel on the regional roadway system, which could result in additional congestion, VMT, and emissions for these longer distance trips.

ENVIRON estimated emissions for the Alternatives based on the same data as that relied upon for the Project analysis and thus relied upon the same models discussed above. For aircraft, ENVIRON used EDMS to estimate emissions based on Alternative-specific aircraft estimates. Since the basis for other sources of emissions was similar to the Project, however, ENVIRON used the Project emission estimates and the Million Annual Passenger (MAP) and Class A ADD values for the Project and Alternatives to estimate emissions for each Alternative. Specifically, MAP was used to estimate emissions for the stationary sources, utilities, and parking; and ADD was used to estimate emissions for Ground Support Equipment (GSE) and airside (JWA

<sup>76</sup> CARB. 2011. EMFAC 2011 Release. Available at: <http://www.arb.ca.gov/msei/modeling.htm>. Accessed: February 2014.

<sup>77</sup> It should be noted that this level of passenger and air cargo service is greater than current operations but is permitted under the Settlement Agreement.

<sup>78</sup> See Technical Report: Capacity Analysis, AECOM, Section 7 ([insert month] 2014).

<sup>79</sup> See Technical Report: Capacity Analysis, AECOM, Section 7 ([insert month] 2014).

vehicles/equipment) sources. The trip generation data was used to estimate emissions for traffic.

### 4.3 Indirect GHG Emissions from Electricity Use

The indirect GHG emissions created as a result of electricity use are based on the following methodology.

Indirect emissions, such as when electricity is used in a building, are typically due to electricity generation from offsite power plant locations. Though this Project relies primarily on the on-site CoGen as the source of electricity, there is additional electricity purchased to supplement Project energy demand. For this Project, purchased electrical power will be supplied to the Project site by Southern California Edison (SCE).

Using CalEEMod<sup>®</sup>, the electricity intensities are multiplied by the emission intensity factors for the GHGs and are classified as indirect emissions. Emission intensity factors are GHG emission rates from a given source relative to the intensity of a specific activity in term of the amount of GHG released per megawatt of energy produced. The default electricity intensity for SCE in CalEEMod<sup>®</sup> for CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O are 641.26, 0.029, and 0.011 pounds (lbs) per megawatt-hour (MWh), respectively. The CO<sub>2</sub> default factor is based on 2006 emission factor listed in CARB's Local Government Operations Protocol (LGO). The CH<sub>4</sub> and N<sub>2</sub>O default factors are based on CARB's and E-Grid values.

For this Project, the CalEEMod<sup>™</sup> CO<sub>2</sub> intensity factor is modified based on the 2006 and 2007 Power/Utility Protocol reports to account for the RPS. The intensity factors for total energy delivered were estimated by multiplying the percentage of energy delivered from non-renewable energy by the CO<sub>2</sub> emissions per total non-renewable energy metric calculated. Total energy delivery and total CO<sub>2</sub> emissions are provided in SCE Power/Utility Protocol (PUP) Reports. The CO<sub>2</sub> intensity factor presented in this analysis is consistent with the 33% RPS for 2020. The estimate provided here and the PUP reports issued by SCE assume that renewable energy sources do not result in any CO<sub>2</sub> emissions. CalEEMod<sup>®</sup> emission intensity factors for CH<sub>4</sub> and N<sub>2</sub>O were used for this Project as a conservative estimate for these emissions.

Details regarding the specific methodologies used by CalEEMod<sup>™</sup> can be found in the CalEEMod<sup>™</sup> User's Guide and associated appendices.<sup>80</sup> The CalEEMod<sup>™</sup> output files are provided for reference in Appendix B to this report.

### 4.4 Baseline/Existing Conditions

Baseline emissions are shown in **Table 4.4-1**. ENVIRON followed methodologies described below for the Baseline inventory, using actual data when available. The Baseline inventory incorporated data for actual airport operations including aircraft, vehicle, equipment, fuel use, utility usage from July 2012 through June 2013. Total greenhouse gas emissions for baseline/existing conditions were estimated to be 217,162 MT CO<sub>2</sub>e/year.

### 4.5 One-Time Emissions

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<sup>80</sup> SCAQMD. 2013. California Emissions Estimator Model User's Guide. Version 2013.2.2. Available at: <http://www.CalEEMod.com/>. Accessed: February, 2014.



One-time emissions are those emissions that are not reoccurring over the life of the Project. This includes emissions associated with construction and emissions associated with land use changes. The Project and Alternatives do not have any anticipated construction and vegetation changes and therefore there are no one-time emissions.

## 4.6 Annual Operational Emissions

This section outlines the operational sources of GHG emissions at John Wayne Airport.

### 4.6.1 Project Sources

#### 4.6.1.1 Aircraft

Aircraft operational emissions are based on Project-specific projections of aircraft landings and takeoffs,<sup>81</sup> and modeled using EDMS.

The aircraft data included 44 potential aircraft types, as summarized in **Table 4.6-1**, which identifies the aircraft classifications and engine types included in the technical report's inventories. Note that the analysis conservatively assumes the continuation of the existing fleet mix for the entire term of the Proposed Project. Given the length of this planning timeframe (i.e., through 2030), it is reasonable to assume that there will be some fleet turnover and interest in introducing newer and next generation aircraft, which are anticipated to be more fuel efficient and produce less GHG emissions. That being said, because of the uncertainty regarding the specifics of the emission benefits attributable to the next generation of aircraft, and the uncertainty regarding the timing of the introduction of those aircraft into the commercial market, the worst-case assumption of no improvement in the fleet's GHG emission characteristics has been made for this technical report.

The aircraft data also included LTO estimates for commercial aviation and general aviation aircraft (see **Table 4.6-2**).

Emissions were calculated based on EDMS default emission factors by aircraft type<sup>82</sup> and EDMS default times-in-mode (e.g., Takeoff, Climb out, Approach, Landing Roll, varies by aircraft – see **Table 4.6-3**), except for the following categories which were modified to specifically represent the operations at JWA:

- Taxi time was based on data estimated for JWA (see **Table 4.6-4**);
- Auxiliary Power Units (APUs) were assumed to not operate while airplanes are at the gate due to landline power provided to the aircraft.

Aircraft operational emissions are provided in **Table 4.6-5**.

The CARB 2020 NAT scenario conservatively assumes the same aircraft-related emissions. While the USEPA has adopted standards regarding NOx emission standards from aircraft and the United States has an Aviation Greenhouse Gas Emissions Reduction Plan, a quantitative

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<sup>81</sup> Landrum & Brown. 2014 (April). *Noise Analysis Technical Report*. Laguna Niguel, CA: Mestre Greve, a Division of Landrum & Brown.

<sup>82</sup> Available at: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/research/models/edms\\_model/](http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model/). Accessed: February, 2014.



method to estimate the potential GHG reductions from these commitments is not available.<sup>83</sup> Thus, this analysis conservatively assumes no difference in aircraft emissions between the Project and CARB 2020 NAT scenario.

#### 4.6.1.2 Auxiliary Power Units

EDMS does not estimate GHG emissions from APUs and ENVIRON did not include emissions for APUs in the Project GHG Inventory. However, based on engineering estimates, ENVIRON determined that APU emissions would not constitute more than 1% of the overall GHG inventory. Further, while at the gates, aircraft currently use electricity provided by JWA; this practice will be continued so aircraft do not use their APUs at the gates.

#### 4.6.1.3 Ground Support Equipment

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

EDMS does not estimate GHG emissions for GSE; therefore, ENVIRON estimated emissions for GSE based on JWA fuel use records. That being said, EDMS does contain default aircraft GSE assignments for fuel type, operating time, horsepower and load factor, which are presented in **Table 4.6-6**. These data were used to determine overall GSE usage for JWA per year.

ENVIRON incorporated Mitigation Measure AQ/GHG-7 (see **Table 1.1-1**) to increase the percentage of electrified GSE from baseline conditions by 15% for Phase 1, 35% for Phase 2, and 50% for Phase 3. ENVIRON makes this adjustment by first analyzing percent electrification generated by EDMS, by GSE type, and adjusting percent electrification, by GSE type, based on actual GSE population for the airlines. Then ENVIRON increases electrification (GSE fueled by electric rather than diesel/gasoline) by 50% for the Project (thus reducing GHG emissions).

**Table 4.6-7** presents the GHG emissions attributable to GSE.

The CARB 2020 NAT scenario assumes the same commitment to increase electrification of GSE since JWA previously committed to electrifying GSE prior to the enactment of AB 32. Thus, this analysis conservatively assumes no difference in GSE emissions between the Project and CARB 2020 NAT scenario.

#### 4.6.1.4 Mobile Sources

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

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<sup>83</sup> Federal Aviation Administration, United States Aviation Greenhouse Gas Reduction Plan Submitted to the International Civil Aviation Organization, June 2012. Available online: [https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/environ\\_policy\\_guidance/policy/media/Aviation\\_Greenhouse\\_Gas\\_Emissions\\_Reduction\\_Plan.pdf](https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/media/Aviation_Greenhouse_Gas_Emissions_Reduction_Plan.pdf). Accessed: February 2014.

totals. Mobile sources also includes passenger-related terminal and associated off-site traffic, as well as emissions from vehicles in the JWA parking lots and structures.

### ***Parking Lots***

ENVIRON calculated GHG emissions for parking lot activity in accordance with the methodology outlined in EDMS, which relies on EMFAC.<sup>84</sup> The related inputs included idling time, distance traveled (based on size of parking lot), and total number of vehicles entering and exiting per hour of day. Idling and speed assumptions are estimates specific to JWA, and parking lot volumes for existing traffic were provided by Fehr & Peers. To estimate the parking lot activity for each phase, ENVIRON scaled parking activity by the ratio of the MAP for the Phase to the Baseline MAP. ENVIRON assumed that the Parking Structure C2 extension would be completed by the beginning of Phase 1 of the Project.

**Table 4.6-8a** summarizes Project GHG emissions from parking lots. **Table 4.6-8b** summarizes CARB 2020 NAT emissions from parking lots, which do not include the Pavley, LCFS, and ACC regulations, consistent with the AB 32 Scoping Plan. The Project 2020, Phase 1, Phase 2 and Phase 3 emission inventories of all Project and Alternative scenarios conservatively do not account for emission reductions due to ACC. The Project 2020 analysis for parking lots includes the benefit of emissions reductions from the Pavley and LCFS regulations, and conservatively does not include ACC regulations.

### ***Terminal Traffic***

ENVIRON calculated GHG emissions from terminal traffic (including off-site traffic) by utilizing trip generation rates and average trip lengths provided by Fehr & Peers<sup>85</sup>. ENVIRON utilized CalEEMod emission factors for each Phase year (2016, 2021, and 2026) to estimate Project GHG emissions.

**Table 4.6-9a** summarizes Project/Terminal Traffic GHG emission calculations. **Table 4.6-9b** summarizes CARB 2020 NAT Traffic GHG emission calculations, which do not include the Pavley, LCFS, and ACC regulations, consistent with the AB 32 Scoping Plan. The Project 2020 analysis includes the benefit of emissions reductions from the Pavley, LCFS and ACC regulations. The emission factors were adjusted for the ACC regulation based on the CARB's LEV III database model (LEV3 Tool), which was used to estimate the statewide ACC emissions reduction factors for 2020.<sup>86</sup> The ACC emission reduction factors were incorporated into the analysis by multiplying the CalEEMod emission factors by the ACC emission reduction factors for the 2020 analysis. However, Phase 1, Phase 2 and Phase 3 emissions of all Project and Alternative scenarios conservatively do not account for emission reductions due to ACC because emission factors with ACC have only been estimated for the year 2020.

### ***JWA-Owned Vehicles***

ENVIRON calculated GHG emissions from JWA owned and operated on-road vehicles by utilizing site-specific fuel usage information to calculate GHG emissions from this source

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<sup>84</sup> FAA. EDMS 5.1.4 User's Guide. Available online: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/research/models/edms\\_model/media/EDMS\\_5.1.4\\_User\\_Manual.pdf](http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model/media/EDMS_5.1.4_User_Manual.pdf). Accessed: February, 2014.

<sup>85</sup> Fehr and Peers. 2014. "John Wayne Airport Traffic Impact Analysis Final Report" April 30.

<sup>86</sup> Available at: [http://www.arb.ca.gov/msei/categories.htm#onroad\\_motor\\_vehicles](http://www.arb.ca.gov/msei/categories.htm#onroad_motor_vehicles). Accessed: March, 2014.

category and USEPA-published emission factors.<sup>87</sup> **Table 4.6-10** summarizes GHG emission calculations for JWA vehicles and off-road equipment.

#### ***JWA-Owned Airside Equipment***

ENVIRON calculated GHG emissions from JWA owned and operated (non-GSE) off-road equipment by utilizing site-specific fuel usage information to calculate GHG emissions from this source category and USEPA-published emission factors.<sup>88</sup> **Table 4.6-10** summarizes GHG emission calculations for JWA off-road equipment.

#### **4.6.1.5 Stationary Sources**

ENVIRON estimated GHG emissions from JWA stationary source equipment. **Table 4.6-11** summarizes the Project's GHG emissions for stationary sources (e.g., boilers, space heaters, emergency engines), excluding the CoGen, which is summarized separately. The stationary source estimates are based on site-specific emission estimates for the Baseline and are estimated for the Proposed Project based on the anticipated increase in Class A ADDs for each Phase.

ENVIRON also estimated GHG emissions for the CoGen, which is the primary source of electricity at the Airport. The CoGen is fueled by natural gas, and thus it generates direct GHG emissions. **Table 4.6-12** summarizes the CoGen operating parameters. The CoGen emissions were assumed to increase in proportion to the increase in MAP due to an estimated increase in electricity demand. The increased demand for electricity was based on the derivation of the electricity required in the Baseline conditions per passenger, which was estimated based on the differences in electrical demand between the daytime and nighttime (when there are no passengers). The purchased electricity in Table 4.6-12 represents the purchased electricity associated with the CoGen, excluding the non-terminal electricity demand. ENVIRON estimated natural gas usage and emissions for the CoGen for the Proposed Project, as shown in **Table 4.6-13**.

The CARB 2020 NAT scenario assumes the same commitment to operate the CoGen as the Proposed Project since JWA committed to operating the CoGen prior to the enactment of AB 32. Thus, this analysis conservatively assumes no difference in CoGen and stationary source emissions between the Proposed Project and CARB 2020 NAT scenario.

#### **4.6.1.6 Purchased Utility**

ENVIRON included estimates for GHG emissions from purchased utilities (i.e., natural gas, electricity, and water) based on Baseline data for JWA and the estimated increase in passengers, as shown in **Table 4.6-14**. Based on these parameters, ENVIRON estimated purchased utility demand for the Proposed Project, as shown in **Table 4.6-15**.

**Table 4.6-16** lists the purchased electricity estimates and supporting emission factors used for the Project's GHG emissions inventory. Project emissions were calculated using a SCE emission factor that accounts for the 33% RPS required by 2020. The adjusted SCE emission

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<sup>87</sup> USEPA. Emission Factors for Greenhouse Gas Inventories. 7 November 2011. Available online: <http://www.epa.gov/climateleadership/documents/emission-factors.pdf>. Accessed: February, 2014.

<sup>88</sup> USEPA. Emission Factors for Greenhouse Gas Inventories. 7 November 2011. Available online: <http://www.epa.gov/climateleadership/documents/emission-factors.pdf>. Accessed: February, 2014.

factor is based on the 2006 and 2007 PUP Protocol, which reports the mix renewable and non-renewable sources in SCE's energy supply. With this data, the SCE emission factor is adjusted to represent what the emissions from SCE would be in 2020. For the Proposed Project, CO<sub>2</sub>e emissions from purchased electricity and natural gas are shown in **Table 4.6-16a** and **Table 4.6-19**, respectively.

The CARB 2020 NAT scenario does not include the 33% RPS in the SCE emission factor consistent with the CARB AB 32 Scoping Plan. All other assumptions of electricity demand are the same for the CARB 2020 NAT scenario. **Table 4.6-16b** shows CARB 2020 NAT Purchased Electricity Emission Estimates.

#### 4.6.1.7 Water Supply, Treatment and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. Additional emissions from wastewater treatment include CH<sub>4</sub> and N<sub>2</sub>O, which are emitted directly from the wastewater.

**Table 4.6-17a** summarizes the Project's water usage and associated GHG emissions. Water demand values were estimated based on the Baseline conditions and the increase in passengers for the Proposed Project. ENVIRON also used CalEEMod™ default assumptions for average embodied energy<sup>89</sup> for Southern California, which are based on analyses by the CEC.

**Table 4.6-17b** summarizes the CARB 2020 NAT water usage and associated GHG emissions. The CARB 2020 NAT scenario assumed the same water usage as the Proposed Project, which is a conservative assumption given the State's increasing efforts to enhance water efficiency and reduce water demand. GHG emissions related to the water and wastewater conveyance were based on the utility emission factors consistent with the CARB 2020 NAT scenario (i.e., assuming that the 33% RPS requirement did not exist). All other assumptions regarding water supply and wastewater treatment were assumed to be the same as the Proposed Project.

#### 4.6.1.8 Solid Waste

Municipal solid waste (MSW) is the amount of material that is disposed of by landfilling, recycling, or composting. CalEEMod® calculates the indirect GHG emissions associated with waste that is disposed of at a landfill in quantities that are based upon land use type according to waste disposal studies conducted by CalRecycle.

**Table 4.6-18a** summarizes non-recycled solid waste generation predictions as well as resulting Project GHG emissions. The emission estimates for the Proposed Project were based on the Baseline conditions solid waste generation data, which was used to estimate the waste generated per passenger. The Proposed Project emissions were based on that ratio and the increases in passengers.

The analysis assumes that additional waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting to meet the

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<sup>89</sup> Embodied energy refers to the amount of energy that was used in delivering water to the specific land use.

statewide goal of 75% waste diversion.<sup>90</sup> The remainder of the waste not diverted is assumed to be disposed at a landfill.

GHG emissions associated with non-landfill diverted waste streams are not considered, because it is generally assumed that these diversions do not result in any appreciable amounts of GHG emissions when operated effectively.<sup>91</sup> These waste diversion alternatives may result in differences in life-cycle emissions of GHGs, but it is not appropriate to combine life-cycle emissions for only one category of emissions.<sup>92</sup> Also, biogenic CO<sub>2</sub> emissions were not included when CARB analyzed the GHG emissions inventory under AB 32; therefore, they are not included in the Project emissions inventory.

The CARB 2020 NAT scenario assumes a solid waste diversion from the landfills consistent with what was occurring prior to the passing of AB 32. Conservatively, this was assumed as 41 percent,<sup>93</sup> the waste diversion rate reported for the year 2006. **Table 4.6-18b** summarizes CARB 2020 NAT solid waste generation and GHG emissions.

#### 4.6.2 Project Emissions

The Proposed Project emissions (Phases 1, 2, and 3) are presented in **Table 4.6-19**. The Proposed Project emissions reflect the incremental increase of emissions from Baseline conditions. The Project Phase 1 GHG emissions are 33,229 MT/year. The Project Phase 2 GHG emissions are 47,661 MT/year. The Project Phase 3 GHG emissions are 59,774 MT/year.

#### 4.6.3 Alternative A

The Alternative A emissions (Phases 1, 2, and 3) are presented in **Table 4.6-20**. The Alternative A emissions reflect the incremental increase of emissions from Baseline conditions. The Alternative A Phase 3 GHG emissions are 63,102 MT/year.

#### 4.6.4 Alternative B

The Alternative B emissions (Phases 1, 2, and 3) are presented in **Table 4.6-21**. The Alternative B emissions reflect the incremental increase of emissions from Baseline conditions. The Alternative B Phase 3 GHG emissions are 101,570 MT/year.

#### 4.6.5 Alternative C

The Alternative C emissions (Phases 1, 2, and 3) are presented in **Table 4.6-22**. The Alternative C emissions reflect the incremental increase of emissions from Baseline conditions. The Alternative C Phase 3 GHG emissions are 145,992 MT/year.

#### 4.6.6 No Project

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<sup>90</sup> CalRecycle. 2013. California's 75 Percent Initiative. Available at: <http://www.calrecycle.ca.gov/75percent/>. Accessed: February, 2014.

<sup>91</sup> CARB. 2010. Local Government Operations Protocol. Chapter 9.4. Available at: [http://www.arb.ca.gov/cc/protocols/localgov/pubs/lgo\\_protocol\\_v1\\_1\\_2010-05-03.pdf](http://www.arb.ca.gov/cc/protocols/localgov/pubs/lgo_protocol_v1_1_2010-05-03.pdf).

<sup>92</sup> This inventory represents scope 1 and 2 emission categories. A life-cycle analysis of waste diversion would be a scope 3 inventory. CARB's Local Government Operations Protocol Version 1.1 (May 2010) clearly states that scope 3 emissions should not be combined with scope 1 and 2 emissions.

<sup>93</sup> Based on site-specific estimates for baseline/existing conditions.

The No Project emissions are presented in **Table 4.6-23**. The No Project emissions reflect the incremental increase of emissions from Baseline conditions. The No Project Scenario GHG emissions are 33,229 MT/year.

## 5 Inventory In Context

This section assesses the significance of the Project's emissions for purposes of CEQA. It is important to acknowledge that the Project does not necessarily create entirely "new" GHG emissions, since the Project does not itself create the additional demand for passenger air travel. If a passenger does not travel through JWA, residents of Orange County are likely to divert to other facilities in the region to satisfy their air travel needs.<sup>94</sup> This diversion of workers and residents to other facilities such as LAX and Ontario would likely result in additional travel on the regional roadway system, which could result in additional congestion, VMT, and emissions for these longer distance trips. For purposes of this analysis, emission sources that are out of the control of JWA are included (e.g., aircraft related emissions).

### 5.1 Existing Conditions Analysis

#### State CEQA Guidelines Section 15064.4(b)(1) Criteria

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.

As previously documented, the Project site – in its existing condition – emits 217,162 metric tons (MT) of CO<sub>2</sub>e per year.

During Phase 3 of the **Proposed Project** (2026-2030), the Airport would emit up to 276,936 MT CO<sub>2</sub>e per year, increasing existing GHG emission levels by up to 59,774 MT of CO<sub>2</sub>e per year (see **Table 4.6-19**).

During Phase 3 of **Alternative A** (2026-2030), the Airport would emit up to 280,264 MT CO<sub>2</sub>e per year, increasing existing GHG emission levels by up to 63,102 MT of CO<sub>2</sub>e per year (see **Table 4.6-20**).

During Phase 3 of **Alternative B** (2026-2030), the Airport would emit up to 318,732 MT CO<sub>2</sub>e per year, increasing existing GHG emission levels by up to 101,570 MT of CO<sub>2</sub>e per year (see **Table 4.6-21**).

During Phase 3 of **Alternative C** (2026-2030), the Airport would emit up to 363,154 MT CO<sub>2</sub>e per year, increasing existing GHG emission levels by up to 145,992 MT of CO<sub>2</sub>e per year (see **Table 4.6-22**).

During Phase 3 of the **No Project Alternative** (2026-2030), the Airport would emit up to 250,391 MT CO<sub>2</sub>e per year, increasing existing GHG emission levels by up to 33,229 MT of CO<sub>2</sub>e per year (see **Table 4.6-23**).

These emissions increases for the Proposed Project and each Alternative would result in an obvious change to the existing environment. However, there is no scientific or regulatory consensus regarding what particular quantity of GHG emissions is environmentally significant. Further, no agency with regulatory authority and expertise, such as CARB or SCAQMD, has adopted numeric GHG thresholds for airports for purposes of CEQA. And, while global climate change is widely viewed as a cumulative problem warranting international treatment and

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<sup>94</sup> See Technical Report: Capacity Analysis, AECOM, Section 7 ([insert month] 2014).

regulation, no authoritative regulatory body has yet devised a numeric emissions cap that can be applied at the project level.

Therefore, these numeric deltas over the existing environmental setting are not a meaningful or reliable indicator of the Project's significance. As such, in addition to evaluating the Project's incremental increase over baseline emission levels, this report also evaluates the Project's consistency with AB 32 in Section 5.2 below.

## 5.2 AB 32 Analysis

In accordance with State CEQA Guidelines section 15064.4(b)(2)-(3), this report also considers (i) whether the Project's emissions "exceed a threshold of significance that the lead agency determines applies" and (ii) "the extent to which the [P]roject complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of [GHG] emissions". In assessing the Project's significance under these two criteria, reference is made to AB 32's mandate that the State return to its 1990 levels of GHG emissions by 2020, which numerically equates to a 28.5 percent reduction in GHG emissions.

In order to assess the Project's significance under AB 32, the report compares the Project's emissions as proposed to the Project's emissions if the Project were built using a BAU or NAT approach in terms of design, methodology, and technology. Stated a bit differently, this report compares the Project's GHG emissions to the emissions that would occur without the regulatory requirements that have been promulgated to comply with AB 32. (A summary of the CARB 2020 NAT and Project scenario assumptions are included in **Table 5.2-1**.) This methodology is based on the CARB's Scoping Plan, which was adopted pursuant to AB 32 and found that statewide GHG emission levels need to be reduced by 28.5 percent in order for the State to achieve the mandate of AB 32. If the Project as proposed results in 28.5 percent fewer GHG emissions than the CARB 2020 NAT Project scenario, impacts are less than significant. While JWA has incorporated a number of emission reduction strategies into their operations that help minimize the GHG emissions inventory, the analysis has conservatively assumed that these strategies are not improvements compared to the CARB 2020 NAT scenario. Table A-1 of Appendix A highlights the various emission reduction strategies that JWA has implemented.

Note that due to the differences in the emission factors for vehicles in the EMFAC model for different years of analysis, the Project (or Alternative) 2020 emissions inventory data presented in Section 5 is different from the emissions inventory data for Phase 3 presented in Section 4. The assumptions for the Project and each Alternative are the same, but estimated emissions for vehicle related emissions (i.e., traffic, parking lots) are different because the Project (or Alternative) 2020 scenario in Section 5 assumes an evaluation year of 2020 to be consistent with AB 32, while the Phase 3 scenario in Section 4 assumes an evaluation year of 2026.

### State CEQA Guidelines Section 15064.4(b)(2)-(3) Criteria

1. The extent to which project emissions exceed a threshold of significance that the lead agency determines applies to the project. (See also Appendix G Criterion: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.)

As shown in **Table 5.2-2**, the emissions for the **Proposed Project** and its associated CARB 2020 NAT scenario are estimated to be 60,673 and 71,489 MT CO<sub>2</sub>e per year, respectively,



which results in an emission reduction of 15 percent from the CARB 2020 NAT scenario. As such, the Project will result in significant impacts under this methodology.

As shown in **Table 5.2-3**, the emissions for **Alternative A** and its associated CARB 2020 NAT scenario are estimated to be 64,059 and 75,633 MT CO<sub>2</sub>e per year, respectively, which results in an emission reduction of 15 percent from the CARB 2020 NAT scenario. As such, Alternative A will result in significant impacts under this methodology.

As shown in **Table 5.2-4**, the emissions for **Alternative B** and its associated CARB 2020 NAT scenario are estimated to be 103,002 and 120,763 MT CO<sub>2</sub>e per year, respectively, which results in an emission reduction of 15 percent from the CARB 2020 NAT scenario. As such, Alternative B will result in significant impacts under this methodology.

As shown in **Table 5.2-5**, the emissions for **Alternative C** and its associated CARB 2020 NAT scenario are estimated to be 147,834 and 171,050 MT CO<sub>2</sub>e per year, respectively, which results in an emission reduction of 14 percent from the CARB 2020 NAT scenario. As such, Alternative C will result in significant impacts under this methodology.

As shown in **Table 5.2-6**, the emissions for the **No Project Alternative** and its associated CARB 2020 NAT scenario are estimated to be 43,425 and 49,520 MT CO<sub>2</sub>e per year, respectively, which results in an emission reduction of 12 percent from the CARB 2020 NAT scenario. As such, the No Project Alternative will result in significant impacts under this methodology.

In order to reduce GHG emissions associated with operations at JWA, this report recommends adoption of the mitigation measures identified in **Table 1.1-1**. However, even with implementation of these mitigation measures, impacts likely would be significant and unavoidable.

Although the Proposed Project and each Alternative would result in an unavoidably significant impact under this methodology and threshold, it is important to keep in mind that the exceedance of the threshold is primarily due to the lack of specific regulatory measures that help reduce aircraft emissions. (E.g., the AB 32 Scoping Plan includes aircraft emissions in its inventories, but does not require or anticipate specific reductions from aircraft operations.)

As shown in **Figure 1**, the predominant source of the Proposed Project emissions are related to aircraft (50%) and offsite mobile sources (45%; i.e., traffic/passenger vehicles), and JWA has no operational control over these emission sources. Indeed, as relatedly discussed in Section 2 of this technical report, States and other municipalities are preempted from adopting or enforcing any standard respecting aircraft engine emissions unless such standard is identical to the USEPA's standards. While the ICAO and USEPA have taken steps to improve aircraft efficiency, information to quantitatively evaluate the reduction of aircraft emissions from a CARB 2020 NAT scenario was not available. Given the emphasis to improve aircraft efficiency, in part to address climate change, it is likely that aircraft emissions will reduce as more fuel efficient aircraft technology is developed. If the aircraft emissions are reduced by approximately 32% from the current estimates, the Proposed Project's impacts would be less than significant.

Similarly, the engine efficiency and fuel standards for light-duty vehicles are set by the USEPA and CARB, and the County is mostly preempted from directly regulating the tailpipe emissions

of the vehicles utilized by passengers traveling to and from the Airport. That being said, as explained above, the State of California has a number of regulatory standards in place (Pavley, LCFS and ACC) that will secure emission reductions benefits accounted for in the Project inventory, and additional reductions are likely due to the State's continued focus on reducing transportation-related GHG emissions, including its policy goal to increase the number of zero-emission vehicles on the road.

2. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. (See also Appendix G Criterion: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.)

There are no applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For example, the County of Orange has not yet adopted a Climate Action Plan, and no regulatory agency with expertise and jurisdiction has adopted GHG limits or requirements applicable to the airport sector. That being said, JWA would comply with any applicable plans, policies or regulations enacted in the future to the extent required by law.

## 6 Executive Order S-3-05

In June 2005, former Governor Schwarzenegger signed Executive Order S-3-05, which established the following GHG emission reduction targets for California: (1) by 2010, reduce GHG emissions to 2000 levels; (2) by 2020, reduce GHG emissions to 1990 levels; and, (3) by 2050, reduce GHG emissions to 80 percent below 1990 levels.

The measures described below are the types of measures that will yield required reductions to meet the goals of Executive Order S-03-05. Although these types of measures are expected to occur and are consistent with the Project, the Project is not claiming any credit for these measures.

As of 2004, California was emitting 12 percent more GHG emissions than in 1990. For California to emit 80 percent less than it emitted in 1990, the emissions would be only 18 percent of the 2004 emissions. Accounting for a population growth from 35,840,000 people in 2004 to approximately 55,000,000 people in 2050, the emissions per capita would have to be only 12 percent of what they were in 2004. This means 88 percent reductions in per capita GHG emissions from today's emissions intensities must be realized in order to achieve California's 2050 GHG goals. Clearly, energy efficiency and reduced vehicle miles traveled will play important roles in achieving this aggressive goal, but the decarbonization of fuel will also be necessary.

The extent to which GHG emissions from traffic associated with the Project will change in the future depends on the quantity (e.g. number of vehicles, average daily mileage) and quality (i.e. carbon content) of fuel that will be available and required to meet both regulatory standards and passenger needs. As discussed above, renewable power requirements, the low carbon fuel standard, and vehicle emissions standards will all decrease GHG emissions per unit of energy delivered or per vehicle mile traveled. In this section we discuss the impact that future regulated fuel decarbonization may have on vehicular emissions for the proposed Project.

The CEC published "State Alternative Fuels Plan"<sup>95</sup> in which it noted the existence of "challenging but plausible ways to meet 2050 [transportation] goals." The main finding from this analysis is that reducing today's average per capita driving miles by about 5 percent (or back to 1990 levels), in addition to the decarbonization strategies listed below, would achieve S-03-05 goals of 80 percent below 1990 levels. The approach described below is directly<sup>96</sup> from the CEC report.

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<sup>95</sup> State Alternative Fuels Plan. December 2007 CEC-600-2007-011-CMF. Available online at: <http://www.energy.ca.gov/2007publications/CEC-600-2007-011/CEC-600-2007-011-CMF.PDF>. Accessed: February, 2014.

<sup>96</sup> Ibid. Page 67 and 68.

An 80 percent reduction in GHG emissions associated with personal transportation can be achieved even though population grows to 55 million, an increase of 50 percent. The following set of measures could be combined to produce this result:

- Lowering the energy needed for personal transportation by tripling the energy efficiency of on-road vehicles in 2050 with:
  - a. Conventional gas, diesel, and flexible fuel vehicles (FFVs) averaging more than 40 miles per gallon (mpg).
  - b. Hybrid gas, diesel, and FFVs averaging almost 60 miles per gallon.
  - c. All electric and plug-in hybrid electric vehicles (PHEVs) averaging well over 100 miles per gallon (on a gallons of gasoline equivalents (GGE) basis) on the electricity cycle.
  - d. Fuel cell vehicles (FCVs) averaging over 80 miles per gallon (on a GGE basis).
- Moderating growth in per capita driving, reducing today's average per capita driving miles by about 5 percent or back to 1990 levels.
- Changing the energy sources for transportation fuels from the current 96 percent petroleum-based to approximately:
  - a. 30 percent from gasoline and diesel from traditional petroleum sources or lower GHG emission fossil fuels such as natural gas.
  - b. 30 percent from transportation biofuels.
  - c. 40 percent from a mix of electricity and hydrogen.
- Producing transportation biofuels, electricity, and hydrogen from renewable or very low carbon-emitting technologies that result in, on average, at least 80 percent lower life cycle GHG emissions than conventional fuels.
- Encouraging more efficient land uses and greater use of mass transit, public transportation, and other means of moving goods and people.

Studies<sup>97</sup> have shown that in order to meet the 2050 target, aggressive technologies in the transportation and energy sectors, such as electrification and maturation of technologies still in development, such as advanced batteries and more efficient biofuels will be required. Another study<sup>98</sup> indicates that even with these emerging technologies, the 2050 goal will not be met, due to the population growth to 55 million by 2050. More technologies and policy development is needed to achieve the 2050 target.

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<sup>97</sup> Lawrence Berkeley National Laboratory (LBL). 2011. California's Energy Future – The View to 2050. May. Available at: <http://ccst.us/publications/2011/2011energy.php>. Accessed: February, 2014.

<sup>98</sup> LBL. 2013. Estimating Policy-Driven Greenhouse Gas Emissions Trajectories in California: The California Greenhouse Gas Inventory Spreadsheet (GHGIS) Model. Available at: <http://eetd.lbl.gov/publications/estimating-policy-driven-greenhouse-g>. Accessed: February, 2014.

Due to the wholesale shifts in energy technology required and more aggressive regulations needed both of which are not currently in place, analyzing a project's impacts relative to the 2050 target is speculative for purposes of CEQA. As a result, this report does not analyze the Project's consistency with the 2050 target.

## 7 References

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**Tables**

**Table 1.1-1 Feasible Mitigation Measures**

John Wayne Airport  
Orange County, California

ID	Mitigation Measure	Reference
AQ/GHG-1	Upon Project approval, JWA shall support single/reduced engine taxiing procedures authorized by the FAA that achieve corresponding benefits in air quality and/or GHG emission reductions and do not result in adverse noise impacts.	[ACRP Report 56, Strategy AF-14]
AQ/GHG-2	Upon Project approval, JWA shall support the efforts of the airport industry – including those of the FAA, commercial air carriers, and aircraft manufacturers – to develop air quality and GHG emission benchmarking databases that improve the understanding of the relative efficiencies of aviation operations by actively participating in aviation community networks and participating in the biannual ACI-NA Environmental Benchmark Survey.	[ACRP Report 56, Strategy PM-05]
AQ/GHG-3	Upon Project approval, JWA shall continue to evaluate the effects of future Airport-related improvement projects cognizant of and informed by the resulting air quality and GHG emissions in accordance with the requirements of CEQA.	[ACRP Report 56, Strategy BP-01]
AQ/GHG-4	<p>By January 1, 2018, the County of Orange/JWA shall develop and adopt a Climate Action Plan for greenhouse gas emissions sources at the Airport under the County's control. The Climate Action Plan shall be consistent with the requirements of the Global Warming Solutions Act of 2006 ("AB 32") and the goals of Executive Order S-3-05.</p> <p>In order to secure greenhouse gas emission reductions from sources under the County's control, the Climate Action Plan shall identify one or more of the following greenhouse gas reduction strategies, or combination thereof.</p> <ul style="list-style-type: none"> <li>i. Maximizing the energy efficiency of existing Airport structures and facilities through retrofitting and redevelopment at the conclusion and/or expiration of their useful life;</li> <li>ii. Tracking energy use at intervals no less than every 12 months in order to allow for the efficient optimization of energy use;</li> <li>iii. Utilizing energy-efficient (LED or equivalent) lighting on the airfield, within terminal buildings, and in connection with surface and parking lot security lighting;</li> <li>iv. Installing window awnings, sunshades or window tinting in appropriate areas;</li> <li>v. Providing a minimum of 60 electric car charging stations consistent with AQ/GHG-11 below;</li> <li>vi. Increasing the purchase and use of renewable energy;</li> <li>vii. Requiring third parties, concurrent with the execution of new, renewed or amended lease or contractual agreements, to meet the more stringent energy efficiency requirements required in AQ/GHG-5 below;</li> <li>viii. Continuing to maximize use of hybrid or alternatively fueled on-site equipment, including equipment fueled by CNG, LNG, or Biodiesel;</li> <li>ix. Installing light colored "cool" roofs and cool pavements in any new development subsequently proposed at the Airport;</li> <li>x. Purchasing carbon offset credits through an adopted program such as CAPCOA's Greenhouse Gas Reduction Exchange (Rx) Registry, of which the SCAQMD is a participating air district (<a href="http://www.ghgrx.org">www.ghgrx.org</a>);</li> <li>xi. Increasing solid waste reduction and recycling in accordance with AQ/GHG-10 below; and/or</li> <li>xii. Collaborating with commercial air carriers to reduce ground-based aircraft engine greenhouse gas emissions through single engine taxiing (SET) for purposes of taxi-in and taxi-out between the runway ends and terminal areas to the extent feasible and without compromising passenger safety and aircraft engine operational considerations.</li> </ul> <p>The above list of greenhouse gas reduction strategies is non-exclusive and can be supplemented by any additional strategies subsequently identified by the County of Orange/JWA.</p> <p>In order to ensure progress in implementation of the Climate Action Plan and its reduction objectives, JWA shall conduct annual greenhouse gas emission inventories for all stationary sources and other sources over which JWA has control.</p>	[ACRP Report 56, Strategies BP-02, BP-03, BP-08, EM-01, EM-06, EM-18EM-38, PM-01 and PM-04]
AQ/GHG-5	<p>Upon Project approval, JWA shall specify energy efficiency requirements and goals for equipment and appliances in contractual agreements, as applicable. At a minimum:</p> <ul style="list-style-type: none"> <li>(i) Concurrent with the execution of lease agreements, amendments, and/or renewals with commercial air carriers, JWA shall set a Ground Support Equipment electrification requirement of a 15 percent increase above baseline by 2016, 35 percent above baseline by 2021, and 50 percent increase above baseline by 2026. (The baseline electrification conditions are established by reference to calendar year 2013.)</li> <li>(ii) Concurrent with the execution of lease agreements, amendments, and/or renewals with all applicable Airport tenants, JWA shall require that any new equipment or appliances purchased by the tenant for the provision of services under its contract with JWA shall be ENERGY STAR rated or equivalent, to the extent such equipment and appliances are commercially and technologically available.</li> <li>(iii) Concurrent with the execution of lease agreements, amendments, and/or renewals with all applicable Airport tenants, JWA shall require that all tenants develop, implement and submit to the Airport – within six months of lease execution – a fleet-wide, anti-idling policy. At a minimum, the anti-idling policy shall include the requirement that vehicle engines shall be turned off when vehicles are not occupied, and that occupied vehicles be turned off after no more than a five-minute idling period.</li> </ul>	[ACRP Report 56, Strategies EM-02, EM-31, GS-01]
AQ/GHG-6	Upon Project approval, JWA shall install energy efficient equipment and controls for equipment being replaced as technologically available.	[ACRP Report 56, Strategy EM-21]
AQ/GHG-7	Upon Project approval, JWA shall install variable speed drives and optimize the control of air handling unit pumps for equipment being replaced as technologically available.	[ACRP Report 56, Strategy EM-24]
AQ/GHG-8	Upon Project approval, and as technologically available, JWA shall install energy efficient elevators and escalators as the existing ones require replacement.	[ACRP Report 56, Strategy EM-35]
AQ/GHG-9	By 2016, JWA shall optimize the energy efficiency and control of the conveyor motors in the baggage handling system by adding more "photo eyes" to track bags and reduce the time that the system runs after a bag has gone through from twenty minutes to ten minutes. JWA also will replace the older electric conveyor drive motors in Terminals A & B with new, more efficient ones capable of variable frequency by 2016.	[ACRP Report 56, Strategy EM-36]
AQ/GHG-10	By 2016, JWA shall develop an Integrated Solid Waste Management Plan (ISWMP) that strives to achieve the policy goal of the State of California – set forth in Public Resources Code section 41780.01 – that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter. In furtherance of the State's policy goal, the ISWMP shall evaluate further improvements to the Airport's existing solid waste diversion rate through enhanced recycling and composting opportunities.	[ACRP Report 56, Strategies ME-01, ME-02 and ME-04]

**Table 1.1-1 Feasible Mitigation Measures**

John Wayne Airport  
Orange County, California

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

**Table 4.3-1 Utility GHG Emission Factors Associated with Renewable Portfolio Standard**

John Wayne Airport

Orange County, California

	2006	2007	Average	Units
Total Energy Delivery <sup>1</sup>	82,776,309	83,958,770		MWh
from renewables <sup>2</sup>	12,670,583	12,476,219		MWh
from non-renewables	70,105,726	71,482,551		MWh
% of Total Energy From Renewables <sup>2</sup>	15%	15%		
Total CO <sub>2</sub> Emissions <sup>1</sup>	24,077,133	24,026,108		metric tons CO <sub>2</sub>
CO <sub>2</sub> Emissions per Total Energy Delivered	641.3	630.9	636.1	lbs CO <sub>2</sub> /MWh delivered
CO <sub>2</sub> Emissions per Total Non-Renewable Energy <sup>3</sup>	757.2	741.0		lbs CO <sub>2</sub> /MWh delivered
<b>Estimated Emission Factors for Total Energy Delivered<sup>4</sup></b>				
2020 RPS (33%)	507.3	496.5	<b>501.9</b>	lbs CO <sub>2</sub> /MWh delivered

**Notes:**

<sup>1</sup> Total energy delivery and total CO<sub>2</sub> emissions are provided in SCE Power/Utility Protocol (PUP) Reports available at: <http://www.climateregistry.org/tools/carrot/carrot-public-reports.html>, Accessed : January 2014.

<sup>2</sup> Renewable energy delivered is the sum of biogenic, geothermal and other renewable generations in PUP reports.

<sup>3</sup> The emissions metric presented here is calculated based on the total CO<sub>2</sub> emissions divided by the energy delivered from non-renewable sources.

<sup>4</sup> The emission factors for total energy delivered are estimated by multiplying the percentage of energy delivered from non-renewable energy by the CO<sub>2</sub> emissions per total non-renewable energy metric calculated above. The estimate provided here and the PUP reports issued by SCE assume that renewable energy sources do not result in any CO<sub>2</sub> emissions. This is not necessarily true for biogas- and biomass-sourced energy but some consider these sources to be "carbon neutral."

**Abbreviations:**CO<sub>2</sub> - carbon dioxide

GHG - Greenhouse gas

kWh - kilowatt-hour

lbs - pounds

MWh - Megawatt-hour

PG&amp;E - Pacific Gas and Electric

PUP - Power/Utility Protocol

**Table 4.4-1 Summary of Baseline/Existing Conditions Emissions Inventory**

John Wayne Airport  
Orange County, California

Source		Usage	Units	CO2e (MT/year)
<b>Utilities</b>				
Natural Gas (Non Cogen)		45,369	Cscf	248
Electricity (Non CoGen, Terminal)		2,917,080	kWh	838
Electricity (Non-CoGen, Non-Terminal)		2,193,398	kWh	630
Water <sup>1</sup>		1,941	ccf	7
Waste <sup>1</sup>		1,313	tons	597
<b>Stationary Sources</b>				
CoGen		Natural gas		18,722
Other Stationary		Gasoline	0.02	1000 gal/year
		Diesel	3	1000 gal/year
<b>Mobile Sources</b>				
Traffic <sup>1</sup>		45,318	trips/day	94,312
Parking lots		10,292	trips/day	2,831
Airside <sup>2</sup>		Gasoline	33,570	gallons
		Diesel	7,862	gallons
<b>GSE &amp; Aircraft</b>				
GSE <sup>2</sup>		Gasoline	34,527	gallons
		Diesel	62,208	gallons
Aircraft <sup>3</sup>			-	-
<b>Total Annual Emissions</b>				<b>217,162</b>

**Notes:**

<sup>1</sup> Emissions estimated using CalEEMod version 2013.2.2, Available at: <http://www.caleemod.com/>. Accessed: January 2014.

<sup>2</sup> Emissions estimated based on site specific data and EPA emission factors for Greenhouse Gas Inventories, Available at: <http://www.epa.gov/climateleadership/documents/emission-factors.pdf>. Accessed: January 2014.

<sup>3</sup> Emissions estimated using EDMS, version 5.1.4, Available at: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/research/models/edms\\_model](http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model). Accessed: January 2014.

**Conversions:**

100 scf/cscf  
1000 kWh/MW/hr  
1000 gal/1000gal  
0.001028 MMBtu/scf  
1000 kg/MT  
2204.6 lb/MT  
0.907 MT/ton



**Table 4.6-1. Aircraft Classification and Engine Types**

John Wayne Airport

Orange County, California

<b>Aircraft Name<sup>1</sup></b>	<b>EDMS Aircraft</b>	<b>Engine Used in Model<sup>2</sup></b>	<b>Aircraft Class</b>
A300	Airbus A300B4-600	Default	Class A
A306	Airbus A300F4-600	PW4158	Class A
A310	Airbus A310	Default	Class A
B757cargo	Boeing 757-200 Series Freighter	PW2037 (4PW072)	Class A
A318	Airbus A318-100 Series	Default	Class A
A319	Airbus A319-100	Default	Class A
A320	Airbus A320-200	Default	Class A
A321	Airbus A321-200	Default	Class A
B733	BOEING 737-300/CFM56-3B-1	Default	Class A
B734	BOEING 737-400/CFM56-3C-1	Default	Class A
B737	Boeing 737-700	Default	Class A
B738	BOEING 737-800/CFM56-7B26	CFM56-7B26 (8CM051)	Class A
B757AC	Boeing 757-200	Default	Class A
CRJ9	Bombardier CRJ-900	CF34-8C5 LEC (8GE110)	Class A
B737	Boeing 737-700	Default	Class E
B738	BOEING 737-800/CFM56-7B26	CFM56-7B26 (8CM051)	Class E
CL60	Bombardier Challenger 600	Default	Class E
CRJ2	Bombardier CRJ-200-LR	CF34-3B	Class E
CRJ7	Bombardier CRJ-700-ER	CF34-8C1	Class E
CRJ9	Bombardier CRJ-900-ER	CF34-8C5 LEC (8GE110)	Class E
E120	Embraer EMB120 Brasilia	Default	Class E
GASEPF	CESSNA 172R / LYCOMING IO-360-L2A	IO-360-B	General Aviation
CNA172	Cessna 172 Skyhawk	IO-360-B	General Aviation
GASEPV	Cessna 210 Centurion	TIO-540-J2B2	General Aviation
DHC6	de Havilland DHC-6	Default	General Aviation
BEC58P	Raytheon Beech Baron 58	TIO-540-J2B2	General Aviation
CNA182	Cessna 182	IO-360-B	General Aviation
CNA206	Cessna 206	TIO-540-J2B2	General Aviation
CNA441	Cessna 441 Conquest	TPE331-8	General Aviation
CNA208	Cessna 208 Caravan	Default	General Aviation
PA28	Piper PA-28 Cherokee Series	IO-320-D1AD	General Aviation
P180	Piaggio 180	Default	General Aviation
MU3001	Mitsubishi MU-300 Diamond	Default	General Aviation
LEAR35	Bombardier Learjet 35	Default	General Aviation
CNA500	Cessna 500 Citation I	Default	General Aviation
CL601	Bombardier Challenger 601	Default	General Aviation
GIV	Gulfstream IV-SP	TAY 611-8C	General Aviation
CNA750	Cessna 750 Citation X	Default	General Aviation
CIT3	Cessna 650 Citation III	Default	General Aviation
GV	Gulfstream V-SP	BR700-710A1-10 (3BR001)	General Aviation
CNA510	Cessna 501 Citation ISP	Default	General Aviation
IA1125	Israel IAI-1125 Astra	TFE731-3	General Aviation
ECLIPSE500	Eclipse 500	PW610F	General Aviation
GIIB	Gulfstream II-B	Default	General Aviation

**Notes:**<sup>1</sup> Aircraft data as provided by Landrum and Brown.<sup>2</sup> Default engine types from EDMS used where available.

**Table 4.6-2. Summary of Annual LTO Cycles**

John Wayne Airport  
Orange County, California

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

**Notes:**

All aircraft data as provided by Landrum and Brown

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

**Abbreviations:**

GA - General Aviation

LTO - Landing Take Off

**Table 4.6-3. Approach, Takeoff, and Climb Out Time in Modes**

John Wayne Airport  
Orange County, California

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

**Notes:**

<sup>1</sup> Default times in mode from EDMS based on aircraft.

**Table 4.6-4. Summary of Average Taxi Times**

John Wayne Airport

Orange County, California

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

**Notes:**

Based on site specific estimates

**Table 4.6-5. Summary of Aircraft GHG Emissions from EDMS**

John Wayne Airport  
Orange County, California

Scenario		Aircraft Type	Emissions (MT/year)		
			CO <sub>2</sub>	CH <sub>4</sub>	CO <sub>2</sub> e
Baseline		Commercial aircraft	79,176	0.0	79,176
		General aviation	18,373	3.2	18,440
		Total aircraft	97,549	3.2	97,616
Baseline + Project	Phase 1	Commercial aircraft	97,445	0.0	97,445
		General aviation	16,520	2.7	16,576
		Total aircraft	113,965	2.7	114,021
	Phase 2	Commercial aircraft	105,822	0.0	105,822
		General aviation	16,197	2.4	16,247
		Total aircraft	122,019	2.4	122,069
	Phase 3	Commercial aircraft	112,016	0.0	112,016
		General aviation	15,928	2.1	15,973
		Total aircraft	127,944	2.1	127,989
Baseline + Alternative A	Phase 1	Commercial aircraft	96,407	0.0	96,407
		General aviation	16,520	2.7	16,576
		Total aircraft	112,927	2.7	112,983
	Phase 2	Commercial aircraft	101,106	0.0	101,106
		General aviation	16,197	2.4	16,247
		Total aircraft	117,303	2.4	117,353
	Phase 3	Commercial aircraft	112,787	0.0	112,787
		General aviation	15,928	2.1	15,973
		Total aircraft	128,716	2.1	128,760
Baseline + Alternative B	Phase 1	Commercial aircraft	96,738	0.0	96,738
		General aviation	16,520	2.7	16,576
		Total aircraft	113,257	2.7	113,313
	Phase 2	Commercial aircraft	115,733	0.0	115,733
		General aviation	16,197	2.4	16,247
		Total aircraft	131,930	2.4	131,980
	Phase 3	Commercial aircraft	133,191	0.0	133,191
		General aviation	15,928	2.1	15,973
		Total aircraft	149,119	2.1	149,163
Baseline + Alternative C	Phase 1	Commercial aircraft	160,809	0.0	160,809
		General aviation	16,520	2.7	16,576
		Total aircraft	177,329	2.7	177,385
	Phase 2	Commercial aircraft	160,809	0.0	160,809
		General aviation	16,197	2.4	16,247
		Total aircraft	177,006	2.4	177,056
	Phase 3	Commercial aircraft	160,809	0.0	160,809
		General aviation	15,928	2.1	15,973
		Total aircraft	176,738	2.1	176,782

**Note:**

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

**Abbreviation:**

MT - metric tons

**Conversion Factors:**

0.907 MT/ton

**Table 4.6-6. Aircraft GSE Assignments**

John Wayne Airport  
Orange County, California

Aircraft Name	Aircraft Class	GSE Type <sup>1</sup>	Fuel Type <sup>1</sup>	Departure Operating Time <sup>1</sup> (minutes)	Arrival Operating Time <sup>1</sup> (minutes)	Horsepower <sup>1</sup>	Load Factor <sup>1</sup>
A300	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	190	0.8
		Baggage Tractor	Gasoline	60	60	107	0.55
		Belt Loader	Gasoline	18	17	107	0.5
		Cabin Service Truck	Diesel	18	17	210	0.53
		Cargo Loader	Diesel	40	40	80	0.5
		Catering Truck	Diesel	10	10	210	0.53
		Hydrant Truck	Diesel	20	0	235	0.7
		Lavatory Truck	Diesel	0	25	235	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
A306	A	Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	190	0.8
		Baggage Tractor	Gasoline	60	60	107	0.55
		Belt Loader	Gasoline	18	17	107	0.5
		Cargo Loader	Diesel	40	40	80	0.5
		Cargo Loader	Diesel	50	50	133	0.5
		Fork Lift	Diesel	0	0	55	0.3
		Fuel Truck	Diesel	45	0	300	0.25
		Lavatory Truck	Diesel	0	25	235	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
A310	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	190	0.8
		Baggage Tractor	Gasoline	60	60	107	0.55
		Belt Loader	Gasoline	18	17	107	0.5
		Cabin Service Truck	Diesel	18	17	210	0.53
		Cargo Loader	Diesel	40	40	80	0.5
		Catering Truck	Diesel	10	10	210	0.53
		Hydrant Truck	Diesel	20	0	235	0.7
		Lavatory Truck	Diesel	0	25	235	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
B757cargo	A	None					
A318	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2

**Table 4.6-6. Aircraft GSE Assignments**

John Wayne Airport

Orange County, California

Aircraft Name	Aircraft Class	GSE Type <sup>1</sup>	Fuel Type <sup>1</sup>	Departure Operating Time <sup>1</sup> (minutes)	Arrival Operating Time <sup>1</sup> (minutes)	Horsepower <sup>1</sup>	Load Factor <sup>1</sup>
A319	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
A320	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
A321	A	Air Conditioner	Electric	23	0	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	0	107	0.55
		Belt Loader	Gasoline	24	0	107	0.5
		Cabin Service Truck	Diesel	10	0	210	0.53
		Catering Truck	Diesel	8	0	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	0	56	0.25
		Service Truck	Diesel	8	0	235	0.2
		Water Service	Electric	12	0	0	0.2
B733	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2

**Table 4.6-6. Aircraft GSE Assignments**

John Wayne Airport  
Orange County, California

Aircraft Name	Aircraft Class	GSE Type <sup>1</sup>	Fuel Type <sup>1</sup>	Departure Operating Time <sup>1</sup> (minutes)	Arrival Operating Time <sup>1</sup> (minutes)	Horsepower <sup>1</sup>	Load Factor <sup>1</sup>
B734	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
B737	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
B738	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
B757AC	A	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	190	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2



**Table 4.6-6. Aircraft GSE Assignments**

John Wayne Airport  
Orange County, California

Aircraft Name	Aircraft Class	GSE Type <sup>1</sup>	Fuel Type <sup>1</sup>	Departure Operating Time <sup>1</sup> (minutes)	Arrival Operating Time <sup>1</sup> (minutes)	Horsepower <sup>1</sup>	Load Factor <sup>1</sup>
CRJ9	A	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	17	107	0.55
		Belt Loader	Gasoline	15	15	107	0.5
		Catering Truck	Diesel	5	5	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Gasoline	0	15	97	0.25
		Service Truck	Diesel	8	7	235	0.2
B737	E	Air Conditioner	Electric	23	7	0	0.75
		Air Start	Diesel	7	0	425	0.9
		Aircraft Tractor	Diesel	8	0	88	0.8
		Baggage Tractor	Gasoline	38	37	107	0.55
		Belt Loader	Gasoline	24	24	107	0.5
		Cabin Service Truck	Diesel	10	10	210	0.53
		Catering Truck	Diesel	8	7	210	0.53
		Hydrant Truck	Diesel	12	0	235	0.7
		Lavatory Truck	Diesel	0	15	56	0.25
		Service Truck	Diesel	8	7	235	0.2
		Water Service	Electric	12	0	0	0.2
CRJ7	E	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	17	107	0.55
		Belt Loader	Gasoline	15	15	107	0.5
		Catering Truck	Diesel	5	5	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Gasoline	0	15	97	0.25
		Service Truck	Diesel	8	7	235	0.2
CRJ9	E	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	17	107	0.55
		Belt Loader	Gasoline	15	15	107	0.5
		Catering Truck	Diesel	5	5	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Gasoline	0	15	97	0.25
		Service Truck	Diesel	8	7	235	0.2
GASEPF	GA	Fuel Truck	Diesel	10	0	175	0.25
CNA172	GA	Fuel Truck	Diesel	10	0	175	0.25
GASEPV	GA	Fuel Truck	Diesel	10	0	175	0.25
DHC6	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	17	107	0.55
		Belt Loader	Gasoline	15	15	107	0.5
		Cabin Service Truck	Diesel	5	5	71	0.53
		Catering Truck	Diesel	5	5	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Diesel	40	0	71	0.75
		Service Truck	Diesel	8	7	235	0.2
BEC58P	GA	Fuel Truck	Diesel	10	0	175	0.25
CNA182	GA	Fuel Truck	Diesel	10	0	175	0.25
CNA206	GA	Fuel Truck	Diesel	10	0	175	0.25
CNA441	GA	Fuel Truck	Diesel	10	0	175	0.25
		Ground Power Unit	Diesel	40	0	71	0.75

**Table 4.6-6. Aircraft GSE Assignments**

John Wayne Airport  
Orange County, California

Aircraft Name	Aircraft Class	GSE Type <sup>1</sup>	Fuel Type <sup>1</sup>	Departure Operating Time <sup>1</sup> (minutes)	Arrival Operating Time <sup>1</sup> (minutes)	Horsepower <sup>1</sup>	Load Factor <sup>1</sup>
CNA208	GA	Fuel Truck	Diesel	10	0	175	0.25
		Ground Power Unit	Diesel	40	0	71	0.75
PA28	GA	Fuel Truck	Diesel	10	0	175	0.25
P180	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
MU3001	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
LEAR35	GA	Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
CNA500	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
CL601	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	17	107	0.55
		Belt Loader	Gasoline	15	15	107	0.5
		Catering Truck	Diesel	5	5	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Diesel	50	0	194	0.75
		Lavatory Truck	Gasoline	0	15	97	0.25
		Service Truck	Diesel	8	7	235	0.2
GIV	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	0	107	0.55
		Belt Loader	Gasoline	15	0	107	0.5
		Catering Truck	Diesel	5	0	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Diesel	0	0	56	0.25
		Service Truck	Diesel	8	0	235	0.2
CNA750	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
CIT3	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
GV	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	0	107	0.55
		Belt Loader	Gasoline	15	0	107	0.5
		Catering Truck	Diesel	5	0	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Diesel	0	0	56	0.25
		Service Truck	Diesel	8	0	235	0.2
CNA510	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75
IA1125	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Fuel Truck	Diesel	20	0	175	0.25
		Ground Power Unit	Gasoline	40	0	107	0.75

**Table 4.6-6. Aircraft GSE Assignments**

John Wayne Airport

Orange County, California

Aircraft Name	Aircraft Class	GSE Type <sup>1</sup>	Fuel Type <sup>1</sup>	Departure Operating Time <sup>1</sup> (minutes)	Arrival Operating Time <sup>1</sup> (minutes)	Horsepower <sup>1</sup>	Load Factor <sup>1</sup>
ECLIPSE500	GA	None					
GIIB	GA	Aircraft Tractor	Diesel	5	0	86	0.8
		Baggage Tractor	Gasoline	18	0	107	0.55
		Belt Loader	Diesel	15	0	71	0.5
		Catering Truck	Diesel	5	0	71	0.53
		Fuel Truck	Diesel	20	0	175	0.25
		Lavatory Truck	Diesel	0	0	56	0.25
		Service Truck	Diesel	8	0	235	0.2

**Notes:**<sup>1</sup> Default GSE assignments from EDMS based on aircraft.**Abbreviation:**

GA - General Aviation

**Table 4.6-7 GSE GHG Emissions**

John Wayne Airport

Orange County, California

**A. Fuel Usage (Gallons)<sup>1</sup>**

	Baseline	Baseline + Project Phase 1	Baseline + Project Phase 2	Baseline + Project Phase 3
Gasoline	34,527	32,428	29,886	25,119
Diesel	62,208	58,427	53,848	45,258
ADD	79.98	85.00	95.00	95.00
GSE Electrification	43.7%	50.2%	58.9%	65.5%

**B. Emission Factors<sup>2</sup>**

	kg CO <sub>2</sub> per gallon	g CH <sub>4</sub> per gallon	g N <sub>2</sub> O per gallon
Gasoline	8.78	0.5	0.22
Diesel	10.21	0.58	0.26

Gas	GWP <sup>3</sup>
CH <sub>4</sub>	21
N <sub>2</sub> O	310

**C. GSE CO<sub>2</sub>e Emissions (MT/year)**

	Baseline	Project Phase 1	Project Phase 2	Project Phase 3
Gasoline	306	-19	-41	-83
Diesel	641	-39	-86	-175

**Notes:**

<sup>1</sup> Baseline fuel usage is based on site specific usage. Project fuel usage is estimated by scaling the baseline fuel usage with the change in ADD. The Project will increase the percent of the electrified GSE by 15% over Baseline in Phase 1, 35% over Baseline in Phase 2, and 50% over Baseline in Phase 3.

<sup>2</sup> Emission Factors based on EPA Emission Factors for GHG Inventories, November 2011. Available at: <http://www.epa.gov/climateleadership/documents/emission-factors.pdf>, Accessed January 2014.

<sup>3</sup> Global Warming Potential based on IPCC, 1995 Second Assessment Report.

**Table 4.6-8a. Landside: Parking Lot GHG Emissions Calculations**

John Wayne Airport

Orange County, California

**A. Vehicle Activity<sup>1</sup>**

Parking Lot	Total Distance Traveled Per Vehicle in Parking Lot <sup>2</sup> (miles)	Average Vehicle Trips per Day				Total Distance Traveled Per Vehicle in Parking Lot (miles)			
		Baseline	Baseline + Project Phase 1	Baseline + Project Phase 2	Baseline + Project Phase 3	Baseline	Baseline + Project Phase 1	Baseline + Project Phase 2	Baseline + Project Phase 3
C1 Parking	0.19	1,781	2,015	2,574	3,625	334.8	378.8	484.0	681.4
C2 Parking	0.16	N/A	1,074	2,059	3,110	N/A	168.7	323.3	488.2
A1 Parking	0.18	1,256	1,474	2,033	3,084	230.6	270.7	373.4	566.3
B2 Parking	0.24	2,242	2,200	2,759	3,809	536.7	526.6	660.5	911.9
A2 Parking	0.25	2,067	2,280	2,839	3,889	516.5	569.5	709.3	971.6
Main Street Parking	0.34	760	896	1,153	1,572	260.3	306.6	394.7	538.1
T-Lot (employees)	0.61	2,186	2,186	2,186	2,186	1,324.7	1,324.7	1,324.7	1,324.7
<b>Total</b>		<b>10,292</b>	<b>12,124</b>	<b>15,604</b>	<b>21,275</b>				

**B. Emission Factors<sup>3,4</sup>**

Pollutant	Emission Type	Emission Factor Units	Baseline		Phase 1		Phase 2		Phase 3	
			5 mph	10 mph	5 mph	10 mph	5 mph	10 mph	5 mph	10 mph
CO <sub>2</sub>	Running Exhaust	g/mile	1326.649	1003.130	1228.982	929.177	1064.221	808.838	1018.809	775.094
	Idling Exhaust <sup>5</sup>	g/hr	6247.380	6247.380	5754.201	5754.201	4937.583	4937.583	4698.320	4698.320
	Starting Exhaust <sup>6</sup>	g/trip	79.322	79.322	73.496	73.496	62.846	62.846	58.915	58.915

**C. Summary**

	Baseline	Project Phase 1	Project Phase 2	Project Phase 3
CO <sub>2</sub> e Emissions (MT/year)	2,832	148	353	1,167

**Notes:**<sup>1</sup> Vehicle trip data as provided in the Fehr & Peers traffic study.<sup>2</sup> Site specific estimates as based on assumption that the distance traveled in each parking lot is equal to the length plus the width of the parking lot based on previous JWA EIR.<sup>3</sup> Emission factors from EMFAC2011-PL (<http://www.arb.ca.gov/msei/modeling.htm>) for Orange County vehicle fleet mix.<sup>4</sup> Vehicle speeds assumed to be 10 mph for surface lots (A1, A2, B2, C1, and C2) and 5 mph for remote lots (Main Street and T-Lot).<sup>5</sup> Idling time per vehicle assumed to be 3 minutes per trip.<sup>6</sup> One vehicle start per parking lot visit based on assumption that each vehicle will be parked and turned off and need to be restarted.**Abbreviation:**

g - gram

hr - hour

mph - miles per hour

**Conversion Factors:**

0.453592 kg	=	1 lb
2000 lb	=	1 ton
1000 kg	=	1 MT
365 days	=	1 yr

**Table 4.6-8b. CARB 2020 NAT Landside: Parking Lot GHG Emissions Calculations**

John Wayne Airport

Orange County, California

**A. Vehicle Activity<sup>1</sup>**

Parking Lot	Total Distance Traveled Per Vehicle in Parking Lot <sup>2</sup> (miles)	Average Vehicle Trips per Day			Total Distance Traveled Per Vehicle in Parking Lot (miles)		
		Baseline	Baseline + Project 2020	Baseline + NAT	Baseline	Baseline + Project 2020	Baseline + NAT
C1 Parking	0.19	1,781	3,625	3,625	334.8	681.4	681.4
C2 Parking	0.16	N/A	3,110	3,110	N/A	488.2	488.2
A1 Parking	0.18	1,256	3,084	3,084	230.6	566.3	566.3
B2 Parking	0.24	2,242	3,809	3,809	536.7	911.9	911.9
A2 Parking	0.25	2,067	3,889	3,889	516.5	971.6	971.6
Main Street Parking	0.34	760	1,572	1,572	260.3	538.1	538.1
T-Lot (employees)	0.61	2,186	2,186	2,186	1,324.7	1,324.7	1,324.7
<b>Total</b>		<b>10,292</b>	<b>21,275</b>	<b>21,275</b>			

**B. Emission Factors<sup>3,4</sup>**

Pollutant	Emission Type	Emission Factor Units	Baseline		Project 2020		NAT	
			5 mph	10 mph	5 mph	10 mph	5 mph	10 mph
CO <sub>2</sub>	Running Exhaust	g/mile	1326.649	1003.130	1077.043	818.166	1422.582	1077.279
	Idling Exhaust <sup>5</sup>	g/hr	6247.380	6247.380	5005.527	5005.527	6697.948	6697.948
	Starting Exhaust <sup>6</sup>	g/trip	79.322	79.322	63.833	63.833	83.735	83.735

**C. Summary**

	Baseline	Project 2020	NAT
CO <sub>2</sub> e Emissions (MT/year)	2,832	1,421	2,810

**Notes:**

<sup>1</sup> Vehicle trip data as provided in the Fehr & Peers traffic study.

<sup>2</sup> Site specific estimates as based on assumption that the distance traveled in each parking lot is equal to the length plus the width of the parking lot based on EDMS methodology.

<sup>3</sup> Emission factors from EMFAC2011-PL (<http://www.arb.ca.gov/msei/modeling.htm>) for Orange County vehicle fleet mix.

<sup>4</sup> Vehicle speeds assumed to be 10 mph for surface lots (A1, A2, B2, C1, and C2) and 5 mph for remote lots (Main Street and T-Lot).

<sup>5</sup> Idling time per vehicle assumed to be 3 minutes per trip.

<sup>6</sup> One vehicle start per parking lot visit based on assumption that each vehicle will be parked and turned off and need to be restarted.

**Abbreviation:**

g - gram

hr - hour

mph - miles per hour

**Conversion Factors:**

0.453592 kg	=	1 lb
2000 lb	=	1 ton
1000 kg	=	1 MT
365 days	=	1 yr

**Table 4.6-9a Landside: Traffic GHG Emission Calculations**

John Wayne Airport  
Orange County, California

<b>A. Fleet Mix and Emission Factors (g/mile)<sup>1</sup></b>													
<b>Baseline</b>	<b>LDA</b>	<b>LDT1</b>	<b>LDT2</b>	<b>MDV</b>	<b>LHD1</b>	<b>LHD2</b>	<b>MHD</b>	<b>HHD</b>	<b>OBUS</b>	<b>UBUS</b>	<b>MCY</b>	<b>SBUS</b>	<b>MH</b>
FleetMix	0.512383	0.057481	0.191072	0.155009	0.040497	0.005877	0.014205	0.012561	0.001412	0.002127	0.004643	0.000518	0.002213
CH4_IDLEX	0	0	0	0	0.001327	0.001057	0.010501	0.027722	0.026769	0	0	0.010262	0
CH4_RUNEX	0.015295	0.029066	0.020155	0.030725	0.015741	0.012534	0.008885	0.018242	0.004302	0	0	0.013621	0
CH4_STREX	0.014298	0.028288	0.016806	0.026578	0.026864	0.019652	0	0	0	0	0	0	0
CO2_NBIO_IDLEX	0	0	0	0	8.446435	9.240466	604.873167	577.567229	573.835241	0	0	581.345143	0
CO2_NBIO_RUNEX	318.492016	371.928876	446.528688	577.449677	568.093945	552.714444	1005.62829	1688.13908	1060.8449	2012.8623	142.534426	1125.08465	674.464745
CO2_NBIO_STREX	68.734359	79.518683	95.196977	121.911591	45.136276	32.50531	60.65487	77.640533	39.176029	39.245052	47.352499	136.934662	32.740461
<b>PHASE 1</b>													
FleetMix	0.511008	0.057223	0.191597	0.152361	0.041328	0.005882	0.015289	0.014281	0.001428	0.002141	0.004713	0.000509	0.002239
CH4_IDLEX	0	0	0	0	0.00131	0.001045	0.007417	0.023312	0.019208	0	0	0.005436	0
CH4_RUNEX	0.011603	0.022907	0.015876	0.026504	0.012805	0.009801	0.005022	0.010796	0.002906	0	0	0.00746	0
CH4_STREX	0.008909	0.020978	0.011837	0.022276	0.02331	0.015879	0	0	0	0	0	0	0
CO2_NBIO_IDLEX	0	0	0	0	8.233141	9.007122	606.044429	566.609432	571.352848	0	0	570.820351	0
CO2_NBIO_RUNEX	284.423117	338.789982	410.137879	541.117696	552.398738	537.487184	976.02109	1639.96503	1055.14139	1950.84332	145.539726	1102.33391	654.540402
CO2_NBIO_STREX	62.481431	73.486565	88.774027	115.698949	44.48204	31.667666	55.852696	63.027004	36.245553	38.217742	43.497067	129.852849	29.71151
<b>PHASE 2</b>													
FleetMix	0.506845	0.056549	0.194099	0.151329	0.042005	0.005959	0.015983	0.016167	0.001457	0.002169	0.0046	0.000497	0.00234
CH4_IDLEX	0	0	0	0	0.001267	0.001018	0.007862	0.02717	0.023943	0	0	0.004547	0
CH4_RUNEX	0.009063	0.017171	0.012087	0.020619	0.009451	0.006805	0.003319	0.011042	0.002825	0	0	0.005382	0
CH4_STREX	0.004853	0.013517	0.006915	0.01574	0.017926	0.011291	0	0	0	0	0	0	0
CO2_NBIO_IDLEX	0	0	0	0	7.678577	8.400424	572.409179	527.948997	534.434946	0	0	550.571271	0
CO2_NBIO_RUNEX	230.367	290.276	351.968	475.167	517.835922	502.566921	909.174186	1527.19191	1001.92378	1765.9924	140.048648	1016.26031	613.166692
CO2_NBIO_STREX	51.2162	63.4439	76.641	102.418	42.025736	29.808356	49.321404	49.321404	32.734286	34.67131	38.136897	115.301663	26.733096
<b>PHASE 3</b>													
FleetMix	0.500282	0.057001	0.196753	0.152945	0.042333	0.00607	0.016337	0.017415	0.001474	0.002202	0.004129	0.000486	0.002572
CH4_IDLEX	0	0	0	0	0.001224	0.000989	0.008197	0.028304	0.026024	0	0	0.005059	0
CH4_RUNEX	0.008366	0.014031	0.010727	0.01712	0.007257	0.00517	0.003137	0.009613	0.002818	0	0	0.00617	0
CH4_STREX	0.003805	0.009734	0.005184	0.011835	0.014432	0.008734	0	0	0	0	0	0	0
CO2_NBIO_IDLEX	0	0	0	0	7.678578	8.400424	572.450894	527.594285	533.444953	0	0	558.63478	0
CO2_NBIO_RUNEX	220.735941	273.129098	337.999379	454.834452	520.75975	504.085433	908.055586	1513.40013	1018.32486	1754.59891	141.951387	1009.89738	616.932214
CO2_NBIO_STREX	47.830309	59.380775	72.806369	97.87279	42.41447	30.1448	49.321407	49.321406	32.734288	34.671303	37.184814	115.301665	26.733096

**B. Summary**

	<b>Baseline</b>	<b>Project Phase 1</b>	<b>Project Phase 2</b>	<b>Project Phase 3</b>
Total Trips <sup>2</sup> (trips/day)	45,318	8,091	13,009	16,464
Trips <sup>3</sup> (CalEEMod Input in trips/day/unit size)	453.18	80.91	130.09	164.64
CO <sub>2</sub> e Emissions (MT/year)	94,312	15,621	21,766	26,838

**Notes:**

<sup>1</sup> Default CalEEMod emission factors used. Phase 1, Phase 2 and Phase 3 emissions conservatively do not account for emission reductions due to Advanced Clean Cars since the benefit from ACC was only estimated for the year 2020.

<sup>2</sup> Trips as provided by Fehr & Peers

<sup>3</sup> Assumed a 100 square feet user defined commercial land Use in CalEEMod. The emission calculations use the square footage and trip rate entered to get the total trips. Detailed calculation methodology can be found in CalEEMod Appendix A, available at: <http://caleemod.com/>, Accessed: January 2014.

**Table 4.6-9b Landside: CARB 2020 NAT Traffic GHG Emission Calculations**

John Wayne Airport  
Orange County, California

<b>A. Fleet Mix and Emission Factors (g/mile)<sup>1</sup></b>													
<b>Baseline</b>	<b>LDA</b>	<b>LDT1</b>	<b>LDT2</b>	<b>MDV</b>	<b>LHD1</b>	<b>LHD2</b>	<b>MHD</b>	<b>HHD</b>	<b>OBUS</b>	<b>UBUS</b>	<b>MCY</b>	<b>SBUS</b>	<b>MH</b>
FleetMix	0.512383	0.057481	0.191072	0.155009	0.040497	0.005877	0.014205	0.012561	0.001412	0.002127	0.004643	0.000518	0.002213
CH4_IDLEX	0	0	0	0	0.001327	0.001057	0.010501	0.027722	0.026769	0	0	0.010262	0
CH4_RUNEX	0.015295	0.029066	0.020155	0.030725	0.015741	0.012534	0.008885	0.018242	0.004302	0	0	0.013621	0
CH4_STREX	0.014298	0.028288	0.016806	0.026578	0.026864	0.019652	0	0	0	0	0	0	0
CO2_NBIO_IDLEX	0	0	0	0	8.446435	9.240466	604.8732	577.5672	573.8352	0	0	581.3451	0
CO2_NBIO_RUNEX	318.492	371.9289	446.5287	577.4497	568.0939	552.7144	1005.628	1688.139	1060.845	2012.862	142.5344	1125.085	674.4647
CO2_NBIO_STREX	68.73436	79.51868	95.19698	121.9116	45.13628	32.50531	60.65487	77.64053	39.17603	39.24505	47.3525	136.9347	32.74046
<b>Project 2020</b>	<b>LDA</b>	<b>LDT1</b>	<b>LDT2</b>	<b>MDV</b>	<b>LHD1</b>	<b>LHD2</b>	<b>MHD</b>	<b>HHD</b>	<b>OBUS</b>	<b>UBUS</b>	<b>MCY</b>	<b>SBUS</b>	<b>MH</b>
FleetMix	0.508857	0.05642	0.193204	0.150829	0.041936	0.005921	0.015893	0.015805	0.001454	0.002159	0.004747	0.000498	0.002277
CH4_IDLEX	0	0	0	0	0.001282	0.001027	0.007457	0.026071	0.021652	0	0	0.004453	0
CH4_RUNEX	0.009317	0.018087	0.012579	0.021707	0.010057	0.007288	0.003565	0.01089	0.002731	0	0	0.0053	0
CH4_STREX	0.005281	0.014678	0.007574	0.016956	0.01902	0.012091	0	0	0	0	0	0	0
CO2_NBIO_IDLEX	0	0	0	0	7.678577	8.400424	572.0165	528.2172	534.8819	0	0	546.9952	0
CO2_NBIO_RUNEX	230.367	290.276	351.968	475.167	517.49	502.4541	909.9689	1528.524	998.15	1780.737	139.597	1018.309	612.4908
CO2_NBIO_STREX	51.2162	63.4439	76.641	102.418	41.94011	29.72182	49.57218	49.60941	32.78054	34.75663	38.45892	115.5937	26.80618
<b>NAT</b>	<b>LDA</b>	<b>LDT1</b>	<b>LDT2</b>	<b>MDV</b>	<b>LHD1</b>	<b>LHD2</b>	<b>MHD</b>	<b>HHD</b>	<b>OBUS</b>	<b>UBUS</b>	<b>MCY</b>	<b>SBUS</b>	<b>MH</b>
FleetMix	0.508857	0.05642	0.193204	0.150829	0.041936	0.005921	0.015893	0.015805	0.001454	0.002159	0.004747	0.000498	0.002277
CH4_IDLEX	0	0	0	0	0.001282	0.001027	0.007457	0.026071	0.021652	0	0	0.004453	0
CH4_RUNEX	0.009317	0.018087	0.012579	0.021707	0.010057	0.007288	0.003565	0.01089	0.002731	0	0	0.0053	0
CH4_STREX	0.005281	0.014678	0.007574	0.016956	0.01902	0.012091	0	0	0	0	0	0	0
CO2_NBIO_IDLEX	0	0	0	0	7.678577	8.400424	572.0165	528.2172	534.8819	0	0	546.9952	0
CO2_NBIO_RUNEX	349.3	403.97	475.41	606.72	517.49	502.4541	909.9689	1528.524	998.15	1780.737	139.597	1018.309	612.4908
CO2_NBIO_STREX	73.7	84.67	100.49	127.5	41.94011	29.72182	49.57218	49.60941	32.78054	34.75663	38.45892	115.5937	26.80618

**B. Summary**

	<b>Baseline</b>	<b>Project 2020</b>	<b>NAT</b>
Total Trips <sup>2</sup> (trips/day)	45,318	16,464	16,464
Trips <sup>3</sup> (CalEEMod Input in trips/day/unit size)	453.18	164.64	164.64
<b>CO<sub>2</sub>e Emissions (MT/year)</b>	<b>94,312</b>	<b>27,483</b>	<b>36,270</b>

**Notes:**

<sup>1</sup> Default CalEEMod emission factors used for baseline scenario. Project 2020 emissions account for emission reductions due to Pavley, LCFS, and Advanced Clean Cars. NAT scenario uses Non-Pavley emission factors from CalEEMod Appendix D.

<sup>2</sup> Trips as provided by Fehr & Peers

<sup>3</sup> Assumed a 100 square feet user defined commercial land Use in CalEEMod. The emission calculations use the square footage and trip rate entered to get the total trips. Detailed calculation methodology can be found in CalEEMod Appendix A, available at: <http://caleemod.com/>, Accessed: January 2014.



**Table 4.6-10 Airside JWA Equipment and Vehicle GHG Emissions Calculations**

John Wayne Airport

Orange County, California

**A. Airside Equipment Fuel Usage (Gallons)<sup>1</sup>**

	Baseline	Baseline + Project Phase 1	Baseline + Project Phase 2	Baseline + Project Phase 3
Gasoline	33,570	35,677	39,874	39,874
Diesel	7,862	8,355	9,338	9,338
<i>Adjustment Basis</i>				
ADD	79.98	85	95	95

**B. Emission Factors<sup>2,3</sup>**

	kg CO <sub>2</sub> per gallon	g CH <sub>4</sub> per gallon	g N <sub>2</sub> O per gallon
Gasoline	8.78	0.5	0.22
Diesel	10.21	0.58	0.26

Gas	GWP <sup>4</sup>
CH <sub>4</sub>	21
N <sub>2</sub> O	310

**C. Airside CO<sub>2</sub>e Emissions (MT/year)**

	Baseline	Project Phase 1	Project Phase 2	Project Phase 3
Gasoline	297	19	56	56
Diesel	81	5	15	15

**Notes:**

<sup>1</sup> Baseline fuel usage is based on site specific usage. Project fuel usage is estimated by scaling the baseline fuel usage with the change in ADD.

<sup>2</sup> Emission Factors based on EPA, Emission Factors for GHG Inventories, November 2011.

Available at: <http://www.epa.gov/climateleadership/documents/emission-factors.pdf>, Accessed January 2014

<sup>3</sup> CH<sub>4</sub> and N<sub>2</sub>O emission factors are based on the 'Other gasoline and diesel equipment' category.

<sup>4</sup> Global Warming Potential based on IPCC, 1995 Second Assessment Report.

**Table 4.6-11 Stationary Source GHG Emissions Calculations**

John Wayne Airport

Orange County, California

**A. Stationary Source Fuel Usage (Gallons)<sup>1</sup>**

	Baseline	Baseline + Project Phase 1	Baseline + Project Phase 2	Baseline + Project Phase 3
Gasoline	23	24	27	27
Diesel	3,469	3,687	4,120	4,120
<i>Adjustment Basis</i>				
ADD	79.98	85	95	95

**B. Emission Factors<sup>2</sup>**

	kg CO <sub>2</sub> per gallon	g CH <sub>4</sub> per gallon	g N <sub>2</sub> O per gallon
Gasoline	8.78	0.38	0.08
Diesel	10.21	0.41	0.08

Gas	GWP <sup>3</sup>
CH <sub>4</sub>	21
N <sub>2</sub> O	310

**C. Stationary Source CO<sub>2</sub>e Emissions (MT/year)**

Fuel Type	Baseline	Project Phase 1	Project Phase 2	Project Phase 3
Gasoline	0.20	0.01	0.04	0.04
Diesel	36	2	7	7

**Notes:**

<sup>1</sup> Baseline fuel usage based on site specific estimates. Co-gen emissions calculated separately. Project fuel usage is estimated by scaling the baseline usage with the change in ADD.

<sup>2</sup> Emission Factors based on EPA, Emission Factors for GHG Inventories, November 2011. Available at: <http://www.epa.gov/climateleadership/documents/emission-factors.pdf>, Accessed January 2014

<sup>3</sup> Global Warming Potential based on IPCC, 1995 Second Assessment Report.

**Table 4.6-12 Summary of CoGen Operating Parameters**

John Wayne Airport  
Orange County, California

**A. Baseline Summary**

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

**B. Electricity Estimates<sup>6</sup>**

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

**Notes:**

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

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

<sup>3</sup> This is assumed to be constant for all analysis until the cogen reaches the maximum electricity production limit.

<sup>4</sup> This is estimated based on the maximum cogen capacity during the daytime operating hours.

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

<sup>6</sup> The additional electricity demand is estimated by multiplying that demand rate by the increase in passengers. When the CoGen reaches max capacity, additional electricity demand is assumed to be purchased.

<sup>7</sup> The annual purchased energy represents that associated with the CoGen (i.e., terminal). There are other non-terminal electricity purchases.

**Table 4.6-13 Summary of CoGen Natural Gas Usage**

John Wayne Airport

Orange County, California

**A. Summary**

	<b>Baseline</b>	<b>Project Phase 1</b>	<b>Project Phase 2</b>	<b>Project Phase 3</b>
Natural Gas Usage <sup>1</sup> (MMBtu/year)	352,788	17,602	28,389	35,940
CO <sub>2</sub> e Emissions (MT/year)	18,722	934	1,507	1,907

**B. Emission Factors<sup>2</sup>**

	<b>kg CO2 per scf</b>	<b>g CH4 per scf</b>	<b>g N2O per scf</b>
Natural Gas	0.0545	0.001028	0.000103

<b>Gas</b>	<b>GWP<sup>3</sup></b>
CH4	21
N2O	310

**Notes:**

<sup>1</sup> Natural gas usage is estimated by scaling the baseline usage based on the estimated increase in electricity demand.

<sup>2</sup> Emission Factors based on EPA, Emission Factors for GHG Inventories, November 2011. Available at:  
<http://www.epa.gov/climateleadership/documents/emission-factors.pdf> , Accessed January 2014

<sup>3</sup> Global Warming Potential based on IPCC, 1995 Second Assessment Report.

**Table 4.6-14 Summary of Purchased Utility Demand Parameters**

John Wayne Airport

Orange County, California

Utility	Demand per MAP	
Water	211.7	ccf/MAP
Waste	143.2	tons/MAP
Electricity	318.1	MWh/MAP
Natural Gas (Non-Cogen)	4,947.5	MMBtu/MAP

**Notes:**

<sup>1</sup> Site specific utility usage estimated for baseline (July 2012 - June 2013), baseline estimate of 9.17 MAP used to calculate individual utility demand per MAP. Electricity demand based on terminal (i.e., CoGen) electricity usage only.

**Table 4.6-15 Summary of Purchased Utility Data**

John Wayne Airport

Orange County, California

	<b>Baseline</b>	<b>Project Phase 1</b>	<b>Project Phase 2</b>	<b>Project Phase 3</b>
Purchased Natural Gas Usage (Non-Cogen) (Cscf/year)	45,369	8,074	13,023	16,487
Purchased Electricity Usage (kWh/yr)	5,110,478	-	-	-
Purchased Water Usage (ccf/yr)	1,941	345	557	705

**Notes:**

<sup>1</sup> The additional utility demands are estimated by multiplying that demand rate by the increase in passengers.

<sup>2</sup> Purchased electricity represents a total of terminal (i.e., CoGen related) and non-terminal electricity usage.

**Table 4.6-16a Purchased Electricity Emission Estimates**

John Wayne Airport

Orange County, California

**A. Summary**

	<b>Baseline</b>	<b>Project Phase 1</b>	<b>Project Phase 2</b>	<b>Project Phase 3</b>
Electricity Purchased <sup>1</sup> (kWh)	5,110,478	-	-	-
CO <sub>2</sub> e Emissions (MT/year)	1,469	-	-171	-171

**B. SCE Emission Factors<sup>2</sup>**

CO <sub>2</sub>		
Non-RPS	636.1	lb/MWhr
RPS	501.9	lb/MWhr
CH <sub>4</sub>	0.029	lb/MWhr
N <sub>2</sub> O	0.00617	lb/MWhr

**Notes:**

<sup>1</sup> Purchased electricity estimates based on site specific data. Baseline estimate based on terminal (i.e., CoGen) and non terminal usage.

<sup>2</sup> SCE emission factors are used from CalEEMod for the Baseline conditions (2013) and Project Phase 1 (2016). These emission factors do not include RPS. However, Project Phase 2 (2021) and Phase 3 (2026) include the change in the utility emission factor for CO<sub>2</sub> due to the 33% RPS goal for 2020 which leads to a reduction in emissions from Baseline.

**Table 4.6-16b CARB 2020 NAT Purchased Electricity Emission Estimates**

John Wayne Airport

Orange County, California

**A. Summary**

	<b>Baseline</b>	<b>Project 2020</b>	<b>CARB 2020 NAT</b>
Electricity Purchased <sup>1</sup> (kWh)	5,110,478	-	-
CO <sub>2</sub> e Emissions (MT/year)	1,469	-171	0

**B. SCE Emission Factors<sup>2</sup>**

CO <sub>2</sub>		
Non-RPS	636.1	lb/MWhr
RPS	501.9	lb/MWhr
CH <sub>4</sub>	0.029	lb/MWhr
N <sub>2</sub> O	0.00617	lb/MWhr

**Notes:**

<sup>1</sup> Purchased electricity estimates based on site specific data. Baseline estimate based on terminal (i.e., CoGen) and non terminal usage.

<sup>2</sup> SCE emission factors used from CalEEMod for the CARB 2020 NAT scenario. The Project 2020 analysis includes the change in the utility emission factor for CO<sub>2</sub> due to the 33% RPS goal for 2020.



**Table 4.6-17a Water Usage and Associated GHG Emissions**

John Wayne Airport

Orange County, California

	Baseline	Phase 1	Phase 2	Phase 3
Total (Baseline + Project) Water Usage (ccf) <sup>1</sup>	1,941	2,286	2,498	2,646
Project Water Usage	-	345	557	705
Baseline or Project CO <sub>2</sub> e Emissions (MT/year) <sup>2</sup>	7.2	1.3	0.7	1.1

**Notes:**

<sup>1</sup> Baseline water usage estimated based on site specific data. Project water usage estimated by scaling the baseline usage with the change in MAP.

<sup>2</sup> Emissions estimated using CalEEMod. Phase 2 and Phase 3 include the change in emission factor due to 33% RPS goal for 2020. The emissions are related to electricity required to distribute water.

**Table 4.6-17b CARB 2020 NAT Water Usage and Associated GHG Emissions**

John Wayne Airport

Orange County, California

	Baseline	Project 2020	CARB 2020 NAT
Total (Baseline + Project) Water Usage (ccf) <sup>1</sup>	1,941	2,646	2,646
Project/NAT Water Usage	-	705	705
Baseline or Project CO2e Emissions (MT/year) <sup>2</sup>	7.2	1.1	2.6

**Notes:**

<sup>1</sup> Baseline water usage estimated based on site specific data. Project 2020 and CARB 2020 NAT scenario water usage estimated by scaling the baseline usage with the change in MAP.

<sup>2</sup> Emissions estimated using CalEEMod. Project 2020 includes the change in emission factor due to 33% RPS goal for 2020. The emissions are related to electricity required to distribute water.

**Table 4.6-18a Solid Waste and Associated GHG Emissions**

John Wayne Airport  
Orange County, California

**A. Solid Waste Generated<sup>1</sup>**

Scenario	% Solid Waste Diverted	Waste Generated	Waste Disposed
		(tons)	
Baseline	41%	2,237	1,313
Baseline + Project Phase 1	41%	2,635	1,547
Baseline + Project Phase 2	75%	2,879	720
Baseline + Project Phase 3	75%	3,050	762

**B. Change in Waste Disposed and CO<sub>2</sub>e Emissions<sup>2</sup>**

	Change in solid waste disposed (tons)	MTCO <sub>2</sub> e/year
Project Phase 1	234	106
Project Phase 2	-594	-270
Project Phase 3	-551	-251

**Notes:**

<sup>1</sup> Baseline solid waste generation and disposal based on site specific data. Project waste generation estimated by scaling baseline solid waste generation data with the increase in MAP. Phase 2 and Phase 3 are assumed to have an increased level of solid waste diversion consistent with the State's regulations.

<sup>2</sup> Emissions estimated using CalEEMod 2013.2.2.

**Table 4.6-18b CARB 2020 NAT Solid Waste and Associated GHG Emissions**

John Wayne Airport

Orange County, California

**A. Solid Waste Generated<sup>1</sup>**

Scenario	% Solid Waste Diverted	Waste Generated	Waste Disposed
		(tons)	
Baseline	41%	2,237	1,313
Baseline + Project 2020	75%	3,050	762
Baseline + CARB 2020 NAT	41%	3,050	1,791

**B. Change in Waste Disposed and CO<sub>2</sub>e Emissions<sup>2</sup>**

	Change in solid waste disposed (tons)	MTCO <sub>2</sub> e/year
Project 2020	-551	-251
CARB 2020 NAT	477	217

**Notes:**

<sup>1</sup> Baseline solid waste generation and disposal based on site specific data. Project waste generation estimated by scaling baseline solid waste generation data with the increase in MAP. Project 2020 is assumed to have an increased level of solid waste diversion consistent with the State's regulations. CARB 2020 NAT assumes the same diversion rate as the Baseline conditions.

<sup>2</sup> Emissions estimated using CalEEMod 2013.2.2.

**Table 4.6-19 Summary of Project Emissions**

John Wayne Airport

Orange County, California

Source		Phase 1	Phase 2	Phase 3
		CO <sub>2</sub> e (MT/year)	CO <sub>2</sub> e (MT/year)	CO <sub>2</sub> e (MT/year)
<b>Utilities</b>				
Natural Gas		44	71	90
Electricity (Non Co Gen)		0	-171	-171
Water		1	1	1
Waste		106	-270	-251
<b>Stationary Sources</b>				
CoGen	Natural gas	934	1,507	1,907
Other Stationary Sources	Gasoline	0	0	0
	Diesel	2	7	7
<b>Mobile Sources</b>				
Traffic		15,621	21,766	26,838
Parking lots		148	353	1,167
Airside	Gasoline	19	56	56
	Diesel	5	15	15
<b>Aircraft &amp; GSE</b>				
GSE	Gasoline	-19	-41	-83
	Diesel	-39	-86	-175
Aircraft		16,405	24,453	30,373
<b>Total Annual Emissions</b>		<b>33,229</b>	<b>47,661</b>	<b>59,774</b>
<b>Total Project Plus Baseline Emissions<sup>1</sup></b>		<b>250,391</b>	<b>264,823</b>	<b>276,936</b>

**Notes:**<sup>1</sup> Baseline Emissions from Table 4.4-1.

Zero values may be less than the significant digits shown and not necessarily zero.

**Table 4.6-20 Summary of Alternative A Emissions**

John Wayne Airport  
Orange County, California

Source		Phase 1	Phase 2	Phase 3
		CO2e (MT/year)	CO2e (MT/year)	CO2e (MT/year)
<b>Utilities</b>				
Natural Gas <sup>1</sup> (Non Cogen)		44	69	92
Electricity <sup>2</sup> (Non Co Gen)		0	-171	-171
Water <sup>1</sup>		1	1	1
Waste <sup>1</sup>		106	-261	-257
<b>Stationary Sources</b>				
CoGen <sup>2</sup>	Natural gas	981	1,609	2,119
Stationary Sources <sup>3</sup>	Gasoline	0	0	0
	Diesel	3	8	9
<b>Mobile Sources</b>				
Traffic <sup>1</sup>		15,463	18,283	29,015
Parking lots <sup>1</sup>		148	341	1,195
Airside <sup>3</sup>	Gasoline	23	71	79
	Diesel	6	19	22
<b>Aircraft and GSE</b>				
GSE	Gasoline	-18	-38	-48
	Diesel	-37	-79	-100
Aircraft		15,367	19,737	31,144
<b>Total Annual Emissions</b>		<b>32,089</b>	<b>39,590</b>	<b>63,102</b>
<b>Total Alternative Plus Baseline Emissions<sup>4</sup></b>		<b>249,251</b>	<b>256,752</b>	<b>280,264</b>

**Notes:**

<sup>1</sup> The emissions for these source categories is estimated based on the Baseline conditions and the change in MAP for each phase, analogous to the approach used for the Proposed Project.

<sup>2</sup> The emissions for the CoGen are based on the estimated increase in electricity demand, analogous to the approach used for the Proposed Project.

<sup>3</sup> The emissions for these source categories is estimated based on the Project estimates and the difference in ADD for each phase between the Project and the Alternative.

<sup>4</sup> Baseline Emissions from Table 4.4-1.

Zero values may be less than the significant digits shown and not necessarily zero.

**Table 4.6-21 Summary of Alternative B Emissions**

John Wayne Airport  
Orange County, California

Source		Phase 1	Phase 2	Phase 3
		CO2e (MT/year)	CO2e (MT/year)	CO2e (MT/year)
<b>Utilities</b>				
Natural Gas <sup>1</sup> (Non Cogen)		44	78	108
Electricity <sup>2</sup> (Non Co Gen)		0	-171	-141
Water <sup>1</sup>		1	1	1
Waste <sup>1</sup>		106	-297	-301
<b>Stationary Sources</b>				
CoGen	Natural gas <sup>2</sup>	981	1,683	2,240
Stationary Sources <sup>3</sup>	Gasoline	0	0	0
	Diesel	3	8	8
<b>Mobile Sources</b>				
Traffic <sup>1</sup>		15,498	31,563	46,888
Parking lots <sup>1</sup>		148	389	1,400
Airside <sup>3</sup>	Gasoline	22	65	68
	Diesel	6	18	18
<b>GSE &amp; Aircraft</b>				
GSE	Gasoline	-20	-47	-86
	Diesel	-42	-99	-180
Aircraft		15,698	34,364	51,548
<b>Total Annual Emissions</b>		<b>32,444</b>	<b>67,554</b>	<b>101,570</b>
<b>Total Alternative Plus Baseline Emissions<sup>4</sup></b>		<b>249,606</b>	<b>284,716</b>	<b>318,732</b>

**Notes:**

<sup>1</sup> The emissions for these source categories is estimated based on the Baseline conditions and the change in MAP for each phase, analogous to the approach used for the Proposed Project.

<sup>2</sup> The emissions for the CoGen are based on the estimated increase in electricity demand, analogous to the approach used for the Proposed Project.

<sup>3</sup> The emissions for these source categories is estimated based on the Project estimates and the difference in ADD for each phase between the Project and the Alternative.

**Table 4.6-22 Summary of Alternative C Emissions**

John Wayne Airport  
Orange County, California

Source		Phase 1	Phase 2	Phase 3
		CO <sub>2</sub> e (MT/year)	CO <sub>2</sub> e (MT/year)	CO <sub>2</sub> e (MT/year)
<b>Utilities</b>				
Natural Gas <sup>1</sup> (Non Cogen)		69	102	122
Electricity <sup>2</sup> (Non Co Gen)		416	293	293
Water <sup>1</sup>		2	1	2
Waste <sup>1</sup>		167	-386	-339
<b>Stationary Sources</b>				
CoGen	Natural gas <sup>2</sup>	1,097	1,769	2,240
Stationary Sources <sup>3</sup>	Gasoline	0	0	0
	Diesel	6	16	16
<b>Mobile Sources</b>				
Traffic <sup>1</sup>		73,840	63,991	62,342
Parking lots <sup>1</sup>		231	506	1,577
Airside <sup>3</sup>	Gasoline	50	134	134
	Diesel	14	37	37
<b>GSE &amp; Aircraft</b>				
GSE	Gasoline	23	64	130
	Diesel	47	134	273
Aircraft		79,769	79,441	79,166
<b>Total Annual Emissions</b>		<b>155,731</b>	<b>146,100</b>	<b>145,992</b>
<b>Total Alternative Plus Baseline Emissions<sup>4</sup></b>		<b>372,893</b>	<b>363,263</b>	<b>363,154</b>

**Notes:**

<sup>1</sup> The emissions for these source categories is estimated based on the Baseline conditions and the change in MAP for each phase, analogous to the approach used for the Proposed Project.

<sup>2</sup> The emissions for the CoGen are based on the estimated increase in electricity demand, analogous to the approach used for the Proposed Project.

<sup>3</sup> The emissions for these source categories is estimated based on the Project estimates and the difference in ADD for each phase between the Project and the Alternative.

<sup>4</sup> Baseline Emissions from Table 4.4-1.

Zero values may be less than the significant digits shown and not necessarily zero.



**Table 4.6-23 Summary of No Project Emissions**

John Wayne Airport

Orange County, California

Source		CO2e (MT/year)
<b>Utilities</b>		
Natural Gas (Non Cogen)		44
Electricity (Non Co Gen)		0
Water		1
Waste		106
<b>Stationary Sources</b>		
CoGen	Natural gas	934
Stationary Sources	Gasoline	0.01
	Diesel	2
<b>Mobile Sources</b>		
Traffic		15,621
Parking lots		148
Airside	Gasoline	19
	Diesel	5
<b>GSE &amp; Aircraft</b>		
GSE	Gasoline	-19
	Diesel	-39
Aircraft		16,405
<b>Total Annual Emissions</b>		<b>33,229</b>
<b>Total Alternative Plus Baseline Emissions<sup>1</sup></b>		<b>250,391</b>

**Notes:**<sup>1</sup> Baseline Emissions from Table 4.4-1.

The No Project Alternative is reflective of expiration of the current settlement agreement on December 31, 2015, and includes same operations as Project Phase 1, throughout the entire Project

**Table 5.2-1. Summary of CARB 2020 NAT and 2020 Project Scenario Assumptions**

John Wayne Airport  
Orange County, California

Parameter	Phase 3 - CARB 2020 NAT	Phase 3 - Project (2020)
MAP	12.5	12.5
ADDs	95	95
EDMS Inputs		
Airport	John Wayne Airport-Orange County	
Model Year	2020	2020
GSE Electrification	50% increase in electrification	
CalEEMod Inputs		
Model Year	2020	2020
CO <sub>2</sub> Utility Intensity Factors	Default (630.89)	RPS included (501.88)
Solid Waste Diversion Rate	41% (Baseline Conditions)	75%
Emission Factors	EMFAC 2011 annual average total fleet CO <sub>2</sub> emission rates for Orange County	EMFAC 2011 annual average total fleet CO <sub>2</sub> emission rates with Pavley + LCFS for Orange County adjusted for Advanced Clean Cars

**Notes:**

The comparison is for Phase 3 of the Proposed Project, assuming the Project is completed in 2020, consistent with the AB32 evaluation year.

**Table 5.2-2 Comparison of Project 2020 to CARB 2020 NAT Emissions Inventory**

John Wayne Airport

Orange County, California

Source		Project 2020 Emissions	CARB 2020 NAT Emissions
		CO <sub>2</sub> e (MT/year)	
Utilities			
Natural Gas (Non Cogen)		90	90
Electricity <sup>1</sup> (Non Co Gen)		-171	0
Water <sup>1</sup>		1	3
Waste <sup>2</sup>		-251	217
Stationary Sources			
CoGen	Natural gas	1,907	1,907
Stationary Sources	Gasoline	0	0
	Diesel	7	7
Mobile Sources			
Traffic <sup>3</sup>		27,483	36,270
Parking lots <sup>4</sup>		1,420	2,809
Airside	Gasoline	56	56
	Diesel	15	15
GSE & Aircraft			
GSE	Gasoline	-83	-83
	Diesel	-175	-175
Aircraft		30,373	30,373
Total Annual Emissions		60,673	71,489
Reduction from the CARB 2020 NAT Scenario			15%

**Notes:**

<sup>1</sup> SCE emission factors used from CalEEMod for the CARB 2020 NAT scenario. The Project 2020 analysis includes the change in the utility emission factor for CO<sub>2</sub> due to the 33% RPS target for 2020.

<sup>2</sup> Project 2020 is assumed to have an increased level of solid waste diversion consistent with the State's regulations. CARB 2020 NAT assumes the same diversion rate as the Baseline conditions.

<sup>3</sup> Project 2020 emissions based on EMFAC 2011 emission factors that include Pavley, LCFS and Advanced Clean Cars. The CARB 2020 NAT emissions are estimated using EMFAC 2011 emissions factors without Pavley, LCFS and Advanced Clean Cars.

<sup>4</sup> Project 2020 emissions based on EMFAC 2011 emission factors that include Pavley and LCFS, and conservatively does not include Advanced Clean Cars. The CARB 2020 NAT emissions are estimated using EMFAC 2011 emissions factors without Pavley, LCFS and Advanced Clean Cars.

Zero values may be less than the significant digits shown and not necessarily zero.

**Abbreviations:**

CO<sub>2</sub>e - carbon dioxide equivalent

MT - Metric tons

NAT - No Action Taken

**Table 5.2-3 Comparison of Alternative A 2020 to CARB 2020 NAT Emissions Inventory**

John Wayne Airport  
Orange County, California

Source		Alternative A 2020	Alternative A CARB 2020 NAT
		CO <sub>2</sub> e (MT/year)	
Utilities			
Natural Gas (Non Cogen)		92	92
Electricity <sup>1</sup> (Non Co Gen)		-171	0
Water <sup>1</sup>		1	3
Waste <sup>2</sup>		-257	223
Stationary Sources			
CoGen	Natural gas	2,119	2,119
Stationary Sources	Gasoline	0	0
	Diesel	9	9
Mobile Sources			
Traffic <sup>3</sup>		29,713	39,213
Parking lots <sup>4</sup>		1,455	2,876
Airside	Gasoline	79	79
	Diesel	22	22
Aircraft and GSE			
GSE	Gasoline	-48	-48
	Diesel	-100	-100
Aircraft		31,144	31,144
Total Annual Emissions		64,059	75,633
Reduction from the CARB 2020 NAT Scenario			15%

**Notes:**

<sup>1</sup> SCE emission factors used from CalEEMod for the CARB 2020 NAT scenario. The Alternative A 2020 analysis includes the change in the utility emission factor for CO<sub>2</sub> due to the 33% RPS target for 2020.

<sup>2</sup> Alternative A 2020 is assumed to have an increased level of solid waste diversion consistent with the State's regulations. CARB 2020 NAT assumes the same diversion rate as the Baseline conditions.

<sup>3</sup> Alternative A 2020 emissions based on EMFAC 2011 emission factors that include Pavley, LCFS and Advanced Clean Cars. The CARB 2020 NAT emissions are estimated using EMFAC 2011 emissions factors without Pavley, LCFS and Advanced Clean Cars.

<sup>4</sup> Alternative A 2020 emissions based on EMFAC 2011 emission factors that include Pavley and LCFS, and conservatively does not include Advanced Clean Cars. The CARB 2020 NAT emissions are estimated using EMFAC 2011 emissions factors without Pavley, LCFS and Advanced Clean Cars.

Zero values may be less than the significant digits shown and not necessarily zero.

**Abbreviations:**

CO<sub>2</sub>e - carbon dioxide equivalent

MT - Metric tons

NAT - No Action Taken

**Table 5.2-4 Comparison of Alternative B 2020 to CARB 2020 NAT Emissions Inventory**

John Wayne Airport  
Orange County, California

Source		Alternative B 2020	Alternative B CARB 2020 NAT
		CO <sub>2</sub> e (MT/year)	
Utilities			
Natural Gas (Non Cogen)		108	108
Electricity <sup>1</sup> (Non Co Gen)		-141	38
Water <sup>1</sup>		1	3
Waste <sup>2</sup>		-301	261
Stationary Sources			
CoGen	Natural gas	2,240	2,240
Stationary Sources	Gasoline	0	0
	Diesel	8	8
Mobile Sources			
Traffic <sup>3</sup>		48,015	63,367
Parking lots <sup>4</sup>		1,705	3,371
Airside	Gasoline	68	68
	Diesel	18	18
Aircraft and GSE			
GSE	Gasoline	-86	-86
	Diesel	-180	-180
Aircraft		51,548	51,548
Total Annual Emissions		103,002	120,763
Reduction from the CARB 2020 NAT Scenario			15%

**Notes:**

<sup>1</sup> SCE emission factors used from CalEEMod for the CARB 2020 NAT scenario. The Alternative B 2020 analysis includes the change in the utility emission factor for CO<sub>2</sub> due to the 33% RPS target for 2020.

<sup>2</sup> Alternative B 2020 is assumed to have an increased level of solid waste diversion consistent with the State's regulations. CARB 2020 NAT assumes the same diversion rate as the Baseline conditions.

<sup>3</sup> Alternative B 2020 emissions based on EMFAC 2011 emission factors that include PAVLEY, LCFS and Advanced Clean Cars. The CARB 2020 NAT emissions are estimated using EMFAC 2011 emissions factors without PAVLEY, LCFS and Advanced Clean Cars.

<sup>4</sup> Alternative A 2020 emissions based on EMFAC 2011 emission factors that include Pavley and LCFS, and conservatively does not include Advanced Clean Cars. The CARB 2020 NAT emissions are estimated using EMFAC 2011 emissions factors without Pavley, LCFS and Advanced Clean Cars.  
Zero values may be less than the significant digits shown and not necessarily zero.

**Abbreviations:**

CO<sub>2</sub>e - carbon dioxide equivalent

MT - Metric tons

NAT - No Action Taken

**Table 5.2-5 Comparison of Alternative C 2020 to CARB 2020 NAT Emissions Inventory**

John Wayne Airport  
Orange County, California

Source		Alternative C 2020	Alternative C CARB 2020 NAT
		CO <sub>2</sub> e (MT/year)	
Utilities			
Natural Gas (Non Cogen)		122	122
Electricity <sup>1</sup> (Non Co Gen)		293	584
Water <sup>1</sup>		2	4
Waste <sup>2</sup>		-339	294
Stationary Sources			
CoGen	Natural gas	2,240	2,240
Stationary Sources	Gasoline	0	0
	Diesel	16	16
Mobile Sources			
Traffic <sup>3</sup>		63,841	84,253
Parking lots <sup>4</sup>		1,920	3,798
Airside	Gasoline	134	134
	Diesel	37	37
Aircraft and GSE			
GSE	Gasoline	130	130
	Diesel	273	273
Aircraft		79,166	79,166
Total Annual Emissions		147,834	171,050
Reduction from the CARB 2020 NAT Scenario			14%

**Notes:**

<sup>1</sup> SCE emission factors used from CalEEMod for the CARB 2020 NAT scenario. The Alternative C 2020 analysis includes the change in the utility emission factor for CO<sub>2</sub> due to the 33% RPS target for 2020.

<sup>2</sup> Alternative C 2020 is assumed to have an increased level of solid waste diversion consistent with the State's regulations. CARB 2020 NAT assumes the same diversion rate as the Baseline conditions.

<sup>3</sup> Alternative C 2020 emissions based on EMFAC 2011 emission factors that include PAVLEY, LCFS and Advanced Clean Cars. The CARB 2020 NAT emissions are estimated using EMFAC 2011 emissions factors without PAVLEY, LCFS and Advanced Clean Cars.

<sup>4</sup> Alternative A 2020 emissions based on EMFAC 2011 emission factors that include Pavley and LCFS, and conservatively does not include Advanced Clean Cars. The CARB 2020 NAT emissions are estimated using EMFAC 2011 emissions factors without Pavley, LCFS and Advanced Clean Cars.

Zero values may be less than the significant digits shown and not necessarily zero.

**Abbreviations:**

CO<sub>2</sub>e - carbon dioxide equivalent

MT - Metric tons

NAT - No Action Taken

**Table 5.2-6 Comparison of No Project 2020 to CARB 2020 NAT Emissions Inventory**

John Wayne Airport  
Orange County, California

Source		No Project 2020	No Project CARB 2020 NAT
		CO <sub>2</sub> e (MT/year)	
Utilities			
Natural Gas (Non Cogen)		78	78
Electricity <sup>1</sup> (Non Co Gen)		-171	0
Water <sup>1</sup>		1	2
Waste <sup>2</sup>		-217	188
Stationary Sources			
CoGen	Natural gas	1,817	1,817
Stationary Sources	Gasoline	0	0
	Diesel	6	6
Mobile Sources			
Traffic <sup>3</sup>		13,506	17,824
Parking lots <sup>4</sup>		1,227	2,427
Airside	Gasoline	50	50
	Diesel	14	14
Aircraft and GSE			
GSE	Gasoline	-20	-20
	Diesel	-42	-42
Aircraft		27,176	27,176
Total Annual Emissions		43,425	49,520
Reduction from the CARB 2020 NAT Scenario			12%

**Notes:**

<sup>1</sup> SCE emission factors used from CalEEMod for the CARB 2020 NAT scenario. The No Project 2020 analysis includes the change in the utility emission factor for CO<sub>2</sub> due to the 33% RPS target for 2020.

<sup>2</sup> No Project 2020 is assumed to have an increased level of solid waste diversion consistent with the State's regulations. CARB 2020 NAT assumes the same diversion rate as the Baseline conditions.

<sup>3</sup> No Project 2020 emissions based on EMFAC 2011 emission factors that include PAVLEY, LCFS and Advanced Clean Cars. The CARB 2020 NAT emissions are estimated using EMFAC 2011 emissions factors without PAVLEY, LCFS and Advanced Clean Cars.

<sup>4</sup> Alternative A 2020 emissions based on EMFAC 2011 emission factors that include Pavley and LCFS, and conservatively does not include Advanced Clean Cars. The CARB 2020 NAT emissions are estimated using EMFAC 2011 emissions factors without Pavley, LCFS and Advanced Clean Cars.

Zero values may be less than the significant digits shown and not necessarily zero.

**Abbreviations:**

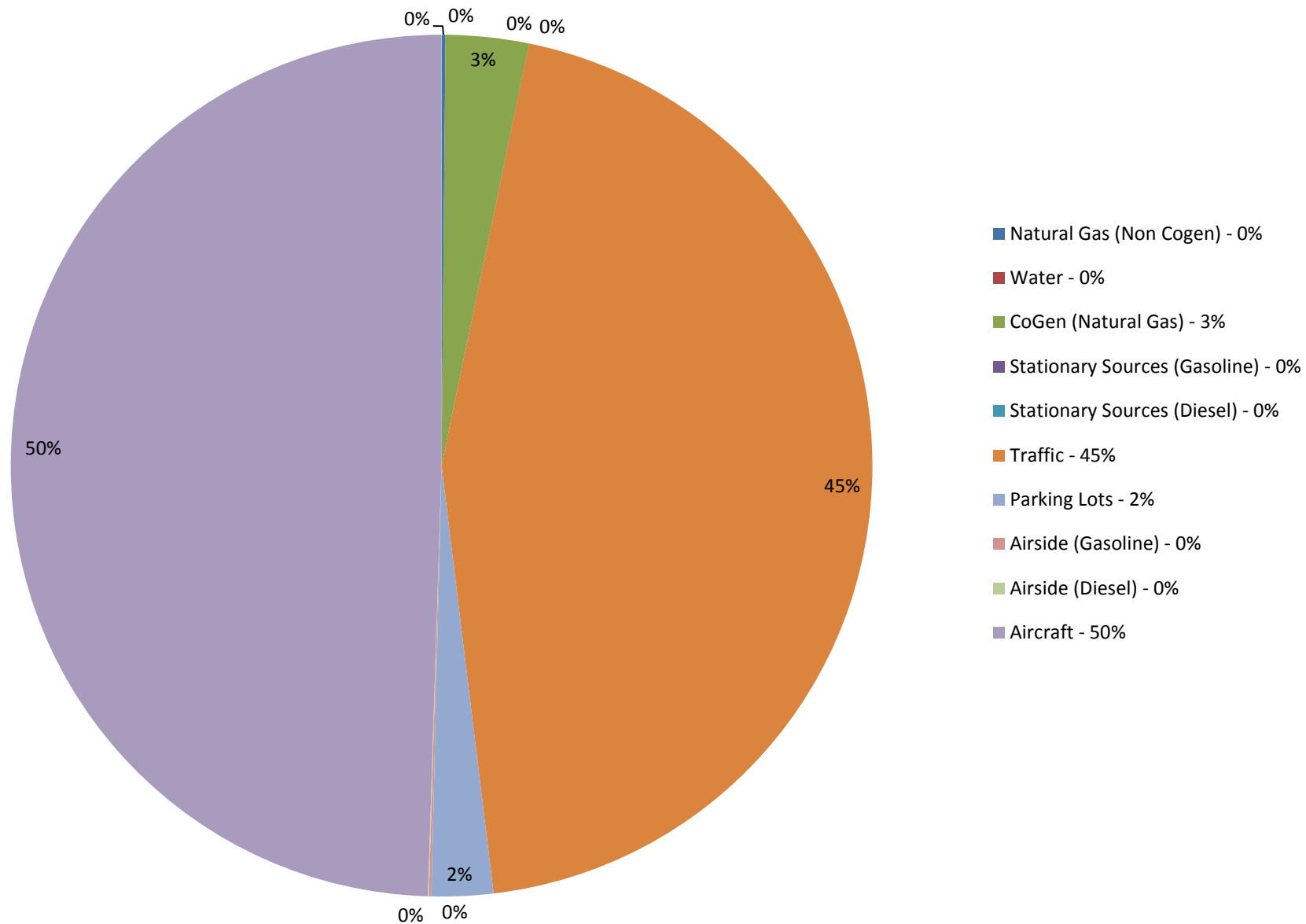
CO<sub>2</sub>e - carbon dioxide equivalent

MT - Metric tons

NAT - No Action Taken

**Figure**





## **Appendix A**

## APPENDIX A

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

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

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<b>Table A-1</b> <b>Emission Reduction Strategies Currently Implemented At JWA</b>		
<b>Strategy Number</b>	<b>Strategy Name</b>	<b>Implementation Status</b>
AF-16	Support Push Back Tugs to Transport Planes to Taxiways, Runway Ends, and/or Take-off Areas	The commercial airlines currently implement these practices as part of their routine departure procedures.
BP-11	Support the Use of Customer Self-Service Equipment in Terminal Design	The Airport's terminal complex contains self-service kiosks at the ticket counters for all airlines, with the exception of the ticket counters for airlines providing international service (AirTran Airways and Interjet) because the passports need to be verified at the counter.
CS-02	Add Mineral Carbonation Systems to Exhaust Streams	JWA has a state-of-the-art cogeneration power plant, which uses catalysts to reduce exhaust CO to low levels (below 32 parts per million at 15% O <sub>2</sub> ). Plant operation began in 2010.
EM-04	Enter into a Green Power Purchasing Agreement	The Airport has entered into an agreement with The Gas Company to use natural gas to produce electricity. Southern California Edison's back-up power also uses up to 30% renewables. Relatedly, the State of California has adopted a 33% renewable portfolio standard for its energy supply that must be achieved by 2020.
EM-07	Evaluate Fuel Mix	The Airport utilizes more natural gas, and less diesel and gasoline, where feasible.
EM-09	Improve Insulation of Building Envelope	JWA previously installed window tinting, cool roofs, and other forms of energy efficiency-enhancing insulation.
EM-13	Install a Cool Roof	A new cool roof was installed as part of Terminal C.
EM-17	Install LED Runway and Taxiway Lighting	JWA utilizes LED lighting on the airfield that meets all applicable FAA safety standards.
EM-18	Implement a Lighting System Energy Conservation Program	The terminal complex has transitioned to LED lighting; the design of the terminal complex also optimizes the use of natural lighting through the inclusion of vaulted ceilings, skylights and windows.
EM-19	Install a Building Automation System (BAS)	JWA installed a BAS more than ten years ago.
EM-22	Integrate Thermal Storage into Heating and Cooling Systems	JWA's cogeneration power plant makes efficient use of waste heat for heating and

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

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**Table A-1**  
**Emission Reduction Strategies Currently Implemented At JWA**

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

*Notes:*

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

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

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



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

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

## **Appendix B**

## EDMS 5.1.4.1 Model Inputs for Alternative A - Phase 1 Study

Study Created: Thu Oct 10 15:42:50 2013  
 Report Date: Fri Feb 28 17:20:24 2014  
 Study Pathname: I:\J\JWA\EDMS\Alternatives\Alternative A\Phase 1\Alternative A - Phase 1\Alternative A - Phase 1.edm

### Study Setup

Unit System: English  
 Dispersion Modeling: Dispersion is not enabled for this study  
 Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
 Analysis Years: 2016

### Scenarios

Scenario Name: Project - Phase 1	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

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

### Scenario-Airport: Project - Phase 1, John Wayne Airport-Orange County

### Weather

Project - Phase 1, John Wayne Airport-Orange County

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

**Quarter-Hourly Operational Profiles**

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

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

**Daily Operational Profiles**

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

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

**Monthly Operational Profiles**

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

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

**Aircraft**

Project - Phase 1, John Wayne Airport-Orange County

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

Year: 2016      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

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

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

Year: 2016  
Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

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

HCJC

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2016

Annual Departures: 300  
Annual Arrivals: 300  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
2016

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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



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

Year:  
2016

Annual Departures:	18
Annual Arrivals:	18
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

Year:  
2016

Annual Departures:	6980
Annual Arrivals:	6980

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

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

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

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

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

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Year:  
 2016

Annual Departures: 4891  
 Annual Arrivals: 4891  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
 2016

Annual Departures: 430  
 Annual Arrivals: 430  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

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

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

Year:  
 2016

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

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

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

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

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

Year:  
2016

Annual Departures: 47  
 Annual Arrivals: 47  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
 Engine Type:  
CFM56-7B20  
 Identification:  
B737\_ClassA  
 Category:  
LCJP

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

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

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

Year:  
2016

Annual Departures:	15406
Annual Arrivals:	15406
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

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

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

Year:	Annual Departures:	7383
2016	Annual Arrivals:	7383
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

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

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:	Annual Departures:	7262
2016	Annual Arrivals:	7262
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

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

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

Year:  
2016

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

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

Aircraft Name:  
Boeing 757-200 Series  
Engine Type:  
RB211-535E4 Phase 5  
Identification:  
B757AC\_ClassA  
Category:  
LCJP

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

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



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

Year:  
2016

Annual Departures: 2149  
Annual Arrivals: 2149  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Boeing 757-200 Series Freighter  
Engine Type:  
PW2037 (4PW072)  
Identification:  
B757cargo\_ClassA  
Category:  
LCJC

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2016

Annual Departures: 652  
Annual Arrivals: 652  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

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

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

Year:  
 2016

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

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

Aircraft Name:  
 Bombardier CRJ-700-ER  
 Engine Type:  
 CF34-8C1  
 Identification:  
 CRJ7\_ClassE  
 Category:  
 LCJP

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

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

Year:  
2016

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

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

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

Year:  
2016

Annual Departures: 410  
Annual Arrivals: 410  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

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

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

Year:  
2016

Annual Departures: 1025  
Annual Arrivals: 1025  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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

Aircraft Name:  
Bombardier Challenger 600  
 Engine Type:  
ALF 502L-2  
 Identification:  
CL60\_ClassE  
 Category:  
LGJB

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

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

Year:  
2016

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

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

Aircraft Name:  
Bombardier Challenger 601  
 Engine Type:  
CF34-3A  
 Identification:  
CL601\_GA

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

Category:  
LGJB

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

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

Year:  
2016

Annual Departures: 3119  
Annual Arrivals: 3119  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Bombardier Learjet 35  
Engine Type:  
TFE731-2-2B  
Identification:  
LEAR35\_GA  
Category:  
SGJB

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

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

Year:

Annual Departures: 3826

2016

Annual Arrivals: 3826  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA172\_GA  
 Category:  
 SGPP

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

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

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Year:  
 2016

Annual Departures: 10164  
 Annual Arrivals: 10164  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 GASEPF\_GA  
 Category:

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

SGPP

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2016

Annual Departures: 99853  
Annual Arrivals: 99853  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight: 1270.00 Kgs  
Approach Weight: 1270.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2016

Annual Departures: 2348  
Annual Arrivals: 2348  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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



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

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2016

Annual Departures: 1715  
 Annual Arrivals: 1715  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 208 Caravan  
 Engine Type:  
 PT6A-114A  
 Identification:  
 CNA208\_GA  
 Category:  
 SGTB

Take Off weight: 5080.00 Kgs  
 Approach Weight: 4686.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2016

Annual Departures: 1269  
 Annual Arrivals: 1269  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Cessna 210 Centurion  
Engine Type:  
TIO-540-J2B2  
Identification:  
GASEPV\_GA  
Category:  
SGPP

Take Off weight: 1361.00 Kgs  
Approach Weight: 1225.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

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Year:  
2016

Annual Departures: 6148  
Annual Arrivals: 6148  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Cessna 441 Conquest II  
Engine Type:  
TPE331-8  
Identification:  
CNA441\_GA  
Category:  
SGTP

Take Off weight: 4468.00 Kgs  
Approach Weight: 3821.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2016

Annual Departures: 1338  
 Annual Arrivals: 1338  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 500 Citation I  
 Engine Type:  
JT15D-1 series  
 Identification:  
CNA500\_GA  
 Category:  
SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 3422  
 Annual Arrivals: 3422  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2016

Annual Departures: 826  
 Annual Arrivals: 826  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 650 Citation III  
 Engine Type:  
 TFE731-3  
 Identification:  
 CIT3\_GA  
 Category:  
 SGJB

Take Off weight: 9072.00 Kgs  
 Approach Weight: 6940.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000)	Diesel	0.00	20.00	175.00	25.00	

gallon)					
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2016

Annual Departures:	1125
Annual Arrivals:	1125
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name:  
Cessna 750 Citation X  
Engine Type:  
AE3007C Type 2  
Identification:  
CNA750\_GA  
Category:  
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures:	1289
Annual Arrivals:	1289
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name: Eclipse 500  
 Engine Type: PW610F  
 Identification: ECLIPSE500\_GA  
 Category: SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year: 2016

Annual Departures: 231  
 Annual Arrivals: 231  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name: Embraer EMB120 Brasilia  
 Engine Type: PW118  
 Identification: E120\_Classe  
 Category: SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2016

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

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

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 231  
Annual Arrivals: 231  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Gulfstream IV-SP  
 Engine Type:  
 TAY 611-8C  
 Identification:  
 GIV\_GA  
 Category:  
 LCJP

Take Off weight: 28762.00 Kgs  
 Approach Weight: 26943.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
 2016

Annual Departures: 1744  
 Annual Arrivals: 1744  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Gulfstream V-SP  
 Engine Type:  
 BR700-710A1-10 (3BR001)  
 Identification:  
 GV\_GA  
 Category:  
 LGJB

Take Off weight: 34893.00 Kgs  
 Approach Weight: 30740.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min



Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 883  
 Annual Arrivals: 883  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
Israel IAI-1125 Astra  
 Engine Type:  
TFE731-3  
 Identification:  
IA1125\_GA  
 Category:  
SGJB

Take Off weight: 10659.00 Kgs  
 Approach Weight: 8450.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 456  
 Annual Arrivals: 456  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

---

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

---

Year:  
2016

Annual Departures: 3849  
Annual Arrivals: 3849  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None

Category:  
SGTP

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 501  
Annual Arrivals: 501  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Piper PA-28 Cherokee Series  
Engine Type:  
IO-320-D1AD  
Identification:  
PA28\_GA  
Category:  
SGPP

Take Off weight: 998.00 Kgs  
Approach Weight: 898.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2016

Annual Departures: 849  
Annual Arrivals: 849  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Raytheon Beech Baron 58  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 BEC58P\_GA  
 Category:  
 SGPB

Take Off weight: 2495.00 Kgs  
 Approach Weight: 2495.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2016

Annual Departures: 2882  
 Annual Arrivals: 2882  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 de Havilland DHC-6-100 Twin Otter  
 Engine Type:  
 PT6A-20  
 Identification:  
 DHC6\_GA  
 Category:  
 SCTP

Take Off weight: 5670.00 Kgs  
 Approach Weight: 5021.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2016

Annual Departures: 3932  
 Annual Arrivals: 3932  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

GSE Population	Project - Phase 1, John Wayne Airport-Orange County
None.	
Parking Facilities	Project - Phase 1, John Wayne Airport-Orange County
None.	
Roadways	Project - Phase 1, John Wayne Airport-Orange County
None.	
Stationary Sources	Project - Phase 1, John Wayne Airport-Orange County
None.	
Training Fires	Project - Phase 1, John Wayne Airport-Orange County
None.	
Gates	Project - Phase 1, John Wayne Airport-Orange County
None.	
Taxiways	Project - Phase 1, John Wayne Airport-Orange County
None.	
Runways	Project - Phase 1, John Wayne Airport-Orange County
None.	
Taxipaths	Project - Phase 1, John Wayne Airport-Orange County
None.	
Configurations	Project - Phase 1, John Wayne Airport-Orange County
None.	
Buildings	Project - Phase 1, John Wayne Airport-Orange County
None.	

Discrete Cartesian Receptors	Project - Phase 1, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Project - Phase 1, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Project - Phase 1, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created GSE	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created APU	Project - Phase 1, John Wayne Airport-Orange County
None.	

## EDMS 5.1.4.1 Model Inputs for Alternative A - Phase 2 Study

Study Created: Thu Oct 10 15:42:50 2013  
Report Date: Fri Feb 28 17:24:31 2014  
Study Pathname: I:\J\JWA\EDMS\Alternatives\Alternative A\Phase 2\Alternative A - Phase 2\Alternative A - Phase 2.edm

### Study Setup

Unit System: English  
Dispersion Modeling: Dispersion is not enabled for this study  
Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
Analysis Years: 2021

### Scenarios

Scenario Name: Alternative A - Phase 2	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

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

### Scenario-Airport: Alternative A - Phase 2, John Wayne Airport-Orange County

### Weather

Alternative A - Phase 2, John Wayne Airport-Orange County

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

**Quarter-Hourly Operational Profiles**

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

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

**Daily Operational Profiles**

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

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

**Monthly Operational Profiles**

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

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

**Aircraft**

Alternative A - Phase 2, John Wayne Airport-Orange County

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



Year:  
 2021

Uses Schedule?  
 No

Schedule Filename:  
 (None)

Aircraft Name:  
 Airbus A300B4-600 Series  
 Engine Type:  
 CF6-80C2A3 1862M39  
 Identification:  
 A300\_ClassA  
 Category:  
 HCJP

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

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

Year:  
 2021

Annual Departures: 504  
 Annual Arrivals: 504  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
 Airbus A300F4-600 Series  
 Engine Type:  
 PW4158  
 Identification:  
 A306\_ClassA  
 Category:

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

HCJC

APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
2021

Annual Departures: 300  
 Annual Arrivals: 300  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
2021

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

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

Year:  
2021

Annual Departures:	20
Annual Arrivals:	20
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

Year:  
2021

Annual Departures:	7861
Annual Arrivals:	7861

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

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

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

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

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

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Year:  
 2021

Annual Departures: 5509  
 Annual Arrivals: 5509  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
 2021

Annual Departures: 484  
 Annual Arrivals: 484  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

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

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

Year:  
 2021

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

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

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

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

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

Year:  
2021

Annual Departures:	53
Annual Arrivals:	53
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

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

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



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

Year:  
2021

Annual Departures:	17350
Annual Arrivals:	17350
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

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

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

Year:	Annual Departures:	5180
2021	Annual Arrivals:	5180
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

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

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:	Annual Departures:	8179
2021	Annual Arrivals:	8179
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

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

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

Year:  
2021

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

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

Aircraft Name:  
Boeing 757-200 Series  
 Engine Type:  
RB211-535E4 Phase 5  
 Identification:  
B757AC\_ClassA  
 Category:  
LCJP

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

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

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

Year:  
2021

Annual Departures: 2421  
 Annual Arrivals: 2421  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
Boeing 757-200 Series Freighter  
 Engine Type:  
PW2037 (4PW072)  
 Identification:  
B757cargo\_ClassA  
 Category:  
LCJC

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2021

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

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

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

Year:  
 2021

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

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

Aircraft Name:  
 Bombardier CRJ-700-ER  
 Engine Type:  
 CF34-8C1  
 Identification:  
 CRJ7\_ClassE  
 Category:  
 LCJP

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

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

Year:  
2021

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

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

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

Year:  
2021

Annual Departures: 462  
Annual Arrivals: 462  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

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

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

Year:  
2021

Annual Departures: 719  
Annual Arrivals: 719  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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

Aircraft Name:  
Bombardier Challenger 600  
 Engine Type:  
ALF 502L-2  
 Identification:  
CL60\_ClassE  
 Category:  
LGJB

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

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

Year:  
2021

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

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

Aircraft Name:  
Bombardier Challenger 601  
 Engine Type:  
CF34-3A  
 Identification:  
CL601\_GA

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



Category:  
LGJB

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

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

Year:  
2021

Annual Departures: 3268  
Annual Arrivals: 3268  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Bombardier Learjet 35  
Engine Type:  
TFE731-2-2B  
Identification:  
LEAR35\_GA  
Category:  
SGJB

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

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

Year:

Annual Departures: 4009

2021

Annual Arrivals: 4009  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA172\_GA  
 Category:  
 SGPP

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

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

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Year:  
 2021

Annual Departures: 9078  
 Annual Arrivals: 9078  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 GASEPF\_GA  
 Category:

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

SGPP

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2021

Annual Departures: 89181  
Annual Arrivals: 89181  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight: 1270.00 Kgs  
Approach Weight: 1270.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2021

Annual Departures: 2097  
Annual Arrivals: 2097  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2021

Annual Departures: 1532  
 Annual Arrivals: 1532  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 208 Caravan  
 Engine Type:  
 PT6A-114A  
 Identification:  
 CNA208\_GA  
 Category:  
 SGTB

Take Off weight: 5080.00 Kgs  
 Approach Weight: 4686.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2021

Annual Departures: 1134  
 Annual Arrivals: 1134  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Cessna 210 Centurion  
Engine Type:  
TIO-540-J2B2  
Identification:  
GASEPV\_GA  
Category:  
SGPP

Take Off weight: 1361.00 Kgs  
Approach Weight: 1225.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

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Year:  
2021

Annual Departures: 5491  
Annual Arrivals: 5491  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Cessna 441 Conquest II  
Engine Type:  
TPE331-8  
Identification:  
CNA441\_GA  
Category:  
SGTP

Take Off weight: 4468.00 Kgs  
Approach Weight: 3821.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2021

Annual Departures: 1195  
 Annual Arrivals: 1195  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 500 Citation I  
 Engine Type:  
JT15D-1 series  
 Identification:  
CNA500\_GA  
 Category:  
SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 3585  
 Annual Arrivals: 3585  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2021

Annual Departures: 865  
 Annual Arrivals: 865  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 650 Citation III  
 Engine Type:  
 TFE731-3  
 Identification:  
 CIT3\_GA  
 Category:  
 SGJB

Take Off weight: 9072.00 Kgs  
 Approach Weight: 6940.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000)	Diesel	0.00	20.00	175.00	25.00	

gallon)					
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2021

Annual Departures:	1178
Annual Arrivals:	1178
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name:  
Cessna 750 Citation X  
Engine Type:  
AE3007C Type 2  
Identification:  
CNA750\_GA  
Category:  
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures:	1350
Annual Arrivals:	1350
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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



Aircraft Name: Eclipse 500  
 Engine Type: PW610F  
 Identification: ECLIPSE500\_GA  
 Category: SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year: 2021

Annual Departures: 242  
 Annual Arrivals: 242  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name: Embraer EMB120 Brasilia  
 Engine Type: PW118  
 Identification: E120\_Classe  
 Category: SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

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

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

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 242  
Annual Arrivals: 242  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Gulfstream IV-SP  
 Engine Type:  
 TAY 611-8C  
 Identification:  
 GIV\_GA  
 Category:  
 LCJP

Take Off weight: 28762.00 Kgs  
 Approach Weight: 26943.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
 2021

Annual Departures: 1828  
 Annual Arrivals: 1828  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Gulfstream V-SP  
 Engine Type:  
 BR700-710A1-10 (3BR001)  
 Identification:  
 GV\_GA  
 Category:  
 LGJB

Take Off weight: 34893.00 Kgs  
 Approach Weight: 30740.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 925  
 Annual Arrivals: 925  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
Israel IAI-1125 Astra  
 Engine Type:  
TFE731-3  
 Identification:  
IA1125\_GA  
 Category:  
SGJB

Take Off weight: 10659.00 Kgs  
 Approach Weight: 8450.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 477  
 Annual Arrivals: 477  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

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Year:  
2021

Annual Departures: 4033  
Annual Arrivals: 4033  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None

Category:

SGTP

APU Departure OP Time: 13.00 min

APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 447  
 Annual Arrivals: 447  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Piper PA-28 Cherokee Series  
 Engine Type:  
 IO-320-D1AD  
 Identification:  
 PA28\_GA  
 Category:  
 SGPP

Take Off weight: 998.00 Kgs  
 Approach Weight: 898.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
2021

Annual Departures: 758  
 Annual Arrivals: 758  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Raytheon Beech Baron 58  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 BEC58P\_GA  
 Category:  
 SGPB

Take Off weight: 2495.00 Kgs  
 Approach Weight: 2495.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2021

Annual Departures: 2574  
 Annual Arrivals: 2574  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 de Havilland DHC-6-100 Twin Otter  
 Engine Type:  
 PT6A-20  
 Identification:  
 DHC6\_GA  
 Category:  
 SCTP

Take Off weight: 5670.00 Kgs  
 Approach Weight: 5021.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2021

Annual Departures:	3512
Annual Arrivals:	3512
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

GSE Population	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Parking Facilities	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Roadways	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Stationary Sources	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Training Fires	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Gates	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Taxiways	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Runways	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Taxipaths	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Configurations	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Buildings	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	



Discrete Cartesian Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	

## EDMS 5.1.4.1 Model Inputs for Alternative A - Phase 3 Study

Study Created: Thu Oct 10 15:42:50 2013  
Report Date: Fri Feb 28 17:28:40 2014  
Study Pathname: I:\J\JWA\EDMS\Alternatives\Alternative A\Phase 3\Alternative A - Phase 3\Alternative A - Phase 3.edm

### Study Setup

Unit System: English  
Dispersion Modeling: Dispersion is not enabled for this study  
Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
Analysis Years: 2026

### Scenarios

Scenario Name: Alternative A - Phase 3	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

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

### Scenario-Airport: Alternative A - Phase 3, John Wayne Airport-Orange County

### Weather

Alternative A - Phase 3, John Wayne Airport-Orange County

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

**Quarter-Hourly Operational Profiles**

Alternative A - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

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

**Daily Operational Profiles**

Alternative A - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

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

**Monthly Operational Profiles**

Alternative A - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

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

**Aircraft**

Alternative A - Phase 3, John Wayne Airport-Orange County

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

Year: 2026      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

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

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

Year: 2026  
Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

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

HCJC

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2026

Annual Departures: 300  
Annual Arrivals: 300  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
2026

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

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

Year:  
2026

Annual Departures:	22
Annual Arrivals:	22
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

Year:  
2026

Annual Departures:	8877
Annual Arrivals:	8877

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

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

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

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

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

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Year:  
 2026

Annual Departures: 6221  
 Annual Arrivals: 6221  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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



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

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

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

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

Year:  
 2026

Annual Departures: 547  
 Annual Arrivals: 547  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

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

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

Year:  
 2026

Annual Departures: 3  
 Annual Arrivals: 3  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

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

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

Year:  
2026

Annual Departures: 60  
Annual Arrivals: 60  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

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

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

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

Year:  
2026

Annual Departures:	19594
Annual Arrivals:	19594
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures:	5808
Annual Arrivals:	5808
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures: 9236  
Annual Arrivals: 9236  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

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

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

	F350)						
	Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	
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Year: 2026	Annual Departures:	0					
	Annual Arrivals:	0					
	Annual TGOs:	0					
	Taxi Out Time:	9.630000 min					
	Taxi In Time:	5.750000 min					
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	Departure Quarter-Hourly Operational profile:	DEFAULT					
	Departure Daily Operational Profile:	DEFAULT					
	Departure Monthly Operational Profile:	DEFAULT					
	Arrival Quarter-Hourly Operational profile:	DEFAULT					
	Arrival Daily Operational Profile:	DEFAULT					
	Arrival Monthly Operational Profile:	DEFAULT					
	Touch & Go Quarter-Hourly Operational profile:	DEFAULT					
	Touch & Go Daily Operational Profile:	DEFAULT					
	Touch & Go Monthly Operational Profile:	DEFAULT					
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Aircraft Name: Boeing 757-200 Series Engine Type: RB211-535E4 Phase 5 Identification: B757AC_ClassA Category: LCJP	Take Off weight:	110314.00 Kgs					
	Approach Weight:	80830.00 Kgs					
	Glide Slope:	3.00°					
	APU Assignment:	APU GTCP331-200ER (143 HP)					
	APU Departure OP Time:	13.00 min					
	APU Arrival OP Time:	13.00 min					
	Gate Assignment:	None					
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	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
	Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
	Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
	Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
	Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
	Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
	Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
	Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
	Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
	Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
	Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	
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Year: 2026	Annual Departures:	2734					
	Annual Arrivals:	2734					
	Annual TGOs:	0					
	Taxi Out Time:	9.630000 min					
	Taxi In Time:	5.750000 min					

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

Aircraft Name:  
 Boeing 757-200 Series Freighter  
 Engine Type:  
 PW2037 (4PW072)  
 Identification:  
 B757cargo\_ClassA  
 Category:  
 LCJC

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
 2026

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)

Baggage Tractor (Stewart

& Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2026

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

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

Aircraft Name:  
Bombardier CRJ-700-ER  
Engine Type:  
CF34-8C1  
Identification:  
CRJ7\_ClassE  
Category:  
LCJP

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

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

Year:  
2026

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0



Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

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

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

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Year:  
2026

Annual Departures: 522  
Annual Arrivals: 522  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

## Profile:

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

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

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

Year:  
2026

Annual Departures: 806  
Annual Arrivals: 806  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Bombardier Challenger 600  
Engine Type:  
ALF 502L-2  
Identification:  
CL60\_ClassE  
Category:  
LGJB

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

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

Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2026

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

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

Aircraft Name:  
Bombardier Challenger 601  
Engine Type:  
CF34-3A  
Identification:  
CL601\_GA  
Category:  
LGJB

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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

	Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
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Year: 2026	Annual Departures:		3416				
	Annual Arrivals:		3416				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
<hr/>							
	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				
	Arrival Monthly Operational Profile:		DEFAULT				
	Touch & Go Quarter-Hourly Operational profile:		DEFAULT				
	Touch & Go Daily Operational Profile:		DEFAULT				
	Touch & Go Monthly Operational Profile:		DEFAULT				
<hr/>							
Aircraft Name: Bombardier Learjet 35 Engine Type: TFE731-2-2B Identification: LEAR35_GA Category: SGJB	Take Off weight:		8301.00 Kgs				
	Approach Weight:		6260.00 Kgs				
	Glide Slope:		3.00°				
	APU Assignment:		None				
	APU Departure OP Time:		13.00 min				
	APU Arrival OP Time:		13.00 min				
	Gate Assignment:		None				
<hr/>							
	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
	Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	
<hr/>							
Year: 2026	Annual Departures:		4191				
	Annual Arrivals:		4191				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
<hr/>							
	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				
	Arrival Monthly Operational Profile:		DEFAULT				
	Touch & Go Quarter-Hourly Operational profile:		DEFAULT				
	Touch & Go Daily Operational Profile:		DEFAULT				
	Touch & Go Monthly Operational Profile:		DEFAULT				
<hr/>							

Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
CNA172\_GA  
Category:  
SGPP

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

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

Year:  
2026

Annual Departures: 8069  
Annual Arrivals: 8069  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
GASEPF\_GA  
Category:  
SGPP

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

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

Year:  
2026

Annual Departures: 79272  
Annual Arrivals: 79272  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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

Year:  
2026

Annual Departures:	1864
Annual Arrivals:	1864
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name:  
Cessna 206  
Engine Type:  
TIO-540-J2B2  
Identification:  
CNA206\_GA  
Category:  
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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

Year:  
2026

Annual Departures: 1361  
Annual Arrivals: 1361  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 208 Caravan  
Engine Type:  
PT6A-114A  
Identification:  
CNA208\_GA  
Category:  
SGTB

Take Off weight: 5080.00 Kgs  
Approach Weight: 4686.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2026

Annual Departures: 1008  
Annual Arrivals: 1008  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:

Take Off weight: 1361.00 Kgs

Cessna 210 Centurion  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 GASEPV\_GA  
 Category:  
 SGPP

Approach Weight: 1225.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2026

Annual Departures: 4881  
 Annual Arrivals: 4881  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 441 Conquest II  
 Engine Type:  
 TPE331-8  
 Identification:  
 CNA441\_GA  
 Category:  
 SGTP

Take Off weight: 4468.00 Kgs  
 Approach Weight: 3821.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2026

Annual Departures: 1062  
 Annual Arrivals: 1062  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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



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

Aircraft Name:  
 Cessna 500 Citation I  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA500\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2026

Annual Departures: 3748  
 Annual Arrivals: 3748  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2026

Annual Departures: 904  
Annual Arrivals: 904  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 650 Citation III  
Engine Type:  
TFE731-3  
Identification:  
CIT3\_GA  
Category:  
SGJB

Take Off weight: 9072.00 Kgs  
Approach Weight: 6940.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 1232  
Annual Arrivals: 1232  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 750 Citation X  
 Engine Type:  
 AE3007C Type 2  
 Identification:  
 CNA750\_GA  
 Category:  
 SGJB

Take Off weight: 16193.00 Kgs  
 Approach Weight: 12982.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2026

Annual Departures: 1412  
 Annual Arrivals: 1412  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Eclipse 500  
 Engine Type:  
 PW610F  
 Identification:  
 ECLIPSE500\_GA  
 Category:  
 SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
 2026

Annual Departures: 253  
 Annual Arrivals: 253  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min

Taxi In Time: 3.570000 min

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

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Aircraft Name:  
 Embraer EMB120 Brasilia  
 Engine Type:  
 PW118  
 Identification:  
 E120\_ClassE  
 Category:  
 SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

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Year:  
 2026

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

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

Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 253  
Annual Arrivals: 253  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Gulfstream IV-SP  
Engine Type:  
TAY 611-8C  
Identification:  
GIV\_GA  
Category:  
LCJP

Take Off weight: 28762.00 Kgs  
Approach Weight: 26943.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00

Year:  
2026

Annual Departures:	1911
Annual Arrivals:	1911
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name:  
Gulfstream V-SP  
Engine Type:  
BR700-710A1-10 (3BR001)  
Identification:  
GV\_GA  
Category:  
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 967  
Annual Arrivals: 967  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Israel IAI-1125 Astra  
Engine Type:  
TFE731-3  
Identification:  
IA1125\_GA  
Category:  
SGJB

Take Off weight: 10659.00 Kgs  
Approach Weight: 8450.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 499  
Annual Arrivals: 499  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 4216  
Annual Arrivals: 4216  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA  
Category:  
SGTP

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 398  
Annual Arrivals: 398  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min



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

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Aircraft Name:  
Piper PA-28 Cherokee Series  
Engine Type:  
IO-320-D1AD  
Identification:  
PA28\_GA  
Category:  
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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

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Year:  
2026

Annual Departures:	674
Annual Arrivals:	674
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

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Aircraft Name:  
Raytheon Beech Baron 58  
Engine Type:  
TIO-540-J2B2  
Identification:  
BEC58P\_GA  
Category:  
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Arrival Op      Departure Op      Horsepower Load      Manufactured

Year: 2026	Assigned GSE/AGE:	FUEL	Time (mins)	Time (mins)	(hp)	Factor (%)	Year
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
	Annual Departures:		2288				
	Annual Arrivals:		2288				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
	Departure Quarter-Hourly Operational profile:		DEFAULT				
Departure Daily Operational Profile:		DEFAULT					
Departure Monthly Operational Profile:		DEFAULT					
Arrival Quarter-Hourly Operational profile:		DEFAULT					
Arrival Daily Operational Profile:		DEFAULT					
Arrival Monthly Operational Profile:		DEFAULT					
Touch & Go Quarter-Hourly Operational profile:		DEFAULT					
Touch & Go Daily Operational Profile:		DEFAULT					
Touch & Go Monthly Operational Profile:		DEFAULT					
Aircraft Name: de Havilland DHC-6-100 Twin Otter Engine Type: PT6A-20 Identification: DHC6_GA Category: SCTP	Take Off weight:	5670.00 Kgs					
	Approach Weight:	5021.00 Kgs					
	Glide Slope:	3.00°					
	APU Assignment:	None					
	APU Departure OP Time:	13.00 min					
	APU Arrival OP Time:	13.00 min					
	Gate Assignment:	None					
	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00		
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00		
Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00		
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00		
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00		
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00		
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00		
Year: 2026	Annual Departures:		3122				
	Annual Arrivals:		3122				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
Departure Quarter-Hourly Operational							

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

<b>GSE Population</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Parking Facilities</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Roadways</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Stationary Sources</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Training Fires</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Gates</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Taxiways</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Runways</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Taxipaths</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Configurations</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Buildings</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Discrete Cartesian Receptors</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Discrete Polar Receptors</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Cartesian Receptor Networks</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>Polar Receptor Networks</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>User-Created Aircraft</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	
<b>User-Created GSE</b>	Alternative A - Phase 3, John Wayne Airport-Orange County
None.	

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**User-Created APU**Alternative A - Phase 3, John Wayne Airport-Orange County

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None.

## EDMS 5.1.4.1 Model Inputs for Alternative B - Phase 1 Study

Study Created: Thu Oct 10 15:42:50 2013  
Report Date: Fri Feb 28 17:32:53 2014  
Study Pathname: I:\J\JWA\EDMS\Alternatives\Alternative B\Phase 1\Alternative B - Phase 1\Alternative B - Phase 1.edm

### Study Setup

Unit System: English  
Dispersion Modeling: Dispersion is not enabled for this study  
Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
Analysis Years: 2016

### Scenarios

Scenario Name: Alternative B - Phase 1	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

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

### Scenario-Airport: Alternative B - Phase 1, John Wayne Airport-Orange County

### Weather

Alternative B - Phase 1, John Wayne Airport-Orange County

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

## Quarter-Hourly Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

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

## Daily Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

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

## Monthly Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

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

## Aircraft

Alternative B - Phase 1, John Wayne Airport-Orange County

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

Year: 2016      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

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

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

Year: 2016  
Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

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

HCJC

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2016

Annual Departures: 300  
Annual Arrivals: 300  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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

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

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



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

Year:  
2016

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

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

Year:  
2016

Annual Departures:	16
Annual Arrivals:	16
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

Year:  
2016

Annual Departures:	6505
Annual Arrivals:	6505

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

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

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

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

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

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Year:  
 2016

Annual Departures: 4559  
 Annual Arrivals: 4559  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
 2016

Annual Departures: 401  
 Annual Arrivals: 401  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

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

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

Year:  
 2016

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

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

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

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

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

Year:  
2016

Annual Departures:	44
Annual Arrivals:	44
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

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

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

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

Year:  
2016

Annual Departures:	14359
Annual Arrivals:	14359
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

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

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

Year:  
2016

Annual Departures: 10016  
Annual Arrivals: 10016  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

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

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2016

Annual Departures: 6769  
Annual Arrivals: 6769  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

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



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

Year:  
2016

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

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

Aircraft Name:  
Boeing 757-200 Series  
 Engine Type:  
RB211-535E4 Phase 5  
 Identification:  
B757AC\_ClassA  
 Category:  
LCJP

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

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

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

Year:  
2016

Annual Departures: 2003  
 Annual Arrivals: 2003  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
Boeing 757-200 Series Freighter  
 Engine Type:  
PW2037 (4PW072)  
 Identification:  
B757cargo\_ClassA  
 Category:  
LCJC

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2016

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

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

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

Year:  
 2016

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

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

Aircraft Name:  
 Bombardier CRJ-700-ER  
 Engine Type:  
 CF34-8C1  
 Identification:  
 CRJ7\_ClassE  
 Category:  
 LCJP

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

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

Year:  
2016

Annual Departures: 4344  
 Annual Arrivals: 4344  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
Bombardier CRJ-900  
 Engine Type:  
CF34-8C5 LEC (8GE110)  
 Identification:  
CRJ9\_ClassA  
 Category:  
LCJP

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

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

Year:  
2016

Annual Departures: 382  
Annual Arrivals: 382  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

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

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

Year:  
2016

Annual Departures: 1390  
Annual Arrivals: 1390  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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

Aircraft Name:  
 Bombardier Challenger 600  
 Engine Type:  
 ALF 502L-2  
 Identification:  
 CL60\_ClassE  
 Category:  
 LGJB

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

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

Year:  
 2016

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

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

Aircraft Name:  
 Bombardier Challenger 601  
 Engine Type:  
 CF34-3A  
 Identification:  
 CL601\_GA

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

Category:  
LGJB

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

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

Year:  
2016

Annual Departures: 3119  
Annual Arrivals: 3119  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Bombardier Learjet 35  
Engine Type:  
TFE731-2-2B  
Identification:  
LEAR35\_GA  
Category:  
SGJB

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

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

Year:

Annual Departures: 3826

2016

Annual Arrivals: 3826  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA172\_GA  
 Category:  
 SGPP

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

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

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Year:  
 2016

Annual Departures: 10164  
 Annual Arrivals: 10164  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 GASEPF\_GA  
 Category:

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



SGPP

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2016

Annual Departures: 99853  
Annual Arrivals: 99853  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight: 1270.00 Kgs  
Approach Weight: 1270.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2016

Annual Departures: 2348  
Annual Arrivals: 2348  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2016

Annual Departures: 1715  
 Annual Arrivals: 1715  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 208 Caravan  
 Engine Type:  
 PT6A-114A  
 Identification:  
 CNA208\_GA  
 Category:  
 SGTB

Take Off weight: 5080.00 Kgs  
 Approach Weight: 4686.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2016

Annual Departures: 1269  
 Annual Arrivals: 1269  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Cessna 210 Centurion  
Engine Type:  
TIO-540-J2B2  
Identification:  
GASEPV\_GA  
Category:  
SGPP

Take Off weight: 1361.00 Kgs  
Approach Weight: 1225.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

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Year:  
2016

Annual Departures: 6148  
Annual Arrivals: 6148  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Cessna 441 Conquest II  
Engine Type:  
TPE331-8  
Identification:  
CNA441\_GA  
Category:  
SGTP

Take Off weight: 4468.00 Kgs  
Approach Weight: 3821.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2016

Annual Departures: 1338  
 Annual Arrivals: 1338  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 500 Citation I  
 Engine Type:  
JT15D-1 series  
 Identification:  
CNA500\_GA  
 Category:  
SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 3422  
 Annual Arrivals: 3422  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2016

Annual Departures: 826  
 Annual Arrivals: 826  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 650 Citation III  
 Engine Type:  
 TFE731-3  
 Identification:  
 CIT3\_GA  
 Category:  
 SGJB

Take Off weight: 9072.00 Kgs  
 Approach Weight: 6940.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000)	Diesel	0.00	20.00	175.00	25.00	

gallon)					
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2016

Annual Departures:	1125
Annual Arrivals:	1125
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name:  
Cessna 750 Citation X  
Engine Type:  
AE3007C Type 2  
Identification:  
CNA750\_GA  
Category:  
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures:	1289
Annual Arrivals:	1289
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name: Eclipse 500  
 Engine Type: PW610F  
 Identification: ECLIPSE500\_GA  
 Category: SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year: 2016

Annual Departures: 231  
 Annual Arrivals: 231  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name: Embraer EMB120 Brasilia  
 Engine Type: PW118  
 Identification: E120\_Classe  
 Category: SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2016

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

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

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 231  
Annual Arrivals: 231  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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



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

Aircraft Name:  
 Gulfstream IV-SP  
 Engine Type:  
 TAY 611-8C  
 Identification:  
 GIV\_GA  
 Category:  
 LCJP

Take Off weight: 28762.00 Kgs  
 Approach Weight: 26943.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
 2016

Annual Departures: 1744  
 Annual Arrivals: 1744  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Gulfstream V-SP  
 Engine Type:  
 BR700-710A1-10 (3BR001)  
 Identification:  
 GV\_GA  
 Category:  
 LGJB

Take Off weight: 34893.00 Kgs  
 Approach Weight: 30740.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 883  
 Annual Arrivals: 883  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
Israel IAI-1125 Astra  
 Engine Type:  
TFE731-3  
 Identification:  
IA1125\_GA  
 Category:  
SGJB

Take Off weight: 10659.00 Kgs  
 Approach Weight: 8450.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 456  
 Annual Arrivals: 456  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

---

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

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Year:  
2016

Annual Departures: 3849  
Annual Arrivals: 3849  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None

Category:  
SGTP

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 501  
Annual Arrivals: 501  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Piper PA-28 Cherokee Series  
Engine Type:  
IO-320-D1AD  
Identification:  
PA28\_GA  
Category:  
SGPP

Take Off weight: 998.00 Kgs  
Approach Weight: 898.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2016

Annual Departures: 849  
Annual Arrivals: 849  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Raytheon Beech Baron 58  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 BEC58P\_GA  
 Category:  
 SGPB

Take Off weight: 2495.00 Kgs  
 Approach Weight: 2495.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2016

Annual Departures: 2882  
 Annual Arrivals: 2882  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 de Havilland DHC-6-100 Twin Otter  
 Engine Type:  
 PT6A-20  
 Identification:  
 DHC6\_GA  
 Category:  
 SCTP

Take Off weight: 5670.00 Kgs  
 Approach Weight: 5021.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2016

Annual Departures:	3932
Annual Arrivals:	3932
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

GSE Population	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Parking Facilities	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Roadways	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Stationary Sources	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Training Fires	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Gates	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Taxiways	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Runways	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Taxipaths	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Configurations	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Buildings	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	

Discrete Cartesian Receptors	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	

## EDMS 5.1.4.1 Model Inputs for Alternative B - Phase 2 Study

Study Created: Thu Oct 10 15:42:50 2013  
 Report Date: Fri Feb 28 17:38:24 2014  
 Study Pathname: I:\J\JWA\EDMS\Alternatives\Alternative B\Phase 2\Alternative B - Phase 2\Alternative B - Phase 2.edm

### Study Setup

Unit System: English  
 Dispersion Modeling: Dispersion is not enabled for this study  
 Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
 Analysis Years: 2021

### Scenarios

Scenario Name:	Description:	Add a description.
Alternative A - Phase 2	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

### Airports

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

### Scenario-Airport: Alternative A - Phase 2, John Wayne Airport-Orange County

### Weather

Alternative A - Phase 2, John Wayne Airport-Orange County

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



## Quarter-Hourly Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

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

## Daily Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

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

## Monthly Operational Profiles

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

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

## Aircraft

Alternative A - Phase 2, John Wayne Airport-Orange County

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

Year:  
2021

Uses Schedule?  
No

Schedule Filename:  
(None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

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

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

Year:  
2021

Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

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

HCJC

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2021

Annual Departures: 300  
Annual Arrivals: 300  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
2021

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

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

Year:  
2021

Annual Departures:	18
Annual Arrivals:	18
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

Year:  
2021

Annual Departures:	7183
Annual Arrivals:	7183

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

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

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

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

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

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Year:  
 2021

Annual Departures: 5034  
 Annual Arrivals: 5034  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
 2021

Annual Departures: 442  
 Annual Arrivals: 442  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

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

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

Year:  
 2021

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

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

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

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

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

Year:  
2021

Annual Departures:	48
Annual Arrivals:	48
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

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

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

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

Year:  
2021

Annual Departures:	15855
Annual Arrivals:	15855
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

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

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

Year:	Annual Departures:	16107
2021	Annual Arrivals:	16107
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

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

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:	Annual Departures:	7474
2021	Annual Arrivals:	7474
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

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

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

Year:  
2021

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

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

Aircraft Name:  
Boeing 757-200 Series  
 Engine Type:  
RB211-535E4 Phase 5  
 Identification:  
B757AC\_ClassA  
 Category:  
LCJP

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

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

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

Year:  
2021

Annual Departures: 2212  
 Annual Arrivals: 2212  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
Boeing 757-200 Series Freighter  
 Engine Type:  
PW2037 (4PW072)  
 Identification:  
B757cargo\_ClassA  
 Category:  
LCJC

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2021

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

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

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

Year:  
 2021

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

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

Aircraft Name:  
 Bombardier CRJ-700-ER  
 Engine Type:  
 CF34-8C1  
 Identification:  
 CRJ7\_ClassE  
 Category:  
 LCJP

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

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

Year:  
2021

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

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

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

Year:  
2021

Annual Departures: 422  
Annual Arrivals: 422  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

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

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

Year:  
2021

Annual Departures: 2235  
Annual Arrivals: 2235  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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



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

Aircraft Name:  
Bombardier Challenger 600  
 Engine Type:  
ALF 502L-2  
 Identification:  
CL60\_ClassE  
 Category:  
LGJB

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

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

Year:  
2021

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

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

Aircraft Name:  
Bombardier Challenger 601  
 Engine Type:  
CF34-3A  
 Identification:  
CL601\_GA

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

Category:  
LGJB

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

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

Year:  
2021

Annual Departures: 3268  
Annual Arrivals: 3268  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Bombardier Learjet 35  
Engine Type:  
TFE731-2-2B  
Identification:  
LEAR35\_GA  
Category:  
SGJB

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

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

Year:

Annual Departures: 4009

2021

Annual Arrivals:	4009
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

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Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
CNA172\_GA  
Category:  
SGPP

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

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

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Year:  
2021

Annual Departures:	9078
Annual Arrivals:	9078
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

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Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
GASEPF\_GA  
Category:

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

SGPP

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2021

Annual Departures: 89181  
Annual Arrivals: 89181  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight: 1270.00 Kgs  
Approach Weight: 1270.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2021

Annual Departures: 2097  
Annual Arrivals: 2097  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2021

Annual Departures: 1532  
 Annual Arrivals: 1532  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 208 Caravan  
 Engine Type:  
 PT6A-114A  
 Identification:  
 CNA208\_GA  
 Category:  
 SGTB

Take Off weight: 5080.00 Kgs  
 Approach Weight: 4686.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2021

Annual Departures: 1134  
 Annual Arrivals: 1134  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Cessna 210 Centurion  
Engine Type:  
TIO-540-J2B2  
Identification:  
GASEPV\_GA  
Category:  
SGPP

Take Off weight: 1361.00 Kgs  
Approach Weight: 1225.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

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Year:  
2021

Annual Departures: 5491  
Annual Arrivals: 5491  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Cessna 441 Conquest II  
Engine Type:  
TPE331-8  
Identification:  
CNA441\_GA  
Category:  
SGTP

Take Off weight: 4468.00 Kgs  
Approach Weight: 3821.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2021

Annual Departures: 1195  
 Annual Arrivals: 1195  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 500 Citation I  
 Engine Type:  
JT15D-1 series  
 Identification:  
CNA500\_GA  
 Category:  
SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 3585  
 Annual Arrivals: 3585  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2021

Annual Departures: 865  
 Annual Arrivals: 865  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 650 Citation III  
 Engine Type:  
 TFE731-3  
 Identification:  
 CIT3\_GA  
 Category:  
 SGJB

Take Off weight: 9072.00 Kgs  
 Approach Weight: 6940.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000)	Diesel	0.00	20.00	175.00	25.00	



gallon)					
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2021

Annual Departures:	1178
Annual Arrivals:	1178
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name:  
Cessna 750 Citation X  
Engine Type:  
AE3007C Type 2  
Identification:  
CNA750\_GA  
Category:  
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures:	1350
Annual Arrivals:	1350
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name: Eclipse 500  
 Engine Type: PW610F  
 Identification: ECLIPSE500\_GA  
 Category: SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year: 2021

Annual Departures: 242  
 Annual Arrivals: 242  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name: Embraer EMB120 Brasilia  
 Engine Type: PW118  
 Identification: E120\_Classe  
 Category: SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

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

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

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 242  
Annual Arrivals: 242  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Gulfstream IV-SP  
 Engine Type:  
 TAY 611-8C  
 Identification:  
 GIV\_GA  
 Category:  
 LCJP

Take Off weight: 28762.00 Kgs  
 Approach Weight: 26943.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
 2021

Annual Departures: 1828  
 Annual Arrivals: 1828  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Gulfstream V-SP  
 Engine Type:  
 BR700-710A1-10 (3BR001)  
 Identification:  
 GV\_GA  
 Category:  
 LGJB

Take Off weight: 34893.00 Kgs  
 Approach Weight: 30740.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 925  
 Annual Arrivals: 925  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
Israel IAI-1125 Astra  
 Engine Type:  
TFE731-3  
 Identification:  
IA1125\_GA  
 Category:  
SGJB

Take Off weight: 10659.00 Kgs  
 Approach Weight: 8450.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 477  
 Annual Arrivals: 477  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

---

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

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Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

---

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

---

Year:  
2021

Annual Departures: 4033  
Annual Arrivals: 4033  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

---

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

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Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None

Category:

SGTP

APU Departure OP Time: 13.00 min

APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 447  
 Annual Arrivals: 447  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Piper PA-28 Cherokee Series  
 Engine Type:  
 IO-320-D1AD  
 Identification:  
 PA28\_GA  
 Category:  
 SGPP

Take Off weight: 998.00 Kgs  
 Approach Weight: 898.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
2021

Annual Departures: 758  
 Annual Arrivals: 758  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Raytheon Beech Baron 58  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 BEC58P\_GA  
 Category:  
 SGPB

Take Off weight: 2495.00 Kgs  
 Approach Weight: 2495.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2021

Annual Departures: 2574  
 Annual Arrivals: 2574  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 de Havilland DHC-6-100 Twin Otter  
 Engine Type:  
 PT6A-20  
 Identification:  
 DHC6\_GA  
 Category:  
 SCTP

Take Off weight: 5670.00 Kgs  
 Approach Weight: 5021.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	



Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2021

Annual Departures:	3512
Annual Arrivals:	3512
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

GSE Population	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Parking Facilities	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Roadways	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Stationary Sources	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Training Fires	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Gates	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Taxiways	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Runways	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Taxipaths	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Configurations	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Buildings	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	

Discrete Cartesian Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	

## EDMS 5.1.4.1 Model Inputs for Alternative B - Phase 3 Study

Study Created: Thu Oct 10 15:42:50 2013  
Report Date: Fri Feb 28 17:42:20 2014  
Study Pathname: I:\J\JWA\EDMS\Alternatives\Alternative B\Phase 3\Alternative B - Phase 3\Alternative B - Phase 3.edm

### Study Setup

Unit System: English  
Dispersion Modeling: Dispersion is not enabled for this study  
Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
Analysis Years: 2026

### Scenarios

Scenario Name: Alternative B - Phase 3	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

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

### Scenario-Airport: Alternative B - Phase 3, John Wayne Airport-Orange County

### Weather

Alternative B - Phase 3, John Wayne Airport-Orange County

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

## Quarter-Hourly Operational Profiles

Alternative B - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

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

## Daily Operational Profiles

Alternative B - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

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

## Monthly Operational Profiles

Alternative B - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

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

## Aircraft

Alternative B - Phase 3, John Wayne Airport-Orange County

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

Year: 2026      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

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

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

Year: 2026  
Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

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

HCJC

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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

Year:  
2026

Annual Departures: 300  
Annual Arrivals: 300  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
2026

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

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

Year:  
2026

Annual Departures:	19
Annual Arrivals:	19
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

Year:  
2026

Annual Departures:	7522
Annual Arrivals:	7522



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

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

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

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

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

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Year:  
 2026

Annual Departures: 5271  
 Annual Arrivals: 5271  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
 2026

Annual Departures: 463  
 Annual Arrivals: 463  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

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

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

Year:  
 2026

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

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

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

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

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

Year:  
2026

Annual Departures:	51
Annual Arrivals:	51
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

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

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

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

Year:  
2026

Annual Departures:	16602
Annual Arrivals:	16602
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures:	23182
Annual Arrivals:	23182
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures: 7826  
Annual Arrivals: 7826  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

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

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

	F350)						
	Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	
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Year: 2026	Annual Departures:	0					
	Annual Arrivals:	0					
	Annual TGOs:	0					
	Taxi Out Time:	9.630000 min					
	Taxi In Time:	5.750000 min					
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	Departure Quarter-Hourly Operational profile:	DEFAULT					
	Departure Daily Operational Profile:	DEFAULT					
	Departure Monthly Operational Profile:	DEFAULT					
	Arrival Quarter-Hourly Operational profile:	DEFAULT					
	Arrival Daily Operational Profile:	DEFAULT					
	Arrival Monthly Operational Profile:	DEFAULT					
	Touch & Go Quarter-Hourly Operational profile:	DEFAULT					
	Touch & Go Daily Operational Profile:	DEFAULT					
	Touch & Go Monthly Operational Profile:	DEFAULT					
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Aircraft Name: Boeing 757-200 Series Engine Type: RB211-535E4 Phase 5 Identification: B757AC_ClassA Category: LCJP	Take Off weight:	110314.00 Kgs					
	Approach Weight:	80830.00 Kgs					
	Glide Slope:	3.00°					
	APU Assignment:	APU GTCP331-200ER (143 HP)					
	APU Departure OP Time:	13.00 min					
	APU Arrival OP Time:	13.00 min					
	Gate Assignment:	None					
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	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
	Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
	Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
	Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
	Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
	Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
	Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
	Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
	Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
	Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
	Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	
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Year: 2026	Annual Departures:	2316					
	Annual Arrivals:	2316					
	Annual TGOs:	0					
	Taxi Out Time:	9.630000 min					
	Taxi In Time:	5.750000 min					

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

Aircraft Name:  
 Boeing 757-200 Series Freighter  
 Engine Type:  
 PW2037 (4PW072)  
 Identification:  
 B757cargo\_ClassA  
 Category:  
 LCJC

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
 2026

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

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

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)

Baggage Tractor (Stewart



& Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2026

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

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

Aircraft Name:  
Bombardier CRJ-700-ER  
Engine Type:  
CF34-8C1  
Identification:  
CRJ7\_ClassE  
Category:  
LCJP

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

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

Year:  
2026

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0

Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

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Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

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

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

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Year:  
2026

Annual Departures: 442  
Annual Arrivals: 442  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Profile:

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

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

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

Year:  
2026

Annual Departures: 3217  
Annual Arrivals: 3217  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Bombardier Challenger 600  
Engine Type:  
ALF 502L-2  
Identification:  
CL60\_ClassE  
Category:  
LGJB

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

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

Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2026

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

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

Aircraft Name:  
Bombardier Challenger 601  
Engine Type:  
CF34-3A  
Identification:  
CL601\_GA  
Category:  
LGJB

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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

	Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
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Year: 2026	Annual Departures:		3416				
	Annual Arrivals:		3416				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
<hr/>							
	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				
	Arrival Monthly Operational Profile:		DEFAULT				
	Touch & Go Quarter-Hourly Operational profile:		DEFAULT				
	Touch & Go Daily Operational Profile:		DEFAULT				
	Touch & Go Monthly Operational Profile:		DEFAULT				
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Aircraft Name: Bombardier Learjet 35 Engine Type: TFE731-2-2B Identification: LEAR35_GA Category: SGJB	Take Off weight:		8301.00 Kgs				
	Approach Weight:		6260.00 Kgs				
	Glide Slope:		3.00°				
	APU Assignment:		None				
	APU Departure OP Time:		13.00 min				
	APU Arrival OP Time:		13.00 min				
	Gate Assignment:		None				
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	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
	Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	
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Year: 2026	Annual Departures:		4191				
	Annual Arrivals:		4191				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
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	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				
	Arrival Monthly Operational Profile:		DEFAULT				
	Touch & Go Quarter-Hourly Operational profile:		DEFAULT				
	Touch & Go Daily Operational Profile:		DEFAULT				
	Touch & Go Monthly Operational Profile:		DEFAULT				
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Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
CNA172\_GA  
Category:  
SGPP

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

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

Year:  
2026

Annual Departures: 8069  
Annual Arrivals: 8069  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
GASEPF\_GA  
Category:  
SGPP

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

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

Year:  
2026

Annual Departures: 79272  
Annual Arrivals: 79272  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 182  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA182\_GA  
 Category:  
 SGPP

Take Off weight: 1270.00 Kgs  
 Approach Weight: 1270.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2026

Annual Departures: 1864  
 Annual Arrivals: 1864  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
2026

Annual Departures: 1361  
Annual Arrivals: 1361  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 208 Caravan  
Engine Type:  
PT6A-114A  
Identification:  
CNA208\_GA  
Category:  
SGTB

Take Off weight: 5080.00 Kgs  
Approach Weight: 4686.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2026

Annual Departures: 1008  
Annual Arrivals: 1008  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:

Take Off weight: 1361.00 Kgs



Cessna 210 Centurion  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 GASEPV\_GA  
 Category:  
 SGPP

Approach Weight: 1225.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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

Year:  
 2026

Annual Departures: 4881  
 Annual Arrivals: 4881  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 441 Conquest II  
 Engine Type:  
 TPE331-8  
 Identification:  
 CNA441\_GA  
 Category:  
 SGTP

Take Off weight: 4468.00 Kgs  
 Approach Weight: 3821.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2026

Annual Departures: 1062  
 Annual Arrivals: 1062  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 500 Citation I  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA500\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2026

Annual Departures: 3748  
 Annual Arrivals: 3748  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2026

Annual Departures: 904  
Annual Arrivals: 904  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Cessna 650 Citation III  
Engine Type:  
TFE731-3  
Identification:  
CIT3\_GA  
Category:  
SGJB

Take Off weight: 9072.00 Kgs  
Approach Weight: 6940.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 1232  
Annual Arrivals: 1232  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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

Aircraft Name:  
 Cessna 750 Citation X  
 Engine Type:  
 AE3007C Type 2  
 Identification:  
 CNA750\_GA  
 Category:  
 SGJB

Take Off weight: 16193.00 Kgs  
 Approach Weight: 12982.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2026

Annual Departures: 1412  
 Annual Arrivals: 1412  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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

Aircraft Name:  
 Eclipse 500  
 Engine Type:  
 PW610F  
 Identification:  
 ECLIPSE500\_GA  
 Category:  
 SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
 2026

Annual Departures: 253  
 Annual Arrivals: 253  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min

Taxi In Time: 3.570000 min

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

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Aircraft Name:  
 Embraer EMB120 Brasilia  
 Engine Type:  
 PW118  
 Identification:  
 E120\_ClassE  
 Category:  
 SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

---

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

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Year:  
 2026

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

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

Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 253  
Annual Arrivals: 253  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Gulfstream IV-SP  
Engine Type:  
TAY 611-8C  
Identification:  
GIV\_GA  
Category:  
LCJP

Take Off weight: 28762.00 Kgs  
Approach Weight: 26943.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00

Year:  
2026

Annual Departures:	1911
Annual Arrivals:	1911
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name:  
Gulfstream V-SP  
Engine Type:  
BR700-710A1-10 (3BR001)  
Identification:  
GV\_GA  
Category:  
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 967  
Annual Arrivals: 967  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Israel IAI-1125 Astra  
Engine Type:  
TFE731-3  
Identification:  
IA1125\_GA  
Category:  
SGJB

Take Off weight: 10659.00 Kgs  
Approach Weight: 8450.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 499  
Annual Arrivals: 499  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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



Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 4216  
Annual Arrivals: 4216  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA  
Category:  
SGTP

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 398  
Annual Arrivals: 398  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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

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Aircraft Name:  
Piper PA-28 Cherokee Series  
Engine Type:  
IO-320-D1AD  
Identification:  
PA28\_GA  
Category:  
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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

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Year:  
2026

Annual Departures:	674
Annual Arrivals:	674
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

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Aircraft Name:  
Raytheon Beech Baron 58  
Engine Type:  
TIO-540-J2B2  
Identification:  
BEC58P\_GA  
Category:  
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Arrival Op      Departure Op      Horsepower Load      Manufactured

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

Year:  
2026

Annual Departures:	2288
Annual Arrivals:	2288
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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

Aircraft Name:  
de Havilland DHC-6-100 Twin Otter  
Engine Type:  
PT6A-20  
Identification:  
DHC6\_GA  
Category:  
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures:	3122
Annual Arrivals:	3122
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational

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

<b>GSE Population</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Parking Facilities</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Roadways</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Stationary Sources</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Training Fires</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Gates</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Taxiways</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Runways</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Taxipaths</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Configurations</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Buildings</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Discrete Cartesian Receptors</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Discrete Polar Receptors</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Cartesian Receptor Networks</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>Polar Receptor Networks</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>User-Created Aircraft</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	
<b>User-Created GSE</b>	Alternative B - Phase 3, John Wayne Airport-Orange County
None.	

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User-Created APU

Alternative B - Phase 3, John Wayne Airport-Orange County

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None.

## EDMS 5.1.4.1 Model Inputs for Alternative C - Phase 1 Study

Study Created: Thu Oct 10 15:42:50 2013  
 Report Date: Fri Feb 28 17:45:40 2014  
 Study Pathname: I:\J\JWA\EDMS\Alternatives\Alternative C\Phase 1\Alternative C - Phase 1\Alternative C - Phase 1.edm

### Study Setup

Unit System: English  
 Dispersion Modeling: Dispersion is not enabled for this study  
 Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
 Analysis Years: 2016

### Scenarios

Scenario Name: Alternative B - Phase 1	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

Airport Name: IATA Code: ICAO Code: FAA Code: Country: State: City: Airport Description: Latitude: Longitude: Northing: Easting: UTM Zone: Elevation: PM Modeling Methodology:	John Wayne Airport-Orange County SNA KSNA  US California Santa Ana John Wayne Airport-Orange County 33.676° -117.868° 3726533.67 419516.95 11 56.00 feet FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)
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### Scenario-Airport: Alternative B - Phase 1, John Wayne Airport-Orange County

### Weather

Alternative B - Phase 1, John Wayne Airport-Orange County

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

## Quarter-Hourly Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

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

## Daily Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

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

## Monthly Operational Profiles

Alternative B - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

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

## Aircraft

Alternative B - Phase 1, John Wayne Airport-Orange County

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

Year: 2016      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

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

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

Year: 2016  
Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

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



HCJC

APU Arrival OP Time: 13.00 min

Gate Assignment: None

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

Year:  
2016

Annual Departures: 300  
 Annual Arrivals: 300  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
2016

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

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

Year:  
2016

Annual Departures:	38
Annual Arrivals:	38
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

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

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

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

Year:  
2016

Annual Departures:	15179
Annual Arrivals:	15179

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

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

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

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

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

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Year:  
 2016

Annual Departures: 10637  
 Annual Arrivals: 10637  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

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

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

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

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

Year:  
 2016

Annual Departures: 935  
 Annual Arrivals: 935  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

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

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

Year:  
 2016

Annual Departures: 4  
 Annual Arrivals: 4  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

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

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

Year:  
2016

Annual Departures: 102  
 Annual Arrivals: 102  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
 Engine Type:  
CFM56-7B20  
 Identification:  
B737\_ClassA  
 Category:  
LCJP

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

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

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

Year:  
2016

Annual Departures:	33504
Annual Arrivals:	33504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

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

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



Year:	Annual Departures:	0
2016	Annual Arrivals:	0
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

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

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:	Annual Departures:	15794
2016	Annual Arrivals:	15794
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

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

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

Year:  
2016

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 757-200 Series  
 Engine Type:  
RB211-535E4 Phase 5  
 Identification:  
B757AC\_ClassA  
 Category:  
LCJP

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP331-200ER (143 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2016

Annual Departures: 4674  
 Annual Arrivals: 4674  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 757-200 Series Freighter  
 Engine Type:  
PW2037 (4PW072)  
 Identification:  
B757cargo\_ClassA  
 Category:  
LCJC

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2016

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT

Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
 2016

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-700-ER  
 Engine Type:  
 CF34-8C1  
 Identification:  
 CRJ7\_ClassE  
 Category:  
 LCJP

Take Off weight: 36287.00 Kgs  
 Approach Weight: 33339.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2016

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 892  
Annual Arrivals: 892  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

Take Off weight: 36287.00 Kgs  
Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 0  
Annual Arrivals: 0  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier Challenger 600  
 Engine Type:  
 ALF 502L-2  
 Identification:  
 CL60\_ClassE  
 Category:  
 LGJB

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
 2016

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier Challenger 601  
 Engine Type:  
 CF34-3A  
 Identification:  
 CL601\_GA

Take Off weight: 19550.00 Kgs  
 Approach Weight: 14696.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100

Category:  
LGJB

APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 3119  
Annual Arrivals: 3119  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Learjet 35  
Engine Type:  
TFE731-2-2B  
Identification:  
LEAR35\_GA  
Category:  
SGJB

Take Off weight: 8301.00 Kgs  
Approach Weight: 6260.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures: 3826



2016

Annual Arrivals: 3826  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA172\_GA  
 Category:  
 SGPP

Take Off weight: 1111.00 Kgs  
 Approach Weight: 1111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
 2016

Annual Departures: 10164  
 Annual Arrivals: 10164  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 GASEPF\_GA  
 Category:

Take Off weight: 1111.00 Kgs  
 Approach Weight: 1111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min

SGPP

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2016

Annual Departures: 99853  
Annual Arrivals: 99853  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight: 1270.00 Kgs  
Approach Weight: 1270.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2016

Annual Departures: 2348  
Annual Arrivals: 2348  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT

Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2016

Annual Departures: 1715  
 Annual Arrivals: 1715  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 208 Caravan  
 Engine Type:  
 PT6A-114A  
 Identification:  
 CNA208\_GA  
 Category:  
 SGTB

Take Off weight: 5080.00 Kgs  
 Approach Weight: 4686.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2016

Annual Departures: 1269  
 Annual Arrivals: 1269  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Cessna 210 Centurion  
Engine Type:  
TIO-540-J2B2  
Identification:  
GASEPV\_GA  
Category:  
SGPP

Take Off weight: 1361.00 Kgs  
Approach Weight: 1225.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
2016

Annual Departures: 6148  
Annual Arrivals: 6148  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Cessna 441 Conquest II  
Engine Type:  
TPE331-8  
Identification:  
CNA441\_GA  
Category:  
SGTP

Take Off weight: 4468.00 Kgs  
Approach Weight: 3821.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2016

Annual Departures: 1338  
 Annual Arrivals: 1338  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 500 Citation I  
 Engine Type:  
JT15D-1 series  
 Identification:  
CNA500\_GA  
 Category:  
SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 3422  
 Annual Arrivals: 3422  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2016

Annual Departures: 826  
 Annual Arrivals: 826  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 650 Citation III  
 Engine Type:  
 TFE731-3  
 Identification:  
 CIT3\_GA  
 Category:  
 SGJB

Take Off weight: 9072.00 Kgs  
 Approach Weight: 6940.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000)	Diesel	0.00	20.00	175.00	25.00	

gallon)					
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2016

Annual Departures:	1125
Annual Arrivals:	1125
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Cessna 750 Citation X  
Engine Type:  
AE3007C Type 2  
Identification:  
CNA750\_GA  
Category:  
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures:	1289
Annual Arrivals:	1289
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name: Eclipse 500  
 Engine Type: PW610F  
 Identification: ECLIPSE500\_GA  
 Category: SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year: 2016

Annual Departures: 231  
 Annual Arrivals: 231  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name: Embraer EMB120 Brasilia  
 Engine Type: PW118  
 Identification: E120\_Classe  
 Category: SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	



Year:  
2016

Annual Departures: 0  
Annual Arrivals: 0  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 231  
Annual Arrivals: 231  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream IV-SP  
 Engine Type:  
 TAY 611-8C  
 Identification:  
 GIV\_GA  
 Category:  
 LCJP

Take Off weight: 28762.00 Kgs  
 Approach Weight: 26943.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
 2016

Annual Departures: 1744  
 Annual Arrivals: 1744  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream V-SP  
 Engine Type:  
 BR700-710A1-10 (3BR001)  
 Identification:  
 GV\_GA  
 Category:  
 LGJB

Take Off weight: 34893.00 Kgs  
 Approach Weight: 30740.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 883  
 Annual Arrivals: 883  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Israel IAI-1125 Astra  
 Engine Type:  
TFE731-3  
 Identification:  
IA1125\_GA  
 Category:  
SGJB

Take Off weight: 10659.00 Kgs  
 Approach Weight: 8450.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 456  
 Annual Arrivals: 456  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

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Year:  
2016

Annual Departures: 3849  
Annual Arrivals: 3849  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None

Category:  
SGTP

APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 501  
Annual Arrivals: 501  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Piper PA-28 Cherokee Series  
Engine Type:  
IO-320-D1AD  
Identification:  
PA28\_GA  
Category:  
SGPP

Take Off weight: 998.00 Kgs  
Approach Weight: 898.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2016

Annual Departures: 849  
Annual Arrivals: 849  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT

Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Raytheon Beech Baron 58  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 BEC58P\_GA  
 Category:  
 SGPB

Take Off weight: 2495.00 Kgs  
 Approach Weight: 2495.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2016

Annual Departures: 2882  
 Annual Arrivals: 2882  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 de Havilland DHC-6-100 Twin Otter  
 Engine Type:  
 PT6A-20  
 Identification:  
 DHC6\_GA  
 Category:  
 SCTP

Take Off weight: 5670.00 Kgs  
 Approach Weight: 5021.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2016

Annual Departures:	3932
Annual Arrivals:	3932
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Parking Facilities	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Roadways	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Stationary Sources	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Training Fires	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Gates	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Taxiways	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Runways	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Taxipaths	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Configurations	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Buildings	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	

Discrete Cartesian Receptors	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative B - Phase 1, John Wayne Airport-Orange County
None.	



## EDMS 5.1.4.1 Model Inputs for Alternative C - Phase 2 Study

Study Created: Thu Oct 10 15:42:50 2013  
Report Date: Fri Feb 28 17:49:09 2014  
Study Pathname: I:\J\JWA\EDMS\Alternatives\Alternative C\Phase 2\Alternative C - Phase 2\Alternative C - Phase 2.edm

### Study Setup

Unit System: English  
Dispersion Modeling: Dispersion is not enabled for this study  
Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
Analysis Years: 2021

### Scenarios

Scenario Name: Alternative A - Phase 2	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

### Scenario-Airport: Alternative A - Phase 2, John Wayne Airport-Orange County

### Weather

Alternative A - Phase 2, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

**Quarter-Hourly Operational Profiles**

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

**Daily Operational Profiles**

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

**Monthly Operational Profiles**

Alternative A - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

**Aircraft**

Alternative A - Phase 2, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year: 2021      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

Take Off weight: 146964.00 Kgs  
Approach Weight: 120592.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year: 2021  
Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

Take Off weight: 160254.00 Kgs  
Approach Weight: 128956.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min

HCJC

APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2021

Annual Departures: 300  
 Annual Arrivals: 300  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A310-200 Series  
 Engine Type:  
CF6-80C2A2 1862M39  
 Identification:  
A310\_ClassA  
 Category:  
HCJP

Take Off weight: 138074.00 Kgs  
 Approach Weight: 111584.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP331-200ER (143 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2021

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A318-100 Series  
Engine Type:  
CFM56-5B8/P  
Identification:  
A318\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2021

Annual Departures:	38
Annual Arrivals:	38
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A319-100 Series  
Engine Type:  
CFM56-5B5/P  
Identification:  
A319\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2021

Annual Departures:	15179
Annual Arrivals:	15179

Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Airbus A320-200 Series  
 Engine Type:  
 CFM56-5B4/P  
 Identification:  
 A320\_ClassA  
 Category:  
 LCJP

Take Off weight: 70715.00 Kgs  
 Approach Weight: 59421.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

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Year:  
 2021

Annual Departures: 10637  
 Annual Arrivals: 10637  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT

Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Airbus A321-200 Series  
 Engine Type:  
 CFM56-5B3/P  
 Identification:  
 A321\_ClassA  
 Category:  
 LCJP

Take Off weight: 82599.00 Kgs  
 Approach Weight: 70035.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2021

Annual Departures: 935  
 Annual Arrivals: 935  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:



Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

Take Off weight: 54386.00 Kgs  
 Approach Weight: 46539.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2021

Annual Departures: 4  
 Annual Arrivals: 4  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

Take Off weight: 62686.00 Kgs  
 Approach Weight: 50621.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2021

Annual Departures: 102  
 Annual Arrivals: 102  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
 Engine Type:  
CFM56-7B20  
 Identification:  
B737\_ClassA  
 Category:  
LCJP

Take Off weight: 70035.00 Kgs  
 Approach Weight: 52254.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU 131-9  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2021

Annual Departures:	33504
Annual Arrivals:	33504
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:	Annual Departures:	0
2021	Annual Arrivals:	0
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:	Annual Departures:	15794
2021	Annual Arrivals:	15794
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2021

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 757-200 Series  
 Engine Type:  
RB211-535E4 Phase 5  
 Identification:  
B757AC\_ClassA  
 Category:  
LCJP

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP331-200ER (143 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2021

Annual Departures: 4674  
 Annual Arrivals: 4674  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 757-200 Series Freighter  
 Engine Type:  
PW2037 (4PW072)  
 Identification:  
B757cargo\_ClassA  
 Category:  
LCJC

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2021

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT

Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
 2021

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-700-ER  
 Engine Type:  
 CF34-8C1  
 Identification:  
 CRJ7\_ClassE  
 Category:  
 LCJP

Take Off weight: 36287.00 Kgs  
 Approach Weight: 33339.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	



Year:  
2021

Annual Departures: 892  
Annual Arrivals: 892  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

Take Off weight: 36287.00 Kgs  
Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 0  
Annual Arrivals: 0  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Challenger 600  
 Engine Type:  
ALF 502L-2  
 Identification:  
CL60\_ClassE  
 Category:  
LGJB

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Challenger 601  
 Engine Type:  
CF34-3A  
 Identification:  
CL601\_GA

Take Off weight: 19550.00 Kgs  
 Approach Weight: 14696.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100

Category:  
LGJB

APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 3268  
Annual Arrivals: 3268  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Learjet 35  
Engine Type:  
TFE731-2-2B  
Identification:  
LEAR35\_GA  
Category:  
SGJB

Take Off weight: 8301.00 Kgs  
Approach Weight: 6260.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures: 4009

2021

Annual Arrivals: 4009  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA172\_GA  
 Category:  
 SGPP

Take Off weight: 1111.00 Kgs  
 Approach Weight: 1111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
 2021

Annual Departures: 9078  
 Annual Arrivals: 9078  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 GASEPF\_GA  
 Category:

Take Off weight: 1111.00 Kgs  
 Approach Weight: 1111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min

SGPP

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2021

Annual Departures: 89181  
Annual Arrivals: 89181  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight: 1270.00 Kgs  
Approach Weight: 1270.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2021

Annual Departures: 2097  
Annual Arrivals: 2097  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT

Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2021

Annual Departures: 1532  
 Annual Arrivals: 1532  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 208 Caravan  
 Engine Type:  
 PT6A-114A  
 Identification:  
 CNA208\_GA  
 Category:  
 SGTB

Take Off weight: 5080.00 Kgs  
 Approach Weight: 4686.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2021

Annual Departures: 1134  
 Annual Arrivals: 1134  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Cessna 210 Centurion  
Engine Type:  
TIO-540-J2B2  
Identification:  
GASEPV\_GA  
Category:  
SGPP

Take Off weight: 1361.00 Kgs  
Approach Weight: 1225.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
2021

Annual Departures: 5491  
Annual Arrivals: 5491  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Cessna 441 Conquest II  
Engine Type:  
TPE331-8  
Identification:  
CNA441\_GA  
Category:  
SGTP

Take Off weight: 4468.00 Kgs  
Approach Weight: 3821.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2021

Annual Departures: 1195  
 Annual Arrivals: 1195  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 500 Citation I  
 Engine Type:  
JT15D-1 series  
 Identification:  
CNA500\_GA  
 Category:  
SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 3585  
 Annual Arrivals: 3585  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT



Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2021

Annual Departures: 865  
 Annual Arrivals: 865  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 650 Citation III  
 Engine Type:  
 TFE731-3  
 Identification:  
 CIT3\_GA  
 Category:  
 SGJB

Take Off weight: 9072.00 Kgs  
 Approach Weight: 6940.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000)	Diesel	0.00	20.00	175.00	25.00	

gallon)					
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2021

Annual Departures:	1178
Annual Arrivals:	1178
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Cessna 750 Citation X  
Engine Type:  
AE3007C Type 2  
Identification:  
CNA750\_GA  
Category:  
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures:	1350
Annual Arrivals:	1350
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name: Eclipse 500  
 Engine Type: PW610F  
 Identification: ECLIPSE500\_GA  
 Category: SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year: 2021

Annual Departures: 242  
 Annual Arrivals: 242  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name: Embraer EMB120 Brasilia  
 Engine Type: PW118  
 Identification: E120\_Classe  
 Category: SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 0  
Annual Arrivals: 0  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 242  
Annual Arrivals: 242  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream IV-SP  
 Engine Type:  
 TAY 611-8C  
 Identification:  
 GIV\_GA  
 Category:  
 LCJP

Take Off weight: 28762.00 Kgs  
 Approach Weight: 26943.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
 2021

Annual Departures: 1828  
 Annual Arrivals: 1828  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream V-SP  
 Engine Type:  
 BR700-710A1-10 (3BR001)  
 Identification:  
 GV\_GA  
 Category:  
 LGJB

Take Off weight: 34893.00 Kgs  
 Approach Weight: 30740.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 925  
 Annual Arrivals: 925  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Israel IAI-1125 Astra  
 Engine Type:  
TFE731-3  
 Identification:  
IA1125\_GA  
 Category:  
SGJB

Take Off weight: 10659.00 Kgs  
 Approach Weight: 8450.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 477  
 Annual Arrivals: 477  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

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Year:  
2021

Annual Departures: 4033  
Annual Arrivals: 4033  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None

Category:

SGTP

APU Departure OP Time: 13.00 min

APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 447  
 Annual Arrivals: 447  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Piper PA-28 Cherokee Series  
 Engine Type:  
 IO-320-D1AD  
 Identification:  
 PA28\_GA  
 Category:  
 SGPP

Take Off weight: 998.00 Kgs  
 Approach Weight: 898.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2021

Annual Departures: 758  
 Annual Arrivals: 758  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT



Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Raytheon Beech Baron 58  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 BEC58P\_GA  
 Category:  
 SGPB

Take Off weight: 2495.00 Kgs  
 Approach Weight: 2495.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2021

Annual Departures: 2574  
 Annual Arrivals: 2574  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 de Havilland DHC-6-100 Twin Otter  
 Engine Type:  
 PT6A-20  
 Identification:  
 DHC6\_GA  
 Category:  
 SCTP

Take Off weight: 5670.00 Kgs  
 Approach Weight: 5021.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2021

Annual Departures:	3512
Annual Arrivals:	3512
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Parking Facilities	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Roadways	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Stationary Sources	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Training Fires	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Gates	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Taxiways	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Runways	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Taxipaths	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Configurations	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Buildings	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	

Discrete Cartesian Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative A - Phase 2, John Wayne Airport-Orange County
None.	

## EDMS 5.1.4.1 Model Inputs for Alternative C - Phase 3 Study

Study Created: Thu Oct 10 15:42:50 2013  
Report Date: Fri Feb 28 17:52:39 2014  
Study Pathname: I:\J\JWA\EDMS\Alternatives\Alternative C\Phase 3\Alternative C - Phase 3\Alternative C - Phase 3.edm

### Study Setup

Unit System: English  
Dispersion Modeling: Dispersion is not enabled for this study  
Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
Analysis Years: 2026

### Scenarios

Scenario Name: Alternative C - Phase 3	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

### Scenario-Airport: Alternative C - Phase 3, John Wayne Airport-Orange County

### Weather

Alternative C - Phase 3, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

## Quarter-Hourly Operational Profiles

Alternative C - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

## Daily Operational Profiles

Alternative C - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

## Monthly Operational Profiles

Alternative C - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

## Aircraft

Alternative C - Phase 3, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year: 2026      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

Take Off weight: 146964.00 Kgs  
Approach Weight: 120592.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:  
HCJC

Take Off weight: 160254.00 Kgs  
Approach Weight: 128956.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard)						

TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2026

Annual Departures:	300
Annual Arrivals:	300
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A310-200 Series  
Engine Type:  
CF6-80C2A2 1862M39  
Identification:  
A310\_ClassA  
Category:  
HCJP

Take Off weight:	138074.00 Kgs
Approach Weight:	111584.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2026

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0

Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A318-100 Series  
Engine Type:  
CFM56-5B8/P  
Identification:  
A318\_ClassA  
Category:  
LCJP

Take Off weight: 66270.00 Kgs  
Approach Weight: 56250.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-300 (80HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2026

Annual Departures: 38  
Annual Arrivals: 38  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT



Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Airbus A319-100 Series  
 Engine Type:  
 CFM56-5B5/P  
 Identification:  
 A319\_ClassA  
 Category:  
 LCJP

Take Off weight: 66270.00 Kgs  
 Approach Weight: 56250.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2026

Annual Departures: 15179  
 Annual Arrivals: 15179  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Airbus A320-200 Series

Take Off weight: 70715.00 Kgs

Engine Type:  
CFM56-5B4/P  
Identification:  
A320\_ClassA  
Category:  
LCJP

Approach Weight: 59421.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-300 (80HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2026

Annual Departures: 10637  
Annual Arrivals: 10637  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A321-200 Series  
Engine Type:  
CFM56-5B3/P  
Identification:  
A321\_ClassA  
Category:  
LCJP

Take Off weight: 82599.00 Kgs  
Approach Weight: 70035.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-300 (80HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	

Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2026

Annual Departures: 935  
 Annual Arrivals: 935  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 737-300 Series  
 Engine Type:  
CFM56-3-B1  
 Identification:  
B733\_ClassA  
 Category:  
LCJP

Take Off weight: 54386.00 Kgs  
 Approach Weight: 46539.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way	Diesel	7.00	8.00	210.00	53.00	

F650)					
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2026

Annual Departures:	4
Annual Arrivals:	4
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-400 Series  
Engine Type:  
CFM56-3C-1  
Identification:  
B734\_ClassA  
Category:  
LCJP

Take Off weight:	62686.00 Kgs
Approach Weight:	50621.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP85-129 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2026

Annual Departures: 102  
Annual Arrivals: 102  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

Take Off weight: 70035.00 Kgs  
Approach Weight: 52254.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

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Year:  
2026

Annual Departures: 33504  
Annual Arrivals: 33504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT

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Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower Load (hp)	Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower Load (hp)	Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures:	15794
Annual Arrivals:	15794
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

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Year:  
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly	DEFAULT

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Operational profile:  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Boeing 757-200 Series  
 Engine Type:  
 RB211-535E4 Phase 5  
 Identification:  
 B757AC\_ClassA  
 Category:  
 LCJP

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP331-200ER (143 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2026

Annual Departures: 4674  
 Annual Arrivals: 4674  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Boeing 757-200 Series Freighter  
 Engine Type:  
 PW2037 (4PW072)  
 Identification:  
 B757cargo\_ClassA

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None



Category:  
LCJC

APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures: 652  
Annual Arrivals: 652  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier CRJ-200-LR  
Engine Type:  
CF34-3B  
Identification:  
CRJ2\_ClassE  
Category:  
LCJP

Take Off weight: 16329.00 Kgs  
Approach Weight: 13472.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 0  
Annual Arrivals: 0  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT

Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-700-ER  
 Engine Type:  
 CF34-8C1  
 Identification:  
 CRJ7\_ClassE  
 Category:  
 LCJP

Take Off weight: 36287.00 Kgs  
 Approach Weight: 33339.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
 2026

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-900

Take Off weight: 36287.00 Kgs

Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 85 (200 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 892  
Annual Arrivals: 892  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

Take Off weight: 36287.00 Kgs  
Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Bombardier Challenger 600  
Engine Type:  
ALF 502L-2  
Identification:  
CL60\_ClassE  
Category:  
LGJB

Take Off weight:	16329.00 Kgs
Approach Weight:	13472.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0

Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Bombardier Challenger 601  
Engine Type:  
CF34-3A  
Identification:  
CL601\_GA  
Category:  
LGJB

Take Off weight: 19550.00 Kgs  
Approach Weight: 14696.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

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Year:  
2026

Annual Departures: 3416  
Annual Arrivals: 3416  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT

Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier Learjet 35  
 Engine Type:  
 TFE731-2-2B  
 Identification:  
 LEAR35\_GA  
 Category:  
 SGJB

Take Off weight: 8301.00 Kgs  
 Approach Weight: 6260.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2026

Annual Departures: 4191  
 Annual Arrivals: 4191  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA172\_GA  
 Category:  
 SGPP

Take Off weight: 1111.00 Kgs  
 Approach Weight: 1111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2026

Annual Departures: 8069  
 Annual Arrivals: 8069  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min

Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 GASEPF\_GA  
 Category:  
 SGPP

Take Off weight: 1111.00 Kgs  
 Approach Weight: 1111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
 2026

Annual Departures: 79272  
 Annual Arrivals: 79272  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Cessna 182  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA182\_GA  
 Category:  
 SGPP

Take Off weight: 1270.00 Kgs  
 Approach Weight: 1270.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Year: 2026	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
	Annual Departures:	1864					
	Annual Arrivals:	1864					
	Annual TGOs:	0					
	Taxi Out Time:	5.980000 min					
	Taxi In Time:	3.570000 min					
	Departure Quarter-Hourly Operational profile:		DEFAULT				
Departure Daily Operational Profile:		DEFAULT					
Departure Monthly Operational Profile:		DEFAULT					
Arrival Quarter-Hourly Operational profile:		DEFAULT					
Arrival Daily Operational Profile:		DEFAULT					
Arrival Monthly Operational Profile:		DEFAULT					
Touch & Go Quarter-Hourly Operational profile:		DEFAULT					
Touch & Go Daily Operational Profile:		DEFAULT					
Touch & Go Monthly Operational Profile:		DEFAULT					
Aircraft Name: Cessna 206 Engine Type: TIO-540-J2B2 Identification: CNA206_GA Category: SGPP	Take Off weight:	1633.00 Kgs					
	Approach Weight:	1633.00 Kgs					
	Glide Slope:	3.00°					
	APU Assignment:	None					
	APU Departure OP Time:	13.00 min					
	APU Arrival OP Time:	13.00 min					
	Gate Assignment:	None					
	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Year: 2026	Annual Departures:	1361					
	Annual Arrivals:	1361					
	Annual TGOs:	0					
	Taxi Out Time:	5.980000 min					
	Taxi In Time:	3.570000 min					
	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
Arrival Daily Operational Profile:		DEFAULT					
Arrival Monthly Operational Profile:		DEFAULT					
Touch & Go Quarter-Hourly Operational profile:		DEFAULT					
Touch & Go Daily Operational Profile:		DEFAULT					
Touch & Go Monthly Operational Profile:		DEFAULT					



Aircraft Name:  
Cessna 208 Caravan  
Engine Type:  
PT6A-114A  
Identification:  
CNA208\_GA  
Category:  
SGTB

Take Off weight: 5080.00 Kgs  
Approach Weight: 4686.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2026

Annual Departures: 1008  
Annual Arrivals: 1008  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 210 Centurion  
Engine Type:  
TIO-540-J2B2  
Identification:  
GASEPV\_GA  
Category:  
SGPP

Take Off weight: 1361.00 Kgs  
Approach Weight: 1225.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2026

Annual Departures: 4881  
Annual Arrivals: 4881  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 441 Conquest II  
 Engine Type:  
 TPE331-8  
 Identification:  
 CNA441\_GA  
 Category:  
 SGTP

Take Off weight: 4468.00 Kgs  
 Approach Weight: 3821.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2026

Annual Departures: 1062  
 Annual Arrivals: 1062  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 500 Citation I  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA500\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Year: 2026	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
	Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	
	<hr/>						
	Annual Departures:		3748				
	Annual Arrivals:		3748				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
	<hr/>						
	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				
	Arrival Monthly Operational Profile:		DEFAULT				
	Touch & Go Quarter-Hourly Operational profile:		DEFAULT				
	Touch & Go Daily Operational Profile:		DEFAULT				
	Touch & Go Monthly Operational Profile:		DEFAULT				

Aircraft Name:  
Cessna 501 Citation ISP  
Engine Type:  
JT15D-1 series  
Identification:  
CNA510\_GA  
Category:  
SGJB

Take Off weight: 6668.00 Kgs  
Approach Weight: 5715.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Year: 2026	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
	Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	
	Annual Departures:		904				
	Annual Arrivals:		904				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 650 Citation III  
 Engine Type:  
 TFE731-3  
 Identification:  
 CIT3\_GA  
 Category:  
 SGJB

Take Off weight: 9072.00 Kgs  
 Approach Weight: 6940.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2026

Annual Departures: 1232  
 Annual Arrivals: 1232  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 750 Citation X  
 Engine Type:  
 AE3007C Type 2  
 Identification:  
 CNA750\_GA  
 Category:  
 SGJB

Take Off weight: 16193.00 Kgs  
 Approach Weight: 12982.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000)	Diesel	0.00	20.00	175.00	25.00	

gallon)					
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2026

Annual Departures:	1412
Annual Arrivals:	1412
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Eclipse 500  
Engine Type:  
PW610F  
Identification:  
ECLIPSE500\_GA  
Category:  
SCJB

Take Off weight:	2672.00 Kgs
Approach Weight:	2286.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures:	253
Annual Arrivals:	253
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Embraer EMB120 Brasilia  
Engine Type:  
PW118  
Identification:

Take Off weight:	10194.00 Kgs
Approach Weight:	10535.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-150[]

E120\_ClassE  
Category:  
SCTP

APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 0  
Annual Arrivals: 0  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	

	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
	Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
	Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Year: 2026	Annual Departures:	253					
	Annual Arrivals:	253					
	Annual TGOs:	0					
	Taxi Out Time:	5.980000 min					
	Taxi In Time:	3.570000 min					
	Departure Quarter-Hourly Operational profile:	DEFAULT					
	Departure Daily Operational Profile:	DEFAULT					
	Departure Monthly Operational Profile:	DEFAULT					
	Arrival Quarter-Hourly Operational profile:	DEFAULT					
	Arrival Daily Operational Profile:	DEFAULT					
	Arrival Monthly Operational Profile:	DEFAULT					
	Touch & Go Quarter-Hourly Operational profile:	DEFAULT					
	Touch & Go Daily Operational Profile:	DEFAULT					
	Touch & Go Monthly Operational Profile:	DEFAULT					
Aircraft Name: Gulfstream IV-SP Engine Type: TAY 611-8C Identification: GIV_GA Category: LCJP	Take Off weight:	28762.00 Kgs					
	Approach Weight:	26943.00 Kgs					
	Glide Slope:	3.00°					
	APU Assignment:	APU GTCP 36-100					
	APU Departure OP Time:	13.00 min					
	APU Arrival OP Time:	13.00 min					
	Gate Assignment:	None					
	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
	Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
	Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
	Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
	Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
	Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Year: 2026	Annual Departures:	1911					
	Annual Arrivals:	1911					
	Annual TGOs:	0					
	Taxi Out Time:	5.980000 min					
	Taxi In Time:	3.570000 min					

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream V-SP  
 Engine Type:  
 BR700-710A1-10 (3BR001)  
 Identification:  
 GV\_GA  
 Category:  
 LGJB

Take Off weight: 34893.00 Kgs  
 Approach Weight: 30740.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
 2026

Annual Departures: 967  
 Annual Arrivals: 967  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT



Aircraft Name:  
Israel IAI-1125 Astra  
Engine Type:  
TFE731-3  
Identification:  
IA1125\_GA  
Category:  
SGJB

Take Off weight: 10659.00 Kgs  
Approach Weight: 8450.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 499  
Annual Arrivals: 499  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 4216  
Annual Arrivals: 4216  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA  
Category:  
SGTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

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Year:  
2026

Annual Departures:	398
Annual Arrivals:	398
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Piper PA-28 Cherokee Series  
Engine Type:  
IO-320-D1AD  
Identification:  
PA28\_GA  
Category:  
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2026

Annual Departures: 674  
 Annual Arrivals: 674  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Raytheon Beech Baron 58  
 Engine Type:  
TIO-540-J2B2  
 Identification:  
BEC58P\_GA  
 Category:  
SGPB

Take Off weight: 2495.00 Kgs  
 Approach Weight: 2495.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2026

Annual Departures: 2288  
 Annual Arrivals: 2288  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT

Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
de Havilland DHC-6-100 Twin Otter  
Engine Type:  
PT6A-20  
Identification:  
DHC6\_GA  
Category:  
SCTP

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 3122  
Annual Arrivals: 3122  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

#### GSE Population

Alternative C - Phase 3, John Wayne Airport-Orange County

None.

#### Parking Facilities

Alternative C - Phase 3, John Wayne Airport-Orange County

None.

#### Roadways

Alternative C - Phase 3, John Wayne Airport-Orange County

None.

#### Stationary Sources

Alternative C - Phase 3, John Wayne Airport-Orange County

None.	
Training Fires	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
Gates	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
Taxiways	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
Runways	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
Taxipaths	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
Configurations	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
Buildings	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
Discrete Cartesian Receptors	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
User-Created GSE	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	
User-Created APU	Alternative C - Phase 3, John Wayne Airport-Orange County
None.	

## EDMS 5.1.4.1 Model Inputs for Baseline scenario Study

Study Created: Thu Oct 10 15:42:50 2013  
 Report Date: Fri Feb 28 16:43:11 2014  
 Study Pathname: I:\J\JWA\EDMS\Baseline scenario\Baseline scenario.edm

### Study Setup

Unit System: English  
 Dispersion Modeling: Dispersion is not enabled for this study  
 Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
 Analysis Years: 2013

### Scenarios

Scenario Name: Baseline	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

Airport Name: IATA Code: ICAO Code: FAA Code: Country: State: City: Airport Description: Latitude: Longitude: Northing: Easting: UTM Zone: Elevation: PM Modeling Methodology:	John Wayne Airport-Orange County SNA KSNA  US California Santa Ana John Wayne Airport-Orange County 33.676° -117.868° 3726533.67 419516.95 11 56.00 feet FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)
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### Scenario-Airport: Baseline, John Wayne Airport-Orange County

### Weather

Baseline, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

## Quarter-Hourly Operational Profiles

Baseline, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

## Daily Operational Profiles

Baseline, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

## Monthly Operational Profiles

Baseline, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

## Aircraft

Baseline, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year: 2013      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

Take Off weight: 146964.00 Kgs  
Approach Weight: 120592.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year: 2013  
Annual Departures: 159  
Annual Arrivals: 159  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

Take Off weight: 160254.00 Kgs  
Approach Weight: 128956.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min



HCJC

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2013

Annual Departures: 95  
Annual Arrivals: 95  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A310-200 Series  
Engine Type:  
CF6-80C2A2 1862M39  
Identification:  
A310\_ClassA  
Category:  
HCJP

Take Off weight: 138074.00 Kgs  
Approach Weight: 111584.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2013

Annual Departures:	2
Annual Arrivals:	2
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A318-100 Series  
Engine Type:  
CFM56-5B8/P  
Identification:  
A318\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2013

Annual Departures:	14
Annual Arrivals:	14
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A319-100 Series  
Engine Type:  
CFM56-5B5/P  
Identification:  
A319\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2013

Annual Departures:	5334
Annual Arrivals:	5334

Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Airbus A320-200 Series  
 Engine Type:  
 CFM56-5B4/P  
 Identification:  
 A320\_ClassA  
 Category:  
 LCJP

Take Off weight: 70715.00 Kgs  
 Approach Weight: 59421.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

---

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

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Year:  
 2013

Annual Departures: 3738  
 Annual Arrivals: 3738  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT

Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Airbus A321-200 Series  
 Engine Type:  
 CFM56-5B3/P  
 Identification:  
 A321\_ClassA  
 Category:  
 LCJP

Take Off weight: 82599.00 Kgs  
 Approach Weight: 70035.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2013

Annual Departures: 329  
 Annual Arrivals: 329  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

Take Off weight: 54386.00 Kgs  
 Approach Weight: 46539.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2013

Annual Departures: 2  
 Annual Arrivals: 2  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

Take Off weight: 62686.00 Kgs  
 Approach Weight: 50621.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2013

Annual Departures:	36
Annual Arrivals:	36
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2013

Annual Departures:	11774
Annual Arrivals:	11774
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	



Year:  
2013

Annual Departures: 11210  
Annual Arrivals: 11210  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

Take Off weight: 76022.00 Kgs  
Approach Weight: 59738.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2013

Annual Departures: 5550  
Annual Arrivals: 5550  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

Take Off weight: 76022.00 Kgs  
Approach Weight: 59738.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2013

Annual Departures: 2  
 Annual Arrivals: 2  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 757-200 Series  
 Engine Type:  
RB211-535E4 Phase 5  
 Identification:  
B757AC\_ClassA  
 Category:  
LCJP

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP331-200ER (143 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2013

Annual Departures: 1643  
 Annual Arrivals: 1643  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 757-200 Series Freighter  
 Engine Type:  
PW2037 (4PW072)  
 Identification:  
B757cargo\_ClassA  
 Category:  
LCJC

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2013

Annual Departures: 206  
 Annual Arrivals: 206  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT

Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
 2013

Annual Departures: 2  
 Annual Arrivals: 2  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-700-ER  
 Engine Type:  
 CF34-8C1  
 Identification:  
 CRJ7\_ClassE  
 Category:  
 LCJP

Take Off weight: 36287.00 Kgs  
 Approach Weight: 33339.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2013

Annual Departures:	1086
Annual Arrivals:	1086
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2013

Annual Departures: 314  
Annual Arrivals: 314  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

Take Off weight: 36287.00 Kgs  
Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2013

Annual Departures: 1017  
Annual Arrivals: 1017  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier Challenger 600  
 Engine Type:  
 ALF 502L-2  
 Identification:  
 CL60\_ClassE  
 Category:  
 LGJB

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
 2013

Annual Departures: 2  
 Annual Arrivals: 2  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier Challenger 601  
 Engine Type:  
 CF34-3A  
 Identification:  
 CL601\_GA

Take Off weight: 19550.00 Kgs  
 Approach Weight: 14696.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100

Category:  
LGJB

APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2013

Annual Departures: 3272  
Annual Arrivals: 3272  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Learjet 35  
Engine Type:  
TFE731-2-2B  
Identification:  
LEAR35\_GA  
Category:  
SGJB

Take Off weight: 8301.00 Kgs  
Approach Weight: 6260.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures: 4014



2013

Annual Arrivals: 4014  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA172\_GA  
 Category:  
 SGPP

Take Off weight: 1111.00 Kgs  
 Approach Weight: 1111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
 2013

Annual Departures: 12138  
 Annual Arrivals: 12138  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 GASEPF\_GA  
 Category:

Take Off weight: 1111.00 Kgs  
 Approach Weight: 1111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min

SGPP

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2013

Annual Departures: 119244  
Annual Arrivals: 119244  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight: 1270.00 Kgs  
Approach Weight: 1270.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2013

Annual Departures: 2804  
Annual Arrivals: 2804  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT

Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2013

Annual Departures: 2048  
 Annual Arrivals: 2048  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 208 Caravan  
 Engine Type:  
 PT6A-114A  
 Identification:  
 CNA208\_GA  
 Category:  
 SGTB

Take Off weight: 5080.00 Kgs  
 Approach Weight: 4686.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2013

Annual Departures: 1516  
 Annual Arrivals: 1516  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Cessna 210 Centurion  
Engine Type:  
TIO-540-J2B2  
Identification:  
GASEPV\_GA  
Category:  
SGPP

Take Off weight: 1361.00 Kgs  
Approach Weight: 1225.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
2013

Annual Departures: 7342  
Annual Arrivals: 7342  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Cessna 441 Conquest II  
Engine Type:  
TPE331-8  
Identification:  
CNA441\_GA  
Category:  
SGTP

Take Off weight: 4468.00 Kgs  
Approach Weight: 3821.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2013

Annual Departures: 1598  
 Annual Arrivals: 1598  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 500 Citation I  
 Engine Type:  
JT15D-1 series  
 Identification:  
CNA500\_GA  
 Category:  
SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2013

Annual Departures: 3590  
 Annual Arrivals: 3590  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2013

Annual Departures: 866  
 Annual Arrivals: 866  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 650 Citation III  
 Engine Type:  
 TFE731-3  
 Identification:  
 CIT3\_GA  
 Category:  
 SGJB

Take Off weight: 9072.00 Kgs  
 Approach Weight: 6940.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000)	Diesel	0.00	20.00	175.00	25.00	

gallon)					
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2013

Annual Departures:	1180
Annual Arrivals:	1180
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Cessna 750 Citation X  
Engine Type:  
AE3007C Type 2  
Identification:  
CNA750\_GA  
Category:  
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2013

Annual Departures:	1352
Annual Arrivals:	1352
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name: Eclipse 500  
 Engine Type: PW610F  
 Identification: ECLIPSE500\_GA  
 Category: SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year: 2013

Annual Departures: 242  
 Annual Arrivals: 242  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name: Embraer EMB120 Brasilia  
 Engine Type: PW118  
 Identification: E120\_Classe  
 Category: SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	



Year:  
2013

Annual Departures: 2  
Annual Arrivals: 2  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2013

Annual Departures: 242  
Annual Arrivals: 242  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream IV-SP  
 Engine Type:  
 TAY 611-8C  
 Identification:  
 GIV\_GA  
 Category:  
 LCJP

Take Off weight: 28762.00 Kgs  
 Approach Weight: 26943.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
 2013

Annual Departures: 1830  
 Annual Arrivals: 1830  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream V-SP  
 Engine Type:  
 BR700-710A1-10 (3BR001)  
 Identification:  
 GV\_GA  
 Category:  
 LGJB

Take Off weight: 34893.00 Kgs  
 Approach Weight: 30740.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2013

Annual Departures: 926  
 Annual Arrivals: 926  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Israel IAI-1125 Astra  
 Engine Type:  
TFE731-3  
 Identification:  
IA1125\_GA  
 Category:  
SGJB

Take Off weight: 10659.00 Kgs  
 Approach Weight: 8450.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2013

Annual Departures: 478  
 Annual Arrivals: 478  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

---

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

---

Year:  
2013

Annual Departures: 4038  
Annual Arrivals: 4038  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None

Category:

SGTP

APU Departure OP Time: 13.00 min

APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2013

Annual Departures: 598

Annual Arrivals: 598

Annual TGOs: 0

Taxi Out Time: 5.980000 min

Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT

Departure Daily Operational Profile: DEFAULT

Departure Monthly Operational Profile: DEFAULT

Arrival Quarter-Hourly Operational profile: DEFAULT

Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT

Touch &amp; Go Quarter-Hourly Operational profile: DEFAULT

Touch &amp; Go Daily Operational Profile: DEFAULT

Touch &amp; Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Piper PA-28 Cherokee Series  
Engine Type:  
IO-320-D1AD  
Identification:  
PA28\_GA  
Category:  
SGPP

Take Off weight: 998.00 Kgs

Approach Weight: 898.00 Kgs

Glide Slope: 3.00°

APU Assignment: None

APU Departure OP Time: 13.00 min

APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2013

Annual Departures: 1014

Annual Arrivals: 1014

Annual TGOs: 0

Taxi Out Time: 5.980000 min

Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT

Departure Daily Operational Profile: DEFAULT

Departure Monthly Operational Profile: DEFAULT

Arrival Quarter-Hourly Operational profile: DEFAULT

Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Raytheon Beech Baron 58  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 BEC58P\_GA  
 Category:  
 SGPB

Take Off weight: 2495.00 Kgs  
 Approach Weight: 2495.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2013

Annual Departures: 3442  
 Annual Arrivals: 3442  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 de Havilland DHC-6-100 Twin Otter  
 Engine Type:  
 PT6A-20  
 Identification:  
 DHC6\_GA  
 Category:  
 SCTP

Take Off weight: 5670.00 Kgs  
 Approach Weight: 5021.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2013

Annual Departures:	4696
Annual Arrivals:	4696
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population	Baseline, John Wayne Airport-Orange County
None.	
Parking Facilities	Baseline, John Wayne Airport-Orange County
None.	
Roadways	Baseline, John Wayne Airport-Orange County
None.	
Stationary Sources	Baseline, John Wayne Airport-Orange County
None.	
Training Fires	Baseline, John Wayne Airport-Orange County
None.	
Gates	Baseline, John Wayne Airport-Orange County
None.	
Taxiways	Baseline, John Wayne Airport-Orange County
None.	
Runways	Baseline, John Wayne Airport-Orange County
None.	
Taxipaths	Baseline, John Wayne Airport-Orange County
None.	
Configurations	Baseline, John Wayne Airport-Orange County
None.	
Buildings	Baseline, John Wayne Airport-Orange County
None.	

Discrete Cartesian Receptors	Baseline, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Baseline, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Baseline, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Baseline, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Baseline, John Wayne Airport-Orange County
None.	
User-Created GSE	Baseline, John Wayne Airport-Orange County
None.	
User-Created APU	Baseline, John Wayne Airport-Orange County
None.	



## EDMS 5.1.4.1 Model Inputs for Phase 1 Study

Study Created: Thu Oct 10 15:42:50 2013  
Report Date: Fri Feb 28 16:52:37 2014  
Study Pathname: I:\J\JWA\EDMS\Project\Phase 1\Phase 1.edm

### Study Setup

Unit System: English  
Dispersion Modeling: Dispersion is not enabled for this study  
Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
Analysis Years: 2016

### Scenarios

Scenario Name: Project - Phase 1	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

### Scenario-Airport: Project - Phase 1, John Wayne Airport-Orange County

Weather		Project - Phase 1, John Wayne Airport-Orange County
Mixing Height:	3000.00 feet	
Temperature:	65.00 °F	
Daily High Temperature:	75.35 °F	
Daily Low Temperature:	54.65 °F	
Pressure:	29.92 inches of Hg	
Sea Level Pressure:	29.98 inches of Hg	
Relative Humidity:	69.45	
Wind Speed:	5.54 knots	
Wind Direction:	0.00 °	
Ceiling:	99999.99 feet	
Visibility:	50.00 miles	
The user has used annual averages.		
Base Elevation:	56.00 feet	
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000	
Source Data File Location:		
Upper Air Data File Location:		

## Quarter-Hourly Operational Profiles

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

## Daily Operational Profiles

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

## Monthly Operational Profiles

Project - Phase 1, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

## Aircraft

Project - Phase 1, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year: 2016      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

Take Off weight: 146964.00 Kgs  
Approach Weight: 120592.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year: 2016  
Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

Take Off weight: 160254.00 Kgs  
Approach Weight: 128956.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min

HCJC

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2016

Annual Departures: 300  
Annual Arrivals: 300  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A310-200 Series  
Engine Type:  
CF6-80C2A2 1862M39  
Identification:  
A310\_ClassA  
Category:  
HCJP

Take Off weight: 138074.00 Kgs  
Approach Weight: 111584.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2016

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A318-100 Series  
Engine Type:  
CFM56-5B8/P  
Identification:  
A318\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2016

Annual Departures:	14
Annual Arrivals:	14
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A319-100 Series  
Engine Type:  
CFM56-5B5/P  
Identification:  
A319\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2016

Annual Departures:	5489
Annual Arrivals:	5489

Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Airbus A320-200 Series  
 Engine Type:  
 CFM56-5B4/P  
 Identification:  
 A320\_ClassA  
 Category:  
 LCJP

Take Off weight: 70715.00 Kgs  
 Approach Weight: 59421.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

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Year:  
 2016

Annual Departures: 3847  
 Annual Arrivals: 3847  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT

Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Airbus A321-200 Series  
 Engine Type:  
 CFM56-5B3/P  
 Identification:  
 A321\_ClassA  
 Category:  
 LCJP

Take Off weight: 82599.00 Kgs  
 Approach Weight: 70035.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2016

Annual Departures: 338  
 Annual Arrivals: 338  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:



Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

Take Off weight: 54386.00 Kgs  
 Approach Weight: 46539.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2016

Annual Departures: 2  
 Annual Arrivals: 2  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

Take Off weight: 62686.00 Kgs  
 Approach Weight: 50621.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2016

Annual Departures: 37  
Annual Arrivals: 37  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

Take Off weight: 70035.00 Kgs  
Approach Weight: 52254.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2016

Annual Departures:	12115
Annual Arrivals:	12115
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2016

Annual Departures: 15658  
Annual Arrivals: 15658  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

Take Off weight: 76022.00 Kgs  
Approach Weight: 59738.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2016

Annual Departures: 5711  
Annual Arrivals: 5711  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

Take Off weight: 76022.00 Kgs  
Approach Weight: 59738.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2016

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 757-200 Series  
 Engine Type:  
RB211-535E4 Phase 5  
 Identification:  
B757AC\_ClassA  
 Category:  
LCJP

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP331-200ER (143 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	

Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2016

Annual Departures: 1690  
 Annual Arrivals: 1690  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 757-200 Series Freighter  
 Engine Type:  
PW2037 (4PW072)  
 Identification:  
B757cargo\_ClassA  
 Category:  
LCJC

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2016

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT

Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
 2016

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-700-ER  
 Engine Type:  
 CF34-8C1  
 Identification:  
 CRJ7\_ClassE  
 Category:  
 LCJP

Take Off weight: 36287.00 Kgs  
 Approach Weight: 33339.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2016

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	



Year:  
2016

Annual Departures: 323  
Annual Arrivals: 323  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

Take Off weight: 36287.00 Kgs  
Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 2173  
Annual Arrivals: 2173  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier Challenger 600  
 Engine Type:  
 ALF 502L-2  
 Identification:  
 CL60\_ClassE  
 Category:  
 LGJB

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
 2016

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier Challenger 601  
 Engine Type:  
 CF34-3A  
 Identification:  
 CL601\_GA

Take Off weight: 19550.00 Kgs  
 Approach Weight: 14696.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100

Category:  
LGJB

APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 3119  
Annual Arrivals: 3119  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Learjet 35  
Engine Type:  
TFE731-2-2B  
Identification:  
LEAR35\_GA  
Category:  
SGJB

Take Off weight: 8301.00 Kgs  
Approach Weight: 6260.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures: 3826

2016

Annual Arrivals: 3826  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA172\_GA  
 Category:  
 SGPP

Take Off weight: 1111.00 Kgs  
 Approach Weight: 1111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
 2016

Annual Departures: 10164  
 Annual Arrivals: 10164  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Cessna 172 Skyhawk  
 Engine Type:  
 IO-360-B  
 Identification:  
 GASEPF\_GA  
 Category:

Take Off weight: 1111.00 Kgs  
 Approach Weight: 1111.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min

SGPP

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2016

Annual Departures: 99853  
Annual Arrivals: 99853  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight: 1270.00 Kgs  
Approach Weight: 1270.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2016

Annual Departures: 2348  
Annual Arrivals: 2348  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT

Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2016

Annual Departures: 1715  
 Annual Arrivals: 1715  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 208 Caravan  
 Engine Type:  
 PT6A-114A  
 Identification:  
 CNA208\_GA  
 Category:  
 SGTB

Take Off weight: 5080.00 Kgs  
 Approach Weight: 4686.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2016

Annual Departures: 1269  
 Annual Arrivals: 1269  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Cessna 210 Centurion  
Engine Type:  
TIO-540-J2B2  
Identification:  
GASEPV\_GA  
Category:  
SGPP

Take Off weight: 1361.00 Kgs  
Approach Weight: 1225.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
2016

Annual Departures: 6148  
Annual Arrivals: 6148  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Cessna 441 Conquest II  
Engine Type:  
TPE331-8  
Identification:  
CNA441\_GA  
Category:  
SGTP

Take Off weight: 4468.00 Kgs  
Approach Weight: 3821.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2016

Annual Departures: 1338  
 Annual Arrivals: 1338  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 500 Citation I  
 Engine Type:  
JT15D-1 series  
 Identification:  
CNA500\_GA  
 Category:  
SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 3422  
 Annual Arrivals: 3422  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT



Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2016

Annual Departures: 826  
 Annual Arrivals: 826  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 650 Citation III  
 Engine Type:  
 TFE731-3  
 Identification:  
 CIT3\_GA  
 Category:  
 SGJB

Take Off weight: 9072.00 Kgs  
 Approach Weight: 6940.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000)	Diesel	0.00	20.00	175.00	25.00	

gallon)					
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2016

Annual Departures:	1125
Annual Arrivals:	1125
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Cessna 750 Citation X  
Engine Type:  
AE3007C Type 2  
Identification:  
CNA750\_GA  
Category:  
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures:	1289
Annual Arrivals:	1289
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name: Eclipse 500  
 Engine Type: PW610F  
 Identification: ECLIPSE500\_GA  
 Category: SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year: 2016

Annual Departures: 231  
 Annual Arrivals: 231  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name: Embraer EMB120 Brasilia  
 Engine Type: PW118  
 Identification: E120\_Classe  
 Category: SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 0  
Annual Arrivals: 0  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 231  
Annual Arrivals: 231  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream IV-SP  
 Engine Type:  
 TAY 611-8C  
 Identification:  
 GIV\_GA  
 Category:  
 LCJP

Take Off weight: 28762.00 Kgs  
 Approach Weight: 26943.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
 2016

Annual Departures: 1744  
 Annual Arrivals: 1744  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream V-SP  
 Engine Type:  
 BR700-710A1-10 (3BR001)  
 Identification:  
 GV\_GA  
 Category:  
 LGJB

Take Off weight: 34893.00 Kgs  
 Approach Weight: 30740.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2016

Annual Departures: 883  
 Annual Arrivals: 883  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Israel IAI-1125 Astra  
 Engine Type:  
TFE731-3  
 Identification:  
IA1125\_GA  
 Category:  
SGJB

Take Off weight: 10659.00 Kgs  
 Approach Weight: 8450.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 456  
 Annual Arrivals: 456  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

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Year:  
2016

Annual Departures: 3849  
Annual Arrivals: 3849  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None

Category:  
SGTP

APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2016

Annual Departures: 501  
Annual Arrivals: 501  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Piper PA-28 Cherokee Series  
Engine Type:  
IO-320-D1AD  
Identification:  
PA28\_GA  
Category:  
SGPP

Take Off weight: 998.00 Kgs  
Approach Weight: 898.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2016

Annual Departures: 849  
Annual Arrivals: 849  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT



Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Raytheon Beech Baron 58  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 BEC58P\_GA  
 Category:  
 SGPB

Take Off weight: 2495.00 Kgs  
 Approach Weight: 2495.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2016

Annual Departures: 2882  
 Annual Arrivals: 2882  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 de Havilland DHC-6-100 Twin Otter  
 Engine Type:  
 PT6A-20  
 Identification:  
 DHC6\_GA  
 Category:  
 SCTP

Take Off weight: 5670.00 Kgs  
 Approach Weight: 5021.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2016

Annual Departures:	3932
Annual Arrivals:	3932
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

GSE Population	Project - Phase 1, John Wayne Airport-Orange County
None.	
Parking Facilities	Project - Phase 1, John Wayne Airport-Orange County
None.	
Roadways	Project - Phase 1, John Wayne Airport-Orange County
None.	
Stationary Sources	Project - Phase 1, John Wayne Airport-Orange County
None.	
Training Fires	Project - Phase 1, John Wayne Airport-Orange County
None.	
Gates	Project - Phase 1, John Wayne Airport-Orange County
None.	
Taxiways	Project - Phase 1, John Wayne Airport-Orange County
None.	
Runways	Project - Phase 1, John Wayne Airport-Orange County
None.	
Taxipaths	Project - Phase 1, John Wayne Airport-Orange County
None.	
Configurations	Project - Phase 1, John Wayne Airport-Orange County
None.	
Buildings	Project - Phase 1, John Wayne Airport-Orange County
None.	

Discrete Cartesian Receptors	Project - Phase 1, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Project - Phase 1, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Project - Phase 1, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created GSE	Project - Phase 1, John Wayne Airport-Orange County
None.	
User-Created APU	Project - Phase 1, John Wayne Airport-Orange County
None.	

## EDMS 5.1.4.1 Model Inputs for Phase 2 Study

Study Created: Thu Oct 10 15:42:50 2013  
 Report Date: Fri Feb 28 17:03:25 2014  
 Study Pathname: I:\J\JWA\EDMS\Project\Phase 2\Phase 2.edm

### Study Setup

Unit System: English  
 Dispersion Modeling: Dispersion is not enabled for this study  
 Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
 Analysis Years: 2021

### Scenarios

Scenario Name:	Description:	Add a description.
Project - Phase 2	Aircraft Times in Mode Basis:	Performance-Based
	Taxi Time Modeling:	User-specified Taxi Times
	FOA3 Sulfur-to-Sulfate Conversion Rate:	2.400000 %

### Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

### Scenario-Airport: Project - Phase 2, John Wayne Airport-Orange County

### Weather

Project - Phase 2, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

## Quarter-Hourly Operational Profiles

Project - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14 am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14 pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29 am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29 pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44 am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44 pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59 am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59 pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

## Daily Operational Profiles

Project - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

## Monthly Operational Profiles

Project - Phase 2, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

## Aircraft

Project - Phase 2, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year:  
2021

Uses Schedule?  
No

Schedule Filename:  
(None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

Take Off weight: 146964.00 Kgs  
Approach Weight: 120592.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2021

Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

Take Off weight: 160254.00 Kgs  
Approach Weight: 128956.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min

HCJC

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2021

Annual Departures: 300  
Annual Arrivals: 300  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A310-200 Series  
Engine Type:  
CF6-80C2A2 1862M39  
Identification:  
A310\_ClassA  
Category:  
HCJP

Take Off weight: 138074.00 Kgs  
Approach Weight: 111584.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2021

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A318-100 Series  
Engine Type:  
CFM56-5B8/P  
Identification:  
A318\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	



F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2021

Annual Departures:	16
Annual Arrivals:	16
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A319-100 Series  
Engine Type:  
CFM56-5B5/P  
Identification:  
A319\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2021

Annual Departures:	6166
Annual Arrivals:	6166

Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

---

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

---

Aircraft Name:  
 Airbus A320-200 Series  
 Engine Type:  
 CFM56-5B4/P  
 Identification:  
 A320\_ClassA  
 Category:  
 LCJP

Take Off weight: 70715.00 Kgs  
 Approach Weight: 59421.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

---

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

---

Year:  
 2021

Annual Departures: 4321  
 Annual Arrivals: 4321  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

---

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT

Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Airbus A321-200 Series  
 Engine Type:  
 CFM56-5B3/P  
 Identification:  
 A321\_ClassA  
 Category:  
 LCJP

Take Off weight: 82599.00 Kgs  
 Approach Weight: 70035.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2021

Annual Departures: 380  
 Annual Arrivals: 380  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

Take Off weight: 54386.00 Kgs  
 Approach Weight: 46539.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2021

Annual Departures: 2  
 Annual Arrivals: 2  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

Take Off weight: 62686.00 Kgs  
 Approach Weight: 50621.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2021

Annual Departures:	42
Annual Arrivals:	42
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2021

Annual Departures:	13611
Annual Arrivals:	13611
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:	Annual Departures:	16375
2021	Annual Arrivals:	16375
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:	Annual Departures:	6416
2021	Annual Arrivals:	6416
	Annual TGOs:	0
	Taxi Out Time:	9.630000 min
	Taxi In Time:	5.750000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

Take Off weight:	76022.00 Kgs
Approach Weight:	59738.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2021

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 757-200 Series  
Engine Type:  
RB211-535E4 Phase 5  
Identification:  
B757AC\_ClassA  
Category:  
LCJP

Take Off weight:	110314.00 Kgs
Approach Weight:	80830.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP331-200ER (143 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart &	Gasoline	24.00	24.00	107.00	50.00	



Stevenson TUG 660)					
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2021

Annual Departures: 1899  
 Annual Arrivals: 1899  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 757-200 Series Freighter  
 Engine Type:  
PW2037 (4PW072)  
 Identification:  
B757cargo\_ClassA  
 Category:  
LCJC

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2021

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT

Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
 2021

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-700-ER  
 Engine Type:  
 CF34-8C1  
 Identification:  
 CRJ7\_ClassE  
 Category:  
 LCJP

Take Off weight: 36287.00 Kgs  
 Approach Weight: 33339.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2021

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 85 (200 HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 362  
Annual Arrivals: 362  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

Take Off weight: 36287.00 Kgs  
Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 2272  
Annual Arrivals: 2272  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Challenger 600  
 Engine Type:  
ALF 502L-2  
 Identification:  
CL60\_ClassE  
 Category:  
LGJB

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Challenger 601  
 Engine Type:  
CF34-3A  
 Identification:  
CL601\_GA

Take Off weight: 19550.00 Kgs  
 Approach Weight: 14696.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100

Category:  
LGJB

APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 3268  
Annual Arrivals: 3268  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Learjet 35  
Engine Type:  
TFE731-2-2B  
Identification:  
LEAR35\_GA  
Category:  
SGJB

Take Off weight: 8301.00 Kgs  
Approach Weight: 6260.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:

Annual Departures: 4009

2021

Annual Arrivals:	4009
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
CNA172\_GA  
Category:  
SGPP

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
2021

Annual Departures:	9078
Annual Arrivals:	9078
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
GASEPF\_GA  
Category:

Take Off weight:	1111.00 Kgs
Approach Weight:	1111.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min

SGPP

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2021

Annual Departures: 89181  
Annual Arrivals: 89181  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight: 1270.00 Kgs  
Approach Weight: 1270.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2021

Annual Departures: 2097  
Annual Arrivals: 2097  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT



Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2021

Annual Departures: 1532  
 Annual Arrivals: 1532  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 208 Caravan  
 Engine Type:  
 PT6A-114A  
 Identification:  
 CNA208\_GA  
 Category:  
 SGTB

Take Off weight: 5080.00 Kgs  
 Approach Weight: 4686.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2021

Annual Departures: 1134  
 Annual Arrivals: 1134  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Cessna 210 Centurion  
Engine Type:  
TIO-540-J2B2  
Identification:  
GASEPV\_GA  
Category:  
SGPP

Take Off weight: 1361.00 Kgs  
Approach Weight: 1225.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
2021

Annual Departures: 5491  
Annual Arrivals: 5491  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Cessna 441 Conquest II  
Engine Type:  
TPE331-8  
Identification:  
CNA441\_GA  
Category:  
SGTP

Take Off weight: 4468.00 Kgs  
Approach Weight: 3821.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2021

Annual Departures: 1195  
 Annual Arrivals: 1195  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 500 Citation I  
 Engine Type:  
JT15D-1 series  
 Identification:  
CNA500\_GA  
 Category:  
SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 3585  
 Annual Arrivals: 3585  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2021

Annual Departures: 865  
 Annual Arrivals: 865  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 650 Citation III  
 Engine Type:  
 TFE731-3  
 Identification:  
 CIT3\_GA  
 Category:  
 SGJB

Take Off weight: 9072.00 Kgs  
 Approach Weight: 6940.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000)	Diesel	0.00	20.00	175.00	25.00	

gallon)					
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2021

Annual Departures:	1178
Annual Arrivals:	1178
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Cessna 750 Citation X  
Engine Type:  
AE3007C Type 2  
Identification:  
CNA750\_GA  
Category:  
SGJB

Take Off weight:	16193.00 Kgs
Approach Weight:	12982.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures:	1350
Annual Arrivals:	1350
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name: Eclipse 500  
 Engine Type: PW610F  
 Identification: ECLIPSE500\_GA  
 Category: SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year: 2021

Annual Departures: 242  
 Annual Arrivals: 242  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name: Embraer EMB120 Brasilia  
 Engine Type: PW118  
 Identification: E120\_Classe  
 Category: SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 0  
Annual Arrivals: 0  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chassis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 242  
Annual Arrivals: 242  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT

Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream IV-SP  
 Engine Type:  
 TAY 611-8C  
 Identification:  
 GIV\_GA  
 Category:  
 LCJP

Take Off weight: 28762.00 Kgs  
 Approach Weight: 26943.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-100  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
 2021

Annual Departures: 1828  
 Annual Arrivals: 1828  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Gulfstream V-SP  
 Engine Type:  
 BR700-710A1-10 (3BR001)  
 Identification:  
 GV\_GA  
 Category:  
 LGJB

Take Off weight: 34893.00 Kgs  
 Approach Weight: 30740.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min



Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2021

Annual Departures: 925  
 Annual Arrivals: 925  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Israel IAI-1125 Astra  
 Engine Type:  
TFE731-3  
 Identification:  
IA1125\_GA  
 Category:  
SGJB

Take Off weight: 10659.00 Kgs  
 Approach Weight: 8450.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 477  
 Annual Arrivals: 477  
 Annual TGOs: 0

Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

---

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

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Year:  
2021

Annual Departures: 4033  
Annual Arrivals: 4033  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None

Category:

SGTP

APU Departure OP Time: 13.00 min

APU Arrival OP Time: 13.00 min

Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2021

Annual Departures: 447  
 Annual Arrivals: 447  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Piper PA-28 Cherokee Series  
 Engine Type:  
 IO-320-D1AD  
 Identification:  
 PA28\_GA  
 Category:  
 SGPP

Take Off weight: 998.00 Kgs  
 Approach Weight: 898.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2021

Annual Departures: 758  
 Annual Arrivals: 758  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT

Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Raytheon Beech Baron 58  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 BEC58P\_GA  
 Category:  
 SGPB

Take Off weight: 2495.00 Kgs  
 Approach Weight: 2495.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2021

Annual Departures: 2574  
 Annual Arrivals: 2574  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 de Havilland DHC-6-100 Twin Otter  
 Engine Type:  
 PT6A-20  
 Identification:  
 DHC6\_GA  
 Category:  
 SCTP

Take Off weight: 5670.00 Kgs  
 Approach Weight: 5021.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	

Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2021

Annual Departures: 3512  
 Annual Arrivals: 3512  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

GSE Population	Project - Phase 2, John Wayne Airport-Orange County
None.	
Parking Facilities	Project - Phase 2, John Wayne Airport-Orange County
None.	
Roadways	Project - Phase 2, John Wayne Airport-Orange County
None.	
Stationary Sources	Project - Phase 2, John Wayne Airport-Orange County
None.	
Training Fires	Project - Phase 2, John Wayne Airport-Orange County
None.	
Gates	Project - Phase 2, John Wayne Airport-Orange County
None.	
Taxiways	Project - Phase 2, John Wayne Airport-Orange County
None.	
Runways	Project - Phase 2, John Wayne Airport-Orange County
None.	
Taxipaths	Project - Phase 2, John Wayne Airport-Orange County
None.	
Configurations	Project - Phase 2, John Wayne Airport-Orange County
None.	
Buildings	Project - Phase 2, John Wayne Airport-Orange County
None.	

Discrete Cartesian Receptors	Project - Phase 2, John Wayne Airport-Orange County
None.	
Discrete Polar Receptors	Project - Phase 2, John Wayne Airport-Orange County
None.	
Cartesian Receptor Networks	Project - Phase 2, John Wayne Airport-Orange County
None.	
Polar Receptor Networks	Project - Phase 2, John Wayne Airport-Orange County
None.	
User-Created Aircraft	Project - Phase 2, John Wayne Airport-Orange County
None.	
User-Created GSE	Project - Phase 2, John Wayne Airport-Orange County
None.	
User-Created APU	Project - Phase 2, John Wayne Airport-Orange County
None.	

## EDMS 5.1.4.1 Model Inputs for Phase 3 Study

Study Created: Thu Oct 10 15:42:50 2013  
Report Date: Thu Jan 23 12:18:54 2014  
Study Pathname: I:\J\JWA\EDMS\Project\Phase 3 - 2020\Phase 3.edm

### Study Setup

Unit System: English  
Dispersion Modeling: Dispersion is not enabled for this study  
Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
Analysis Years: 2020

### Scenarios

Scenario Name: Project - Phase 3	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

### Scenario-Airport: Project - Phase 3, John Wayne Airport-Orange County

Weather		Project - Phase 3, John Wayne Airport-Orange County
Mixing Height:	3000.00 feet	
Temperature:	65.00 °F	
Daily High Temperature:	75.35 °F	
Daily Low Temperature:	54.65 °F	
Pressure:	29.92 inches of Hg	
Sea Level Pressure:	29.98 inches of Hg	
Relative Humidity:	69.45	
Wind Speed:	5.54 knots	
Wind Direction:	0.00 °	
Ceiling:	99999.99 feet	
Visibility:	50.00 miles	
The user has used annual averages.		
Base Elevation:	56.00 feet	
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000	
Source Data File Location:		
Upper Air Data File Location:		

## Quarter-Hourly Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

## Daily Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

## Monthly Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

## Aircraft

Project - Phase 3, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min



Year: 2020      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

Take Off weight: 146964.00 Kgs  
Approach Weight: 120592.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year: 2020  
Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

Take Off weight: 160254.00 Kgs  
Approach Weight: 128956.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min

HCJC

APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2020

Annual Departures: 300  
 Annual Arrivals: 300  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A310-200 Series  
 Engine Type:  
CF6-80C2A2 1862M39  
 Identification:  
A310\_ClassA  
 Category:  
HCJP

Take Off weight: 138074.00 Kgs  
 Approach Weight: 111584.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP331-200ER (143 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2020

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A318-100 Series  
Engine Type:  
CFM56-5B8/P  
Identification:  
A318\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2020

Annual Departures:	16
Annual Arrivals:	16
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A319-100 Series  
Engine Type:  
CFM56-5B5/P  
Identification:  
A319\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2020

Annual Departures:	6166
Annual Arrivals:	6166

Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Airbus A320-200 Series  
 Engine Type:  
 CFM56-5B4/P  
 Identification:  
 A320\_ClassA  
 Category:  
 LCJP

Take Off weight: 70715.00 Kgs  
 Approach Weight: 59421.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

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Year:  
 2020

Annual Departures: 4321  
 Annual Arrivals: 4321  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT

Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Airbus A321-200 Series  
 Engine Type:  
 CFM56-5B3/P  
 Identification:  
 A321\_ClassA  
 Category:  
 LCJP

Take Off weight: 82599.00 Kgs  
 Approach Weight: 70035.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2020

Annual Departures: 380  
 Annual Arrivals: 380  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

Take Off weight: 54386.00 Kgs  
 Approach Weight: 46539.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2020

Annual Departures: 2  
 Annual Arrivals: 2  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

Take Off weight: 62686.00 Kgs  
 Approach Weight: 50621.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2020

Annual Departures: 42  
Annual Arrivals: 42  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

Take Off weight: 70035.00 Kgs  
Approach Weight: 52254.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	



Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2020

Annual Departures:	13611
Annual Arrivals:	13611
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2020

Annual Departures:	19510
Annual Arrivals:	19510
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

Take Off weight: 76022.00 Kgs  
Approach Weight: 59738.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2020

Annual Departures: 6416  
Annual Arrivals: 6416  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

Take Off weight: 76022.00 Kgs  
Approach Weight: 59738.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 /	Diesel	7.00	8.00	235.00	20.00	

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Boeing 757-200 Series Freighter  
 Engine Type:  
 PW2037 (4PW072)  
 Identification:  
 B757cargo\_ClassA  
 Category:  
 LCJC

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
 2020

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)

Baggage Tractor (Stewart

& Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2020

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Bombardier CRJ-700-ER  
Engine Type:  
CF34-8C1  
Identification:  
CRJ7\_ClassE  
Category:  
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2020

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0

Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

Take Off weight: 36287.00 Kgs  
Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 85 (200 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

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Year:  
2020

Annual Departures: 362  
Annual Arrivals: 362  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Profile:

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

Take Off weight: 36287.00 Kgs  
Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2020

Annual Departures: 2707  
Annual Arrivals: 2707  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Challenger 600  
Engine Type:  
ALF 502L-2  
Identification:  
CL60\_ClassE  
Category:  
LGJB

Take Off weight: 16329.00 Kgs  
Approach Weight: 13472.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart &						

Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2020

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Bombardier Challenger 601  
Engine Type:  
CF34-3A  
Identification:  
CL601\_GA  
Category:  
LGJB

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	



	Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
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Year: 2020	Annual Departures:		3416				
	Annual Arrivals:		3416				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
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	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				
	Arrival Monthly Operational Profile:		DEFAULT				
	Touch & Go Quarter-Hourly Operational profile:		DEFAULT				
	Touch & Go Daily Operational Profile:		DEFAULT				
	Touch & Go Monthly Operational Profile:		DEFAULT				
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Aircraft Name: Bombardier Learjet 35 Engine Type: TFE731-2-2B Identification: LEAR35_GA Category: SGJB	Take Off weight:		8301.00 Kgs				
	Approach Weight:		6260.00 Kgs				
	Glide Slope:		3.00°				
	APU Assignment:		None				
	APU Departure OP Time:		13.00 min				
	APU Arrival OP Time:		13.00 min				
	Gate Assignment:		None				
	<hr/>						
	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
	Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	
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Year: 2020	Annual Departures:		4191				
	Annual Arrivals:		4191				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
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	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				
	Arrival Monthly Operational Profile:		DEFAULT				
	Touch & Go Quarter-Hourly Operational profile:		DEFAULT				
	Touch & Go Daily Operational Profile:		DEFAULT				
	Touch & Go Monthly Operational Profile:		DEFAULT				
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Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
CNA172\_GA  
Category:  
SGPP

Take Off weight: 1111.00 Kgs  
Approach Weight: 1111.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2020

Annual Departures: 8069  
Annual Arrivals: 8069  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
GASEPF\_GA  
Category:  
SGPP

Take Off weight: 1111.00 Kgs  
Approach Weight: 1111.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2020

Annual Departures: 79272  
Annual Arrivals: 79272  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT

Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 182  
 Engine Type:  
 IO-360-B  
 Identification:  
 CNA182\_GA  
 Category:  
 SGPP

Take Off weight: 1270.00 Kgs  
 Approach Weight: 1270.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2020

Annual Departures: 1864  
 Annual Arrivals: 1864  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 206  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 CNA206\_GA  
 Category:  
 SGPP

Take Off weight: 1633.00 Kgs  
 Approach Weight: 1633.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2020

Annual Departures: 1361  
Annual Arrivals: 1361  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 208 Caravan  
Engine Type:  
PT6A-114A  
Identification:  
CNA208\_GA  
Category:  
SGTB

Take Off weight: 5080.00 Kgs  
Approach Weight: 4686.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2020

Annual Departures: 1008  
Annual Arrivals: 1008  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:

Take Off weight: 1361.00 Kgs

Cessna 210 Centurion  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 GASEPV\_GA  
 Category:  
 SGPP

Approach Weight: 1225.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2020

Annual Departures: 4881  
 Annual Arrivals: 4881  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 441 Conquest II  
 Engine Type:  
 TPE331-8  
 Identification:  
 CNA441\_GA  
 Category:  
 SGTP

Take Off weight: 4468.00 Kgs  
 Approach Weight: 3821.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2020

Annual Departures: 1062  
 Annual Arrivals: 1062  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT

Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 500 Citation I  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA500\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2020

Annual Departures: 3748  
 Annual Arrivals: 3748  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2020

Annual Departures: 904  
Annual Arrivals: 904  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 650 Citation III  
Engine Type:  
TFE731-3  
Identification:  
CIT3\_GA  
Category:  
SGJB

Take Off weight: 9072.00 Kgs  
Approach Weight: 6940.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2020

Annual Departures: 1232  
Annual Arrivals: 1232  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly

Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 750 Citation X  
 Engine Type:  
 AE3007C Type 2  
 Identification:  
 CNA750\_GA  
 Category:  
 SGJB

Take Off weight: 16193.00 Kgs  
 Approach Weight: 12982.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2020

Annual Departures: 1412  
 Annual Arrivals: 1412  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Eclipse 500  
 Engine Type:  
 PW610F  
 Identification:  
 ECLIPSE500\_GA  
 Category:  
 SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
 2020

Annual Departures: 253  
 Annual Arrivals: 253  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min



Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Embraer EMB120 Brasilia  
 Engine Type:  
 PW118  
 Identification:  
 E120\_ClassE  
 Category:  
 SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

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Year:  
 2020

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT

Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2020

Annual Departures: 253  
Annual Arrivals: 253  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream IV-SP  
Engine Type:  
TAY 611-8C  
Identification:  
GIV\_GA  
Category:  
LCJP

Take Off weight: 28762.00 Kgs  
Approach Weight: 26943.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00

Year:  
2020

Annual Departures:	1911
Annual Arrivals:	1911
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Gulfstream V-SP  
Engine Type:  
BR700-710A1-10 (3BR001)  
Identification:  
GV\_GA  
Category:  
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2020

Annual Departures: 967  
Annual Arrivals: 967  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Israel IAI-1125 Astra  
Engine Type:  
TFE731-3  
Identification:  
IA1125\_GA  
Category:  
SGJB

Take Off weight: 10659.00 Kgs  
Approach Weight: 8450.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2020

Annual Departures: 499  
Annual Arrivals: 499  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2020

Annual Departures: 4216  
Annual Arrivals: 4216  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA  
Category:  
SGTP

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2020

Annual Departures: 398  
Annual Arrivals: 398  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Piper PA-28 Cherokee Series  
Engine Type:  
IO-320-D1AD  
Identification:  
PA28\_GA  
Category:  
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
2020

Annual Departures:	674
Annual Arrivals:	674
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Raytheon Beech Baron 58  
Engine Type:  
TIO-540-J2B2  
Identification:  
BEC58P\_GA  
Category:  
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Arrival Op      Departure Op      Horsepower Load      Manufactured

Year: 2020	Assigned GSE/AGE:	FUEL	Time (mins)	Time (mins)	(hp)	Factor (%)	Year
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
	Annual Departures:		2288				
	Annual Arrivals:		2288				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
	Departure Quarter-Hourly Operational profile:		DEFAULT				
Departure Daily Operational Profile:		DEFAULT					
Departure Monthly Operational Profile:		DEFAULT					
Arrival Quarter-Hourly Operational profile:		DEFAULT					
Arrival Daily Operational Profile:		DEFAULT					
Arrival Monthly Operational Profile:		DEFAULT					
Touch & Go Quarter-Hourly Operational profile:		DEFAULT					
Touch & Go Daily Operational Profile:		DEFAULT					
Touch & Go Monthly Operational Profile:		DEFAULT					
Aircraft Name: de Havilland DHC-6-100 Twin Otter Engine Type: PT6A-20 Identification: DHC6_GA Category: SCTP	Take Off weight:	5670.00 Kgs					
	Approach Weight:	5021.00 Kgs					
	Glide Slope:	3.00°					
	APU Assignment:	None					
	APU Departure OP Time:	13.00 min					
	APU Arrival OP Time:	13.00 min					
	Gate Assignment:	None					
	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00		
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00		
Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00		
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00		
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00		
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00		
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00		
Year: 2020	Annual Departures:		3122				
	Annual Arrivals:		3122				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
Departure Quarter-Hourly Operational							

profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

<b>GSE Population</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Parking Facilities</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Roadways</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Stationary Sources</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Training Fires</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Gates</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Taxiways</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Runways</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Taxipaths</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Configurations</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Buildings</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Discrete Cartesian Receptors</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Discrete Polar Receptors</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Cartesian Receptor Networks</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Polar Receptor Networks</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>User-Created Aircraft</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>User-Created GSE</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	



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User-Created APU

Project - Phase 3, John Wayne Airport-Orange County

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None.

## EDMS 5.1.4.1 Model Inputs for Phase 3 Study

Study Created: Thu Oct 10 15:42:50 2013  
Report Date: Fri Feb 28 17:13:38 2014  
Study Pathname: I:\J\JWA\EDMS\Project\Phase 3\Phase 3.edm

### Study Setup

Unit System: English  
Dispersion Modeling: Dispersion is not enabled for this study  
Speciated Organic Gas (OG) Modeling: Speciated Organic Gas (OG) Emissions are included in this study.  
Analysis Years: 2026

### Scenarios

Scenario Name: Project - Phase 3	Description: Aircraft Times in Mode Basis: Taxi Time Modeling: FOA3 Sulfur-to-Sulfate Conversion Rate:	Add a description. Performance-Based User-specified Taxi Times 2.400000 %
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### Airports

Airport Name:	John Wayne Airport-Orange County
IATA Code:	SNA
ICAO Code:	KSNA
FAA Code:	
Country:	US
State:	California
City:	Santa Ana
Airport Description:	John Wayne Airport-Orange County
Latitude:	33.676°
Longitude:	-117.868°
Northing:	3726533.67
Easting:	419516.95
UTM Zone:	11
Elevation:	56.00 feet
PM Modeling Methodology:	FOA3a (Sulfur-to-Sulfate Conversion Rate = 5.0%, Fuel Sulfur Content = 0.068%)

### Scenario-Airport: Project - Phase 3, John Wayne Airport-Orange County

#### Weather

Project - Phase 3, John Wayne Airport-Orange County

Mixing Height:	3000.00 feet
Temperature:	65.00 °F
Daily High Temperature:	75.35 °F
Daily Low Temperature:	54.65 °F
Pressure:	29.92 inches of Hg
Sea Level Pressure:	29.98 inches of Hg
Relative Humidity:	69.45
Wind Speed:	5.54 knots
Wind Direction:	0.00 °
Ceiling:	99999.99 feet
Visibility:	50.00 miles
The user has used annual averages.	
Base Elevation:	56.00 feet
Date Range:	Saturday, January 01, 2000 to Sunday, December 31, 2000
Source Data File Location:	
Upper Air Data File Location:	

## Quarter-Hourly Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight	Quarter-Hour	Weight
12:00am to 12:14am	1.000000	6:00am to 6:14am	1.000000	12:00pm to 12:14pm	1.000000	6:00pm to 6:14pm	1.000000
12:15am to 12:29am	1.000000	6:15am to 6:29am	1.000000	12:15pm to 12:29pm	1.000000	6:15pm to 6:29pm	1.000000
12:30am to 12:44am	1.000000	6:30am to 6:44am	1.000000	12:30pm to 12:44pm	1.000000	6:30pm to 6:44pm	1.000000
12:45am to 12:59am	1.000000	6:45am to 6:59am	1.000000	12:45pm to 12:59pm	1.000000	6:45pm to 6:59pm	1.000000
1:00am to 1:14am	1.000000	7:00am to 7:14am	1.000000	1:00pm to 1:14pm	1.000000	7:00pm to 7:14pm	1.000000
1:15am to 1:29am	1.000000	7:15am to 7:29am	1.000000	1:15pm to 1:29pm	1.000000	7:15pm to 7:29pm	1.000000
1:30am to 1:44am	1.000000	7:30am to 7:44am	1.000000	1:30pm to 1:44pm	1.000000	7:30pm to 7:44pm	1.000000
1:45am to 1:59am	1.000000	7:45am to 7:59am	1.000000	1:45pm to 1:59pm	1.000000	7:45pm to 7:59pm	1.000000
2:00am to 2:14am	1.000000	8:00am to 8:14am	1.000000	2:00pm to 2:14pm	1.000000	8:00pm to 8:14pm	1.000000
2:15am to 2:29am	1.000000	8:15am to 8:29am	1.000000	2:15pm to 2:29pm	1.000000	8:15pm to 8:29pm	1.000000
2:30am to 2:44am	1.000000	8:30am to 8:44am	1.000000	2:30pm to 2:44pm	1.000000	8:30pm to 8:44pm	1.000000
2:45am to 2:59am	1.000000	8:45am to 8:59am	1.000000	2:45pm to 2:59pm	1.000000	8:45pm to 8:59pm	1.000000
3:00am to 3:14am	1.000000	9:00am to 9:14am	1.000000	3:00pm to 3:14pm	1.000000	9:00pm to 9:14pm	1.000000
3:15am to 3:29am	1.000000	9:15am to 9:29am	1.000000	3:15pm to 3:29pm	1.000000	9:15pm to 9:29pm	1.000000
3:30am to 3:44am	1.000000	9:30am to 9:44am	1.000000	3:30pm to 3:44pm	1.000000	9:30pm to 9:44pm	1.000000
3:45am to 3:59am	1.000000	9:45am to 9:59am	1.000000	3:45pm to 3:59pm	1.000000	9:45pm to 9:59pm	1.000000
4:00am to 4:14am	1.000000	10:00am to 10:14am	1.000000	4:00pm to 4:14pm	1.000000	10:00pm to 10:14pm	1.000000
4:15am to 4:29am	1.000000	10:15am to 10:29am	1.000000	4:15pm to 4:29pm	1.000000	10:15pm to 10:29pm	1.000000
4:30am to 4:44am	1.000000	10:30am to 10:44am	1.000000	4:30pm to 4:44pm	1.000000	10:30pm to 10:44pm	1.000000
4:45am to 4:59am	1.000000	10:45am to 10:59am	1.000000	4:45pm to 4:59pm	1.000000	10:45pm to 10:59pm	1.000000
5:00am to 5:14am	1.000000	11:00am to 11:14am	1.000000	5:00pm to 5:14pm	1.000000	11:00pm to 11:14pm	1.000000
5:15am to 5:29am	1.000000	11:15am to 11:29am	1.000000	5:15pm to 5:29pm	1.000000	11:15pm to 11:29pm	1.000000
5:30am to 5:44am	1.000000	11:30am to 11:44am	1.000000	5:30pm to 5:44pm	1.000000	11:30pm to 11:44pm	1.000000
5:45am to 5:59am	1.000000	11:45am to 11:59am	1.000000	5:45pm to 5:59pm	1.000000	11:45pm to 11:59pm	1.000000

## Daily Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Day	Weight	Day	Weight
Monday	1.000000	Friday	1.000000
Tuesday	1.000000	Saturday	1.000000
Wednesday	1.000000	Sunday	1.000000
Thursday	1.000000		

## Monthly Operational Profiles

Project - Phase 3, John Wayne Airport-Orange County

Name: DEFAULT

Month	Weight	Month	Weight
January	1.000000	July	1.000000
February	1.000000	August	1.000000
March	1.000000	September	1.000000
April	1.000000	October	1.000000
May	1.000000	November	1.000000
June	1.000000	December	1.000000

## Aircraft

Project - Phase 3, John Wayne Airport-Orange County

Default Taxi Out Time:	19.000000 min
Default Taxi In Time:	7.000000 min

Year: 2026      Uses Schedule? No      Schedule Filename: (None)

Aircraft Name:  
Airbus A300B4-600 Series  
Engine Type:  
CF6-80C2A3 1862M39  
Identification:  
A300\_ClassA  
Category:  
HCJP

Take Off weight: 146964.00 Kgs  
Approach Weight: 120592.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year: 2026  
Annual Departures: 504  
Annual Arrivals: 504  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A300F4-600 Series  
Engine Type:  
PW4158  
Identification:  
A306\_ClassA  
Category:

Take Off weight: 160254.00 Kgs  
Approach Weight: 128956.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min

HCJC

APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00	
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00	
Cargo Loader (FMC Commander 30)	Diesel	50.00	50.00	133.00	50.00	
Fork Lift (Toyota 5,000 lb)	Diesel	0.00	0.00	55.00	30.00	
Fuel Truck (Dukes Transportation Services / DART 8000 to 10,000 gallon)	Diesel	0.00	45.00	300.00	25.00	
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2026

Annual Departures: 300  
Annual Arrivals: 300  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Airbus A310-200 Series  
Engine Type:  
CF6-80C2A2 1862M39  
Identification:  
A310\_ClassA  
Category:  
HCJP

Take Off weight: 138074.00 Kgs  
Approach Weight: 111584.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP331-200ER (143 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	

Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	60.00	60.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	17.00	18.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	17.00	18.00	210.00	53.00
Cargo Loader (FMC Commander 15)	Diesel	40.00	40.00	80.00	50.00
Catering Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	20.00	235.00	70.00
Lavatory Truck (Wollard TLS-770 / F350)	Diesel	25.00	0.00	235.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2026

Annual Departures:	5
Annual Arrivals:	5
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A318-100 Series  
Engine Type:  
CFM56-5B8/P  
Identification:  
A318\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 /	Diesel	0.00	12.00	235.00	70.00	

F350)					
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2026

Annual Departures:	16
Annual Arrivals:	16
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Airbus A319-100 Series  
Engine Type:  
CFM56-5B5/P  
Identification:  
A319\_ClassA  
Category:  
LCJP

Take Off weight:	66270.00 Kgs
Approach Weight:	56250.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-300 (80HP)
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
2026

Annual Departures:	6166
Annual Arrivals:	6166

Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Airbus A320-200 Series  
 Engine Type:  
 CFM56-5B4/P  
 Identification:  
 A320\_ClassA  
 Category:  
 LCJP

Take Off weight: 70715.00 Kgs  
 Approach Weight: 59421.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

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Year:  
 2026

Annual Departures: 4321  
 Annual Arrivals: 4321  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT



Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Airbus A321-200 Series  
 Engine Type:  
 CFM56-5B3/P  
 Identification:  
 A321\_ClassA  
 Category:  
 LCJP

Take Off weight: 82599.00 Kgs  
 Approach Weight: 70035.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-300 (80HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	0.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	0.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	0.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2026

Annual Departures: 380  
 Annual Arrivals: 380  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:

Boeing 737-300 Series  
 Engine Type:  
 CFM56-3-B1  
 Identification:  
 B733\_ClassA  
 Category:  
 LCJP

Take Off weight: 54386.00 Kgs  
 Approach Weight: 46539.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	

Year:  
 2026

Annual Departures: 2  
 Annual Arrivals: 2  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Boeing 737-400 Series  
 Engine Type:  
 CFM56-3C-1  
 Identification:  
 B734\_ClassA  
 Category:  
 LCJP

Take Off weight: 62686.00 Kgs  
 Approach Weight: 50621.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP85-129 (200 HP)  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2026

Annual Departures:	42
Annual Arrivals:	42
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassA  
Category:  
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	

Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00
Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00

Year:  
2026

Annual Departures:	13611
Annual Arrivals:	13611
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-700 Series  
Engine Type:  
CFM56-7B20  
Identification:  
B737\_ClassE  
Category:  
LCJP

Take Off weight:	70035.00 Kgs
Approach Weight:	52254.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU 131-9
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures:	19510
Annual Arrivals:	19510
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassA  
Category:  
LCJP

Take Off weight: 76022.00 Kgs  
Approach Weight: 59738.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
2026

Annual Departures: 6416  
Annual Arrivals: 6416  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Boeing 737-800 Series  
Engine Type:  
CFM56-7B26 (8CM051)  
Identification:  
B738\_ClassE  
Category:  
LCJP

Take Off weight: 76022.00 Kgs  
Approach Weight: 59738.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU 131-9  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)	Diesel	0.00	8.00	88.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 /	Diesel	7.00	8.00	235.00	20.00	

	F350)						
	Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	
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Year: 2026	Annual Departures:		0				
	Annual Arrivals:		0				
	Annual TGOs:		0				
	Taxi Out Time:		9.630000 min				
	Taxi In Time:		5.750000 min				
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	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				
	Arrival Monthly Operational Profile:		DEFAULT				
	Touch & Go Quarter-Hourly Operational profile:		DEFAULT				
	Touch & Go Daily Operational Profile:		DEFAULT				
	Touch & Go Monthly Operational Profile:		DEFAULT				
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Aircraft Name: Boeing 757-200 Series Engine Type: RB211-535E4 Phase 5 Identification: B757AC_ClassA Category: LCJP	Take Off weight:		110314.00 Kgs				
	Approach Weight:		80830.00 Kgs				
	Glide Slope:		3.00°				
	APU Assignment:		APU GTCP331-200ER (143 HP)				
	APU Departure OP Time:		13.00 min				
	APU Arrival OP Time:		13.00 min				
	Gate Assignment:		None				
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	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Air Conditioner (Generic)	Electric	7.00	23.00	0.00	75.00	
	Air Start (ACE 180)	Diesel	0.00	7.00	425.00	90.00	
	Aircraft Tractor (Stewart & Stevenson TUG GT-50H)	Diesel	0.00	8.00	190.00	80.00	
	Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	37.00	38.00	107.00	55.00	
	Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	24.00	24.00	107.00	50.00	
	Cabin Service Truck (Hi-Way F650)	Diesel	10.00	10.00	210.00	53.00	
	Catering Truck (Hi-Way F650)	Diesel	7.00	8.00	210.00	53.00	
	Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00	
	Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
	Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
	Water Service (Gate Service)	Electric	0.00	12.00	0.00	20.00	
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Year: 2026	Annual Departures:		1899				
	Annual Arrivals:		1899				
	Annual TGOs:		0				
	Taxi Out Time:		9.630000 min				
	Taxi In Time:		5.750000 min				

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Boeing 757-200 Series Freighter  
 Engine Type:  
 PW2037 (4PW072)  
 Identification:  
 B757cargo\_ClassA  
 Category:  
 LCJC

Take Off weight: 110314.00 Kgs  
 Approach Weight: 80830.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
 2026

Annual Departures: 652  
 Annual Arrivals: 652  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Bombardier CRJ-200-LR  
 Engine Type:  
 CF34-3B  
 Identification:  
 CRJ2\_ClassE  
 Category:  
 LCJP

Take Off weight: 16329.00 Kgs  
 Approach Weight: 13472.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG GT-35, Douglas TBL-180)

Baggage Tractor (Stewart

& Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Hydrant Truck (F250 / F350)	Diesel	0.00	12.00	235.00	70.00
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Bombardier CRJ-700-ER  
Engine Type:  
CF34-8C1  
Identification:  
CRJ7\_ClassE  
Category:  
LCJP

Take Off weight:	36287.00 Kgs
Approach Weight:	33339.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures:	4344
Annual Arrivals:	4344
Annual TGOs:	0



Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
Bombardier CRJ-900  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassA  
Category:  
LCJP

Take Off weight: 36287.00 Kgs  
Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 85 (200 HP)  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

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Year:  
2026

Annual Departures: 362  
Annual Arrivals: 362  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

## Profile:

Aircraft Name:  
Bombardier CRJ-900-ER  
Engine Type:  
CF34-8C5 LEC (8GE110)  
Identification:  
CRJ9\_ClassE  
Category:  
LCJP

Take Off weight: 36287.00 Kgs  
Approach Weight: 33339.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 2707  
Annual Arrivals: 2707  
Annual TGOs: 0  
Taxi Out Time: 9.630000 min  
Taxi In Time: 5.750000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Bombardier Challenger 600  
Engine Type:  
ALF 502L-2  
Identification:  
CL60\_ClassE  
Category:  
LGJB

Take Off weight: 16329.00 Kgs  
Approach Weight: 13472.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart &						

Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00

Year:  
2026

Annual Departures:	0
Annual Arrivals:	0
Annual TGOs:	0
Taxi Out Time:	9.630000 min
Taxi In Time:	5.750000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Bombardier Challenger 601  
Engine Type:  
CF34-3A  
Identification:  
CL601\_GA  
Category:  
LGJB

Take Off weight:	19550.00 Kgs
Approach Weight:	14696.00 Kgs
Glide Slope:	3.00°
APU Assignment:	APU GTCP 36-100
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 400 Hz AC)	Diesel	0.00	50.00	194.00	75.00	
Lavatory Truck (TLD 1410)	Gasoline	15.00	0.00	97.00	25.00	

	Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	
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Year: 2026	Annual Departures:		3416				
	Annual Arrivals:		3416				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
<hr/>							
	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				
	Arrival Monthly Operational Profile:		DEFAULT				
	Touch & Go Quarter-Hourly Operational profile:		DEFAULT				
	Touch & Go Daily Operational Profile:		DEFAULT				
	Touch & Go Monthly Operational Profile:		DEFAULT				
<hr/>							
Aircraft Name: Bombardier Learjet 35 Engine Type: TFE731-2-2B Identification: LEAR35_GA Category: SGJB	Take Off weight:		8301.00 Kgs				
	Approach Weight:		6260.00 Kgs				
	Glide Slope:		3.00°				
	APU Assignment:		None				
	APU Departure OP Time:		13.00 min				
	APU Arrival OP Time:		13.00 min				
	Gate Assignment:		None				
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	Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
	Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
	Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	
<hr/>							
Year: 2026	Annual Departures:		4191				
	Annual Arrivals:		4191				
	Annual TGOs:		0				
	Taxi Out Time:		5.980000 min				
	Taxi In Time:		3.570000 min				
<hr/>							
	Departure Quarter-Hourly Operational profile:		DEFAULT				
	Departure Daily Operational Profile:		DEFAULT				
	Departure Monthly Operational Profile:		DEFAULT				
	Arrival Quarter-Hourly Operational profile:		DEFAULT				
	Arrival Daily Operational Profile:		DEFAULT				
	Arrival Monthly Operational Profile:		DEFAULT				
	Touch & Go Quarter-Hourly Operational profile:		DEFAULT				
	Touch & Go Daily Operational Profile:		DEFAULT				
	Touch & Go Monthly Operational Profile:		DEFAULT				
<hr/>							

Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
CNA172\_GA  
Category:  
SGPP

Take Off weight: 1111.00 Kgs  
Approach Weight: 1111.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2026

Annual Departures: 8069  
Annual Arrivals: 8069  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 172 Skyhawk  
Engine Type:  
IO-360-B  
Identification:  
GASEPF\_GA  
Category:  
SGPP

Take Off weight: 1111.00 Kgs  
Approach Weight: 1111.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2026

Annual Departures: 79272  
Annual Arrivals: 79272  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT

Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Cessna 182  
Engine Type:  
IO-360-B  
Identification:  
CNA182\_GA  
Category:  
SGPP

Take Off weight:	1270.00 Kgs
Approach Weight:	1270.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2026

Annual Departures:	1864
Annual Arrivals:	1864
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Cessna 206  
Engine Type:  
TIO-540-J2B2  
Identification:  
CNA206\_GA  
Category:  
SGPP

Take Off weight:	1633.00 Kgs
Approach Weight:	1633.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2026

Annual Departures: 1361  
Annual Arrivals: 1361  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 208 Caravan  
Engine Type:  
PT6A-114A  
Identification:  
CNA208\_GA  
Category:  
SGTB

Take Off weight: 5080.00 Kgs  
Approach Weight: 4686.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
2026

Annual Departures: 1008  
Annual Arrivals: 1008  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:

Take Off weight: 1361.00 Kgs

Cessna 210 Centurion  
 Engine Type:  
 TIO-540-J2B2  
 Identification:  
 GASEPV\_GA  
 Category:  
 SGPP

Approach Weight: 1225.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
 2026

Annual Departures: 4881  
 Annual Arrivals: 4881  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 441 Conquest II  
 Engine Type:  
 TPE331-8  
 Identification:  
 CNA441\_GA  
 Category:  
 SGTP

Take Off weight: 4468.00 Kgs  
 Approach Weight: 3821.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	

Year:  
 2026

Annual Departures: 1062  
 Annual Arrivals: 1062  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT



Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 500 Citation I  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA500\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2026

Annual Departures: 3748  
 Annual Arrivals: 3748  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 501 Citation ISP  
 Engine Type:  
 JT15D-1 series  
 Identification:  
 CNA510\_GA  
 Category:  
 SGJB

Take Off weight: 6668.00 Kgs  
 Approach Weight: 5715.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00

Year:  
2026

Annual Departures: 904  
Annual Arrivals: 904  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Cessna 650 Citation III  
Engine Type:  
TFE731-3  
Identification:  
CIT3\_GA  
Category:  
SGJB

Take Off weight: 9072.00 Kgs  
Approach Weight: 6940.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 1232  
Annual Arrivals: 1232  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly

Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Cessna 750 Citation X  
 Engine Type:  
 AE3007C Type 2  
 Identification:  
 CNA750\_GA  
 Category:  
 SGJB

Take Off weight: 16193.00 Kgs  
 Approach Weight: 12982.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
 2026

Annual Departures: 1412  
 Annual Arrivals: 1412  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min  
 Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
 Eclipse 500  
 Engine Type:  
 PW610F  
 Identification:  
 ECLIPSE500\_GA  
 Category:  
 SCJB

Take Off weight: 2672.00 Kgs  
 Approach Weight: 2286.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: None  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Year:  
 2026

Annual Departures: 253  
 Annual Arrivals: 253  
 Annual TGOs: 0  
 Taxi Out Time: 5.980000 min

Taxi In Time: 3.570000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT  
 Touch & Go Monthly Operational Profile: DEFAULT

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Aircraft Name:  
 Embraer EMB120 Brasilia  
 Engine Type:  
 PW118  
 Identification:  
 E120\_ClassE  
 Category:  
 SCTP

Take Off weight: 10194.00 Kgs  
 Approach Weight: 10535.00 Kgs  
 Glide Slope: 3.00°  
 APU Assignment: APU GTCP 36-150[]  
 APU Departure OP Time: 13.00 min  
 APU Arrival OP Time: 13.00 min  
 Gate Assignment: None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Lavatory Truck (TLD 1410)	Diesel	15.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

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Year:  
 2026

Annual Departures: 0  
 Annual Arrivals: 0  
 Annual TGOs: 0  
 Taxi Out Time: 9.630000 min  
 Taxi In Time: 5.750000 min

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Departure Quarter-Hourly Operational profile: DEFAULT  
 Departure Daily Operational Profile: DEFAULT  
 Departure Monthly Operational Profile: DEFAULT  
 Arrival Quarter-Hourly Operational profile: DEFAULT  
 Arrival Daily Operational Profile: DEFAULT  
 Arrival Monthly Operational Profile: DEFAULT  
 Touch & Go Quarter-Hourly Operational profile: DEFAULT  
 Touch & Go Daily Operational Profile: DEFAULT

Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream II-B  
Engine Type:  
SPEY Mk511 Transply IIH  
Identification:  
GIIB\_GA  
Category:  
LCJP

Take Off weight: 26873.00 Kgs  
Approach Weight: 23882.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Diesel	0.00	15.00	71.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 253  
Annual Arrivals: 253  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Gulfstream IV-SP  
Engine Type:  
TAY 611-8C  
Identification:  
GIV\_GA  
Category:  
LCJP

Take Off weight: 28762.00 Kgs  
Approach Weight: 26943.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: APU GTCP 36-100  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
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Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00

Year:  
2026

Annual Departures:	1911
Annual Arrivals:	1911
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
Gulfstream V-SP  
Engine Type:  
BR700-710A1-10 (3BR001)  
Identification:  
GV\_GA  
Category:  
LGJB

Take Off weight:	34893.00 Kgs
Approach Weight:	30740.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	0.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	0.00	15.00	107.00	50.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	0.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Lavatory Truck (TLD 1410)	Diesel	0.00	0.00	56.00	25.00	
Service Truck (F250 / F350)	Diesel	0.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures: 967  
Annual Arrivals: 967  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Israel IAI-1125 Astra  
Engine Type:  
TFE731-3  
Identification:  
IA1125\_GA  
Category:  
SGJB

Take Off weight: 10659.00 Kgs  
Approach Weight: 8450.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 499  
Annual Arrivals: 499  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Mitsubishi MU-300 Diamond  
Engine Type:  
JT15D-4 series (1PW036)  
Identification:  
MU3001\_GA  
Category:  
SGJB

Take Off weight: 6396.00 Kgs  
Approach Weight: 5398.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 4216  
Annual Arrivals: 4216  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min

Departure Quarter-Hourly Operational profile: DEFAULT  
Departure Daily Operational Profile: DEFAULT  
Departure Monthly Operational Profile: DEFAULT  
Arrival Quarter-Hourly Operational profile: DEFAULT  
Arrival Daily Operational Profile: DEFAULT  
Arrival Monthly Operational Profile: DEFAULT  
Touch & Go Quarter-Hourly Operational profile: DEFAULT  
Touch & Go Daily Operational Profile: DEFAULT  
Touch & Go Monthly Operational Profile: DEFAULT

Aircraft Name:  
Piaggio P.180 Avanti  
Engine Type:  
PT6A-66  
Identification:  
P180\_GA  
Category:  
SGTP

Take Off weight: 5670.00 Kgs  
Approach Weight: 5021.00 Kgs  
Glide Slope: 3.00°  
APU Assignment: None  
APU Departure OP Time: 13.00 min  
APU Arrival OP Time: 13.00 min  
Gate Assignment: None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD)	Gasoline	0.00	40.00	107.00	75.00	

Year:  
2026

Annual Departures: 398  
Annual Arrivals: 398  
Annual TGOs: 0  
Taxi Out Time: 5.980000 min  
Taxi In Time: 3.570000 min



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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Piper PA-28 Cherokee Series  
Engine Type:  
IO-320-D1AD  
Identification:  
PA28\_GA  
Category:  
SGPP

Take Off weight:	998.00 Kgs
Approach Weight:	898.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

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Year:  
2026

Annual Departures:	674
Annual Arrivals:	674
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

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Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

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Aircraft Name:  
Raytheon Beech Baron 58  
Engine Type:  
TIO-540-J2B2  
Identification:  
BEC58P\_GA  
Category:  
SGPB

Take Off weight:	2495.00 Kgs
Approach Weight:	2495.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

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Arrival Op      Departure Op      Horsepower Load      Manufactured

Assigned GSE/AGE:	FUEL	Time (mins)	Time (mins)	(hp)	Factor (%)	Year
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	10.00	175.00	25.00	

Year:  
2026

Annual Departures:	2288
Annual Arrivals:	2288
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

Aircraft Name:  
de Havilland DHC-6-100 Twin Otter  
Engine Type:  
PT6A-20  
Identification:  
DHC6\_GA  
Category:  
SCTP

Take Off weight:	5670.00 Kgs
Approach Weight:	5021.00 Kgs
Glide Slope:	3.00°
APU Assignment:	None
APU Departure OP Time:	13.00 min
APU Arrival OP Time:	13.00 min
Gate Assignment:	None

Assigned GSE/AGE:	FUEL	Arrival Op Time (mins)	Departure Op Time (mins)	Horsepower (hp)	Load Factor (%)	Manufactured Year
Aircraft Tractor (Stewart & Stevenson TUG MC)	Diesel	0.00	5.00	86.00	80.00	
Baggage Tractor (Stewart & Stevenson TUG MA 50)	Gasoline	17.00	18.00	107.00	55.00	
Belt Loader (Stewart & Stevenson TUG 660)	Gasoline	15.00	15.00	107.00	50.00	
Cabin Service Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Catering Truck (Hi-Way / TUG 660 chasis)	Diesel	5.00	5.00	71.00	53.00	
Fuel Truck (F750, Dukes Transportation Services, DART 3000 to 6000 gallon)	Diesel	0.00	20.00	175.00	25.00	
Ground Power Unit (TLD, 28 VDC)	Diesel	0.00	40.00	71.00	75.00	
Service Truck (F250 / F350)	Diesel	7.00	8.00	235.00	20.00	

Year:  
2026

Annual Departures:	3122
Annual Arrivals:	3122
Annual TGOs:	0
Taxi Out Time:	5.980000 min
Taxi In Time:	3.570000 min

Departure Quarter-Hourly Operational

profile:	DEFAULT
Departure Daily Operational Profile:	DEFAULT
Departure Monthly Operational Profile:	DEFAULT
Arrival Quarter-Hourly Operational profile:	DEFAULT
Arrival Daily Operational Profile:	DEFAULT
Arrival Monthly Operational Profile:	DEFAULT
Touch & Go Quarter-Hourly Operational profile:	DEFAULT
Touch & Go Daily Operational Profile:	DEFAULT
Touch & Go Monthly Operational Profile:	DEFAULT

<b>GSE Population</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Parking Facilities</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Roadways</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Stationary Sources</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Training Fires</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Gates</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Taxiways</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Runways</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Taxipaths</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Configurations</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Buildings</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Discrete Cartesian Receptors</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Discrete Polar Receptors</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Cartesian Receptor Networks</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>Polar Receptor Networks</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>User-Created Aircraft</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	
<b>User-Created GSE</b>	Project - Phase 3, John Wayne Airport-Orange County
None.	

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User-Created APU

Project - Phase 3, John Wayne Airport-Orange County

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None.