Dayton International Airport
Airport Master Plan

Volume 2 - Appendices

May, 2023

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APPENDIX A:
DAY AIRPORT GRANTS

Fiscal Year	Service Level (or State Project)	State	Location Identifier	Airport Name	Grant Sequence Number	AIP Federal Funds	Supplemental/ Discretionary	Work Description	Hub Type
2006	P	OH	DAY	James M Cox Dayton International	54	$350,000	$ -	Security Enhancements	S
2006	P	OH	DAY	James M Cox Dayton International	55	$498,750	$ -	Acquire Land for Noise Compatibility within 70 - 74 DNL	S
2006	P	OH	DAY	James M Cox Dayton International	56	$680,000	$ -	Acquire Interactive Training System, Conduct Environmental Study, Rehabilitate Apron, Rehabilitate Taxiway, Update Airport Master Plan Study	S
2006	P	OH	DAY	James M Cox Dayton International	57	$5,061,899	$ -	Improve Runway Safety Area - 06R/24L, Rehabilitate Apron, Rehabilitate Taxiway	S
2007	P	OH	DAY	James M Cox Dayton International	58	$750,000	$ -	Acquire Land for Noise Compatibility within 70 - 74 DNL	S
2007	P	OH	DAY	James M Cox Dayton International	63	$1,106,408	$ -	Improve Runway Safety Area - 06R/24L	S
2007	P	OH	DAY	James M Cox Dayton International	62	$1,676,500	$ -	Construct Service Road	S
2007	P	OH	DAY	James M Cox Dayton International	59	$2,000,000	$ -	Acquire Safety Equipment and/or Fencing	S
2007	P	OH	DAY	James M Cox Dayton International	61	$2,183,750	$ -	Conduct Airport Master Plan Study, Rehabilitate Apron, Rehabilitate Taxiway, Remove Obstructions	S
2007	P	OH	DAY	James M Cox Dayton International	60	$3,300,000	$ -	Construct Access Road	S
2008	P	OH	DAY	James M Cox Dayton International	67	$475,000	$ -	Update Miscellaneous Study	S
2008	P	OH	DAY	James M Cox Dayton International	68	$1,260,116	$ -	Construct Service Road, Construct Taxiway, Rehabilitate Taxiway	S
2008	P	OH	DAY	James M Cox Dayton International	65	$2,000,000	$ -	Construct Service Road	S
2008	P	OH	DAY	James M Cox Dayton International	66	$3,272,762	$ -	Improve Airport Drainage, Rehabilitate Taxiway	S
2008	P	OH	DAY	James M Cox Dayton International	64	$4,000,000	$ -	Improve Runway Safety Area - 06R/24L	S
2009	P	OH	DAY	James M Cox Dayton International	69	$1,245,470	$ -	Install Guidance Signs, Rehabilitate Taxiway Lighting	S
2009	P	OH	DAY	James M Cox Dayton International	70	$1,758,281	$ -	Construct Service Road	S
2009	P	OH	DAY	James M Cox Dayton International	71	$4,442,758	$ -	Rehabilitate Apron, Rehabilitate Taxiway	S
2009	P	OH	DAY	James M Cox Dayton International	72	$5,928,858	$ -	Acquire Land for Noise Compatibility within 65 - 69 DNL, Security Enhancements	S
2010	P	OH	DAY	James M Cox Dayton International	73	$4,445,307	$ -	Install Guidance Signs, Install Runway Lighting - 18/36, Rehabilitate Apron , Rehabilitate Runway - 18/36, Rehabilitate Runway Lighting - 18/36, Rehabilitate Taxiway , Rehabilitate Taxiway Lighting	S
2011	P	OH	DAY	James M Cox Dayton International	74	$4,310,159	$ -	Rehabilitate Apron	S
2012	P	OH	DAY	James M Cox Dayton International	76	$137,229	$ -	Wildlife Hazard Assessments	S
2012	P	OH	DAY	James M Cox Dayton International	79	$315,000	$ -	Sustainable Master Plan	S

Fiscal Year	Service Level (or State Project)	State	Location Identifier	Airport Name	Grant Sequence Number	AIP Federal Funds	Supplemental/ Discretionary	Work Description	Hub Type
2012	P	OH	DAY	James M Cox Dayton International	75	$649,778	$ -	Acquire Aircraft Rescue & Fire Fighting Vehicle	S
2012	P	OH	DAY	James M Cox Dayton International	78	$1,737,680	$ -	Install Airport Beacons, Rehabilitate Runway Lighting - 06R/24L, Rehabilitate Taxiway Lighting	S
2012	P	OH	DAY	James M Cox Dayton International	77	$4,871,087	$ -	Rehabilitate Apron, Remove Obstructions	S
2013	P	OH	DAY	James M Cox Dayton International	80	$4,277,333	$ -	Acquire Friction Measuring Equipment, Improve Airport Drainage, Install Perimeter Fencing, Modify Service Road, Rehabilitate Runway 06L/24R, Rehabilitate Taxiway, Remove Obstructions, Update Miscellaneous Study	S
2014	P	OH	DAY	James M Cox Dayton International	81	$10,224,920	$ -	Rehabilitate Runway - 06L/24R	S
2015	P	OH	DAY	James M Cox Dayton International	82	$3,957,179	$ -	Environmental Mitigation, Rehabilitate Apron	S
2017	P	OH	DAY	James M Cox Dayton International	83	$7,744,140	$ -	Install Runway Distance-To-Go Signs - 18/36, Rehabilitate Runway - 18/36	S
2017	P	OH	DAY	James M Cox Dayton International	84	$10,406,623	$ -	Rehabilitate Apron	S
2019	P	OH	DAY	James M Cox Dayton International	85	$4,049,922	$0	Rehabilitate Apron	S
2019	P	OH	DAY	James M Cox Dayton International	85	$692,950	$0	Acquire Aircraft Rescue & Fire Fighting Vehicle	S
2019	P	OH	DAY	James M Cox Dayton International	86	$1,296,162	$0	Update Airport Master Plan Study	S

about the Data

scal year and will not reflect subsequent grant amendments.
ıendments. Airport locations that received funds as part of a
rants directly from the FAA prior to inclusion into the SBGP---specifically
primary airport and/or opted out of the SBGP. Because of this
ssarily be complete for States participating in the SBGP.

APPENDIX B:

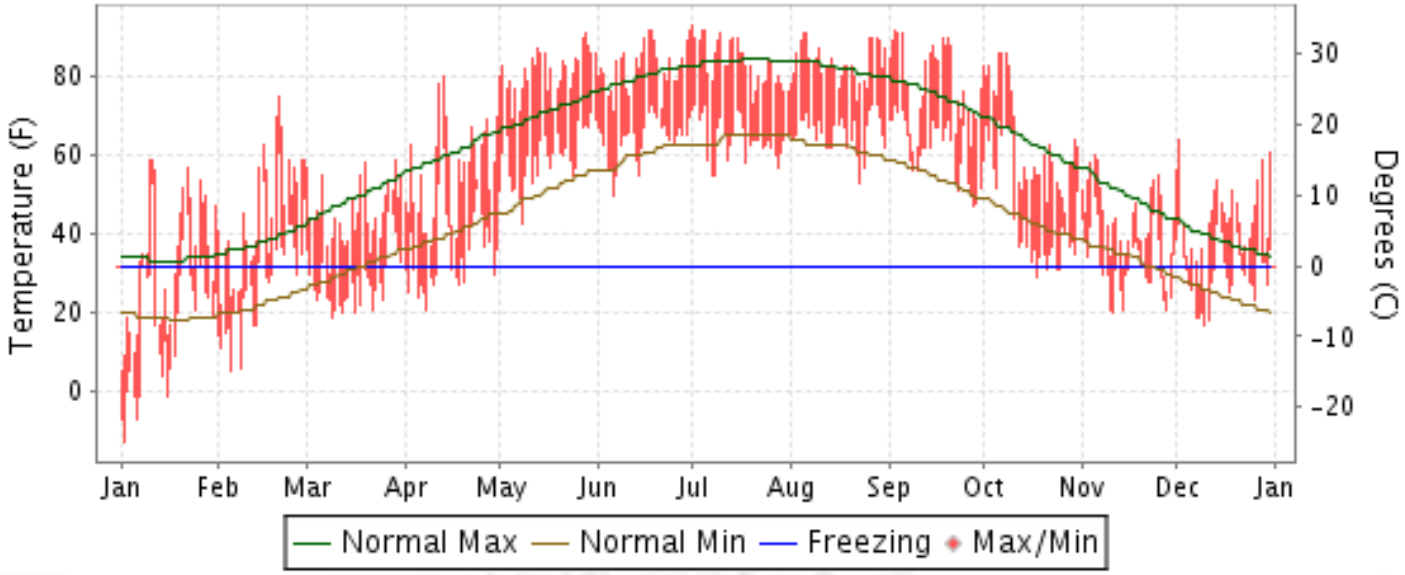
TYPICAL METEOROLOGICAL CONDITIONS IN DAYTON, OH

2018
LOCAL CLIMATOLOGICAL DATA
ANNUAL SUMMARY WITH COMPARATIVE DATA

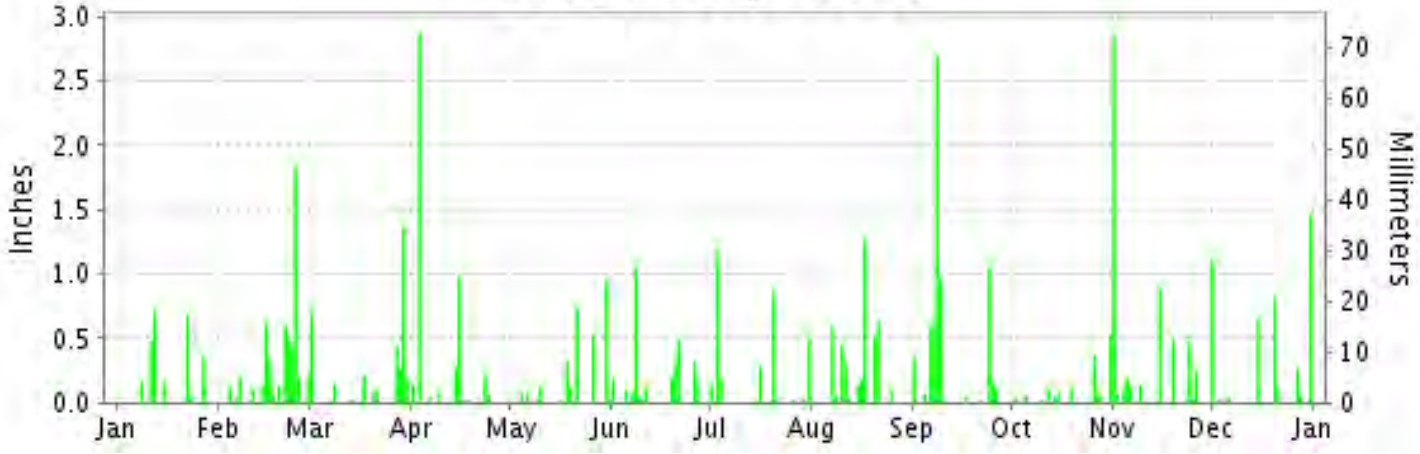
ISSN 0198-3970

DAYTON,
OHIO (KDAY)

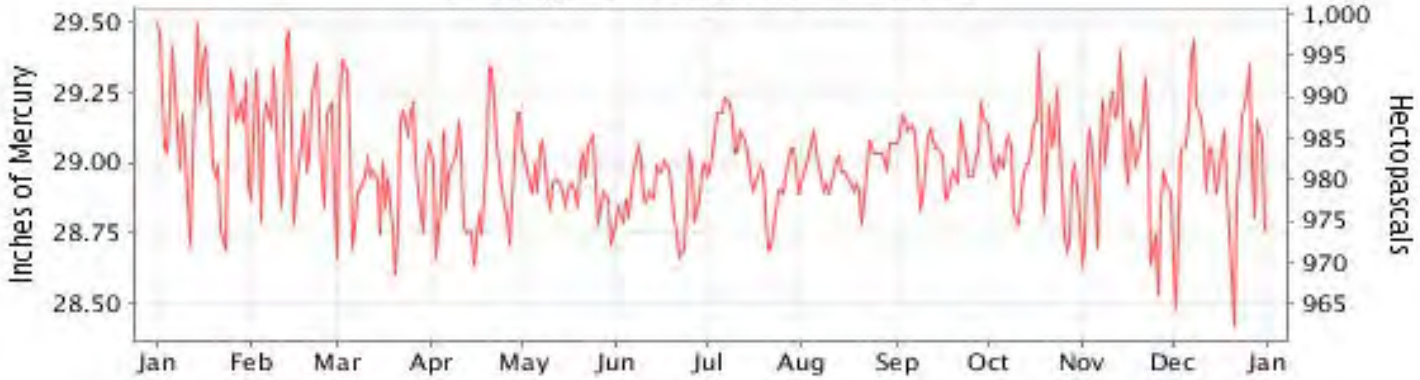
Daily Max/Min Temperature



Daily Precipitation



Daily Station Pressure



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			Mary A. Wohlpenter

METEOROLOGICAL DATA FOR 2018
DAYTON (KDAY)

LATITUDE: 39° 54'N **LONGITUDE:** 84° 13'W **ELEVATION (FT):** GRND: 1003 BARO: 1004 **TIME ZONE:** EASTERN (UTC -5) **WBAN: 93815**

	ELEMENT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
TEMPERATURE °F	MEAN DAILY MAXIMUM	33.7	45.6	45.4	56.2	81.4	82.5	83.8	83.6	78.6	64.2	44.1	43.6	61.9
	HIGHEST DAILY MAXIMUM	59	75	59	80	91	92	93	91	92	86	60	64	93
	DATE OF OCCURRENCE	11+	20	29	13	28	30+	01	06+	03	08+	05	02	JUL 01
	MEAN DAILY MINIMUM	17.7	28.5	28.0	35.5	59.6	64.2	64.5	65.9	61.7	45.5	32.3	30.0	44.5
	LOWEST DAILY MINIMUM	-13	5	19	21	43	50	55	53	47	29	20	17	-13
	DATE OF OCCURRENCE	02	05	09	08	08	06	08+	23	28	18	11	10	JAN 02
	AVERAGE DRY BULB	25.7	37.1	36.7	45.9	70.5	73.3	74.1	74.8	70.2	54.9	38.2	36.8	53.2
	MEAN WET BULB	24.1		32.9	40.7	63.9	68.0	67.3	68.8	65.0	50.7	35.6	34.3	
	MEAN DEW POINT	20.0		26.8	33.9	59.8	65.1	63.5	66.1	62.4	46.8	31.7	30.5	
	NUMBER OF DAYS WITH:													
	MAXIMUM >= 90°	0	0	0	0	2	4	7	5	5	0	0	0	23
	MAXIMUM <= 32°	14	5	1	0	0	0	0	0	0	0	3	3	26
	MINIMUM <= 32°	27	17	24	15	0	0	0	0	0	4	18	19	124
	MINIMUM <= 0°	7	0	0	0	0	0	0	0	0	0	0	0	7
H/C	HEATING DEGREE DAYS	1209	779	870	574	15	4	0	0	47	384	797	868	5547
	COOLING DEGREE DAYS	0	3	0	7	193	261	290	312	209	79	0	0	1354
RH	MEAN (PERCENT)	80	81	71	68	72	79	72	77	80	76	78	79	76
	HOUR 01 LST	82	84	79	76	84	91	84	89	90	86	83	83	84
	HOUR 07 LST	85	89	83	76	78	83	77	86	89	86	86	85	84
	HOUR 13 LST	74	76	57	57	55	65	57	61	64	60	70	71	64
	HOUR 19 LST	80	79	70	65	70	76	70	76	77	76	76	79	75
W/O	NUMBER OF DAYS WITH:													
	HEAVY FOG(VISBY <= 1/4 MI)	2	1	3	0	0	0	1	2	2	0	1	0	12
	THUNDERSTORMS	1	0	0	1	10	9	6	9	5	3	0	0	44
PR	MEAN STATION PRESS. (IN.)	29.15	29.10	28.97	28.95	28.10	28.89	29.00	28.98	29.03	29.00	29.00	29.00	28.93
	MEAN SEA-LEVEL PRESS. (IN.)	30.26	30.19	30.06	30.03	29.98	29.94	30.05	30.03	30.10	30.08	30.09	30.09	30.08
WINDS	RESULTANT SPEED (MPH)	6.6	3.2	3.1	3.1	2.9	3.2	0.9	4.2	0.8	4.4	2.4	2.3	2.4
	RES. DIR. (TENS OF DEGS.)	23	23	35	27	20	23	35	23	11	23	24	24	24
	MEAN SPEED (MPH)	11.4	11.0	11.3	11.0	9.7	8.0	7.2	8.1	7.4	9.9	9.9	9.8	9.6
	PREVAIL.DIR.(TENS OF DEGS.)	18	19	31	35	20	23	05	22	05	21	27	15	22
	MAXIMUM 2-MINUTE WIND													
	SPEED (MPH)	38	41	35	35	35	30	39	26	29	38	36	39	41
	DIR. (TENS OF DEGS.)	01	28	22	24	25	30	31	20	13	29	24	25	28
	DATE OF OCCURRENCE	12	25	31	12	31	09	04	29	04	28	06	31	FEB 25
	MAXIMUM 3-SECOND WIND:													
	SPEED (MPH)	45	51	43	45	49	37	46	34	41	51	45	47	51
	DIR. (TENS OF DEGS.)	01	27	22	27	21	30	21	24	14	32	25	24	32
	DATE OF OCCURRENCE	12	25	31	04	30	03	03	29	04	20	06	31	OCT 20
PRECIPITATION	WATER EQUIVALENT:													
	TOTAL (IN.)	2.69	5.62	3.56	4.78	3.06	3.06	3.32	4.33	6.72	1.53	5.69	4.63	48.99
	GREATEST 24-HOUR (IN.)	0.92	2.04	1.49	2.88	0.96	1.14	1.39	1.33	3.25	0.53	2.86	1.47	3.25
	DATE OF OCCURRENCE	11-12	24-25	29-30	03	30	07-08	03-04	16-17	08-09	31	01	31	SEP 08-09
	NUMBER OF DAYS WITH:													
	PRECIPITATION 0.01	12	16	11	12	13	14	11	11	12	12	13	11	148
	PRECIPITATION 0.10	6	13	7	5	6	9	6	8	8	4	9	6	87
	PRECIPITATION 1.00	0	1	1	1	0	1	1	1	2	0	1	2	11
SNOWFALL	SNOW,ICE PELLETS,HAIL	6.3	2.6	5.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.4	20.5
	TOTAL (IN.)	2.7	1.5	2.1	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0	2.7
	GREATEST 24-HOUR (IN.)	12	07	21	01							26	05	JAN 12
	DATE OF OCCURRENCE	4	1	3	1	0	0	0	0	0	0	1	1	4
	MAXIMUM SNOW DEPTH (IN.)	17+	09+	21	09							28+	05	JAN 17+
	DATE OF OCCURRENCE													
	NUMBER OF DAYS WITH:													
	SNOWFALL >= 1.0	2	1	3	2	0	0	0	0	0	0	0	1	9

NORMALS, MEANS, AND EXTREMES
DAYTON (KDAY)

LATITUDE: 39° 54'N **LONGITUDE:** 84° 13'W **ELEVATION (FT):** GRND: 1003 BARO: 1004 **TIME ZONE:** EASTERN (UTC -5) **WBAN: 93815**

	ELEMENT	POR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
TEMPERATURE °F	NORMAL DAILY MAXIMUM	30	34.7	38.9	49.6	61.9	71.5	80.2	83.8	82.6	75.9	63.8	51.1	38.1	61.0
	MEAN DAILY MAXIMUM	84	35.4	38.4	49.6	61.7	72.4	80.8	84.8	83.4	76.4	65.0	50.6	39.2	61.5
	HIGHEST DAILY MAXIMUM	75	71	76	86	89	93	102	102	102	101	89	79	72	102
	YEAR OF OCCURRENCE		1950	2017	2012	1962	1962	2012	2012	1988	1954	2007	2016	1998	JUL 2012
	MEAN OF EXTREME MAXS.	99	57.6	61.6	72.5	81.0	86.3	92.1	93.4	92.4	89.5	81.1	70.2	61.0	78.2
	NORMAL DAILY MINIMUM	30	20.3	23.1	31.2	41.4	51.4	60.9	64.5	62.7	54.9	44.0	34.6	24.3	42.8
	MEAN DAILY MINIMUM	84	20.1	22.1	31.1	40.9	51.8	60.6	64.6	63.0	55.2	44.6	34.0	24.8	42.7
	LOWEST DAILY MINIMUM	75	-25	-16	-7	15	27	40	44	39	32	21	-2	-20	-25
	YEAR OF OCCURRENCE		1994	1951	1980	1972	1947	1990	1972	2001	1974	1962	1958	1989	JAN 1994
	MEAN OF EXTREME MINS.	99	-2.5	1.8	12.4	25.0	35.9	47.6	53.0	50.6	40.1	29.3	18.2	4.5	26.3
	NORMAL DRY BULB	30	27.5	31.0	40.4	51.6	61.4	70.6	74.1	72.7	65.4	53.9	42.8	31.2	51.9
	MEAN DRY BULB	84	27.8	30.3	40.4	51.3	62.1	70.8	74.7	73.2	65.9	54.8	42.3	32.0	52.1
	MEAN WET BULB	34	24.3	26.9	34.2	43.4	53.9	62.2	65.7	64.6	57.8	47.0	37.0	28.7	45.5
	MEAN DEW POINT	34	23.0	24.8	32.4	41.9	52.5	61.0	64.7	63.7	56.6	45.6	35.9	27.4	44.1
	NORMAL NO. DAYS WITH:														
	MAXIMUM >= 90	30	0.0	0.0	0.0	0.0	0.0	1.6	4.1	3.2	0.9	0.0	0.0	0.0	9.8
	MAXIMUM <= 32	30	12.8	8.2	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	9.6	34.2
	MINIMUM <= 32	30	26.0	22.4	17.1	5.0	0.1	0.0	0.0	0.0	0.0	2.2	12.4	23.6	108.8
	MINIMUM <= 0	30	2.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	3.9
H/C	NORMAL HEATING DEG. DAYS	30	1162	952	764	411	168	24	2	6	88	356	665	1048	5646
	NORMAL COOLING DEG. DAYS	30	0	0	1	11	58	190	285	243	99	12	0	0	899
RH	NORMAL (PERCENT)		76	73	70	65	67	68	70	73	72	70	73	77	71
	HOUR 01 LST	30	78	76	75	72	75	78	80	83	82	78	77	80	78
	HOUR 07 LST	30	80	79	79	76	78	80	83	88	88	84	81	82	82
	HOUR 13 LST	30	71	68	61	55	55	56	56	58	57	57	65	72	61
	HOUR 19 LST	30	74	71	65	58	58	59	60	64	65	65	71	76	66
S	PERCENT POSSIBLE SUNSHINE	53	40	44	48	52	58	66	66	67	65	59	40	36	53
W/O	MEAN NO. DAYS WITH:														
	HEAVY FOG(VISBY <= 1/4 MI)	55	2.7	2.2	1.5	0.7	1.1	0.8	1.0	1.5	1.7	1.2	1.2	2.5	18.1
	THUNDERSTORMS	71	0.5	0.6	2.1	4.3	6.4	7.4	7.2	5.9	3.2	1.5	0.8	0.3	40.2
CLOUDINESS	MEAN:														
	SUNRISE-SUNSET (OKTAS)														
	MIDNIGHT-MIDNIGHT (OKTAS)														
	MEAN NO. DAYS WITH:														
	CLEAR														
	PARTLY CLOUDY														
	CLOUDY														
PR	MEAN STATION PRESSURE(IN)	35	29.01	28.99	28.96	28.91	28.88	28.93	28.94	28.98	29.01	29.01	29.02	29.02	28.97
	MEAN SEA-LEVEL PRES. (IN)	35	30.12	30.10	30.06	29.98	29.99	29.98	30.01	30.04	30.07	30.08	30.11	30.12	30.06
WINDS	MEAN SPEED (MPH)	35	11.1	10.7	10.8	10.7	9.2	8.3	7.4	6.9	7.6	8.9	10.2	10.5	9.4
	PREVAIL.DIR(TENS OF DEGS)	50	28	27	21	21	21	22	23	23	21	21	20	21	20
	MAXIMUM 2-MINUTE:														
	SPEED (MPH)	23	47	53	49	49	54	58	61	45	53	46	44	49	61
	DIR. (TENS OF DEGS)		25	24	27	25	24	33	29	33	23	25	22	22	29
	YEAR OF OCCURRENCE		2008	2009	2002	2000	1999	2012	1998	2007	2008	2010	1998	2006	JUL 1998
	MAXIMUM 3-SECOND														
	SPEED (MPH)	23	62	66	58	63	62	82	74	56	69	62	53	58	82
	DIR. (TENS OF DEGS)		25	23	27	28	29	34	30	32	23	25	28	23	34
	YEAR OF OCCURRENCE		2008	2009	2002	2017	2007	2012	1998	2007	2008	2010	2013	2006	JUN 2012
PRECIPITATION	NORMAL (IN)	30	2.71	2.24	3.34	4.09	4.66	4.17	4.11	2.99	3.30	2.93	3.39	3.12	41.05
	MAXIMUM MONTHLY (IN)	75	9.86	5.77	7.65	9.20	9.05	10.89	8.55	8.03	10.84	6.25	8.07	10.04	10.89
	YEAR OF OCCURRENCE		1950	1990	1964	1996	1995	1958	1990	1974	2011	1986	1985	1990	JUN 1958
	MINIMUM MONTHLY (IN)	75	0.30	0.14	1.07	0.56	1.55	0.32	0.47	0.03	0.27	0.10	0.48	0.36	0.03
	YEAR OF OCCURRENCE		1981	1947	1966	1962	1964	1962	1974	1996	1963	1944	1949	1955	AUG 1996
	MAXIMUM IN 24 HOURS (IN)	75	4.30	2.79	2.87	3.10	3.64	3.76	4.54	3.62	4.59	3.75	3.60	2.86	4.59
	YEAR OF OCCURRENCE		1959	1959	1964	1977	1989	1981	1990	1974	2005	1986	2017	1990	SEP 2005
	NORMAL NO. DAYS WITH:														
	PRECIPITATION >= 0.01	30	12.6	11.2	12.2	13.2	13.7	11.8	10.8	8.4	8.7	9.3	11.5	12.4	135.8
	PRECIPITATION >= 1.00	30	0.3	0.3	0.6	0.8	1.0	0.9	1.3	0.9	0.8	0.7	0.9	0.6	9.1
SNOWFALL	NORMAL (IN)	30	7.9	5.9	3.4	0.6	0.0	0.0	0.0	0.0	0.0	0.4	0.6	4.5	23.3
	MAXIMUM MONTHLY (IN)	74	40.2	23.0	15.7	4.9	T	0.0	T	T	T	5.8	12.7	17.0	40.2
	YEAR OF OCCURRENCE		1978	2010	2008	1974	2007		1995	2000	2006	1989	1950	2004	JAN 1978
	MAXIMUM IN 24 HOURS (IN)	74	12.2	7.7	11.3	4.7	T	0.0	T	T	T	5.0	10.0	11.5	12.2
	YEAR OF OCCURRENCE'		1978	2010	1968	1974	1995		1995	2000	2006	1989	1950	2004	JAN 1978
	MAXIMUM SNOW DEPTH (IN)	69	22	14	13	6	0	0	0	0	0	4	12	16	22
	YEAR OF OCCURRENCE		1978	1978	2008	1987						1989	1950	2004	JAN 1978
	NORMAL NO. DAYS WITH:														
	SNOWFALL >= 1.0	30	1.9	1.5	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.2	1.2	5.9

PRECIPITATION (inches) 2018 DAYTON (KDAY)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANNUAL
1989	2.72	2.65	5.99	6.52	8.55	4.76	3.56	1.89	5.66	1.56	3.66	1.85	49.37
1990	2.28	5.77	3.70	3.00	8.40	3.21	8.55	3.76	2.60	5.98	2.46	10.04	59.75
1991	2.53	2.55	5.34	4.72	4.25	2.52	2.58	2.13	3.25	1.52	2.12	3.64	37.15
1992	3.06	0.96	2.99	5.44	3.17	3.23	6.83	4.48	2.27	1.51	5.07	1.58	40.59
1993	3.88	2.77	3.85	6.78	3.98	6.25	4.68	3.32	4.69	3.06	6.19	2.78	52.23
1994	3.76	1.27	1.88	6.32	2.00	3.85	4.54	2.92	0.97	1.00	3.50	2.76	34.77
1995	2.39	1.47	2.62	5.30	9.05	5.60	5.83	7.54	1.03	5.65	2.30	2.48	51.26
1996	4.11	1.82	3.88	9.20	7.75	6.04	5.89	.03	6.87	1.39	3.54	4.13	54.65
1997	2.40	1.75	3.96	1.42	5.76	2.22	3.07	2.55	1.66	1.27	2.40	2.15	30.61
1998	3.30	2.32	2.98	6.19	4.09	6.35	3.31	2.71	0.77	3.47	1.59	2.13	39.21
1999	3.93	3.97	1.61	3.53	1.98	3.70	2.82	1.80	1.05	1.06	1.85	2.56	29.86
2000	3.20	2.15	2.21	4.19	2.98	2.98	2.96	2.56	2.84	3.52	2.32	2.41	34.32
2001	0.84	1.69	1.35	3.60	4.53	2.91	5.48	6.40	3.88	4.99	2.86	3.66	42.19
2002	1.52	1.31	3.89	5.72	6.20	3.25	1.81	0.87	5.74	2.53	3.08	3.20	39.12
2003	1.07	2.23	2.65	1.49	6.62	4.56	6.32	3.83	5.40	3.03	3.88	2.44	43.52
2004	4.62	1.31	2.48	3.39	8.61	5.12	3.25	5.15	0.61	2.38	3.18	1.61	41.71
2005	9.22	1.63	2.31	3.97	2.31	3.49	1.95	4.40	7.37	3.11	3.64	1.88	45.28
2006	2.97	1.66	3.70	4.42	3.67	3.64	5.32	3.44	5.09	4.60	3.17	3.66	45.34
2007	4.08	2.52	4.87	3.52	2.93	1.78	2.34	3.28	4.81	3.31	3.00	4.45	40.89
2008	2.04	4.14	6.98	2.21	4.38	6.63	5.89	1.65	2.69	1.24	2.28	5.12	45.25
2009	2.03	1.59	1.48	3.96	3.79	5.30	4.01	2.03	2.68	4.80	0.93	2.95	35.55
2010	1.47	1.49	4.12	2.13	5.30	5.53	2.75	1.73	1.65	1.13	4.85	1.45	33.60
2011	1.43	4.55	4.17	8.72	6.06	2.56	2.22	2.02	10.84	3.00	5.81	5.34	56.72
2012	4.73	1.27	2.66	2.17	2.04	1.57	2.86	1.65	5.27	3.81	0.79	3.77	32.59
2013	3.10	1.29	3.16	3.76	2.99	3.12	3.58	1.38	2.23	5.74	1.60	4.58	36.53
2014	2.84	2.14	2.62	5.80	4.68	3.53	3.23	3.06	0.88	2.37	2.04	2.79	35.98
2015	2.97	1.39	3.91	5.26	1.79	7.88	4.60	1.94	0.86	3.69	2.44	4.39	41.12
2016	1.50	3.32	5.50	2.95	2.95	3.60	2.97	3.74	3.28	1.90	1.08	2.99	35.78
2017	3.42	1.52	4.95	5.46	6.50	7.43	4.80	3.03	2.16	4.00	6.02	1.54	50.83
2018	2.69	5.62	3.56	4.78	3.06	3.06	3.32	4.33	6.72	1.53	5.69	4.63	48.99
POR= 99 YRS	2.87	2.20	3.44	3.73	3.97	3.93	3.52	3.08	2.90	2.54	2.90	2.80	37.88

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AVERAGE TEMPERATURE (°F) 2018 DAYTON (KDAY)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANNUAL
1989	36.3	27.5	42.4	50.2	58.8	70.6	76.1	72.2	64.1	54.1	41.0	19.0	51.0
1990	37.1	37.3	44.9	50.7	58.5	70.2	73.2	71.6	65.1	53.4	47.1	36.3	53.8
1991	28.1	34.9	42.9	55.0	69.3	74.2	76.3	73.7	66.0	56.7	39.2	34.6	54.2
1992	30.0	36.3	41.0	50.9	60.5	68.1	74.2	68.9	64.3	52.2	42.8	33.0	51.9
1993	32.1	26.3	37.7	50.0	62.0	69.7	77.0	75.1	62.7	51.6	42.5	31.1	51.5
1994	20.0	28.8	39.3	53.7	58.6	74.3	75.1	71.7	64.9	56.2	48.4	37.6	52.4
1995	28.9	28.1	43.0	50.4	60.4	72.8	75.9	78.0	63.5	56.1	36.1	26.5	51.6
1996	25.0	30.2	34.0	48.6	60.0	71.2	72.1	73.2	64.5	54.6	36.3	35.5	50.4
1997	25.7	35.0	41.8	47.4	55.8	69.1	73.2	69.8	64.5	54.0	38.8	33.1	50.7
1998	36.0	39.2	41.7	52.0	66.0	70.5	73.6	74.2	70.6	55.6	45.2	37.0	55.1
1999	28.8	35.7	35.6	53.6	63.7	72.5	78.4	71.3	66.8	54.6	47.4	33.3	53.5
2000	24.9	36.7	45.5	51.0	64.6	70.7	71.9	71.1	64.2	57.1	40.4	20.6	51.6
2001	28.1	34.1	37.2	55.9	63.5	69.6	73.3	73.5	63.0	54.8	48.6	37.2	53.2
2002	34.7	34.7	39.4	53.5	58.6	72.4	77.4	75.8	69.7	51.5	39.6	30.7	53.2
2003	20.7	24.7	42.1	53.7	60.0	66.7	72.2	73.0	63.1	52.4	46.4	33.0	50.7
2004	23.6	30.7	43.0	52.6	65.6	69.3	72.1	69.1	66.6	53.9	45.0	30.8	51.9
2005	28.5	33.4	35.9	52.7	57.3	73.3	75.2	75.0	68.5	54.5	43.8	26.4	52.0
2006	39.1	31.7	39.3	54.6	59.7	68.5	75.6	73.7	62.1	50.7	44.0	37.9	53.1
2007	32.3	18.4	46.2	49.5	65.6	71.7	71.6	76.9	68.8	60.1	42.6	32.7	53.0
2008	28.6	28.2	37.3	52.6	58.4	71.7	73.2	71.4	68.5	53.9	40.0	30.8	51.2
2009	21.1	32.1	44.7	52.5	62.6	71.2	69.6	71.0	65.1	50.9	46.5	30.8	51.5
2010	24.3	24.7	42.8	57.0	64.3	73.3	76.5	75.8	67.9	56.5	42.9	25.1	52.6
2011	23.0	31.6	40.8	53.9	62.5	71.6	79.8	73.9	63.7	53.4	47.2	36.4	53.2
2012	30.7	36.1	53.6	51.9	68.3	72.3	80.1	73.1	64.2	52.4	40.9	38.4	55.2
2013	30.6	30.5	35.3	52.8	65.1	71.3	74.0	72.8	67.6	55.5	40.2	32.6	52.4
2014	21.3	24.3	36.4	53.9	64.4	73.6	70.7	73.9	65.5	54.6	37.7	35.3	51.0
2015	26.3	20.4	38.7	54.1	68.0	72.5	73.8	70.7	69.4	55.8	47.8	43.7	53.4
2016	27.9	33.4	47.4	51.2	61.1	72.7	75.5	76.8	69.7	59.3	47.3	30.3	54.4
2017	34.4	41.7	41.2	58.0	61.6	70.6	73.8	70.7	66.4	57.0	42.7	28.8	53.9
2018	25.7	37.1	36.7	45.9	70.5	73.3	74.1	74.8	70.2	54.9	38.2	36.8	53.2
POR= 84 YRS	27.8	30.3	40.4	51.3	62.1	70.8	74.7	73.2	65.9	54.8	42.3	32.0	52.1

HEATING DEGREE DAYS (base 65°F) 2018 DAYTON (KDAY)

YEAR	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
1989-90	0	5	114	347	713	1419	858	772	628	450	199	29	5534
1990-91	3	1	101	359	534	886	1138	835	678	304	59	1	4899
1991-92	0	0	111	281	765	935	1078	828	735	427	187	26	5373
1992-93	2	10	110	392	658	988	1011	1076	837	444	129	47	5704
1993-94	0	2	121	413	672	1046	1391	1011	790	350	239	7	6042
1994-95	0	8	76	278	492	845	1112	1025	676	436	164	3	5115
1995-96	4	0	102	275	861	1186	1227	1001	955	491	218	14	6334
1996-97	2	0	97	316	856	908	1209	833	712	520	287	32	5772
1997-98	2	10	70	381	781	983	891	717	735	382	63	59	5074
1998-99	0	0	29	294	588	862	1119	814	903	340	91	16	5056
1999-00	0	3	63	320	521	976	1233	816	601	416	89	24	5062
2000-01	0	4	113	258	731	1372	1134	860	856	311	101	31	5771
2001-02	7	0	117	321	486	856	933	843	787	376	234	16	4976
2002-03	0	0	34	442	751	1057	1364	1123	706	343	172	59	6051
2003-04	0	0	98	391	552	984	1278	992	677	379	93	12	5456
2004-05	4	21	48	343	595	1056	1124	879	894	372	243	3	5582
2005-06	0	0	23	345	629	1190	796	927	785	312	222	20	5249
2006-07	0	0	105	449	622	832	1008	1296	583	469	85	4	5453
2007-08	2	0	39	210	664	994	1123	1062	852	374	225	3	5548
2008-09	3	1	15	352	742	1054	1356	914	623	408	126	19	5613
2009-10	3	18	54	434	552	1054	1254	1122	682	259	104	2	5538
2010-11	1	0	51	277	655	1229	1295	929	743	330	180	3	5693
2011-12	0	0	124	355	528	881	1058	829	376	394	40	21	4606
2012-13	0	0	110	390	715	819	1057	959	912	377	107	11	5457
2013-14	3	9	55	320	737	995	1347	1133	877	332	130	2	5940
2014-15	4	3	74	323	812	913	1193	1241	807	324	70	20	5784
2015-16	0	9	26	289	512	653	1142	910	537	411	188	4	4681
2016-17	3	0	30	208	532	1068	943	646	731	234	160	14	4569
2017-18	0	5	73	267	662	1113	1209	779	870	574	15	4	5571
2018-	0	0	47	384	797	868							

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COOLING DEGREE DAYS (base 65°F) 2018 DAYTON (KDAY)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1989	0	0	5	7	55	189	350	235	94	17	0	0	952
1990	0	0	12	27	5	192	263	215	111	7	4	0	836
1991	0	0	0	11	199	284	355	277	149	28	0	0	1303
1992	0	0	0	11	51	127	293	138	94	0	0	0	714
1993	0	0	0	0	44	195	376	323	58	4	0	0	1000
1994	0	0	0	18	46	293	321	220	81	11	0	0	990
1995	0	0	0	3	26	243	349	410	66	4	0	0	1101
1996	0	0	0	6	69	208	228	263	87	0	0	0	861
1997	0	0	0	0	7	163	262	164	66	46	0	0	708
1998	0	0	19	0	102	229	272	293	203	10	0	3	1131
1999	0	0	0	5	54	248	423	207	123	1	0	0	1061
2000	0	0	0	1	84	202	223	199	99	17	0	0	825
2001	0	0	0	45	63	175	268	271	66	14	0	0	902
2002	0	0	0	40	41	245	390	342	178	33	0	0	1269
2003	0	0	0	10	22	116	229	255	48	6	1	0	687
2004	0	0	0	11	120	149	231	153	103	4	0	0	771
2005	0	0	0	7	14	257	322	316	134	25	0	0	1075
2006	0	0	0	8	65	133	337	275	27	10	0	0	855
2007	0	0	9	12	111	214	212	377	161	64	0	0	1160
2008	0	0	0	8	25	208	265	207	126	14	0	0	853
2009	0	0	1	35	59	212	152	210	62	3	0	0	734
2010	0	0	0	28	90	258	363	339	147	20	0	0	1245
2011	0	0	0	3	109	207	465	285	89	2	0	0	1160
2012	0	0	30	4	149	247	473	258	94	9	0	0	1264
2013	0	0	0	16	115	208	289	259	140	35	0	0	1062
2014	0	0	0	8	121	263	192	286	98	9	0	0	977
2015	0	0	0	4	171	254	279	193	165	10	2	0	1078
2016	0	0	0	4	75	241	336	372	175	39	5	0	1247
2017	0	0	2	31	59	188	281	188	122	28	0	0	899
2018	0	3	0	7	193	261	290	312	209	79	0	0	1354

SNOWFALL (inches) 2018 DAYTON (KDAY)

YEAR	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
1990-91	0.0	0.0	0.0	0.0	0.0	3.5	5.3	1.5	2.4	0.0	0.0	0.0	12.7
1991-92	0.0	0.0	0.0	0.0	1.9	1.0	9.1	1.1	2.9	1.0	0.0	0.0	17.0
1992-93	T	0.0	0.0	0.1	0.8	1.8	2.8	16.4	7.2	T	0.0	0.0	29.1
1993-94	0.0	0.0	0.0	4.1	1.2	6.5	16.8	5.3	7.0	2.3	0.0	0.0	43.2
1994-95	0.0	0.0	0.0	0.0	0.0	1.3	9.4	5.3	2.0	0.4	T	0.0	18.4
1995-96	T	0.0	0.0	0.0	0.6	7.9	24.6	2.0	6.0	1.2	0.0		
1996-97													
1997-98							1.4	3.2	4.0	0.0	0.0	0.0	
1998-99	0.0	0.0	0.0	0.0	0.0	1.6	17.4	3.7	7.9	0.0	0.0	0.0	30.6
1999-00	0.0	0.0	0.0	0.0	T	0.9	16.9	3.5	5.4	0.0	0.0	0.0	26.7
2000-01	0.0	T	0.0	0.0	0.5	8.0	1.8	5.1	0.4	0.2	0.0	0.0	16.0
2001-02	0.0	0.0	0.0	T	0.0	0.5	3.6	1.1	0.5	0.4	0.0	0.0	6.1
2002-03	0.0	0.0	0.0	0.0	1.8	5.8	14.0	21.2	0.9	0.0	0.0	0.0	43.7
2003-04	0.0	0.0	0.0	0.0	0.2	3.2	6.2	2.3	5.8	T	0.0	0.0	17.7
2004-05	0.0	0.0	0.0	T	T	17.0	9.2	2.7	3.0	1.0	0.0	0.0	32.9
2005-06	0.0	0.0	0.0	0.0	0.6	12.9	3.4	5.3	3.5	T	T	0.0	25.7
2006-07	0.0	0.0	T	T	T	2.2	4.0	11.7	T	0.4	T	0.0	18.3
2007-08	0.0	0.0	0.0	0.0	0.3	7.7	5.5	12.2	15.7	0.0	0.0	0.0	41.4
2008-09	0.0	0.0	0.0	0.0	2.2	2.0	13.7	1.2	T	T	0.0	0.0	19.1
2009-10	0.0	0.0	0.0	0.0	0.0	6.0	9.0	23.0	2.0	0.0	0.0	0.0	40.0
2010-11	0.0	0.0	0.0	0.0	T	9.4	10.2	4.9	2.0	0.0	0.0	0.0	26.5
2011-12	0.0	0.0	0.0	0.0	1.0	0.7	5.3	2.0	0.2	0.0	0.0	0.0	9.2
2012-13	0.0	0.0	0.0	0.7	0.2	10.9	6.1	3.8	14.2	0.4	0.0	0.0	36.3
2013-	0.0	0.0	0.0	1.0	1.0	12.6							
2013-14	0.0	0.0	0.0	1.0	1.0	12.6	21.3	9.5	7.1	1.1	0.0	0.0	53.6
2014-15	0.0	0.0	0.0	T	4.1	0.1	7.7	10.1	5.7	0.0	0.0	0.0	27.7
2015-16	0.0	0.0	0.0	0.0	T	0.2	4.8	5.6	1.4	0.7	0.0	0.0	12.7
2016-17	0.0	0.0	0.0	0.0	T	4.1	1.9	1.2	1.3	T	0.0	0.0	8.5
2017-18	0.0	0.0	0.0	T	T	8.6	6.3	2.6	5.8	3.4	0.0	0.0	26.7
2018-	0.0	0.0	0.0	0.0	1.0	1.4							
POR= 70 YRS	T	T	T	0.2	1.7	5.3	8.4	6.3	5.0	0.6	T	0.0	27.5

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REFERENCE NOTES :

PAGE 1:
THE TEMPERATURE GRAPH SHOWS NORMAL MAXIMUM AND NORMAL MINIMUM DAILY TEMPERATURES (SOLID CURVES) AND THE ACTUAL DAILY HIGH AND LOW TEMPERATURES (VERTICAL BARS).
PAGE 2 AND 3:
H/C INDICATES HEATING AND COOLING DEGREE DAYS.
RH INDICATES RELATIVE HUMIDITY
W/O INDICATES WEATHER AND OBSTRUCTIONS
S INDICATES SUNSHINE.
PR INDICATES PRESSURE.
CLOUDINESS ON PAGE 3 IS THE SUM OF THE CEILOMETER AND SATELLITE DATA NOT TO EXCEED EIGHT EIGHTHS(OKTAS).
GENERAL:
T INDICATES TRACE PRECIPITATION, AN AMOUNT GREATER THAN ZERO BUT LESS THAN THE LOWEST REPORTABLE VALUE.
+ INDICATES THE VALUE ALSO OCCURS ON EARLIER DATES.
BLANK ENTRIES DENOTE MISSING OR UNREPORTED DATA.
ASOS INDICATES AUTOMATED SURFACE OBSERVING SYSTEM.
PM INDICATES THE LAST DAY OF THE PREVIOUS MONTH.
POR (PERIOD OF RECORD) BEGINS WITH THE JANUARY DATA MONTH AND IS THE NUMBER OF YEARS USED TO COMPUTE THE MEAN. INDIVIDUAL MONTHS WITHIN THE POR MAY BE MISSING.
WHEN THE POR FOR A NORMAL IS LESS THAN 30 YEARS, THE NORMAL IS PROVISIONAL AND IS BASED ON THE NUMBER OF YEARS INDICATED.
0.* OR * INDICATES THE VALUE OR MEAN-DAYS-WITH IS BETWEEN 0.00 AND 0.05.
CLOUDINESS FOR ASOS STATIONS DIFFERS FROM THE NON-ASOS OBSERVATION TAKEN BY A HUMAN OBSERVER. ASOS STATION CLOUDINESS IS BASED ON TIME-AVERAGED CEILOMETER DATA FOR CLOUDS AT OR BELOW 12,000 FEET
CLEAR INDICATES 0 - 2 OKTAS, PARTLY CLOUDY INDICATES 3 - 6 OKTAS, AND CLOUDY INDICATES 7 OR 8 OKTAS.
GENERAL CONTINUED:
WIND DIRECTION IS RECORDED IN TENS OF DEGREES (2 DIGITS) CLOCKWISE FROM TRUE NORTH. "00" INDICATES CALM. "36" INDICATES TRUE NORTH.
RESULTANT WIND IS THE VECTOR AVERAGE OF THE SPEED AND DIRECTION.
AVERAGE TEMPERATURE IS THE SUM OF THE MEAN DAILY MAXIMUM AND MINIMUM TEMPERATURE DIVIDED BY 2.
SNOWFALL DATA COMPRISE ALL FORMS OF FROZEN PRECIPITATION, INCLUDING HAIL.
A HEATING (COOLING) DEGREE DAY IS THE DIFFERENCE BETWEEN THE AVERAGE DAILY TEMPERATURE AND 65 F.
DRY BULB IS THE TEMPERATURE OF THE AMBIENT AIR.
DEW POINT IS THE TEMPERATURE TO WHICH THE AIR MUST BE COOLED TO ACHIEVE 100 PERCENT RELATIVE HUMIDITY.
WET BULB IS THE TEMPERATURE THE AIR WOULD HAVE IF THE MOISTURE CONTENT WAS INCREASED TO 100 PERCENT RELATIVE HUMIDITY.
ON JULY 1, 1996, THE NATIONAL WEATHER SERVICE BEGAN USING THE "METAR" OBSERVATION CODE THAT WAS ALREADY EMPLOYED BY MOST OTHER NATIONS OF THE WORLD. THE MOST NOTICEABLE DIFFERENCE IN THIS ANNUAL PUBLICATION WILL BE THE CHANGE IN UNITS FROM TENTHS TO EIGHTS(OKTAS) FOR REPORTING THE AMOUNT OF SKY COVER.
STATION HISTORY STOPPED WITH THE 2009 ANNUAL. IF YOU NEED SATION HISTORY INFORMATION GO TO "Historical Observing Metadata Repository", URL IS:
http://www.ncdc.noaa.gov/homr/
SNOWFALL STOPPED MONTH & YEAR INDICATED ABOVE. NO FURTHER YEARS INCLUDED UNLESS RESTARTED.

NOTE:

The "Period of Record:(POR)" for all "averages" is based on "Summary of the Day First Order Station" and "Cooperative Summary of the Day" archives.

2018
DAYTON
OHIO (KDAY)

Dayton is located near the center of the Miami River Valley, which is a nearly flat plain, 50 to 200 feet below the general elevation of the adjacent rolling country. Three Miami River tributaries, the Mad River, the Stillwater River, and Wolf Creek converge, fanwise, from the north to join the master stream within the city limits of Dayton. Heavy rains in March 1913 caused the worst flood disaster in the history of the Miami Valley. During the flood more than 400 people lost their lives and property damage amounted to $100 million. After the 1913 flood, dams were built on the streams north of Dayton, forming retarding basins. No floods have occurred at Dayton since the construction of these dams.

The elevation of the city of Dayton is about 750 feet. Terrain north of the city slopes gradually upward to about 1,100 feet at Indian Lake. Ten miles southeast of Indian Lake, near Bellefontaine, is the highest point in the state, with an elevation of about 1,550 feet. South of the city, the terrain slopes gradually downward to about 450 feet where the Miami River empties into the Ohio River.

Precipitation, which is rather evenly distributed throughout the year, and moderate temperatures help to make the Miami Valley a rich agricultural region. High relative humidities during much of the year cause some discomfort to people with allergies. Temperatures of zero or below will be experienced in about four years out of five, while 100 degrees or higher will be recorded in about one year out of five. Extreme temperatures are usually of short duration. The downward slope of about 700 feet in the 163 miles of the Miami River may have some moderating influence on the winter temperatures in the Miami Valley.

The average last occurrence in the spring of freezing temperatures is mid-April, and the average first occurrence in the autumn is late October.

Cold, polar air, flowing across the Great Lakes, causes much cloudiness during the winter, and is accompanied by frequent snow flurries. These add little to the total snowfall.

Station History

DAYTON, OH

NAME	Begin Date	End Date	Latitude	Longitude	Elevation Feet	Relocation	Platform
DAYTON JAMES M COX MUNICIPAL AP	1930-01-01	1930-05-07	39° 54'	-84° 12'			AIRWAYS
DAYTON MUNICIPAL AP	1950-01-01	1950-02-28	39° 54'	-84° 12'	1004		AIRWAYS,COOP
DAYTON MUNICIPAL AP	1974-01-01	1974-02-01	39° 54'	-84° 13'	1004		COOP,WXSVC
DAYTON WB AIRPORT	1930-05-07	1943-06-28	39° 54'	-84° 12'	1000		AIRWAYS,COOP
DAYTON MUNICIPAL AP	1969-01-01	1974-01-01	39° 54'	-84° 13'	1027		COOP,WXSVC
DAYTON INTERNATIONAL AIRPORT	2016-04-21	2017-10-01	39° 54'	-84° 13'	1003		ASOS,COOP
DAYTON JAMES M COX MUNICIPAL AP	1974-02-01	1975-01-01	39° 54'	-84° 13'	1004		COOP,WXSVC
DAYTON JAMES M COX MUNICIPAL AP	1975-01-01	1978-09-01	39° 54'	-84° 12'	995		COOP,WXSVC
DAYTON INTERNATIONAL AIRPORT	2017-10-01	2018-05-23	39° 54'	-84° 13'	1003		ASOS,COOP,PLCD
DAYTON INTL AP	1981-12-31	1995-11-01	39° 54'	-84° 12'	995		COOP
DAYTON INTL AP	1998-05-01	2016-04-21	39° 54'	-84° 13'	1010		ASOS,COOP
DAYTON INTL AP	1995-11-01	1998-05-01	39° 54'	-84° 13'	1010	.5 MI W	ASOS,COOP
DAYTON MUNICIPAL AP	1950-03-01	1962-01-01	39° 54'	-84° 12'	1017		AIRWAYS,COOP
DAYTON MUNICIPAL AP	1962-01-01	1969-01-01	39° 54'	-84° 13'	1027		AIRWAYS,COOP
DAYTON INTL AP	1978-09-01	1981-12-31	39° 54'	-84° 12'	995		COOP,WXSVC
DAYTON INTERNATIONAL AIRPORT	2018-05-23	Present	39° 54'	-84° 13'	1003		ASOS,COOP,PLCD

Element History

Element	Begin Date	End Date	Frequency	Time Of Observation	Equipment *	Equipment * Modifications	Equipment Exposure
PRECIP	1911-07-01	1933-07-29	DAILY	UNKN	SRG		
TEMP	1995-11-01	2007-05-09	DAILY	2400	HYGR		
WIND	1995-11-01	2007-05-09	HOURLY	UNKN	ANEMCUP		
PRECIP	2016-04-21	2018-05-23	HOURLY	2400	AWPAG	RCRD;HTD	
SNOWWTREQ	2016-04-21	2018-05-23	DAILY	2400	AWPAG	RCRD;HTD	
TEMP	1933-07-29	1943-06-28	DAILY	0800	MXMN		
PRECIP	1976-07-02	1986-07-02	HOURLY	2400	TB	RCRD	
PRECIP	1986-07-02	1995-11-01	DAILY	2400	UNIV	RCRD	
SNOWFALL	2016-04-21	2018-05-23	DAILY	2400	SNOWBOARD		
SNOWFALLEQ	2018-05-23	Present	DAILY	2400	AWPAG	RCRD;HTD	
SNOWFALL	2018-05-23	Present	DAILY	2400	SNOWBOARD		
WIND	2018-05-23	Present	HOURLY	UNKN	ANEMSONIC		
TEMP	1976-07-02	1986-07-02	DAILY	2400	MXMN		
PRECIP	1986-07-02	1995-11-01	HOURLY	2400	UNIV	RCRD	
TEMP	1986-07-02	1995-11-01	DAILY	2400	HYGR		
PRECIP	1995-11-01	2007-05-09	HOURLY	2400	TB	RCRD	
WIND	2007-05-09	2016-04-21	HOURLY	UNKN	ANEMSONIC		
TEMP	2007-05-09	2016-04-21	DAILY	2400	HYGR		
SNOWDPTH	2016-04-21	2018-05-23	DAILY	2400	SNOWBOARD		
TEMP	2016-04-21	2018-05-23	DAILY	2400	ATEMP		
PRECIP	1933-07-29	1943-06-28	DAILY	0800	SRG		
TEMP	1950-01-01	1976-07-01	DAILY	0800	MXMN		
PRECIP	1950-01-01	1976-07-01	DAILY	0800	SRG		
PRECIP	1976-07-01	1976-07-02	DAILY	2400	SRG		
PRECIP	1976-07-02	1986-07-02	DAILY	2400	SRG		
SNOWDPTH	2016-04-21	2018-05-23	DAILY	2400	SNOWSTICK		
TEMP	2018-05-23	Present	DAILY	2400	ATEMP		
PRECIP	1995-11-01	2007-05-09	DAILY	2400	TB	RCRD	
PRECIP	2007-05-09	2016-04-21	DAILY	2400	TB	RCRD	
PRECIP	2018-05-23	Present	DAILY	2400	AWPAG	RCRD;HTD	
SNOWFALL	2016-04-21	2018-05-23	DAILY	2400	SNOWSTICK		
TEMP	1911-07-01	1933-07-29	DAILY	UNKN	MXMN		
TEMP	1976-07-01	1976-07-02	DAILY	2400	MXMN		
PRECIP	2007-05-09	2016-04-21	HOURLY	2400	TB	RCRD	
PRECIP	2016-04-21	2018-05-23	DAILY	2400	PCPNX		
WIND	2016-04-21	2018-05-23	HOURLY	UNKN	ANEMSONIC		
SNOWDPTH	2018-05-23	Present	DAILY	2400	SNOWBOARD		
PRECIP	2018-05-23	Present	HOURLY	2400	AWPAG	RCRD;HTD	

* For explanation of codes and abbrevitions see Station Metadata link below.

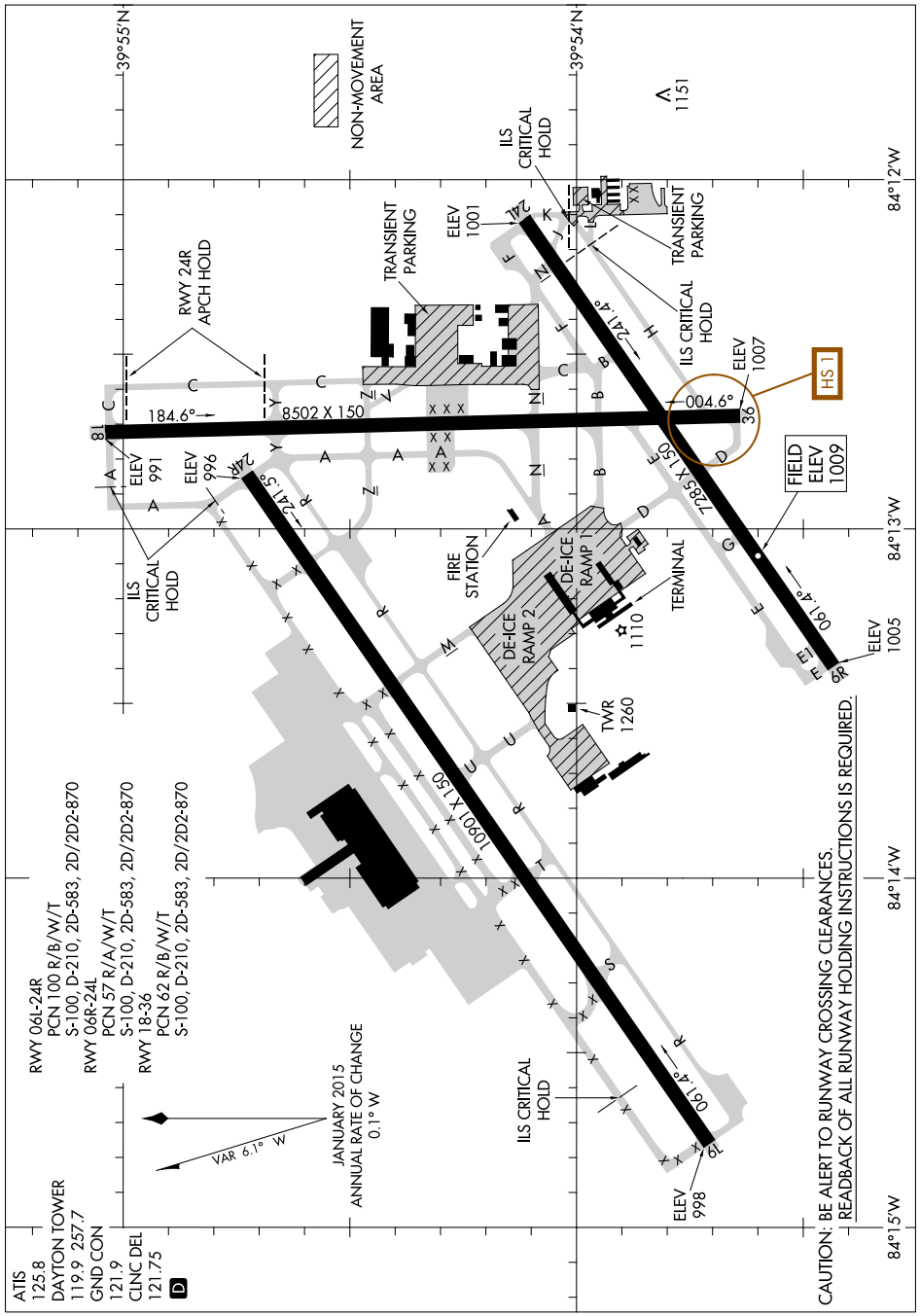
Other Station Information can be found at:
ASOS Implementation by NWS: http://www.nws.noaa.gov/ops2/Surface/asosimplementation.htm
Station Metadata website: http://www.ncdc.noaa.gov/homr

INQUIRES/COMMENTS CALL: (828) 271-4800, option 2
Fax Number : (828) 271-4876
TDD : (828) 271-4010
Email : ncdc.orders@noaa.gov

NOAA/National Centers for Environmental Information
Attn: User Engagement & Services Branch
151 Patton Avenue
Asheville, NC 28801-5001

Visit our Web Site for other weather data: www.ncdc.noaa.gov

APPENDIX C:
FAA PUBLISHED APPROACH PROCEDURES FOR DAY


39°55'N
39°54'N
84°15'W
84°14'W
84°13'W
84°12'W
NON-MOVEMENT AREA
ILS CRITICAL HOLD
TRANSIENT PARKING
ELEV 1001
RWY 24R APCH HOLD
184.6°
8502 X 150
ELEV 991
ELEV 996
24L
24R
241.5°
241.4°
004.6°
ELEV 1007
HS 1
FIELD ELEV 1009
7285 X 150
061.4°
ELEV 1005
FIRE STATION
DE-ICE RAMP 1
DE-ICE RAMP 2
TERMINAL
1110
TWR 1260
10901 X 150
ELEV 998
RWY 06L-24R
PCN 100 R/B/W/T
S-100, D-210, 2D-583, 2D/2D2-870
RWY 06R-24L
PCN 57 R/A/W/T
S-100, D-210, 2D-583, 2D/2D2-870
RWY 18-36
PCN 62 R/B/W/T
S-100, D-210, 2D-583, 2D/2D2-870
VAR 6.1° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W
ATIS
125.8
DAYTON TOWER
119.9 257.7
GND CON
121.9
CLNC DEL
121.75
D
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES,
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NAME ALTERNATE MINIMUMS

CIRCLEVILLE, OH

PICKAWAY COUNTY
MEMORIAL (CYO)……..**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR Rwy 19
NA when local weather not available.

CLEVELAND, OH

BURKE
LAKEFRONT (BKL)…….. **ILS or LOC Rwy 24R[1]**
RNAV (GPS) Rwy 24R[2]
[1]NA when control tower closed.
[2]Categories A, B, 1100-2; Categories C, D, 1100-3.

CUYAHOGA
COUNTY (CGF)……**ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[3]
[1]LOC, Category D, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2½.

COLUMBUS, IN

COLUMBUS
MUNI (BAK)…….....…**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32
NA when local weather not available.

COLUMBUS, OH

BOLTON FIELD (TZR)……..**ILS or LOC Rwy 4[1]**
NDB Rwy 4[1]
RNAV (GPS) Rwy 22[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

JOHN GLENN COLUMBUS
INTL (CMH)…….....**ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[2]
ILS or LOC Rwy 28L[4]
ILS or LOC Rwy 28R[2]
RNAV (GPS) Y Rwy 10L[5]
RNAV (GPS) Y Rwy 10R[5]
RNAV (GPS) Y Rwy 28L[3]
RNAV (GPS) Y Rwy 28R[5]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2¼; LOC, Category D, 800-2¼.
[3]Category D, 800-2¾.
[4]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½; LOC Category C, 800-2¼; Category D, 800-2½.
[5]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

COLUMBUS, OH (CON'T)

OHIO STATE
UNIVERSITY (OSU)……..…**ILS or LOC Rwy 9R[1]**
NDB Rwy 9R[1]
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
NA when local weather not available.
[1]NA when control tower closed.

RICKENBACKER
INTL (LCK)……..……...**ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
RNAV (GPS) Rwy 5L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L
RNAV (GPS) Rwy 23R
NA when local weather not available.

CRAWFORDSVILLE, IN

CRAWFORDSVILLE
RGNL (CFJ)……..…**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.
Category D, 800-2¼.

DAYTON, OH

DAYTON-WRIGHT
BROTHERS (MGY)……..…...**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2¼.

JAMES M COX DAYTON
INTL (DAY)……**ILS or LOC Rwy 6L**
ILS, Category D, 700-2.

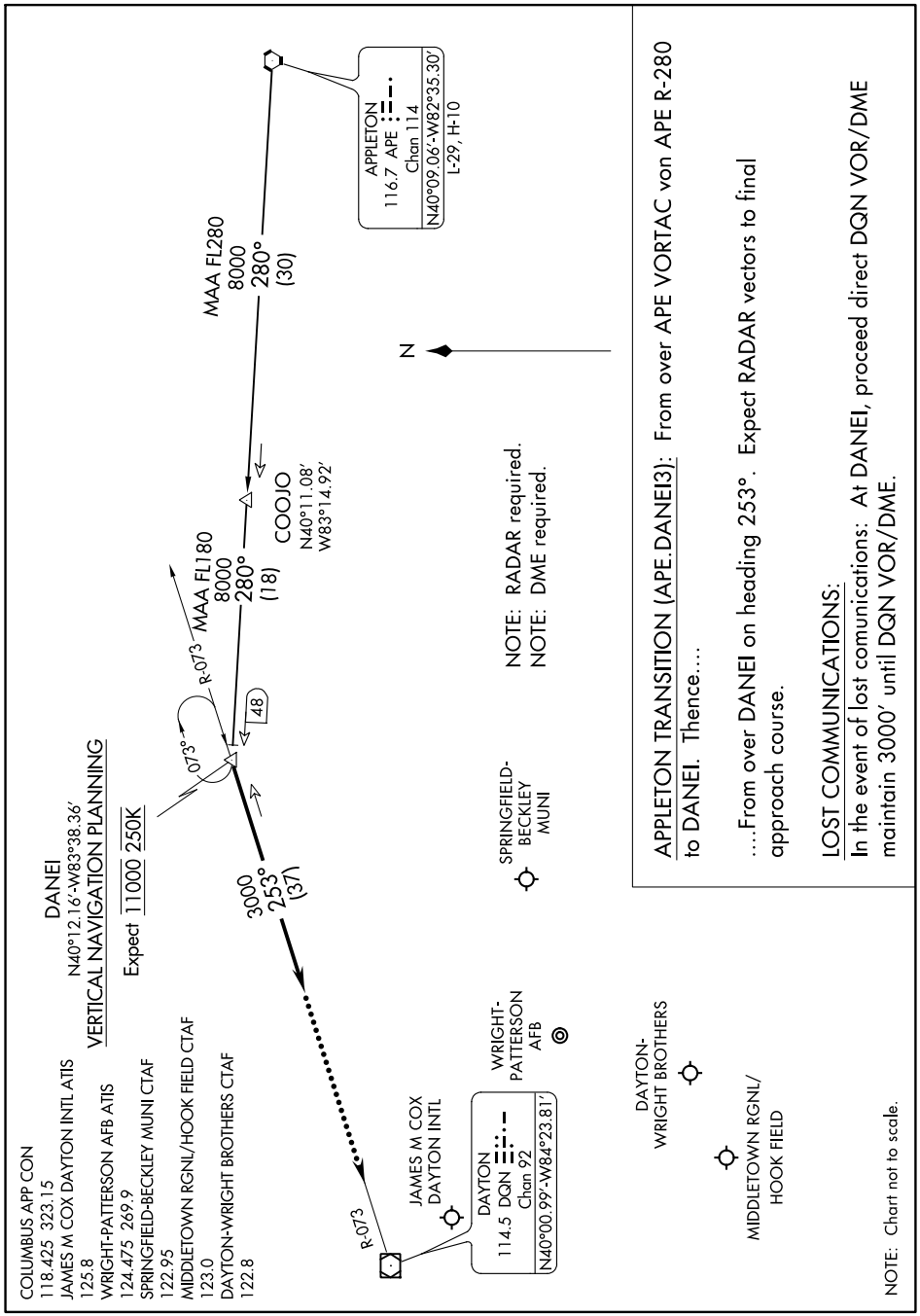
DEFIANCE, OH

DEFIANCE
MEMORIAL (DFI)……....…..**RNAV (GPS) Rwy 12**
Category D, 800-2¼.

ELKHART, IN

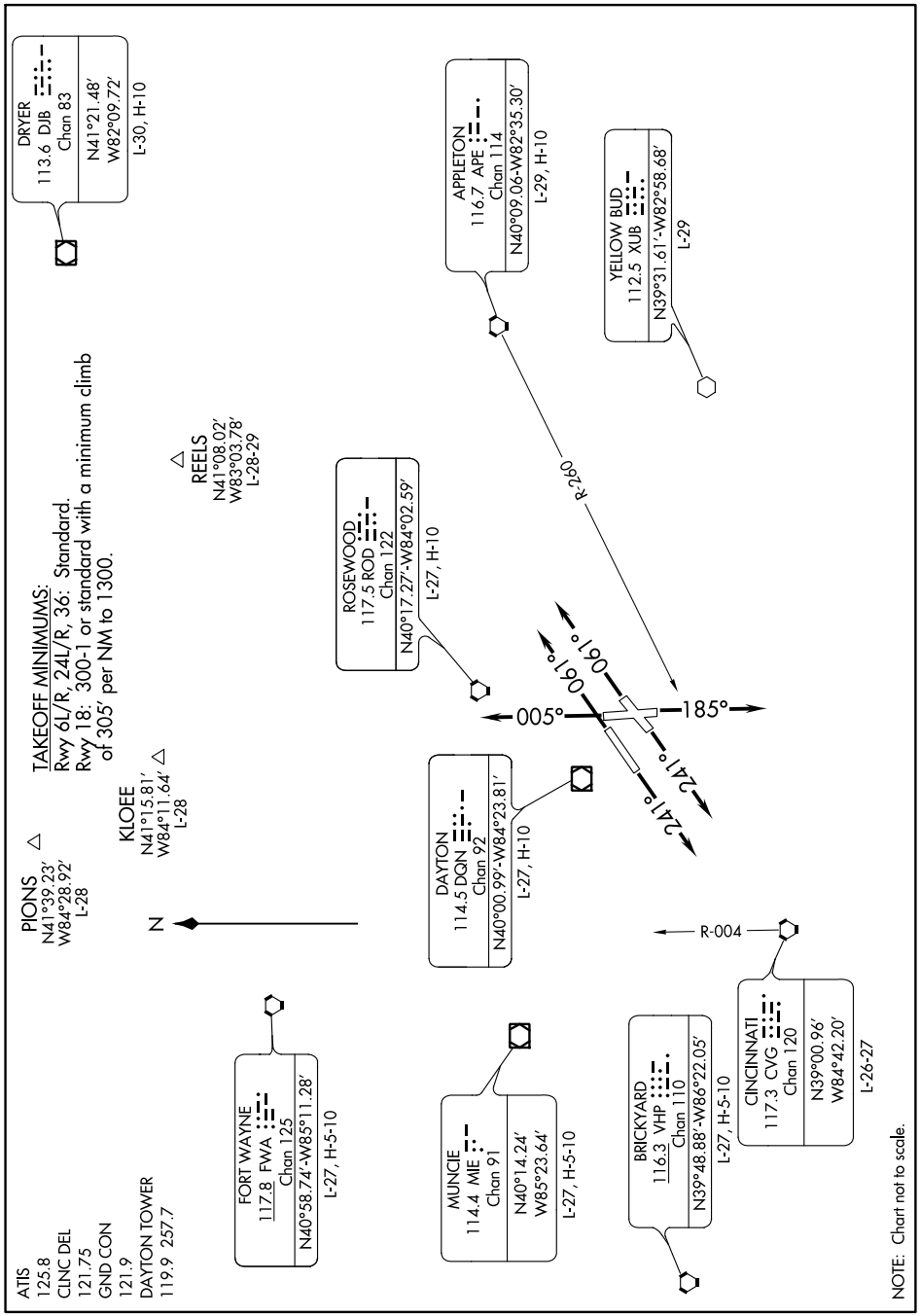
ELKHART
MUNI (EKM)…….....**ILS or LOC Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 9[2]
[1]ILS, NA when control tower closed. LOC, NA.
[2]NA when local weather not available.

07 NOV 2019 to 05 DEC 2019
07 NOV 2019 to 05 DEC 2019


COLUMBUS APP CON
118.425 323.15
JAMES M COX DAYTON INTL ATIS
125.8
WRIGHT-PATTERSON AFB ATIS
124.475 269.9
SPRINGFIELD-BECKLEY MUNI CTAF
122.95
MIDDLETOWN RGNL/HOOK FIELD CTAF
123.0
DAYTON-WRIGHT BROTHERS CTAF
122.8
DANEI
N40°12.16'-W83°38.36'
VERTICAL NAVIGATION PLANNING
Expect 11000 250K
073°
R-073
MAA FL180
8000
280°
(18)
48
3000
253°
(37)
R-073
MAA FL280
8000
280°
(30)
COOJO
N40°11.08'
W83°14.92'
N
JAMES M COX
DAYTON INTL
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
WRIGHT-
PATTERSON
AFB
SPRINGFIELD-
BECKLEY
MUNI
DAYTON-
WRIGHT BROTHERS
MIDDLETOWN RGNL/
HOOK FIELD
APPLETON
116.7 APE
Chan 114
N40°09.06'-W82°35.30'
L-29, H-10
NOTE: RADAR required.
NOTE: DME required.
APPLETON TRANSITION (APE.DANEI3): From over APE VORTAC von APE R-280 to DANEI. Thence....
....From over DANEI on heading 253°. Expect RADAR vectors to final approach course.
LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI, proceed direct DQN VOR/DME maintain 3000' until DQN VOR/DME.
NOTE: Chart not to scale.
EC-2, 07 NOV 2019 to 05 DEC 2019
EC-2, 07 NOV 2019 to 05 DEC 2019

DAYTON SIX DEPARTURE

DAYTON, OHIO



EC-2, 07 NOV 2019 to 05 DEC 2019

DAYTON SIX DEPARTURE

DAYTON SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6L/R: Climb heading 061°, thence...
TAKEOFF RWY 18: Climb heading 185°, thence....
TAKEOFF RWY 24L/R: Climb heading 241°, thence...
TAKEOFF RWY 36: Climb heading 005°, thence...

...or assigned radar vectors to join assigned route/fix. All aircraft maintain 5000′ or filed altitude if lower. Expect clearance to requested altitude/flight level 10 minutes after departure. Appropriate departure control frequency will be assigned by ATC. Turbojet aircraft filed over CVG VORTAC, maintain 250 knots until advised by ATC, expect vectors to intercept CVG R-004. Aircraft filed over APE VORTAC, expect vectors to intercept APE R-260.

EC-2, 07 NOV 2019 to 05 DEC 2019
EC-2, 07 NOV 2019 to 05 DEC 2019

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, IN		
COLUMBUS MUNI (BAK)	HS 1	Twy A and Twy B.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Int Rwy 27R, Rwy 23 -wrong rwy departure risk.
COLUMBUS, OH		
JOHN GLENN COLUMBUS INTL (CMH)	HS 1	Area not visible from the twr.
DAYTON, OH		
JAMES M COX DAYTON INTL (DAY)	HS 1	Taxiing via Twy D, Rwy 36, Twy H.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Twy G and Rwy 18-36, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering twy G.
	HS 2	Rwy 27 and Twy A.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

07 NOV 2019 to 05 DEC 2019

07 NOV 2019 to 05 DEC 2019

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAFAYETTE, IN		
PURDUE UNIVERSITY (LAF)	HS 1	Complex int Twy B, Twy B3, Twy C.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.

*See appropriate Chart Supplement HOT SPOT table for additional information.

07 NOV 2019 to 05 DEC 2019

07 NOV 2019 to 05 DEC 2019

WAAS CH 42913 W06A	APP CRS 061°	Rwy ldg 10900 TDZE 998 Apt Elev 1009

RNAV (GPS) Z RWY 6L
JAMES M COX DAYTON INTL (DAY)

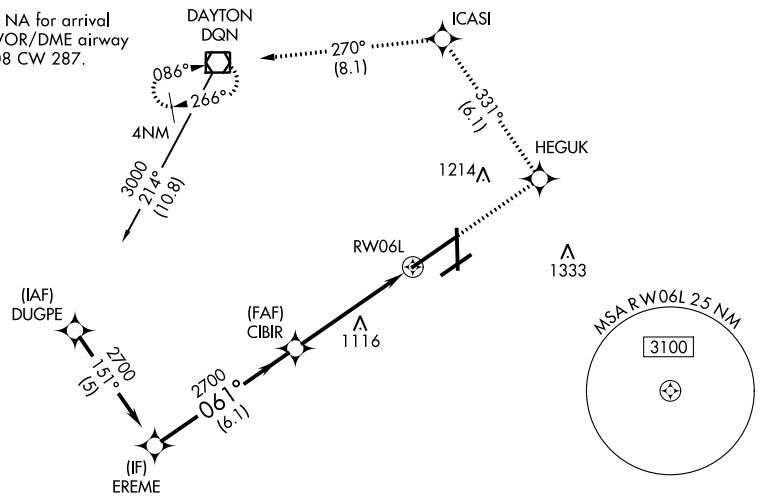
RNP APCH

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cats C/D to 1¼ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 direct HEGUK and on track 331° to ICASI and on track 270° to DQN VOR/DME and hold.

ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75

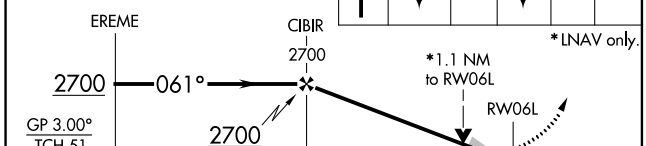


2049

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).

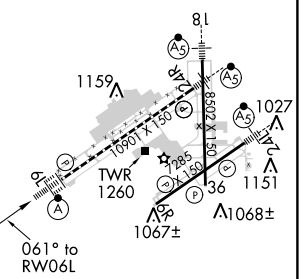
3000	HEGUK	tr 331°	ICASI	tr 270°	DQN

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	1198/18 200 (200-½)			
LNAV/VNAV DA	1366/40 368 (400-¾)			
LNAV MDA	1420/24 422 (500-½)		1420/40 422 (500-¾)	1420/50 422 (500-1)
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)

ELEV 1009 D TDZE 998



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 07 NOV 2019 to 05 DEC 2019

EC-2, 07 NOV 2019 to 05 DEC 2019

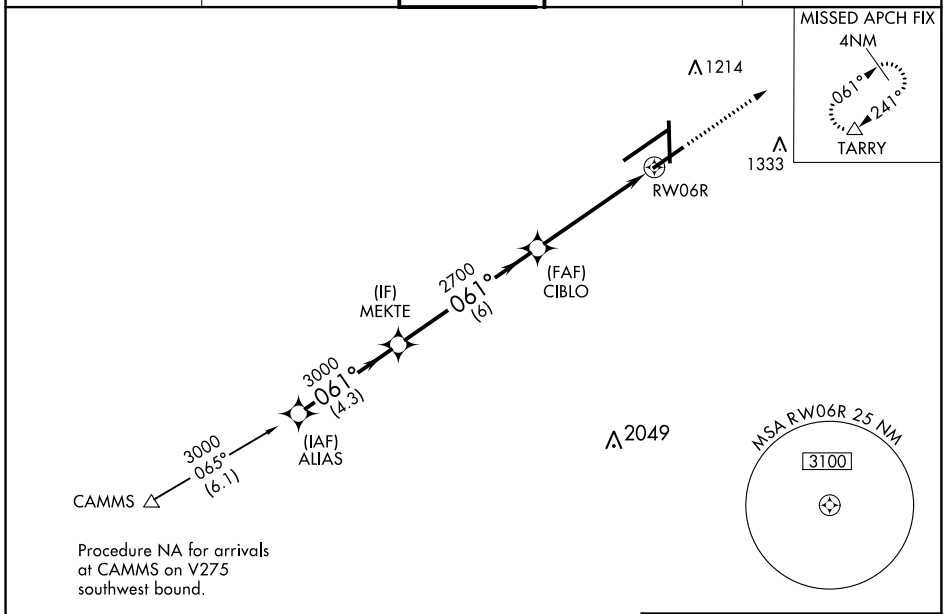
WAAS CH 90414 W06B	APP CRS 061°	Rwy ldg 7001 TDZE 1009 Apt Elev 1009

RNAV (GPS) RWY 6R
JAMES M COX DAYTON INTL (DAY)

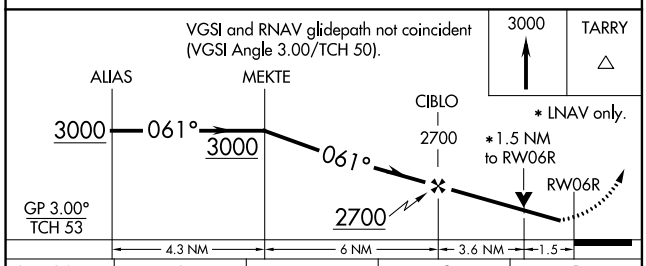
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-4°F) or above 54°C (130°F). Rwy 6R helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MISSED APPROACH: Climb to 3000 direct TARRY and hold.

ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75

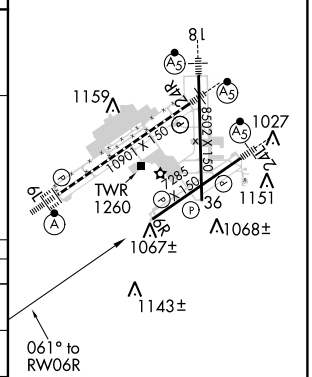


Procedure NA for arrivals at CAMMS on V275 southwest bound.



CATEGORY	A	B	C	D
LPV DA	1259-¾ 250 (300-¾)			
LNAV/VNAV DA	1496-1¾ 487 (500-1¾)			
LNAV MDA	1520-1 511 (600-1)		1520-1½ 511 (600-1½)	1520-1¾ 511 (600-1¾)
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)

ELEV 1009 | D | TDZE 1009



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 07 NOV 2019 to 05 DEC 2019
EC-2, 07 NOV 2019 to 05 DEC 2019

WAAS CH 86914 W18A	APP CRS 185°	Rwy ldg 8502 TDZE 996 Apt Elev 1009

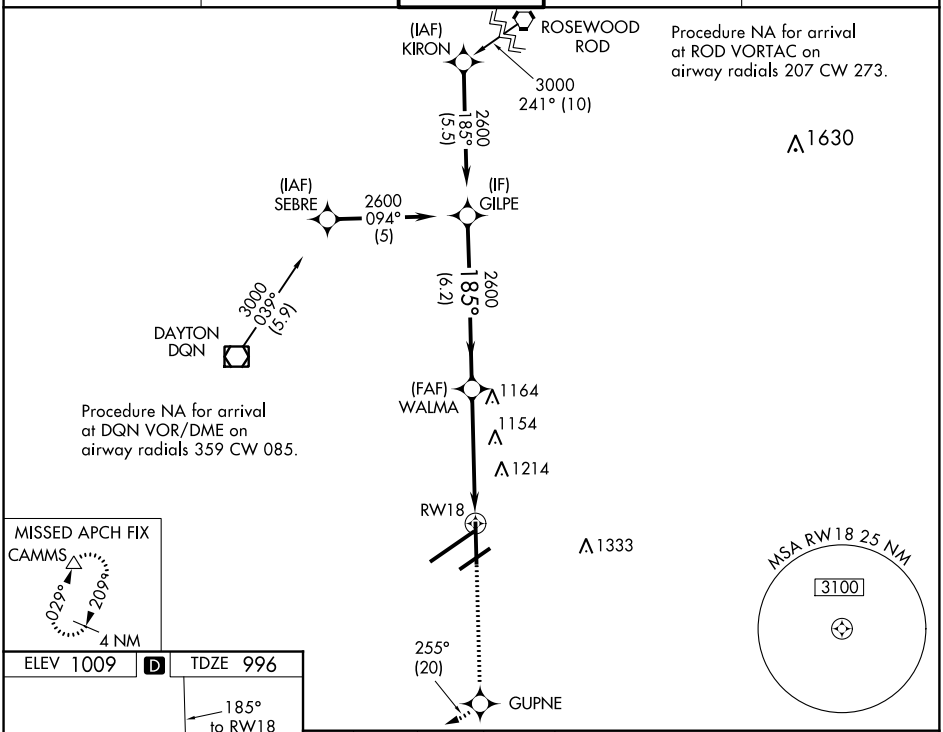
RNAV (GPS) RWY 18
JAMES M COX DAYTON INTL (DAY)

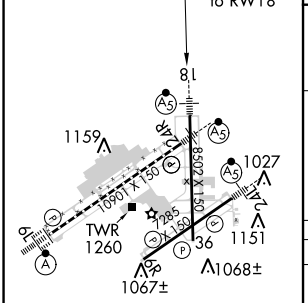
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.

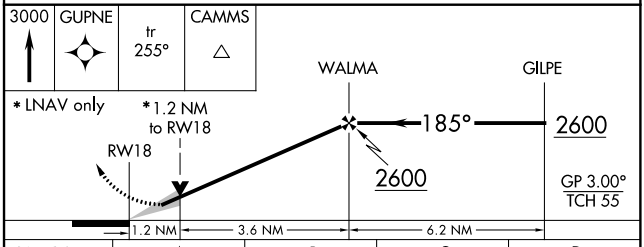
MALSR

MISSED APPROACH: Climb to 3000 direct GUPNE and on track 255° to CAMMS and hold.

ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75







CATEGORY	A	B	C	D
LPV DA **	1196/24 200 (200-½)			
LNAV/VNAV DA	1406/50 410 (400-1)			
LNAV MDA	1420/24 424 (500-½)		1420/40 424 (500-¾)	1420/50 424 (500-1)
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 07 NOV 2019 to 05 DEC 2019

EC-2, 07 NOV 2019 to 05 DEC 2019

WAAS CH 50414 W24A	APP CRS 241°	Rwy ldg 7001 TDZE 1007 Apt Elev 1009

RNAV (GPS) RWY 24L
JAMES M COX DAYTON INTL (DAY)

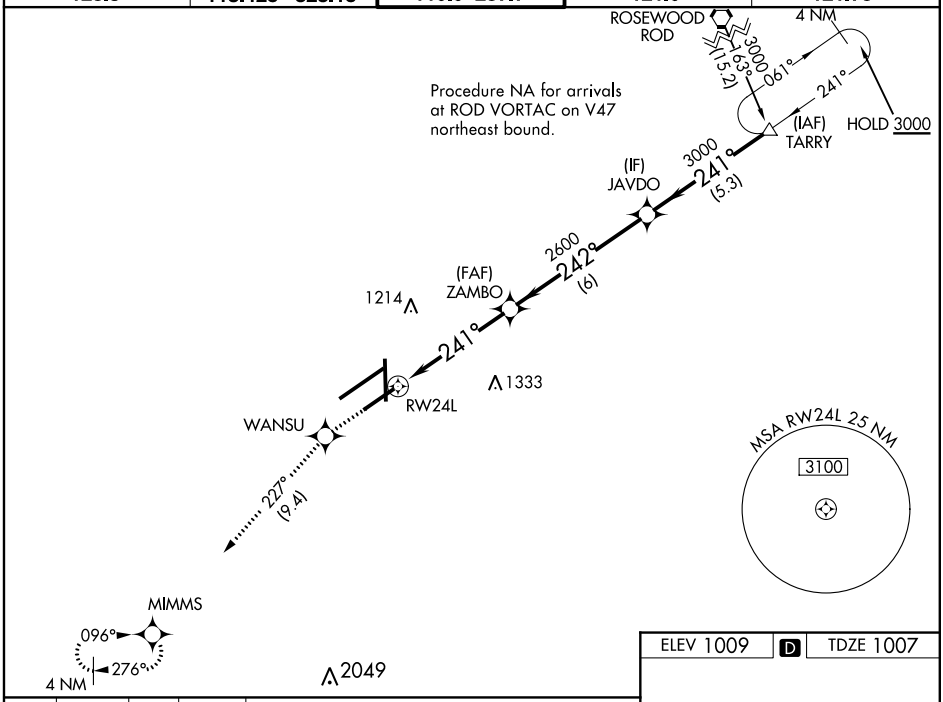
RNP APCH.

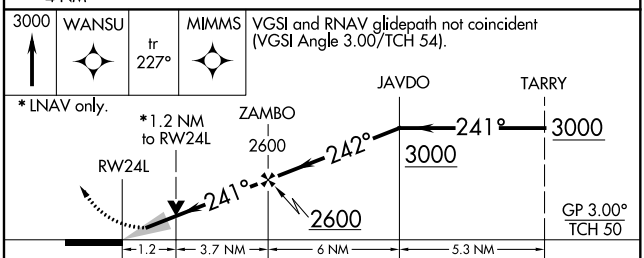
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats RVR to 4500. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

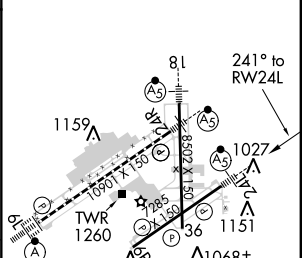
MISSED APPROACH: Climb to 3000 direct WANSU and on track 227° to MIMMS and hold.

ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75





CATEGORY	A	B	C	D
LPV DA**	1207/24 200 (200-½)			
LNAV/VNAV DA	1327/24 320 (400-½)			
LNAV MDA	1440/24 433 (500-½)		1440/40 433 (500-¾)	
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 07 NOV 2019 to 05 DEC 2019
EC-2, 07 NOV 2019 to 05 DEC 2019

WAAS CH 66013 W24B	APP CRS 241°	Rwy ldg 10900 TDZE 997 Apt Elev 1009

RNAV (GPS) Z RWY 24R
JAMES M COX DAYTON INTL (DAY)

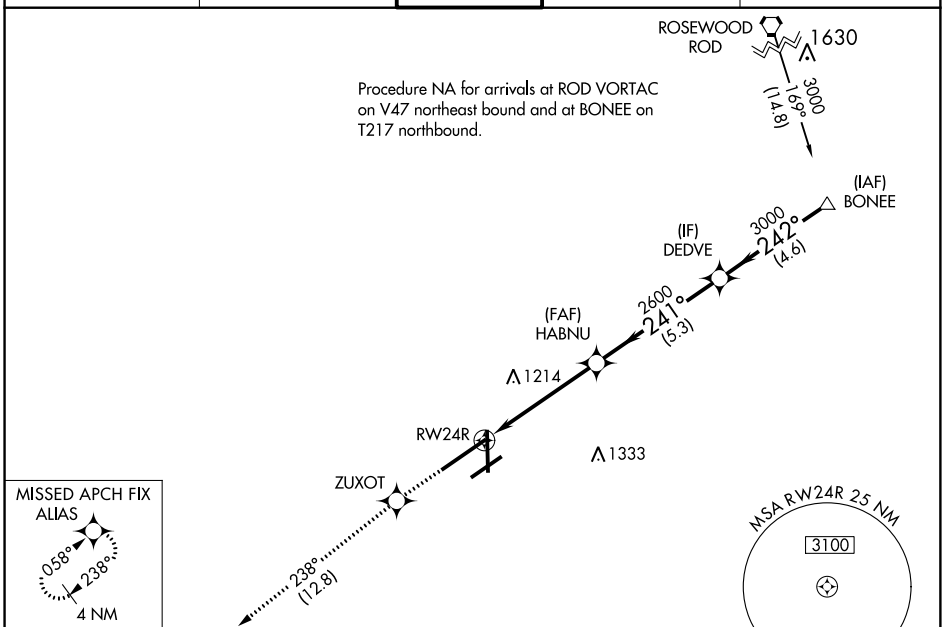
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

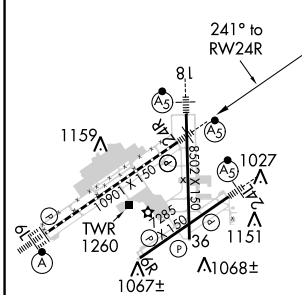
MALSR

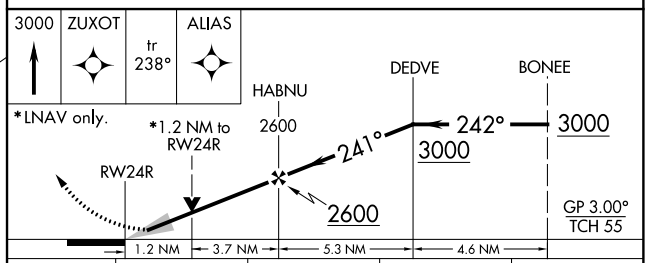
MISSED APPROACH: Climb to 3000 direct ZUXOT and on track 238° to ALIAS and hold.

ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75



ELEV 1009 D TDZE 997





CATEGORY	A	B	C	D
LPV DA	1203/24 206 (200-½)			
LNAV/VNAV DA	1294/24 297 (300-½)			
LNAV MDA	1440/24 443 (500-½)		1440/45 443 (500-⅞)	
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 07 NOV 2019 to 05 DEC 2019

EC-2, 07 NOV 2019 to 05 DEC 2019

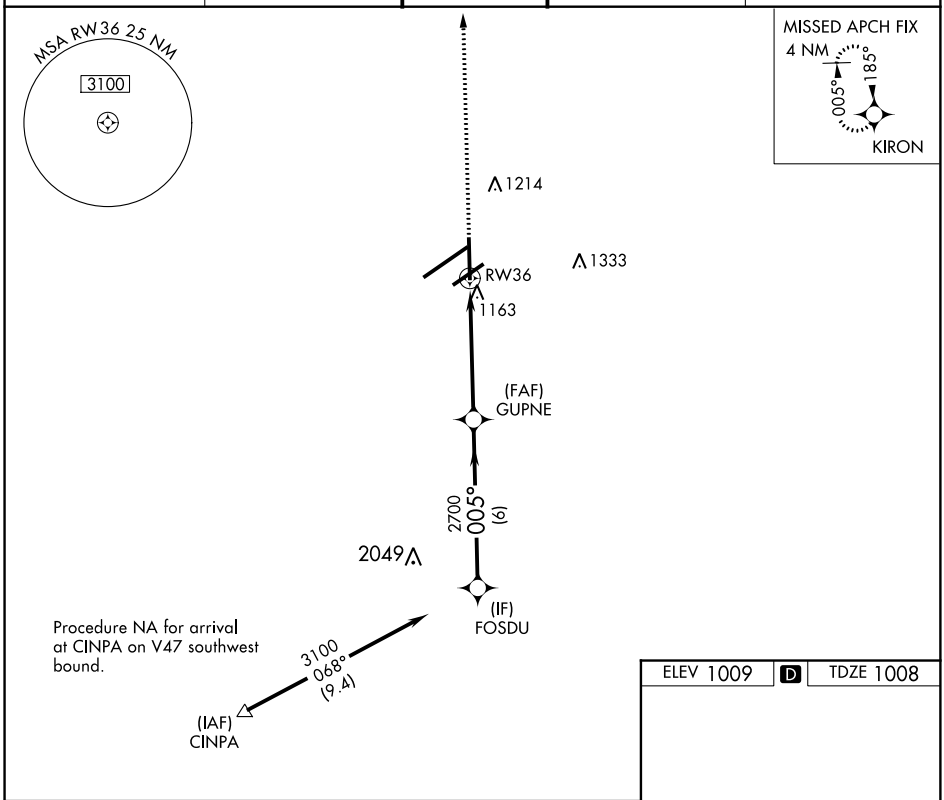
APP CRS	Rwy ldg	8502
005°	TDZE	1008
	Apt Elev	1009

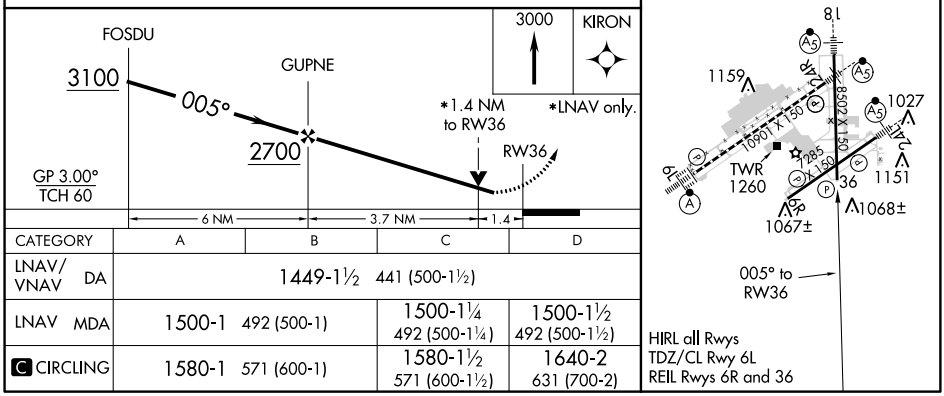
RNAV (GPS) RWY 36
JAMES M COX DAYTON INTL (DAY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct to KIRON and hold.

ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75





CATEGORY	A	B	C	D
LNAV/VNAV DA	1449-1½ 441 (500-1½)			
LNAV MDA	1500-1 492 (500-1)		1500-1¼ 492 (500-1¼)	1500-1½ 492 (500-1½)
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)

EC-2, 07 NOV 2019 to 05 DEC 2019

LOC I-ATD	APP CRS	Rwy ldg / TDZE / Apt Elev
108.9	061°	10900 / 998 / 1009

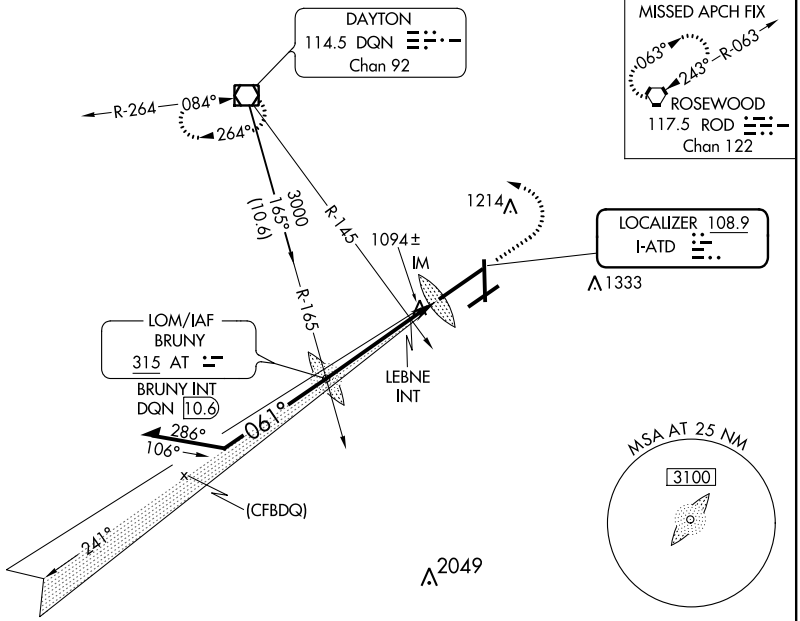
ILS or LOC RWY 6L
JAMES M COX DAYTON INTL (DAY)

Simultaneous approach authorized.
For inop ALSF-2, increase S-LOC 6L Cat C/D visibility to 1⅜ mile.

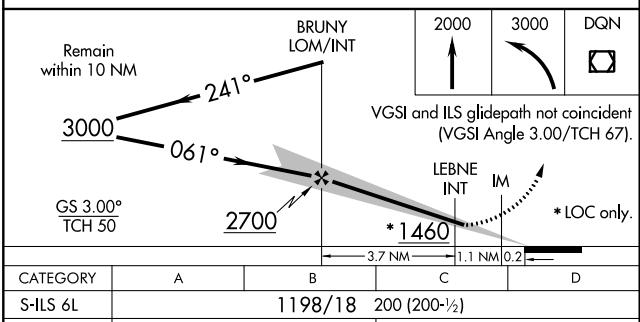
ALSF-2

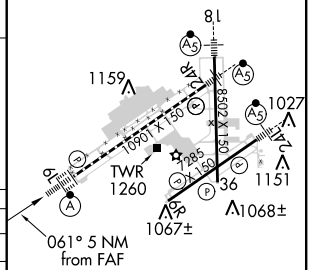
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75



ELEV 1009 | D | TDZE 998





HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

CATEGORY	A	B	C	D
S-ILS 6L	1198/18 200 (200-½)			
S-LOC 6L	1460/24 462 (500-½)		1460/50 462 (500-1)	
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)
LEBNE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 6L	1380/24 382 (400-½)		1380/35 382 (400-⅝)	
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 07 NOV 2019 to 05 DEC 2019
EC-2, 07 NOV 2019 to 05 DEC 2019

LOC I-ATD	APP CRS	Rwy ldg / TDZE / Apt Elev
108.9	061°	10900 / 998 / 1009

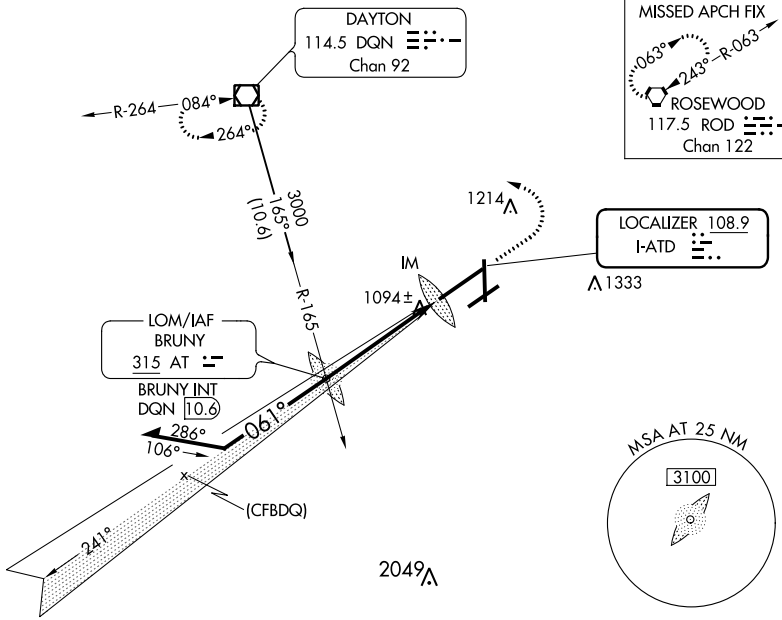
ILS RWY 6L (CAT II & III)
JAMES M COX DAYTON INTL (DAY)

Simultaneous approach authorized.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

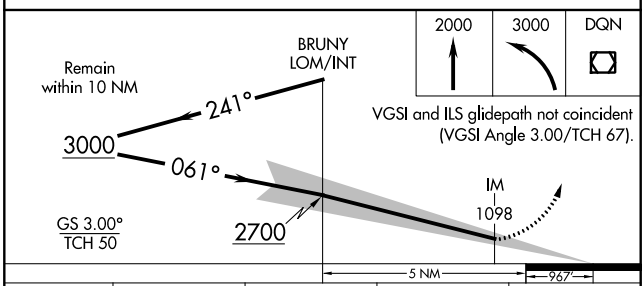
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

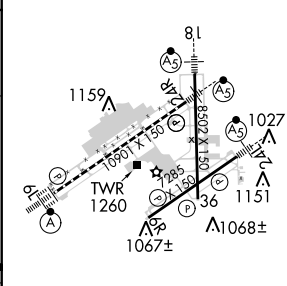
ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75



ELEV 1009	D	TDZE 998



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).



CATEGORY	A	B	C	D
S-ILS 6L	CAT II RA 99/12 100 DA 1098			
S-ILS 6L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 07 NOV 2019 to 05 DEC 2019

EC-2, 07 NOV 2019 to 05 DEC 2019

ILS or LOC RWY 18
JAMES M COX DAYTON INTL (DAY)

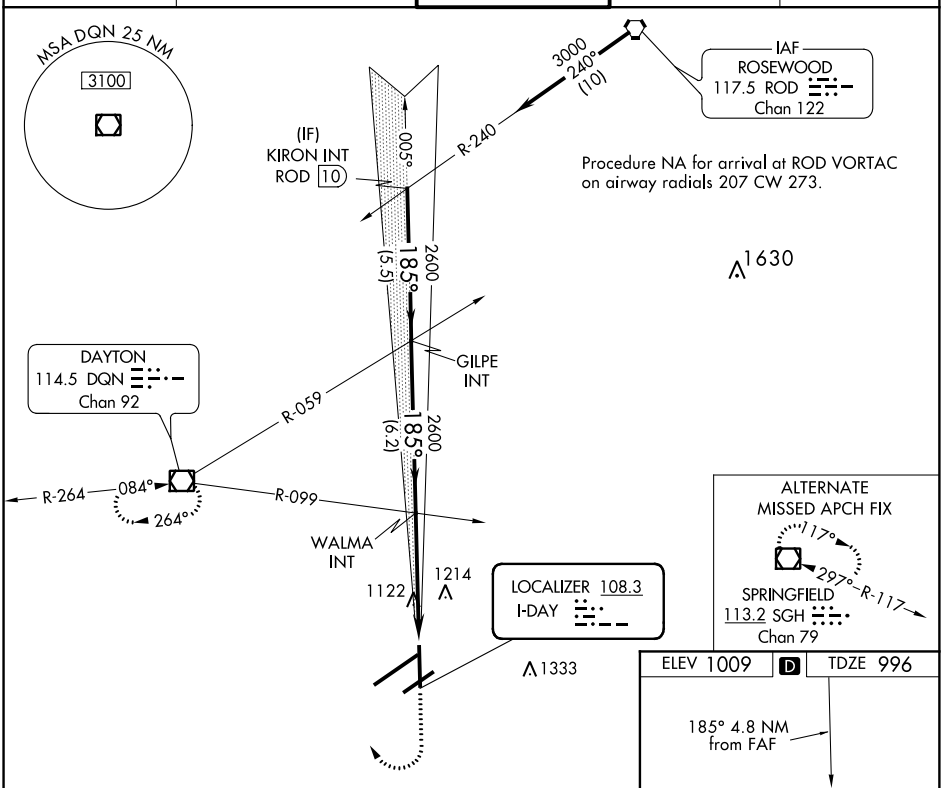
LOC I-DAY	APP CRS	Rwy ldg / TDZE / Apt Elev
108.3	185°	8502 / 996 / 1009

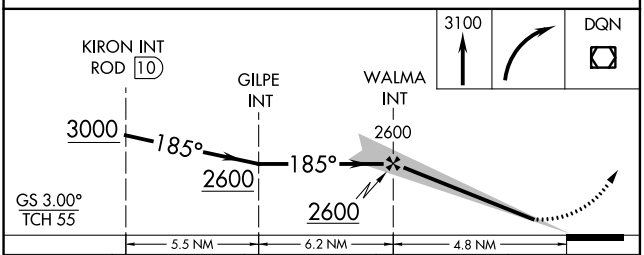
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3100 then right turn direct DQN VOR/DME and hold.

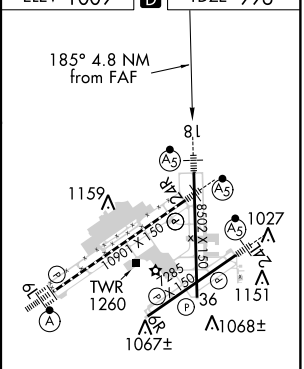
ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75





CATEGORY	A	B	C	D
S-ILS 18 *	1196/24 200 (200-½)			
S-LOC 18	1380/24 384 (400-½)			1380/40 384 (400-¾)
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)

ELEV 1009 D TDZE 996



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 07 NOV 2019 to 05 DEC 2019
EC-2, 07 NOV 2019 to 05 DEC 2019

LOC I-EGK 110.3 Chan 40	APP CRS 241°	Rwy ldg 7001 TDZE 1007 Apt Elev 1009

ILS or LOC RWY 24L
JAMES M COX DAYTON INTL (DAY)

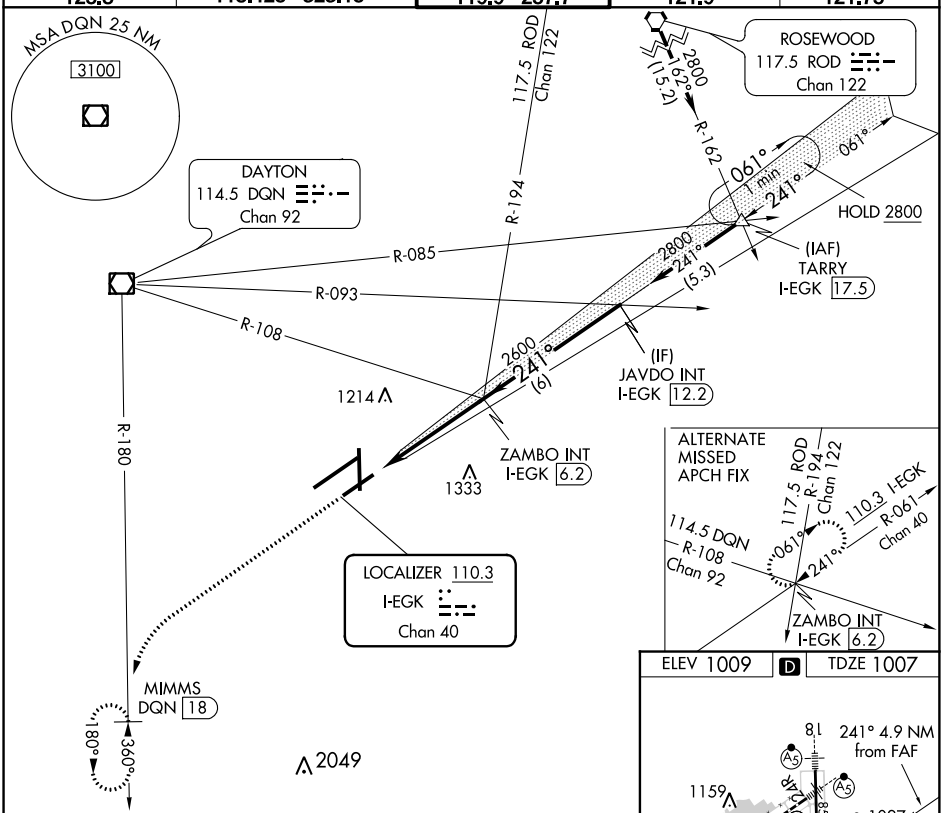
DME required.

T Simultaneous approach authorized.
RVR 1800 authorized with use of FD or AP or HUD to DA.

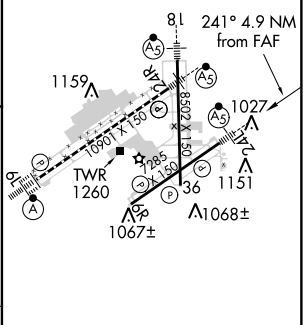
MALSR

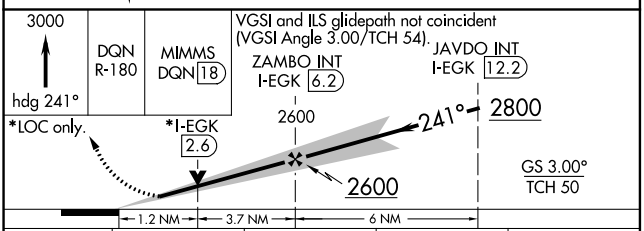
MISSED APPROACH: Climb to 3000 on heading 241° and DQN R-180 to MIMMS/DQN 18 DME and hold.

ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75



ELEV 1009	D	TDZE 1007





CATEGORY	A	B	C	D
S-ILS 24L #	1207/24 200 (200-½)			
S-LOC 24L	1440/24 433 (500-½)		1440/40 433 (500-¾)	
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 07 NOV 2019 to 05 DEC 2019

EC-2, 07 NOV 2019 to 05 DEC 2019

ILS or LOC RWY 24R
JAMES M COX DAYTON INTL (DAY)

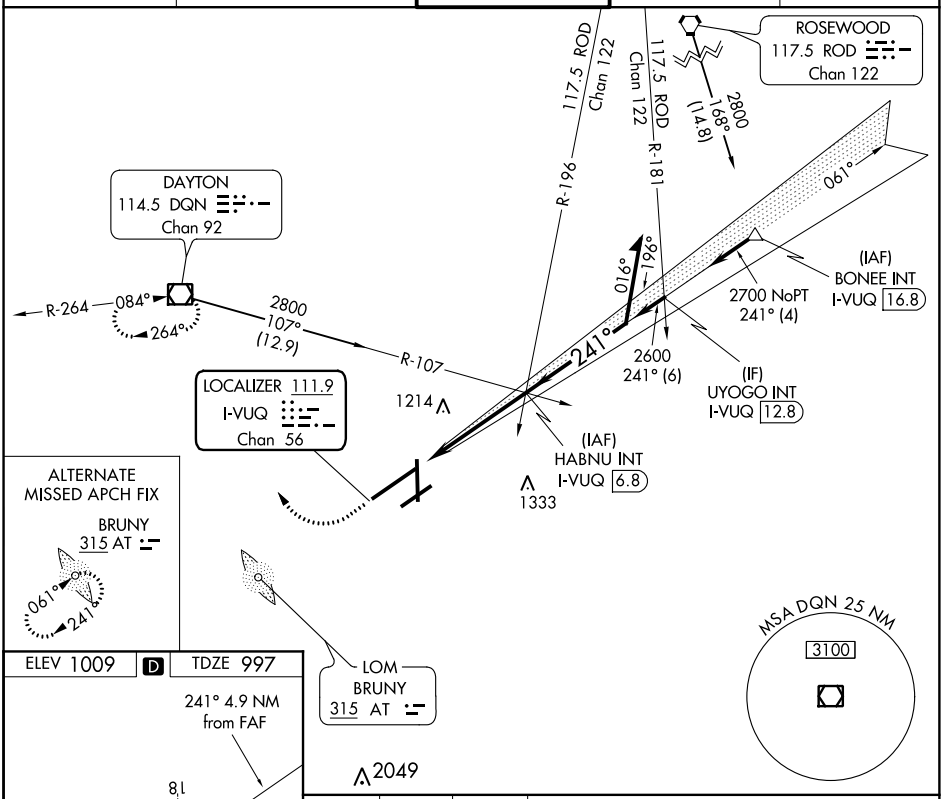
LOC/DME I-VUQ 111.9 Chan 56	APP CRS 241°	Rwy ldg 10900 TDZE 997 Apt Elev 1009

Simultaneous approach authorized.
For inop MALSR, increase S-LOC 24R Cat C/D visibility to RVR 6000.

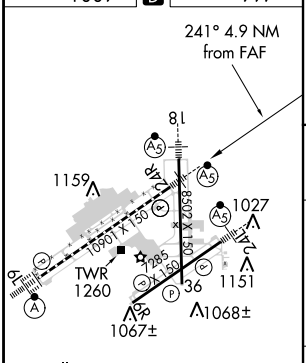
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct DQN VOR/DME and hold.

ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75

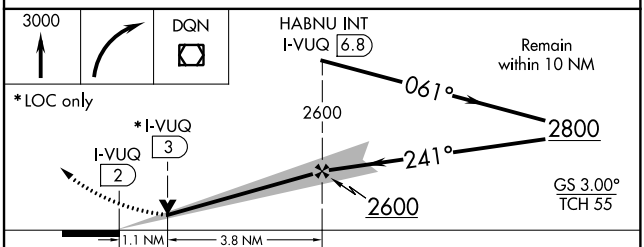


ELEV 1009 | D | TDZE 997



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

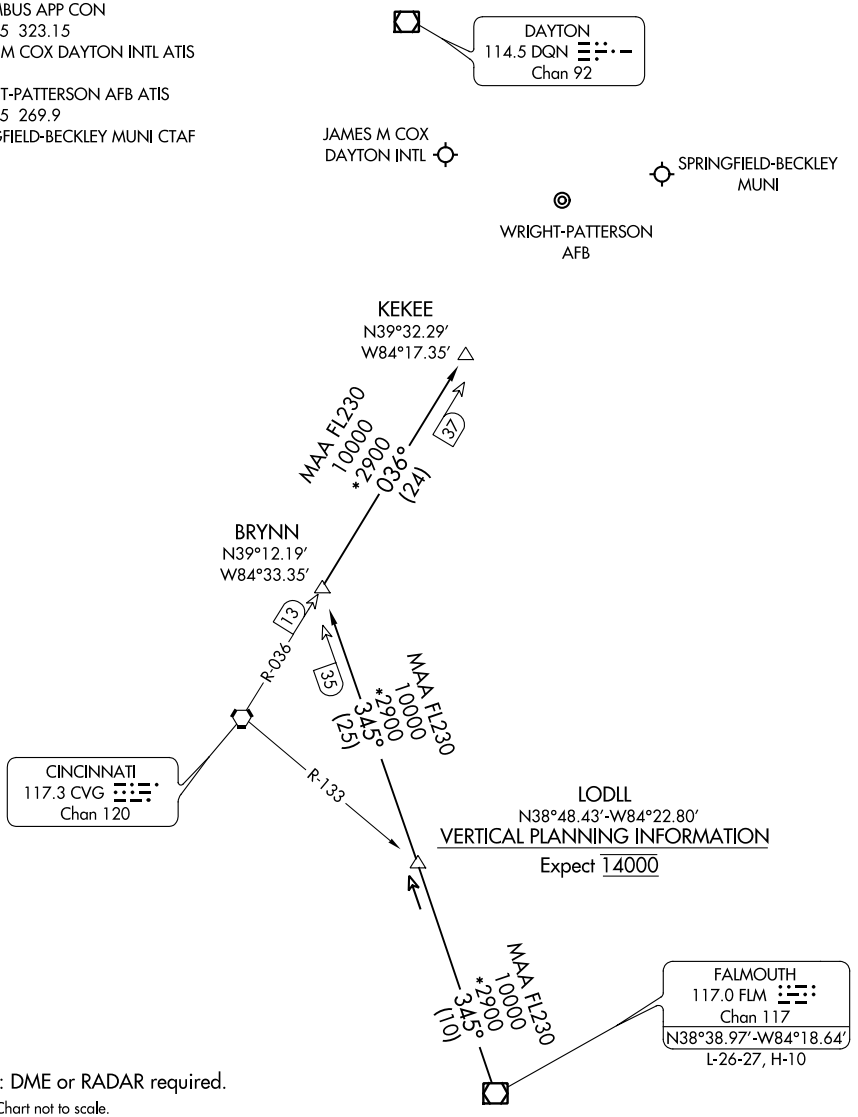


CATEGORY	A	B	C	D
S-ILS 24R	1203/24	206 (200-½)		
S-LOC 24R	1400/24	403 (400-½)	1400/40	403 (400-¾)
C CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)

EC-2, 07 NOV 2019 to 05 DEC 2019

EC-2, 07 NOV 2019 to 05 DEC 2019

COLUMBUS APP CON
118.425 323.15
JAMES M COX DAYTON INTL ATIS
125.8
WRIGHT-PATTERSON AFB ATIS
124.475 269.9
SPRINGFIELD-BECKLEY MUNI CTAF
122.95



NOTE: DME or RADAR required.

NOTE: Chart not to scale.

FALMOUTH TRANSITION (FLM.KEKEE4): From over FLM VOR/DME on FLM R-345 to BRYNN, then on CVG R-036 to KEKEE. Thence....

....from over KEKEE: Expect RADAR vectors to join final approach course.

EC-2, 07 NOV 2019 to 05 DEC 2019
EC-2, 07 NOV 2019 to 05 DEC 2019

APP CRS	Rwy ldg	10900
061°	TDZE	998
	Apt Elev	1009

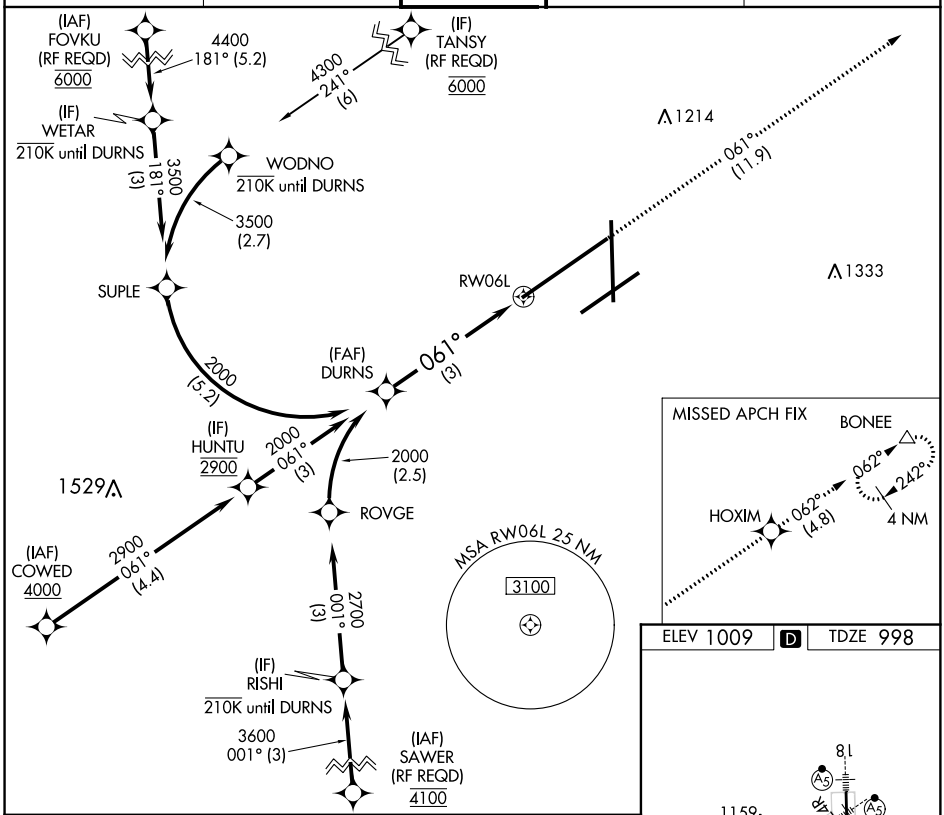
RNAV (RNP) Y RWY 6L
JAMES M COX DAYTON INTL (DAY)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). For inop ALS, increase RNP 0.10 all Cats visibility to RVR 6000. For inop ALS, increase RNP 0.30 all Cats visibility to 1⅝.

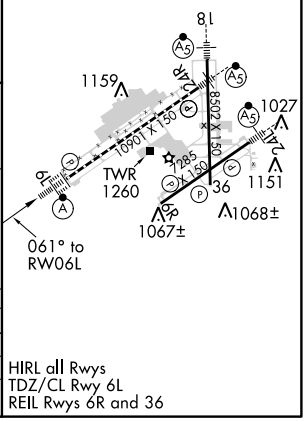
ALSF-2

MISSED APPROACH: Climb to 3000 on the RNAV missed approach route to BONEE and hold.

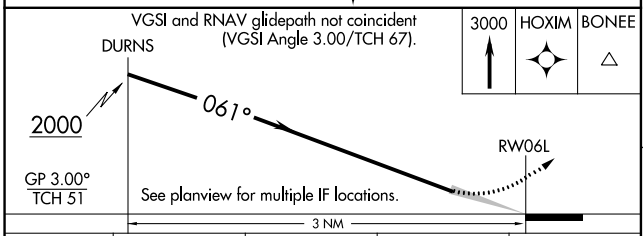
ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75



ELEV 1009	D	TDZE 998



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).



CATEGORY	A	B	C	D
RNP 0.10 DA	1358/40 360 (400-¾)			
RNP 0.30 DA	1464/60 466 (500-1¼)			

AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 07 NOV 2019 to 05 DEC 2019

EC-2, 07 NOV 2019 to 05 DEC 2019

APP CRS	Rwy ldg	10900
241°	TDZE	997
	Apt Elev	1009

RNAV (RNP) Y RWY 24R
JAMES M COX DAYTON INTL (DAY)

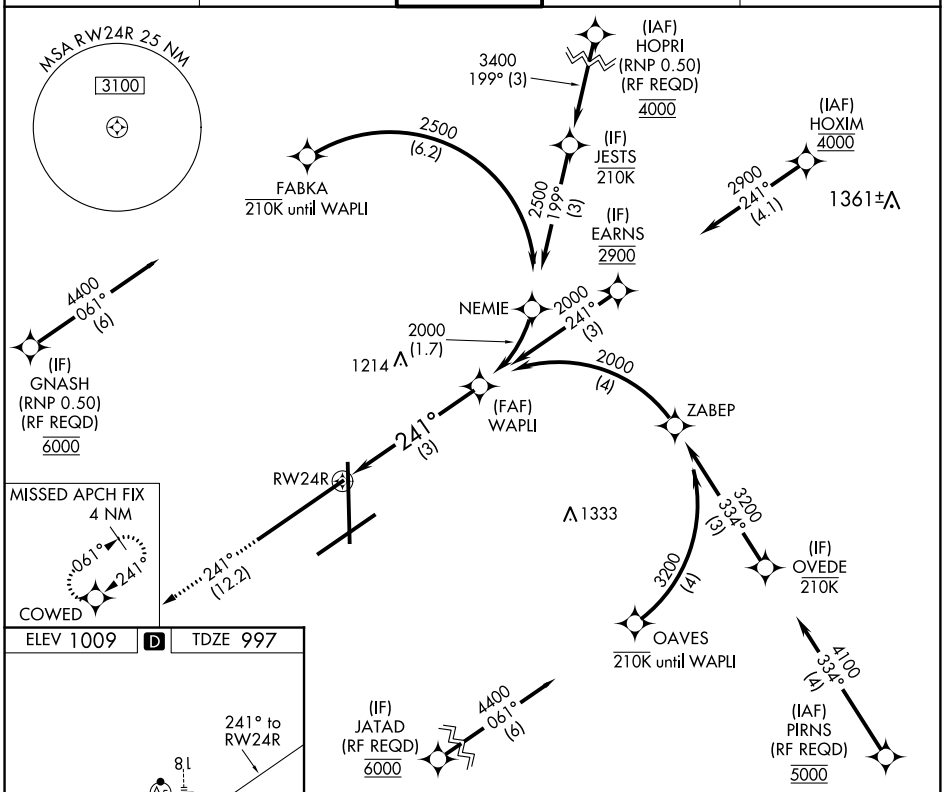
RNP AR APCH.

For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1⅜ SM. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.

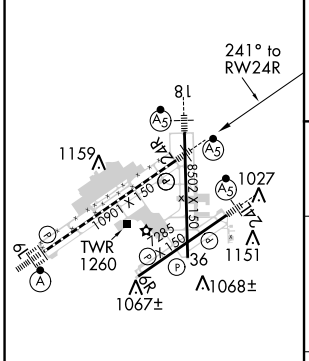
MALSR

MISSED APPROACH: Climb to 3000 on track 241° COWED and hold.

ATIS	COLUMBUS APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	118.425 323.15	119.9 257.7	121.9	121.75



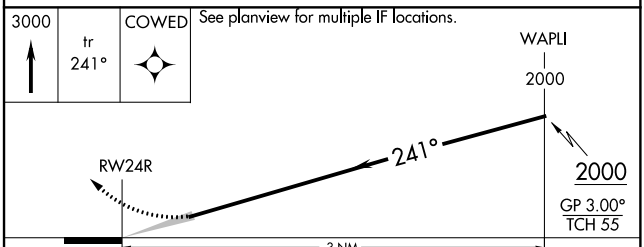
ELEV 1009	D	TDZE 997



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

3000	tr 241°	COWED

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA	1334/35 337 (400-⅝)			
RNP 0.30 DA	1418/50 421 (500-1)			

AUTHORIZATION REQUIRED

EC-2, 07 NOV 2019 to 05 DEC 2019

EC-2, 07 NOV 2019 to 05 DEC 2019

DAYTON, OH (CON'T)

GREENE COUNTY-LEWIS A JACKSON RGNL (I19)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19003 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 225° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES: **Rwy 7,** trees, wind indicator beginning 20' from DER, 133' right of centerline, up to 59' AGL/999' MSL. Tree 73' from DER, 264' left of centerline, 983' MSL. Trees beginning 111' from DER, 165' left of centerline, up to 986' MSL. Trees beginning 642' from DER, 329' right of centerline, up to 1016' MSL. Trees beginning 2361' from DER, 945' right of centerline, up to 1028' MSL. **Rwy 25,** trees beginning 62' from DER, 200' right of centerline, up to 996' MSL. Trees beginning 114' from DER, 26' left of centerline, up to 82' AGL/982' MSL. Trees beginning 185' from DER, 3' right of centerline, up to 998' MSL. Tree 355' from DER, 111' left of centerline, 992' MSL. Trees beginning 388' from DER, 5' left of centerline, up to 995' MSL. Trees beginning 1241' from DER, 82' left of centerline, up to 998' MSL. Tree 1516' from DER, 171' left of centerline, 1000' MSL. Transmission line, trees, poles beginning 1537' from DER, 22' left of centerline, up to 120' AGL/1009' MSL. Trees beginning 1897' from DER, 59' right of centerline, up to 1002' MSL. Pole 1897' from DER, 216' left of centerline, 148' AGL/1052' MSL. Transmission line 1924' from DER, 194' left of centerline, 150' AGL/1054' MSL. Trees beginning 2041' from DER, 108' right of centerline, up to 127' AGL/1011' MSL.

JAMES M COX DAYTON INTL (DAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 17117 (FAA)

TAKEOFF MINIMUMS: **Rwy 18,** 300-1 or std. w/min. climb of 305 per NM to 1300.

TAKEOFF OBSTACLE NOTES: **Rwy 6R,** tower 3128' from DER, 1114' right of centerline, 140' AGL/1101' MSL. **Rwy 18,** trees beginning 1033' from DER, 77' right of centerline, up to 1048' MSL. Tree 1047' from DER, 38' left of centerline, 1039' MSL. Tree 1049' from DER, 326' left of centerline, 1040' MSL. Tree 1050' from DER, 437' left of centerline, 1041' MSL. Trees beginning 1051' from DER, 192' left of centerline, up to 1047' MSL. Wind indicator on building, steeple, pole, ant on building, tree beginning 1141' from DER, 195' left of centerline, up to 1049' MSL. Trees beginning 1378' from DER, 325' left of centerline, up to 1056' MSL. Trees beginning 1618' from DER, 244' left of centerline, up to 1060' MSL. Tree 1631' from DER, 558' right of centerline, 1054' MSL. Tree 1711' from DER, 185' left of centerline, 1066' MSL. Trees beginning 1785' from DER, 311' left of centerline, up to 1072' MSL. Trees beginning 1825' from DER, 210' left of centerline, up to 74' AGL/1079' MSL. Tree 1832' from DER, 563' right of centerline, 1060' MSL. Trees beginning 2013' from DER, 139' right of centerline, up to 1072' MSL. Trees beginning 2322' from DER, 958' right of centerline, up to 1073' MSL. Tree 2378' from DER, 916' left of centerline, 1089' MSL. Trees beginning 2379' from DER, 141' left of centerline, up to 96' AGL/1095' MSL. Tree 2574' from DER, 1075' right of centerline, 1094' MSL. Tree 2578' from DER, 1098' right of centerline, 89' AGL/1096' MSL.

DAYTON, OH (CON'T)

JAMES M COX DAYTON INTL (DAY) (CON'T)

Rwy 18 (CON'T), trees beginning 2923' from DER, 412' left of centerline, up to 1098' MSL. Tank 4227' from DER, 1469' left of centerline, 184' AGL/1168' MSL. **Rwy 24L,** vehicles on road 200' from DER, crossing runway centerline, up to 15' AGL/1021' MSL. Tree 992' from DER, 522' left of centerline, 1049' MSL. Tree 1139' from DER, 740' left of centerline, 1056' MSL. Trees beginning 1722' from DER, 527' left of centerline, up to 1061' MSL. **Rwy 36,** airfield light beginning 5' from DER, 4' right of centerline, up to 2' AGL/992' MSL. Tree 1947' from DER, 939' left of centerline, 1040' MSL.

DEFIANCE, OH

DEFIANCE MEMORIAL (DFI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11069 (FAA)

TAKEOFF OBSTACLE NOTES: **Rwy 12,** trees beginning 398' from DER, 155' right of centerline, up to 50' AGL/749' MSL. Terrain beginning 62' from DER, 1' right of centerline, up to 706' MSL. Vehicle on road 833' from DER, 286' left of centerline, up to 15' AGL/724' MSL. **Rwy 30,** trees and power lines beginning 527' from DER, beginning 246' left to right of centerline, up to 50' AGL/759' MSL. Vehicle on road beginning 527' from DER, 246' left to right of centerline, up to 15' AGL/724' MSL. Terrain beginning 36' from DER, 17' right of centerline, up to 712' MSL. Terrain beginning 116' from DER, 353' left of centerline, up to 712' MSL.

DELAWARE, OH

DELAWARE MUNI-JIM MOORE FIELD (DLZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17005 (FAA)

TAKEOFF OBSTACLE NOTES: **Rwy 10,** tree 884' from DER, 717' left of centerline, 1014' MSL. Transmission line/tower 1179' from DER, 289' right of centerline, 48' AGL/987' MSL. Tree 1808' from DER, 506' left of centerline, 996' MSL. **Rwy 28,** windsock 7' from DER, 443' right of centerline, 9' AGL/950' MSL. Ground 35' from DER, 189' left of centerline, 950' MSL. Transmission line/tower 992' from DER, 699' left of centerline, 61' AGL/1005' MSL. Transmission line/tower 987' from DER, 599' left of centerline, 45' AGL/987' MSL. Transmission line/tower 1126' from DER, 695' right of centerline, 45' AGL/988' MSL. Tree 1233' from DER, 742' right of centerline, 990' MSL.

07 NOV 2019 to 05 DEC 2019
07 NOV 2019 to 05 DEC 2019

APPENDIX D:
CITY OF VANDALIA ZONING CODE
(DAY OVERLAY DISTRICT)

(o) Enforcement

(1) Violations

If any activity or use of regulated substance is deemed by the Administrative Officer to be in violation of this section or poses a real and present danger of contaminating surface and/or ground water which would normally enter the public water supply, in accordance with Chapter 1242: Enforcement and Penalties or other applicable State laws, the Administrative Officer is authorized to:

A. Cause cessation of said activity or use of the regulated substance;

B. Require the provision of administrative controls and/or facilities sufficient to mitigate said danger; and/or

C. Cause the provision of pollution control and/or abatement activities.

(2) Considerations

When considering the exercise of any of the above authorities or actions, the Administrator shall notify and consult with the Director or designated representative of the affected water supply to determine what measures need to be taken to ensure the public water supply is reasonably and adequately protected from contamination for the present and the future. The Administrator may take into consideration any evidence represented by the entity regarding cost effectiveness and the economic effectiveness and the economic impact imposed by the requirements or actions.

(p) Appeals

Any person may appeal an action of the Administrative Officer in accordance with Section 1214.12.

1220.02 Airport Environs Overlay (AEO)

(a) Purpose

(1) The Airport Environs Overlay (AEO) District is hereby established to protect the public health, safety, and welfare by regulating development and land use within airport environs and airport hazard areas; to ensure compatibility between the Dayton International Airport and surrounding land uses; and to protect said airport from incompatible encroachment.

(2) Airport hazards within the AEO District are hereby declared a public nuisance.

(3) Within the AEO District, and its three subdistricts, specific airport standards and requirements shall apply to each property in addition to the standards and requirements of the underlying base zoning district.

(b) Boundaries of Overlay

(1) The AEO District shall contain all airport environs for the Dayton International Airport and as indicated on the Official Zoning Map.

(2) The AEO District is subdivided into three subdistricts that represent different levels of noise impact. The geographic location of these noise zone subdistricts shall be indicated on the Zoning Map, as per the requirements of this code, as follows:

A. Subdistrict I shall include the area within the 75 DNL and greater noise contour.

B. Subdistrict 2 shall include the area within the 70 to 75 DNL noise contour.

C. Subdistrict 3 shall include the area within the 65 to 70 DNL noise contour.

(3) The boundaries of the AEO District and its subdistricts, as adopted herein, may be reviewed and amended by the Administrative Officer at such times as appropriate in consultation with the operating authority of the airport.

(4) Copies of all appropriate Noise Exposure Maps shall also be on file and open to public inspection in the City of Vandalia's Development and Engineering Services Office.

(c) Application

Within the AEO District, any proposed building, structure or use shall be subject to review and evaluation relative to the standards and requirements set forth in this section.

(d) Exemptions

The provisions of this section shall not be deemed applicable to the following uses in the AEO District when permitted in the underlying district:

(1) A use existing on the effective date of this section shall not be required to change in order to comply with these regulations. The nonconforming use requirements of this code shall apply to the future applicability of the standards and requirements contained herein;

(2) A temporary building or structure that is not used for residential purposes and which meets applicable requirements as contained within this code, so long as it is constructed incidental to a permitted use, as per the requirements of this code;

(3) Bona fide agricultural buildings, structures, improvements, or associated nonresidential development; and

(4) Accessory use or structure incidental to a permitted principal structure or use and within the intent, purpose, or objectives of these regulations.

(e) Temporary Use

Any temporary use including, but not limited to, a public celebration, entertainment event, or similar activity shall require a zoning certificate. The application shall be submitted by the applicant to the operating authority of the airport for review and recommendation by the City no less than two weeks prior to issuance of the permit.

(f) Development Standards

Table 1220-2 identifies land uses that may be permitted or prohibited within the AEO, regardless of how the use is permitted in the underlying base zoning district. Any proposed uses and structures shall comply with the allowances in this table. Any residential structure in existence prior to September 6, 2004, shall not, by the provisions of this section, be prevented from expanding or rebuilding and shall not be subject to the limitations assigned to nonconforming uses per Chapter 1240: Nonconformities.

(g) Aviation Easement

The applicant for a variance or conditional use permit for properties located within the AEO District, prior to receiving final approval of the building permit application, shall convey to the operating authority of the appropriate airport, an aviation easement granting the right to fly in the airspace above the subject property. Aviation easements may be obtained for all other new uses. Such easement shall be supplied in a form prescribed by the City of Vandalia Administrative Officer in conjunction with the operating authority of the Dayton International Airport and shall be recorded in the Montgomery County Recorder's Office.

(h) Notice

The Engineering and Inspection Department shall provide a notice to an applicant for a development-related permit in the AEO District that the subject property is located, either partially or wholly, within the AEO District and may be subject to aircraft overflights. Additionally, a statement shall be placed on all new subdivision plats located either partially or wholly within the zoning district controlled by these regulations that the plat may be subject to noise impacts from aircraft overflights.

(i) Development Plan

A development plan as identified herein shall be submitted with any application for a building permit or application for rezoning in addition to other submittal requirements therefore and said plan shall include at a minimum technical substantiation, maps, plans, drawings, and such other information as is necessary to show:

(1) The zoning district boundaries shall be superimposed on a site plan of the development site to indicate FAA approved noise contours for the subject property. All maps shall be drawn to scale designated by the Director of Public Services;

(2) The location of all existing and proposed buildings and structures shall be identified on the site/DNL contour map;

(3) A list and designation of uses to occur within each building, structure, or activity area shall be specified on the site/DNL contour map; and

(4) A narrative shall be provided describing the location of the site, its total acreage, existing character and use; the concept of the proposed development or use, such as proposed residential density, and the relation of the proposed development plan to the Vandalia Land Use Plan and any applicable area plan.

(j) Development Plan Review Criteria

All elements of the proposed development shall be consistent with Table 1220-2.

TABLE 1220-2: LAND USE COMPATIBILITY STANDARDS			
Land Use Name **Y=Land Use is Permitted in the AEO** **N=Land Use is Prohibited in the AEO**	**Subdistrict 3 (65 DNL)**	**Subdistrict 2 (70 DNL)**	**Subdistrict 1 (75 DNL)**
Residential			
Single-, Two-, Three-, or Four-Family Dwellings	Y	N	N
Multi-Family Dwellings	Y	N	N
Mobile Homes	N	N	N
Hotels or Motels	Y	Y	N
Places of Workshop	Y	Y	N
Active Recreational Uses, Passive Parks, Open Spaces, and Natural Areas	Y	Y	Y
All Other Recreational Uses	Y	Y	N
Commercial			
Retail Business	Y	Y	Y
Business Services	Y	Y	Y
Personal Services	Y	Y	N
Professional Services	Y	Y	Y
Offices	Y	Y	N
All Other Commercial and Office Uses	Y	Y	Y
Industrial			
Manufacturing, Warehousing, or Distribution	Y	Y	Y
Park Facilities	Y	Y	Y
All Other Industrial Uses	Y	Y	Y
Services			
Hospitals and Skilled Nursing Facilities	Y	Y	N
Other Medical Facilities	Y	Y	Y
Educational Institutions	Y	Y	N
Places of Public Assembly	Y	Y	N
Government Facilities	Y	Y	Y
All Other Public and Semi-Public Uses	Y	Y	Y
Industrialized Unit			
Industrialized Unit	N	N	N
All Other Uses			
All Other Uses	N	N	N

APPENDIX E:

DAY WASTE MANAGEMENT AND RECYCLING PLAN

4.1.4 Waste Management and Recycling

The *2012 Community Solid Waste and Recycling Survey* revealed that approximately 156 tons of solid waste, 37 tons of cardboard, and 28 tons of commingled recyclables were collected. A total of 30% of the waste collected is recycled and removed from the waste stream; approximately 17% is recycled cardboard and approximately 13% commingled recycling.

In April 2012, the Montgomery County Solid Waste Policy Committee approved an incentive grant application to support the Airport's recycling program. Recycling containers in individual offices are emptied daily. The Airport currently recycles cardboard and comingled recyclables which includes glass bottles, plastic bottles, aluminum/metal cans and paper (including magazines and newspapers).

Trash (non-recyclable items) is only emptied daily from common areas/collection points. Employees are expected to place non-recyclable items in these common area garbage containers. Recycling containers have replaced regular trash cans in all Department of Aviation offices. Pallets, lighting, and scrap metal are recycled. The Airport has reused asphalt millings and crushed concrete. Currently grass clippings and leaves are mulched through the mowing process. There are no provisions within the contracts that require contractors to recycle; however, contractors are encouraged to recycle their construction waste per the drawings and specifications.

Tenant requirements

Tenants at DAY are encouraged to recycle by allowing the tenants to utilize the dumpsters provided for cardboard and commingled recycling in lieu of disposing of the waste. HMSHost is also encouraged to do the same in lieu of disposing of recyclables in their trash compactor.

Tenants are invited to participate in recycling their waste but Airport does not monitor *who* or *what* is recycled. There are no requirements to recycle through lease agreements at this present time. DAY is currently promoting recycling to the tenants as a way to help lower operating costs that would result in savings passed on to them.

Education/Promotion

In 2012, DAY developed a marketing campaign that includes the Airport's slogan; "It's a great DAY to recycle!" The campaign is designed to use the Airport's unique 3 letter designation – "DAY" – to connect the Airport with Recycling and get the public's attention as they pass through the terminal. A five foot tall display was created, and included a caricature of a tree with leaves to educate the public about recycling. Along with the displays, instructional signs were added to the recycling cans to get the public's attention and encourage them to join in the effort and recycle. In addition to promotional signage, DAY has included a link on their website to further educate the public about the Airport's recycling efforts.

DAY Recycling Program promotional signage

Portable Liquid Station at the Security Checkpoint

Recycling and Trash Cans Located Throughout the Airport.

Waste Audit –Summary and Results

A Waste Audit was conducted to collect and identify current and future waste collection practices that will streamline the collection process as well as identify potential revenue sources for DAY. The Waste Audit was performed to encompass a 24-hour period to identify components of Day's waste stream. The Waste Audit is documented in greater detail in Appendix B.

Rumpke Recycling, who assisted with the audit, did not pick-up the waste from the Airport Rescue and Fire-Fighting (ARFF) or Maintenance Buildings; therefore, the Waste Audit only includes the Terminal. The Waste Audit was recorded on the "Waste Audit Sort Form" (provided in Appendix B) and the results show that there is an opportunity to substantially improve recycling. Not as many recyclables are getting into the Commingled Recycling stream as possible and non-recyclables (trash) were present in the Commingled Recycling stream. Also, "Liquid Waste" is almost half of the total weight of the waste collected.

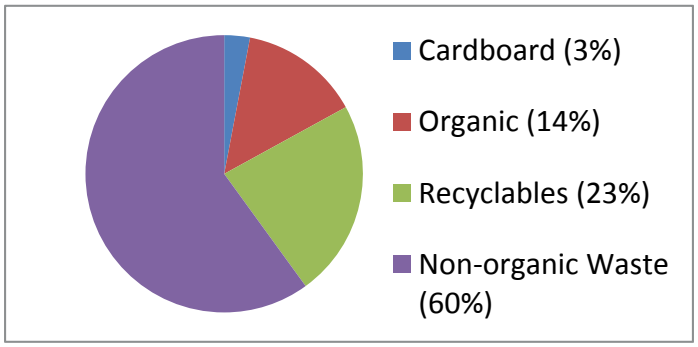
The Waste Audit found that:

- The total weight of waste collected at the Terminal, including concessions, in the 24 hour period was 4,200 lbs. per the Rumpke recycling weight tickets. The breakdown is shown, by percent, in Figure 4-4.
- Approximately 48% of the total waste collected was liquid (2,032 lbs.). Note: this was the weight of the liquids that were poured out during the audit at the Rumpke facility after the trucks were weighed. The remaining waste was sorted and totaled 2,168 lbs.; the breakdown of the remaining waste is shown by percentage in Figure 4-4.
- More than half of total weight of waste collected was liquid since some waste was still wet from absorbing liquid, therefore weighing more (e.g., paper goods, cardboard, etc.).

- The remaining 52% of the total waste was 2,168 lbs. which was sorted into four categories: cardboard, organic, recycling, and non-organic.
- Percentages of total waste per category: 3% cardboard, 14% organic, 23% recycling, and 60% non-organic.
- 3% of cardboard was not sent to the balers for recycling.
- Out of the 23% of recyclables, only 18% made it into the Commingled Recycling stream.

This Waste Audit revealed that with the reduction of liquid waste and an increase in recycled waste, the Airport could reduce its waste by more than 50%. In 2012, non-recycled waste totaled more than 70% of all waste (**Table 4-2**).

FIGURE 4-4
Waste Audit (per 2,168 lbs. of Total Waste)



Source: Rumpke Recycling and Passero, 2013.

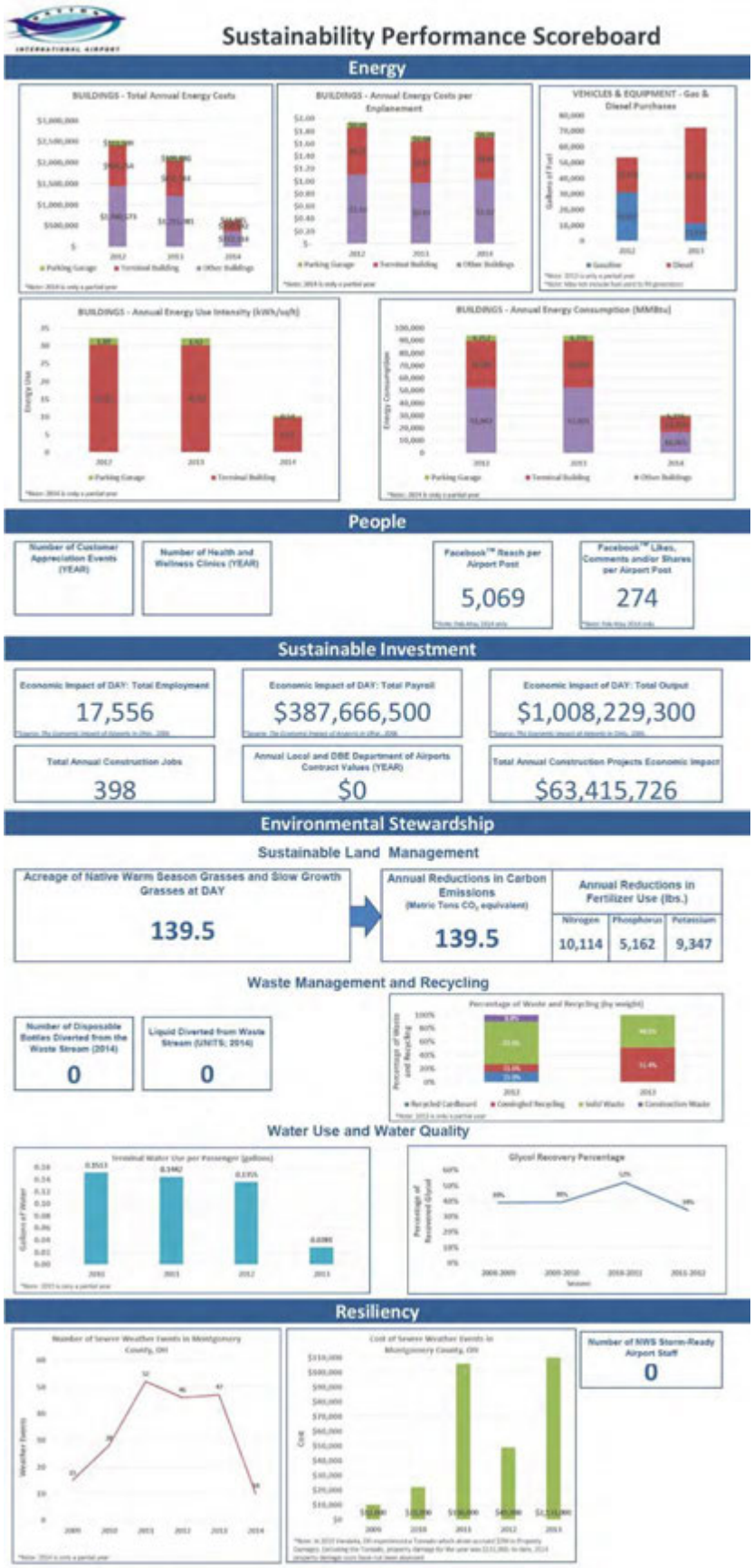
TABLE 4-2
2012 Waste

2012 WASTE	TOTAL
Percentage of Recycled Cardboard	15.04%
Percentage of Comingled Recycling	11.58%
Percentage of Regular Trash	63.58%
Percentage of Construction Trash	9.80%

Source: Rumpke Recycling, 2013.

APPENDIX F:
DAY SUSTAINABILITY SCOREBOARD RESULTS

SCOREBOARD PAGE VIEW



APPENDIX G:
DAY ECONOMIC IMPACT STUDY RESULTS

JAMES M. COX DAYTON INTERNATIONAL AIRPORT

Basic Information

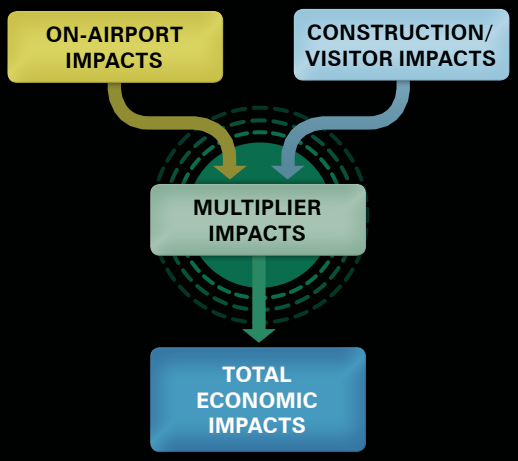
James M. Cox Dayton International Airport is an air carrier airport located nine miles north of Dayton, Ohio. Airlines offer scheduled service from Dayton International to 15 nonstop destinations. Major facilities at the airport include a 10,900-foot primary runway (Runway 06L/24R) and a full parallel taxiway. Operations at the airport are supported by a precision approach, an air traffic control tower, and ASOS weather reporting. Other facilities and services include a terminal, avgas, jet fuel, and maintenance. James M. Cox Dayton International Airport is included in the National Plan of Integrated Airport Systems.

Qualitative Benefits

The Dayton International Airport is owned by the City of Dayton and operated by its Department of Aviation. By enplanements, James M. Cox Dayton International is the third busiest airport in Ohio. It is home to over 30 on-airport businesses offering such services as multiple FBOs, airport administration, multiple airlines, aircraft maintenance, aircraft charters, concessions, aerial survey/photography, and air cargo. The most frequent aircraft operations at Dayton International include air carrier flights, aircraft charters, corporate flights, flight training, and recreational flying. The largest presence on the airport is PSA Airlines, which is a regional airline for US Airways headquartered at the airport and has over 400 employees. Other major employers are Wright Brothers Aero, HMS Host, FedEx Express, Standard Parking, Stevens Aviation, Reynolds & Reynolds, Corporate Flight Alternatives, Southwest Airlines, Delta Air Lines, American Eagle, and the FAA and TSA.

The airport also maintains programs to enhance community outreach, including events such as the Dayton Vectren Air Show, airport tours, Air Camp, area sponsorships, and City of Dayton internship programs. In addition, the airport is a member of Airports Council International - North America, the Dayton Chamber of Commerce, the Ohio Aviation Association, and the Ohio Commercial Airports Consortium.

Methodology



James M. Cox Dayton International Impacts

ON-AIRPORT IMPACTS
1,616 Jobs
$84.9 million in Payroll
$278.7 million in Output

- Airport Management
- Fixed Base Operator
- Vendors
- Retail & Restaurant
- Car Rental
- Parking
- FAA, Other Government

CONSTRUCTION/ VISITOR IMPACTS
4,646 Jobs
$105.4 million in Payroll
$308.4 million in Output

- Hotels
- Retail & Entertainment
- Convention Centers
- Tourist Destinations
- Construction

MULTIPLIER IMPACTS
4,849 Jobs
$161.2 million in Payroll
$459.5 million in Output

- Suppliers of Materials & Services to Airports
- Suppliers to Visitor Dependent Businesses
- Suppliers to Construction Dependent Businesses

TOTAL ECONOMIC IMPACTS

JOBS	11,111
PAYROLL	$351.5 million
OUTPUT	$1 billion

Impact Measures

Jobs measures the number of full-time equivalent (FTE) jobs related to airport activity including visitor-supported and on-airport construction jobs. A part-time employee counts as half of a full-time employee.

Payroll measures the total annual salary, wages, and benefits paid to all workers whose livelihoods are directly attributable to airport activity.

Output measures the value of goods and services related to airports in Ohio. The output of on-airport businesses is typically assumed to be annual gross sales.

OHIO AIRPORTS ECONOMIC IMPACT STUDY

TOTAL JOBS	123,456
TOTAL PAYROLL	$4.2 billion
TOTAL OUTPUT	$13.3 billion

The Ohio Airport System

The Ohio system of 104 airports not only provides the state with a safe and efficient mode of transportation, it is also an important stimulus for economic growth and development. By providing aviation-related services, the system supports hundreds of thousands of jobs and produces billions of dollars in economic activity. The state's largest employers, and many smaller businesses, rely on aviation to rapidly transport personnel, equipment, and supplies.

Study Process

To better understand the relationship between Ohio's system of airports and the statewide economy, the Ohio Department of Transportation's (ODOT) Office of Aviation conducted an economic impact study of aviation using an FAA-approved methodology that has been applied to state airport systems throughout the United States. Funding for this study was provided by the FAA and the ODOT Office of Aviation.

Each Ohio system airport's total economic impact was quantified in terms of jobs, payroll, and output. Through a comprehensive survey process, the direct economic impacts related to on-airport business tenants and visitor expenditures were determined for each system airport. The multiplier effect of these impacts was then calculated to ascertain the total airport-related impacts.

Statewide Benefits from Aviation

More than 120,000 jobs can be tied to the airports of Ohio. These employees receive $4.2 billion in payroll and benefits and generate $13.3 billion in economic activity. In addition to economic impacts, the system of airports provides numerous benefits that enhance the quality of life, health, safety, and welfare of Ohioans.

The state's network of seven commercial service airports provides access to regional, national, and international markets. Nearly 10 million enplaned passengers used the Ohio system of commercial service airports in 2012 to reach these destinations. In total, Ohio commercial service airports support nearly 106,000 jobs with annual earnings of approximately $3.5 billion and $11.5 billion in annual economic activity.

Ohio's Airport System

- ENPLANES MORE THAN 10 MILLION SCHEDULED SERVICE PASSENGERS
- SERVES MORE THAN 12,900 REGISTERED OHIO PILOTS
- BENEFITS FROM 10 COLLEGE/ UNIVERSITY-BASED EDUCATION PROGRAMS
- GENERATES AN ESTIMATED $29.6 MILLION IN TAX REVENUE FROM GENERAL AVIATION-RELATED FUEL SALES AND SERVICES
- ACCOMMODATES MORE THAN 2.7 MILLION GENERAL AVIATION OPERATIONS ANNUALLY
- IS HOME TO MORE THAN 4,750 BASED AIRCRAFT

OHIO AIRPORTS ECONOMIC IMPACT STUDY

APPENDIX H:
TENANT SUPPORT LETTERS

SIERRA NEVADA CORPORATION

Defense Electronics
Engineering and Manufacturing

August 1, 2022

Gil B. Turner C.M.
Director of Aviation, Dayton International Airport
Department of Aviation, City of Dayton
3600 Terminal Drive, Suite 300
Vandalia, Ohio 45377

Subject: Immediate and Long-term Need for full length Runway 6L-24R and Runway 18-36 at DAY Airport

Dear Gil,

We at Sierra Nevada Corporation (SNC), with our new (under construction) $40 million aerospace hangar facility at the Dayton International Airport (DAY), are sending this letter of support and confirmation to encourage the Airport and the FAA to maintain the current Runway configurations and lengths than exist today at this facility.

We understand that you are currently in a planning study that is evaluating the facility including the airport and airfield infrastructure.

If the Runways were to change or be reduced, this could negatively affect SNC's regularly planned operations at DAY.

As you may recall, during SNC's recent hangar facility site selection process, DAY Airport was selected for the new hangar project in-part because DAY Airport provided multiple runways of sufficient length that could accommodate our expected fleet of Civilian, Military and other Government aircraft including very large aircraft such as the C-5 Galaxy and the B-747. As such DAY RW 6L-24R and RW 18-36 fulfill the operational needs for our anticipated Aircraft fleet mix.

444 Salomon Circle • Sparks, Nevada 89434-9651• Phone (775)331-0222 • Fax (775)331-0369

The other discussion that took place during the site selection process included the need for use of a given Runway (for example Runway 6L-24R) for aircraft testing both day and night operational (take off & landing) purposes, while other commercial air traffic could be diverted to the other two runways at the Airport.

SNC is already planning a second hangar at the DAY Airport, with a similar or greater cost than Phase-1 noted above. Based on these investments, and the corresponding aircraft operations and business impacts that result, any efforts or directives to reduce airfield facilities and operational capability could adversely affect SNC.

Please let us know how we can assist with future additional dialogue and/or support for this great facility and the new home of one of SNC's largest new facilities in the US.

Sincerely,

Brandon Main
Vice President Corporate Real Estate
444 Salomon Circle
Sparks, NV 89434
Office: (775) 849-6408
Email: Brandon.Main@sncorp.com

AS Aviation LP

25 August 2022

Via-email

Mr. Gilbert B. Turner, Director of Aviation
Dayton International Airport
Department of Aviation, City of Dayton
3600 Terminal Drive, Suite 300
Vandalia, Ohio 45377

Subject: Airfield Access

Dear Mr. Turner,

It has come to my attention that runway 06R/24L may become ineligible for federal funding. This is of grave concern to me, our business owners, and partners. Our business and private hangar is strategically placed directly next to runway 06R/24L.

AS Aviation Limited Partnership has chosen the Dayton International Airport (DAY) as its base of operations and currently occupies the large private Hangar in Center II, on the southeast side of the airfield far from runway 06L/24R. We understand that current airport planning efforts could possibly impact or reduce runway length and/or include a reduction of taxiways associated with Runway 06R/24L. This would adversely affect efficient access to the south side of the airfield, were we have made a considerable financial investment. Additionally, our short taxi time to runway 06R/24L reduces fuel consumption, and often eliminates the need to taxi to the terminal area for de-ice during winter operations depending on the intensity of freezing precipitation.

Please consider this letter of support to maintain the current airport runways as they exist today, especially Runway 6R/24L and Runway 18/36.

Please contact me directly at (937) 264-5421 if you have questions or concerns.

Sincerely,

David A. Jones, Aviation Department Manager
AS Aviation Limited Partnership/Alternate Solutions Health Network

3800 Tuskegee Airmen Dr.
Vandalia, OH 45377

PH: (937) 264.5400

AVIATION SALES, INCORPORATED

August 29, 2022

VIA EMAIL

Gilbert B. Turner C.M.

Director of Aviation, Dayton International Airport

Department of Aviation, City of Dayton

3600 Terminal Drive, Suite 300

Vandalia, Ohio 45377

Subject: Airfield Infrastructure

Dear Mr. Turner,

As General Manager of Aviation Sales, Inc. - FBO service provider for the Dayton International Airport (KDAY) located in Center II on the southeast side of the airfield, please find this letter of support and confirmation to maintain the current Airfield infrastructure including all 3 Runways; RW6L-24R, RW 6R-24L and RW 18-36 at their current lengths.

We understand that current airport planning efforts could possibly impact or reduce runway length and/or include a reduction of taxiways associated with Runway 6R-24L. This is the main access to our business. Eliminating support for the runway coupled with the taxiways would severely impact our business, as potential customers would have to travel considerably farther to reach our FBO as opposed to the other FBO's located at KDAY.

The current configuration and lengths accommodate the aircraft fleet mix that we serve, under all weather conditions. Impacts to reduced runway lengths and inability to accommodate aircraft of all types and sizes could also significantly impact our business model and operations.

Should you require additional information please contact me at 937-898-3927

Sincerely,

Matthew C Spaugy

Matt Spaugy

General Manager

Aviation Sales Inc.

Air Wisconsin
AIRLINES

8/29/2022

Gilbert B. Turner C.M.

Director of Aviation, Dayton International Airport

Department of Aviation, City of Dayton

3600 Terminal Drive, Suite 300

Vandalia, Ohio 45377

Subject: Immediate and Long-term Need for full length Runway 6L-24R and 18-36 at DAY

Dear Gil,

We at Air Wisconsin, a subsidiary of United Airlines, are sending this letter of support and confirmation for both Runway 6L-24R and 18-36 at DAY to remain at equal or greater lengths than exist today.

Based on input from our flight planning department, each runway is needed to support the planned aircraft maintenance operations we conduct at DAY. If they were to change, and be reduced, that negative impact to overall airfield / operational capability could immediately, negatively affect Air Wisconsin's daily maintenance operation and long-term decision to conduct maintenance operations at DAY.

Air Wisconsin decided to commence aircraft maintenance operations at DAY in 2017, partially based on the exceptional airfield and its ability to accommodate our fleet of aircraft under all weather conditions, and without the risk and need for regular diversions to other airports while we need to land at DAY.

Should you require additional information please contact me at 937-474-8039.

Sincerely,

Scott Charlier
Air Wisconsin Airlines DAY Base Manager
Scott.Charlier@AIRWIS.com
(937) 474-8039

Steven Aerospace and Defense Systems, LLC.

3500 Hangar Drive, Vandalia Ohio, 45377.

www.stevensaeroapce.com /
infoday@stevensaerospace.com

25August 2022

VIA EMAIL

Gilbert B. Turner C.M.

Director of Aviation, Dayton International Airport

Department of Aviation, City of Dayton

3600 Terminal Drive, Suite 300

Vandalia, Ohio 45377

Subject: Airfield Infrastructure

Dear Mr. Turner,

As an important team member / FBO service provider for the Dayton International Airport (KDAY), please find this letter of support and confirmation to maintain the current Airfield infrastructure including all 3 Runways: RW6L-24R, RW6R-24L and RW 18-36 at their current lengths.

The current configuration and lengths accommodate the aircraft fleet mix for Corporate, Business and GA that we serve, under all weather conditions, for all our customers. Impacts to reduced runway lengths and inability to accommodate aircraft of all types and sizes as well as Commercial, Corporate, Business, and GA aircraft mix could and probably will significantly impact our business model and operations under all weather conditions.

Should you require additional information please contact me at my office # 937-454-3401.

Sincerely,

Paul E. Wells
GM – Stevens Aerospace & Defense Systems LLC, Dayton, Ohio
3500 Hangar Road, Vandalia, OH, 45377
937.454.3401 (O)
972.653.0085 (M)
937.454.3499 (F)
pwells@stevensaerospace.com
www.StevensAerospace.com

App Store

Wright Bros. Aero, Inc.
Dayton International Airport
3700 McCauley Drive • Vandalia, OH 45377
Phone (937) 890-8900 • FAX (937) 454-8342

August 23, 2022

Gilbert B. Turner C.M.
Director of Aviation, Dayton International Airport
Department of Aviation, City of Dayton
3600 Terminal Drive, Suite 300
Vandalia, Ohio 45377

Re: Airfield Infrastructure

Dear Mr. Turner,

As an important team member / FBO service provider for the Dayton International Airport (KDAY), please find this letter of support and confirmation to maintain the current airfield infrastructure including all 3 Runways: RW 6L-24R, RW 6R-24L, and RW 18-36 at their current lengths.

The current configuration and lengths accommodate the aircraft fleet mix that we serve under all weather conditions. Impacts to reduced runway lengths and inability to accommodate aircraft of all types and sizes could significantly impact our business model and operations.

Furthermore, the current runway configuration accommodates the annual CenterPoint Energy Dayton Air Show, which draws 100,000 attendees each year with a large economic impact to the community as well as helping airport related businesses such as Wright Bros. Aero, Inc.

Should you require any additional information please contact me at your earliest convenience at 937-665-2000.

Sincerely,

Kevin L. Franklin
Wright Bros. Aero, Inc.
President
Mobile 937-609-3862

APPENDIX I:

ASV, RUNWAY LENGTH ANALYSIS, AIRLINE BANK DATA

ASV DATA

TFMSC Report (Airport)

From 10/2020 To 09/2021 | Airport=DAY

#	Aircraft Type	Airplane Approach Category	Airplane Design Group	Total Operations	ASV Fleet Mix
1	-1 - unknown	No Data	No Data	53	
2	A10 - Fairchild A10	A	I	4	
3	A169 - unknown	No Data	No Data	1	
4	A319 - Airbus A319	C	III	88	C
5	A320 - Airbus A320 All Series	C	III	428	C
6	A321 - Airbus A321 All Series	C	III	2	C
7	AC50 - Aero Commander 500	B	II	2	
8	AC90 - Gulfstream Commander	B	I	4	
9	AC95 - Gulfstream Jetprop Commander 1000	B	II	2	
10	AEST - Piper Aero Star	B	I	13	
11	ASTR - IAI Astra 1125	C	II	8	C
12	AT72 - Aérospatiale/Alenia ATR-72	B	III	2	C
13	B190 - Beech 1900/C-12J	B	II	19	C
14	B300 - Beech 300 Super King	B	No Data	1	C
15	B350 - Beech Super King Air 350	B	II	140	C
16	B36T - Allison 36 Turbine Bonanza	A	I	2	
17	B58T - Beechcraft Baron Turbo	B	No Data	9	
18	B712 - Boeing 717-200	C	III	586	C
19	B722 - Boeing 727-200	C	III	20	C
20	B732 - Boeing 737-200/VC96	C	III	2	C
21	B733 - Boeing 737-300	C	III	2	C
22	B734 - Boeing 737-400	C	III	42	C
23	B735 - Boeing 737-500	C	III	4	C
24	B737 - Boeing 737-700	C	III	4	C
25	B738 - Boeing 737-800	D	III	42	C
26	B739 - Boeing 737-900	D	III	2	C
27	B744 - Boeing 747-400	D	V	1	D
28	B752 - Boeing 757-200	C	IV	506	C
29	B762 - Boeing 767-200	C	IV	2	D
30	BE10 - Beech King Air 100 A/B	B	I	9	
31	BE20 - Beech 200 Super King	B	II	213	C
32	BE23 - Beech 23 Sundowner	A	I	2	
33	BE24 - Beech 24 Sierra	A	I	2	
34	BE30 - Raytheon 300 Super King Air	B	II	41	C
35	BE33 - Beech Bonanza 33	A	I	8	
36	BE35 - Beech Bonanza 35	A	I	29	
37	BE36 - Beech Bonanza 36	A	I	87	
38	BE40 - Raytheon/Beech Beechjet 400/T-1	B	I	225	C
39	BE55 - Beech Baron 55	A	I	12	
40	BE58 - Beech 58	B	I	61	
41	BE60 - Beech 60 Duke	B	I	10	
42	BE65 - Beech 65 Queen Air	A	I	1	
43	BE76 - Beech 76 Duchess	A	I	6	
44	BE95 - Beech 95 Travel Air	B	No Data	1	
45	BE9L - Beech King Air 90	B	I	118	C
46	BE9T - Beech F90 King Air	B	II	14	C
47	BT36 - Beechcraft Bonanza	A	No Data	2	
48	C10T - Cessna P210 (Turbo)	B	No Data	2	
49	C130 - Lockheed 130 Hercules	C	IV	14	C
50	C152 - Cessna 152	A	I	5	
51	C17 - Boeing Globemaster 3	B	IV	19	D
52	C172 - Cessna Skyhawk 172/Cutlass	A	I	99	
53	C177 - Cessna 177 Cardinal	A	I	1	
54	C182 - Cessna Skylane 182	A	I	32	
55	C206 - Cessna 206 Stationair	B	I	10	
56	C208 - Cessna 208 Caravan	B	II	35	
57	C210 - Cessna 210 Centurion	A	I	13	
58	C25A - Cessna Citation CJ2	B	I	50	C
59	C25B - Cessna Citation CJ3	B	II	220	C

60	C25C - Cessna Citation CJ4	B	II	36	C
61	C25M - Cessna Citation M2	B	I	94	
62	C30J - C-130J Hercules ; Lockheed	C	IV	2	C
63	C310 - Cessna 310	A	I	108	
64	C340 - Cessna 340	B	I	20	
65	C402 - Cessna 401/402	B	I	2	
66	C404 - Cessna 404 Titan	B	I	26	
67	C406 - Cessna	B	No Data	1	
68	C414 - Cessna Chancellor 414	B	I	24	
69	C421 - Cessna Golden Eagle 421	B	I	21	
70	C425 - Cessna 425 Corsair	B	I	8	
71	C441 - Cessna Conquest	B	II	17	
72	C500 - Cessna 500/Citation I	B	I	4	
73	C501 - Cessna I/SP	B	I	10	
74	C510 - Cessna Citation Mustang	B	I	123	
75	C525 - Cessna CitationJet/CJ1	B	I	157	
76	C550 - Cessna Citation II/Bravo	B	II	90	C
77	C55B - Cessna Citation Bravo	B	No Data	26	C
78	C560 - Cessna Citation V/Ultra/Encore	B	II	342	C
79	C56X - Cessna Excel/XLS	B	II	469	C
80	C650 - Cessna III/VI/VII	B	II	34	C
81	C680 - Cessna Citation Sovereign	B	II	220	C
82	C68A - Cessna Citation Latitude	B	II	451	C
83	C700 - Cessna Citation Longitude	B	No Data	16	C
84	C750 - Cessna Citation X	B	II	116	C
85	C77R - Cessna Cardinal RG	A	No Data	2	
86	C82R - Cessna Skylane RG	A	I	3	
87	C82T - Skyland RG,Turbo	A	No Data	26	
88	CL30 - Bombardier (Canadair) Challenger 300	C	II	92	C
89	CL35 - Bombardier Challenger 300	C	II	176	C
90	CL60 - Bombardier Challenger 600/601/604	C	II	102	C
91	CRJ2 - Bombardier CRJ-200	C	II	7,236	C
92	CRJ7 - Bombardier CRJ-700	C	II	3,216	C
93	CRJ9 - Bombardier CRJ-900	C	III	5,612	C
94	DA40 - Diamond Star DA40	A	I	38	
95	DA42 - Diamond Twin Star	A	I	9	
96	DC10 - Boeing (Douglas) DC 10-10/30/40	D	IV	2	D
97	DC3 - Boeing (Douglas) DC 3	A	III	7	C
98	DC91 - Boeing (Douglas) DC 9-10	C	III	44	C
99	DC93 - Boeing (Douglas) DC 9-30	C	III	20	C
100	DH8B - Bombardier DHC8-200	B	III	4	C
101	DH8C - Dash 8/DHC8-300	B	III	2	C
102	DHC6 - DeHavilland Twin Otter	A	II	5	C
103	E110 - Embraer EMB110	B	II	8	C
104	E120 - Embraer Brasilia EMB 120	B	II	52	C
105	E135 - Embraer ERJ 135/140/Legacy	C	II	366	C
106	E145 - Embraer ERJ-145	C	II	1,992	C
107	E170 - Embraer 170	C	III	940	C
108	E2 - Grumman TE-2 Hawkeye	No Data	No Data	2	C
109	E35L - Embraer 135 LR	C	II	6	C
110	E45X - Embraer ERJ 145 EX	C	II	2	C
111	E50P - Embraer Phenom 100	B	I	61	C
112	E545 - Embraer EMB-545 Legacy 450	B	II	22	C
113	E550 - Embraer Legacy 500	A	I	4	C
114	E55P - Embraer Phenom 300	B	II	338	C
115	E75L - Embraer 175	C	III	90	C
116	E75S - Embraer 175	C	III	126	C
117	EA50 - Eclipse 500	A	I	33	
118	EPIC - Dynasty	A	No Data	8	
119	EVOT - Lancair Evolution Turbine	A	I	6	
120	F15 - Boeing F-15 Eagle	D	I	1	C
121	F16 - Lockheed F-16 Fighting Falcon	D	I	9	C
122	F18 - Boeing FA-18 Hornet	D	I	1	C
123	F18H - F/A 18 Hornet	D	I	1	C
124	F18S - F18 Hornet	D	I	6	C
125	F2TH - Dassault Falcon 2000	B	II	350	C

126	F406 - Cessna F406 Vigilant	B	No Data	9	
127	F5 - Northrop F-5 Freedom Fighter	Heli	No Data	4	C
128	F900 - Dassault Falcon 900	B	II	54	C
129	FA10 - Dassault Falcon/Mystère 10	B	I	4	C
130	FA20 - Dassault Falcon/Mystère 20	B	II	98	C
131	FA50 - Dassault Falcon/Mystère 50	B	II	4	C
132	FA7X - Dassault Falcon F7X	B	III	36	C
133	G150 - Gulfstream G150	C	II	138	C
134	G280 - Gulfstream G280	C	II	34	C
135	GA5C - G-7 Gulfstream G500	D	No Data	9	C
136	GALX - IAI 1126 Galaxy/Gulfstream G200	C	II	24	C
137	GL5T - Bombardier BD-700 Global 5000	C	III	6	C
138	GLEX - Bombardier BD-700 Global Express	C	III	28	C
139	GLF4 - Gulfstream IV/G400	D	II	227	C
140	GLF5 - Gulfstream V/G500	D	III	101	C
141	GLF6 - Gulfstream	D	III	10	C
142	H25B - BAe HS 125/700-800/Hawker 800	C	I	168	C
143	H25C - BAe/Raytheon HS 125-1000/Hawker 1000	B	I	4	C
144	H47 - Boeing CH-47 Chinook	Heli	No Data	1	C
145	H60 - Sikorsky SH-60 Seahawk	Heli	No Data	4	C
146	HA4T - Hawker 4000	B	II	3	C
147	HAWK - BAe Systems Hawk	C	I	8	C
148	HDJT - HONDA HA-420 HondaJet	B	I	24	C
149	J328 - Fairchild Dornier 328 Jet	B	II	28	C
150	K35R - Boeing KC-135 Stratotanker	C	IV	2	D
151	L39 - Aero L-139 Albatross	No Data	No Data	1	C
152	LEG2 - Lancair Legacy 2000	A	No Data	2	
153	LJ25 - Bombardier Learjet 25	C	I	2	C
154	LJ31 - Bombardier Learjet 31/A/B	C	I	32	C
155	LJ35 - Bombardier Learjet 35/36	D	I	112	C
156	LJ40 - Learjet 40; Gates Learjet	C	I	16	C
157	LJ45 - Bombardier Learjet 45	C	I	226	C
158	LJ55 - Bombardier Learjet 55	C	I	14	C
159	LJ60 - Bombardier Learjet 60	C	I	94	C
160	LJ75 - Learjet 75	C	II	16	C
161	M20P - Mooney M-20C Ranger	A	I	44	
162	M20T - Turbo Mooney M20K	A	I	24	
163	M600 - Piper PA-46 M600	A	No Data	5	
164	MD82 - Boeing (Douglas) MD 82	C	III	2	C
165	MD83 - Boeing (Douglas) MD 83	D	III	16	C
166	MO20 - Mooney M-20	A	No Data	1	
167	MU2 - Mitsubishi Marquise/Solitaire	A	I	44	
168	MU20 - Marquise/Solitaire	A	No Data	1	
169	P180 - Piaggio P-180 Avanti	B	I	2	
170	P210 - Riley Super P210	A	I	1	
171	P212 - Piper	A	No Data	1	
172	P28A - Piper Cherokee	A	I	82	
173	P28B - Piper Turbo Dakota	A	I	13	
174	P28R - Cherokee Arrow/Turbo	A	I	21	
175	P28T - Piper Arrow 4	A	No Data	2	
176	P28U - Piper 28	A	No Data	2	
177	P32T - Embraer Lance 2	A	No Data	2	
178	P46T - Piper Malibu Meridian	A	I	50	
179	P8 - Boeing P-8 Poseidon	D	III	5	C
180	PA24 - Piper PA-24	A	I	26	
181	PA30 - Piper PA-30	A	I	4	
182	PA31 - Piper Navajo PA-31	A	I	36	
183	PA32 - Piper Cherokee Six	A	I	16	
184	PA34 - Piper PA-34 Seneca	A	I	15	
185	PA44 - Piper Seminole	A	I	1	
186	PA46 - Piper Malibu	A	I	29	
187	PAY1 - Piper Cheyenne 1	B	I	8	
188	PAY2 - Piper Cheyenne 2	B	I	6	
189	PAY3 - Piper PA-42-720 Cheyenne 3	B	I	2	
190	PC12 - Pilatus PC-12	A	II	450	
191	PC24 - Pilatus PC-24	A	No Data	12	C

192	PRM1 - Raytheon Premier 1/390 Premier 1	B	I	14	C		
193	RV10 - Experimental	A	No Data	6			
194	RV14 - unknown	A	No Data	2			
195	RV7 - Experimental RV-7	A	No Data	2			
196	S22T - Cirrus SR-22 Turbo	A	I	48			
197	S76 - Sikorsky S-76	Heli	No Data	2	C		
198	S92 - Sikorsky S-92	Heli	No Data	2	C		
199	SB20 - Saab 2000	B	III	2	C		
200	SBR1 - North American Rockwell Sabre 40/60	B	I	6	C		
201	SF50 - Cirrus Vision SF50	A	No Data	51			
202	SLG4 - Airplane Factory Sling 4	No Data	No Data	6			
203	SR20 - Cirrus SR-20	A	I	32			
204	SR22 - Cirrus SR 22	A	I	137			
205	SW3 - Fairchild Swearingen SA-226T/TB Merlin 3	B	II	28	C		
206	SW4 - Swearingen Merlin 4/4A Metro2	B	II	82	C		
207	T18 - Thorp T-18 Tiger	No Data	No Data	1			
208	T206 - Cessna T-206	No Data	No Data	8			
209	T210 - Cessna T210M	A	I	2			
210	T34P - Beech T-34B Mentor	A	No Data	3			
211	T34T - Beech Mentor T-34C	A	No Data	1			
212	T38 - Northrop T-38 Talon	D	I	6	C		
213	T6 - North American T-6 Texan	A	No Data	1			
214	TBM7 - Socata TBM-7	A	I	18			
215	TBM8 - Socata TBM-850	A	I	26			
216	TBM9 - Socata TBM	A	I	74			
217	TEX2 - Raytheon Texan 2	B	I	7	C		
218	WW24 - IAI 1124 Westwind	C	I	4	C		
Total:				**29,806**	%C	27,208	91.28%
					%D	26	0.087%

Report created on Mon Apr 4 11:36:35 EDT 2022

Sources: Traffic Flow Management System Counts (TFMSC), Aviation System Performance Metrics (ASPM)

ASV Fleet Mix cross referenced with FAA Aircraft characteristics database for weight.

Aircraft Class C = 12,500-300,000 pounds, Class D >300,000 pounds

If aircraft not found in FAA database then Wikipedia was referenced

%C+3D

91.55%

CHAPTER 2. CAPACITY AND DELAY CALCULATIONS FOR LONG RANGE PLANNING

2-1. GENERAL. This chapter contains calculations for determining hourly airport capacity, ASV, and aircraft delay for long-range airport planning. Appendix 1 contains examples of these calculations. When more precise results are required, or if the conditions differ significantly from the assumptions described in the following paragraphs, apply the calculations found in subsequent chapters.

2-2. CAPACITY ASSUMPTIONS. Hourly VFR and IFR values in figure 2-1 are based on runway utilizations which produce the highest sustainable capacity consistent with current ATC ties and practices. These values are representative of typical U.S. airports having similar runway-use configurations. VFR and IFR hourly airport capacities in figure 2-l are based on the following assumptions:

a. Runway-use Configuration. Any runway layout can be approximated by one of the 19 depicted runway-use configurations. Multiple arrival streams are only to parallel runway configurations.

b. Percent Arrivals. Arrivals equal departures.

c. Percent Touch and Go's. The percent of touch and go's is within the ranges in table 2-1.

d. Taxiways. a full-length parallel taxiway, ample runway entrance/exit taxiways, and no taxiway crossing problems.

e. Airspace Limitations There are no airspace limitations which would adversely impact flight operations or otherwise restrict aircraft which could operate at the airport. Missed approach protection is assured for all converging operations in IFR weather conditions.

f. Runway Instrumentation The airport has at least one runway equipped with an ILS and has the necessary ATC facilities and services to carry but operations in a radar environment. For independent operations, 3,400 feet separation requires Precision Runway Monitor (PRM) equipment with high update radar. If PRM equipment is not available, independent operations will require 4,300 feet separation.

Table 2-1. Assumptions incorporated in figure 2-l

Mix Index %(C+3D)	Percent Arrivals	Percent Touch & Go	Demand Ratios	
			Annual Demand / Av. Daily Demand*	Av. Daily Demand* / Av. Peak Hour Demand*
O-20	50	O-50	290	9
2 l-50	"	0-40	300	10
5 l-80	"	O-20	310	11
81-120	"	0	320	12
121-180	"	0	350	14

* In the peak month

2-3. ASV ASSUMPTIONS. The ASV values in figure 2-l are based on the assumptions of paragraph 2-2, table 2-1, and the following:

a. IFR weather conditions occur roughly 10 percent of the time.

c. Calculate the component quotients by dividing each components capacity by its demand ratio.

d Identify the airport hourly capacity, i.e., the lowest quotient calculated in c above.

3-6. ANNUAL SERVICE VOLUME (ASV). Calculate the ASV as follows:

a. Calculate the. weighted hourly capacity (C_w) for the runway component as follows:

(1) Identify the different runway-use configurations used over the course of a year.

(2) Determine the percent of time each runway-use configuration is in use (P_1 through P_n). Include those times when the hourly capacity is zero, i.e., the weather conditions are below airport minimums or the airport is closed for other reasons. If a runway-use configuration is used less than 2 percent of the time, that time may be credited to another runway-use configuration.

(3) Calculate the hourly capacity for each runway-use configuration (C_1 through C_n).

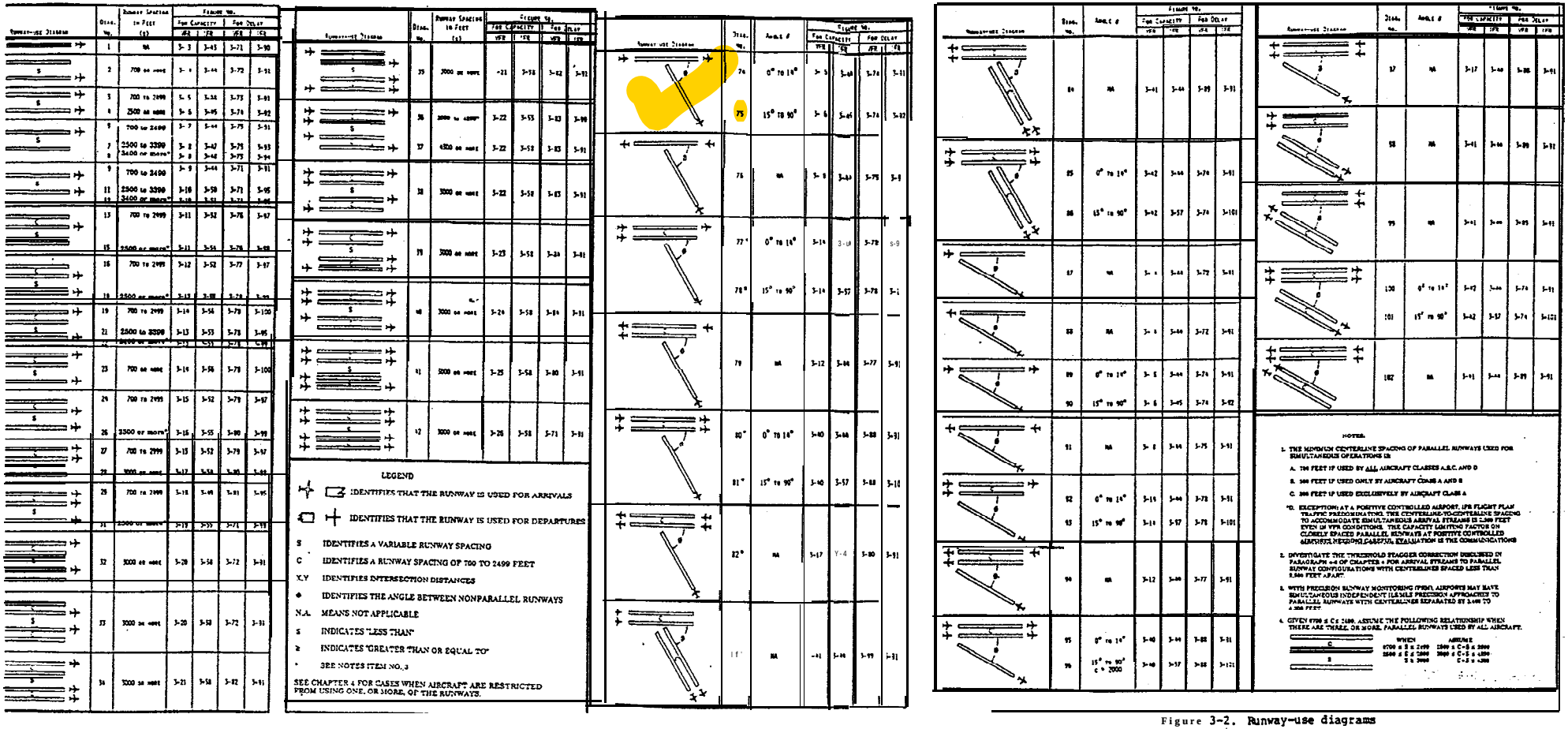
(4) Identify the runway-use configuration that provides the maximum capacity. Generally, this configuration is also the configuration most frequently used.

(5) Divide the hourly capacity of each runway-use configuration by the hourly capacity of the runway-use configuration that provides the maximum capacity.

(6) Determine the ASV weighting factor (W_1 through Wn) for each runway-use configuration from Table 3-l.

Table 3-l. ASV Weighting Factors

Percent of Maximum capacity	Weighting Factors			
	VFR	IFR		
		Mix Index (0-20)	Mix Index (21-50)	Mix Index (51-180)
91+	1	1	1	1
El-90	5	1	3	5
66-80	15	2	8	15
51-65	20	3	12	20
0-50	25	4	16	25



Diag. No.	Runway Spacing in Feet (s)	Figure No. For Capacity VFR	For Capacity IFR	For Delay VFR	For Delay IFR
1	NA	3-3	3-45	3-71	3-90
2	700 or more	3-4	3-46	3-72	3-91
3	700 to 2499	3-5	3-46	3-73	3-91
4	2500 or more	3-5	3-95	3-74	3-92
5	700 to 2499	3-7	3-46	3-75	3-91
6	2500 to 3399	3-8	3-47	3-75	3-93
7	3400 or more*	3-8	3-48	3-75	3-94
8	700 to 2499	3-9	3-46	3-71	3-91
9	2500 to 3399	3-10	3-50	3-73	3-95
10	3400 or more*	3-10	3-51	3-71	3-96
11	700 to 2999	3-11	3-52	3-76	3-97
12	3000 or more*	3-11	3-54	3-76	3-98
13	700 to 2999	3-12	3-52	3-77	3-97
14	3000 or more*	3-12	3-98	3-78	3-99
15	700 to 2999	3-14	3-54	3-79	3-100
16	3000 or more*	3-13	3-53	3-78	3-95
17	3000 or more*	3-13	3-53	3-78	3-99
18	700 or more	3-14	3-56	3-79	3-100
19	700 to 2999	3-15	3-52	3-79	3-97
20	3000 or more*	3-16	3-55	3-80	3-99
21	700 to 2999	3-15	3-52	3-79	3-97
22	3000 or more*	3-17	3-58	3-80	3-99
23	700 to 2999	3-18	3-49	3-81	3-95
24	3000 or more*	3-19	3-55	3-71	3-98
25	3000 or more	3-20	3-58	3-72	3-91
26	3000 or more	3-20	3-58	3-72	3-91
27	3000 or more	3-21	3-58	3-82	3-91

Diag. No.	Runway Spacing in Feet (s)	Figure No. For Capacity VFR	For Capacity IFR	For Delay VFR	For Delay IFR
28	3000 or more	3-21	3-58	3-82	3-91
29	3000 or more	3-22	3-53	3-83	3-90
30	4300 or more	3-22	3-58	3-83	3-91
31	3000 or more	3-22	3-58	3-83	3-91
32	3000 or more	3-23	3-58	3-83	3-91
33	3000 or more	3-24	3-58	3-84	3-91
34	3000 or more	3-25	3-58	3-80	3-91
35	3000 or more	3-26	3-58	3-71	3-91

LEGEND

IDENTIFIES THAT THE RUNWAY IS USED FOR ARRIVALS

IDENTIFIES THAT THE RUNWAY IS USED FOR DEPARTURES

S IDENTIFIES A VARIABLE RUNWAY SPACING

C IDENTIFIES A RUNWAY SPACING OF 700 TO 2499 FEET

X,Y IDENTIFIES INTERSECTION DISTANCES

◆ IDENTIFIES THE ANGLE BETWEEN NONPARALLEL RUNWAYS

N.A. MEANS NOT APPLICABLE

≤ INDICATES "LESS THAN"

≥ INDICATES "GREATER THAN OR EQUAL TO"

* SEE NOTES ITEM NO. 3

SEE CHAPTER 4 FOR CASES WHEN AIRCRAFT ARE RESTRICTED FROM USING ONE, OR MORE, OF THE RUNWAYS.

Diag. No.	Angle ◆	Figure No. For Capacity VFR	For Capacity IFR	For Delay VFR	For Delay IFR
36	0° to 14°	3-5	3-46	3-74	3-91
37	15° to 90°	3-6	3-46	3-74	3-92
38	NA	3-9	3-49	3-75	3-9
39	0° to 14°	3-14	3-49	3-78	3-9
40	15° to 90°	3-14	3-57	3-78	3-1
41	NA	3-12	3-46	3-77	3-91
42	0° to 14°	3-40	3-46	3-88	3-91
43	15° to 90°	3-40	3-57	3-88	3-10
44	NA	3-17	3-49	3-80	3-91
45	NA	-41	3-46	3-99	3-91

Diag. No.	Angle ◆	Figure No. For Capacity VFR	For Capacity IFR	For Delay VFR	For Delay IFR
46	NA	3-41	3-46	3-99	3-91
47	0° to 14°	3-42	3-46	3-76	3-91
48	15° to 90°	3-42	3-57	3-76	3-101
49	NA	3-4	3-46	3-72	3-91
50	NA	3-4	3-46	3-72	3-91
51	0° to 14°	3-5	3-46	3-74	3-91
52	15° to 90°	3-6	3-95	3-74	3-92
53	NA	3-8	3-49	3-75	3-91
54	0° to 14°	3-15	3-46	3-78	3-91
55	15° to 90°	3-15	3-57	3-78	3-101
56	NA	3-12	3-46	3-77	3-91
57	0° to 14°	3-40	3-49	3-88	3-91
58	15° to 90° c = 2000	3-40	3-57	3-88	3-121

Diag. No.	Angle ◆	Figure No. For Capacity VFR	For Capacity IFR	For Delay VFR	For Delay IFR
59	NA	3-17	3-46	3-86	3-91
60	NA	3-41	3-46	3-99	3-91
61	NA	3-41	3-46	3-95	3-91
62	0° to 14°	3-42	3-46	3-76	3-91
63	15° to 90°	3-42	3-57	3-76	3-101
64	NA	3-41	3-46	3-99	3-91

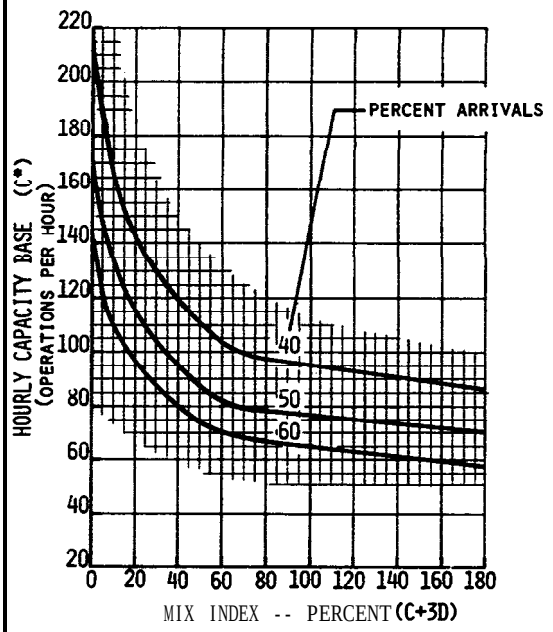
NOTES:

1. THE MINIMUM CENTERLINE SPACING OF PARALLEL RUNWAYS USED FOR SIMULTANEOUS OPERATIONS IS:
   A. 700 FEET IF USED BY ALL AIRCRAFT CLASSES A,B,C, AND D
   B. 500 FEET IF USED ONLY BY AIRCRAFT CLASS A AND B
   C. 200 FEET IF USED EXCLUSIVELY BY AIRCRAFT CLASS A
   *D. EXCEPTION: AT A POSITIVE CONTROLLED AIRPORT, IFR FLIGHT PLAN TRAFFIC PREDOMINATES. THE CENTERLINE-TO-CENTERLINE SPACING TO ACCOMMODATE SIMULTANEOUS ARRIVAL STREAMS IS 2,500 FEET EVEN IN VFR CONDITIONS. THE CAPACITY LIMITING FACTOR ON CLOSELY SPACED PARALLEL RUNWAYS AT POSITIVE CONTROLLED AIRPORTS NEEDING CAREFUL EVALUATION IS THE COMMUNICATIONS
2. INVESTIGATE THE THRESHOLD STAGGER CORRECTION DISCUSSED IN PARAGRAPH 4-6 OF CHAPTER 4 FOR ARRIVAL STREAMS TO PARALLEL RUNWAY CONFIGURATIONS WITH CENTERLINES SPACED LESS THAN 2,500 FEET APART.
3. WITH PRECISION RUNWAY MONITORING (PRM), AIRPORTS MAY HAVE SIMULTANEOUS INDEPENDENT (LS MLS PRECISION APPROACHES TO PARALLEL RUNWAYS WITH CENTERLINES SEPARATED BY 2,400 TO 4,300 FEET
4. GIVEN 5700 ≤ C ≤ 2400, ASSUME THE FOLLOWING RELATIONSHIP WHEN THERE ARE THREE, OR MORE, PARALLEL RUNWAYS USED BY ALL AIRCRAFT.

	WHEN	ASSUME
C	5700 ≤ S ≤ 2400	2500 ≤ C-S ≤ 2000
S	2500 ≤ S ≤ 2000	3000 ≤ C-S ≤ 4300
	S ≥ 2000	C-S ≥ 4300

Figure 3-2. Runway-use diagrams

HOURLY CAPACITY BASE C*



TOUCH & GO FACTOR T

Percent Touch & Go	Mix Index-- Percent (C+3D)	TOUCH & GO FACTOR T
0	0 to 180	1.00
1 to 10	0 to 70	1.03
11 to 20	0 to 70	1.05
21 to 30	0 to 40	1.09
31 to 40	0 to 10	1.15
41 to so	0 to 10	1.20

C* x T x E = Hourly Capacity

EXIT FACTOR E

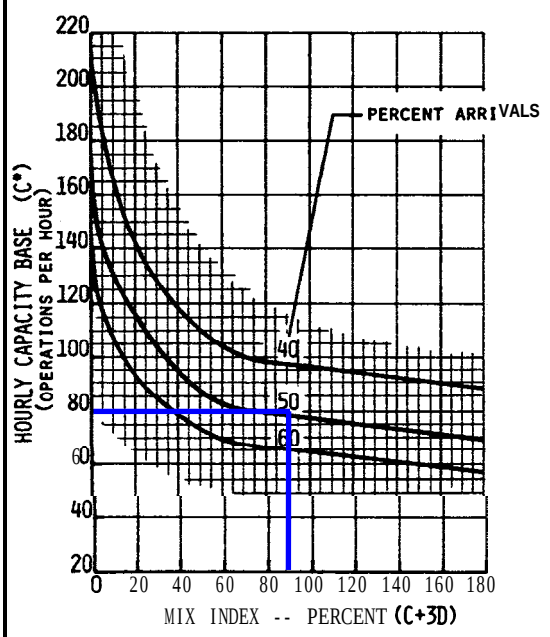
To determine Exit Factor E:

1. Determine exit range for appropriate mix Index from table below
2. For arrival runways, determine the average number of exits(N) which are: (a) within appropriate exit range, and (b) separated by at least 750 feet .
3. If N is 4 or more, Exit Factor = 1.00
4. If N is less than 4, determine Exit Factor from table below for appropriate nix index and percent arrivals

Mix Index-- Percent (C+3D)	Exit Range (Feet from threshold)	EXIT FACTOR E								
		40% Arrivals			50% Arrivals			60% Arrivals		
		N-0	N=1	N-2 or 3	N-0	N=1	N-2 or 3	N-0	N-L	N-2 or 3
oto 20	2000 to 4000	0.62	0.79	0.90	0.62	0.79	0.90	0.62	0.79	0.90
21 to 50	3000 to 5500	0.72	0.83	0.93	0.72	0.83	0.93	0.72	0.83	0.93
51 to 80	3500 to 6500	0.75	0.84	0.92	0.75	0.84	0.92	0.75	0.84	0.92
81 to 120	5000 to 7000	0.80	0.87	0.94	0.80	0.87	0.94	0.80	0.87	0.94
121 to 180	5500 to 7500	0.85	0.96	0.98	0.83	0.93	0.97	0.83	0.93	0.97

FIGURE 3-5. HOURLY CAPACITY OF RUNWAY-USE DIAGRAM NO. 3 FOR VFR CONDITIONS.

'HOURLY CAPACITY BASE C*



TOUCH & GO FACTOR T

Percent Touch & Go	Mix Index-- Percent (C+3D)	TOUCH & GO FACTOR T
0	0 to 180	1.00
1 to 10	0 to 70	1.02
11 to 20	0 to 70	1.04
21 to 30	0 to 40	1.08
31 to 40	0 to 10	1.13
41 to 50	0 to 10	1.17

C* x T x E = Hourly Capacity

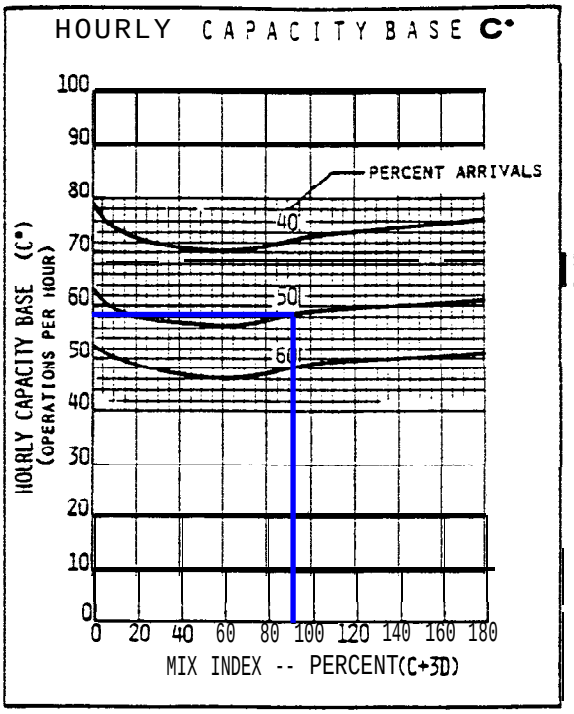
EXIT FACTOR E

To determine Exit Factor E:

1. Determine exit range for appropriate mix index from table below
2. For arrival runways, determine the average number of exits(N) which are: (a) within appropriate exit range, and (b) separated by at least 750 feet
3. If N is 4 or more, Exit Factor = 1.00
4. If N is less than 4, determine Exit Factor from table below for appropriate nix index and percent arrivals

Mix Index-- Percent (C+3D)	Exit Range (Feet from threshold)	EXIT FACTOR E								
		40% Arrivals			50% Arrivals			60% Arrivals		
		N=0	N=1	N=2 or 3	N=0	N=1	N=2 or 3	N=0	N=1	N=2 or 3
0 to 20	2000 to 4000	0.62	0.79	0.90	0.62	0.79	0.90	0.62	0.79	0.90
21 to 50	3000 to 5500	0.72	0.83	0.93	0.72	0.83	0.93	0.72	0.83	0.93
51 to 80	3500 to 6500	0.75	0.84	0.92	0.75	0.84	0.92	0.75	0.84	0.92
81 to 120	5000 to 7000	0.80	0.87	0.94	0.80	0.87	0.94	0.80	0.87	0.94
121 to 180	5500 to 7500	0.83	0.93	0.97	0.83	0.93	0.97	0.83	0.93	0.97

FIGURE 3-6. HOURLY CAPACITY OF RUNWAY-USE DIAGRAM NOS.: 4,37,74,75,89,90 FOR VFR CONDITIONS.



TOUCH & GO CAPTO

T = 1.00

C* x T x E = Hourly Capacity

EXIT FACTOR E

To determine Exit Factor E:

1. Determine exit range for appropriate mix index from table below
2. For arrival runways, determine the average number of exits(N) which are: (a) within the appropriate exit range, and (b) separated by at least 750 feet
3. If N is 4 or more, Exit factor = 1.00
4. If N is less than 4, determine Exit factor from table below for appropriate mix index and percent arrivals

Mix Index -- Percent(C+3D)	Exit Range (Feet from threshold)	EXIT FACTOR E								
		40% Arrivals			50% Arrivals			60% Arrivals		
		N=0	N=1	N=2 or 3	N=0	N=1	N=2 or 3	N=0	N=1	N=2 or 3
0 to 20	2000 to 4000	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00
21 to 50	3000 to 5500	0.90	0.96	0.98	0.90	0.96	0.98	0.90	0.96	0.98
51 to 90	3500 to 6500	0.91	0.97	1.00	0.91	0.97	1.00	0.91	0.97	1.00
91 to 120	5000 to 7000	0.91	0.98	1.00	0.91	0.98	1.00	0.91	0.98	1.00
121 to 180	5500 to 7500	0.92	0.97	1.00	0.92	0.97	1.00	0.92	0.97	1.00

FIGURE 3-45. HOURLY CAPACITY OF RUNWAY-USE DIAGRAM NOS. 4, 5, 75, 90 FOR IFR CONDITIONS.

FIGURE 3-46. DELETED

Runway Use	Capacity Figure No		Arrival Mix		Mix index	Arrivals	Touch and Go	Twy Exit	Hrly Cap Base		T&G Factor		Exit Factor		Hrly Capacity		Weather		Weighting		Weighting Factor		Cw	D	H	ASV
Diagram	VFR	IFR	%C	%D	% (C+3D)	%	%		C*		T		E		C*xTxE				Capacity/MxCapacity							
									VFR	IFR	VFR	IFR	VFR	IFR	VFR	IFR	VFR	IFR	VFR	IFR	VFR	IFR				
1	3-3	3-43	0.9128	0.00087	0.9155	0.5	1	1	58	54	1	1	0.88	0.86	51	46	0.841	0.159	0.5	0.8	15	5	50.77	350.5	10	177,939
4	3-6	3-45	0.9128	0.00087	0.9155	0.5	1	1	80	58	1	1	0.87	0.98	70	57	0.841	0.159	0.7	1.0	1	1	67.57	350.5	10	236,837
9	3-9	3-44	0.9128	0.00087	0.9155	0.5	1	1	108	58	1	1	0.86	0.98	93	57	0.841	0.159	1.0	1.0	1	1	87.15	350.5	10	305,459
75	**3-6**	**3-45**	**0.9128**	**0.00087**	**0.9155**	**0.5**	**1**	**1**	**80**	**58**	**1**	**1**	**0.87**	**0.98**	**69.6**	**56.8**	**0.841**	**0.159**	**0.7**	**1.0**	**1**	**1**	**67.57**	**350.5**	**10**	**236,837**

Runway Use			Hrly Capacity		Hrly cap/max cap		Weighing Factor		Wx		Cw	D	H	ASV
Diagram		Rwy Usage	VFR	IFR	VFR	IFR	VFR	IFR	VFR	IFR				
1	6L-24R	0.608	51	46.44	0.73	0.82	15	5	0.841	0.159	50.77	350.5	10	177,939
1	6R-24L	0.215	51	46	0.73	0.82	15	5	0.841	0.159	50.77	350.5	10	177,939
1	18-36	0.177	51	46	0.73	0.82	15	5	0.841	0.159	50.77	350.5	10	177,939
4	6-24 together	0.823	70	57	1.00	1.00	1	1	0.841	0.159	67.57	350.5	10	236,837
9	6R-24L/18-36	0.392	93	57	1.00	1.00	1	1	0.841	0.159	87.15	350.5	10	305,459
75	**6L-24R/18-36**	**0.785**	**69.6**	**56.8**	**1.00**	**1.00**	**1**	**1**	**0.841**	**0.159**	**67.57**	**350.5**	**10**	**236,837**

Rwy Usage provided from ATCT data

B-II AIRCRAFT DATA

TFMSC Report (Airport)

From 10/2020 To 09/2021 | Airport=DAY

#	Aircraft	AAC	ADG	Total Ops
79	C56X - Cessna Excel/XLS	B	II	474
82	C68A - Cessna Citation Latitude	B	II	454
125	F2TH - Dassault Falcon 2000	B	II	352
78	C560 - Cessna Citation V/Ultra/Encore	B	II	344
114	E55P - Embraer Phenom 300	B	II	338
59	C25B - Cessna Citation CJ3	B	II	222
31	BE20 - Beech 200 Super King	B	II	220
81	C680 - Cessna Citation Sovereign	B	II	220
15	B350 - Beech Super King Air 350	B	II	142
84	C750 - Cessna Citation X	B	II	120
130	FA20 - Dassault Falcon/Mystère 20	B	II	98
76	C550 - Cessna Citation II/Bravo	B	II	94
206	SW4 - Swearingen Merlin 4/4A Metro2	B	II	84
128	F900 - Dassault Falcon 900	B	II	54
104	E120 - Embraer Brasilia EMB 120	B	II	52
34	BE30 - Raytheon 300 Super King Air	B	II	42
56	C208 - Cessna 208 Caravan	B	II	38
60	C25C - Cessna Citation CJ4	B	II	36
80	C650 - Cessna III/VI/VII	B	II	36
205	SW3 - Fairchild Swearingen SA-226T/TB Merlin 3	B	II	30
149	J328 - Fairchild Dornier 328 Jet	B	II	28
112	E545 - Embraer EMB-545 Legacy 450	B	II	22
13	B190 - Beech 1900/C-12J	B	II	20
71	C441 - Cessna Conquest	B	II	18
46	BE9T - Beech F90 King Air	B	II	14
103	E110 - Embraer EMB110	B	II	8
131	FA50 - Dassault Falcon/Mystère 50	B	II	4
146	HA4T - Hawker 4000	B	II	4
7	AC50 - Aero Commander 500	B	II	2
9	AC95 - Gulfstream Jetprop Commander 1000	B	II	2
	Report created on Tue Dec 14 16:35:25 EST 2021			656

Sources: Traffic Flow Management System Counts (TFMSC), Aviation System Performance Metrics (ASPM)

ASPM : City Pair Analysis

From 10/2020 To 09/2021 ; Departure=DAY ;
Aircraft=F2TH, C750, C550, F900, C650 : Use Flight

Date	Departure	Arrival
Oct-20	DAY	AFW
Oct-20	DAY	TVC
Nov-20	DAY	LAX
Dec-20	DAY	BED
Dec-20	DAY	PHL
Dec-20	DAY	PSP
Dec-20	DAY	SDL
Dec-20	DAY	SRQ
Dec-20	DAY	T89
Jan-21	DAY	FXE
Feb-21	DAY	CVG
Feb-21	DAY	MDW
Mar-21	DAY	APF
Mar-21	DAY	LAS
Mar-21	DAY	LNK
Mar-21	DAY	PBI
Apr-21	DAY	ARR
Apr-21	DAY	ENW
May-21	DAY	DAL
May-21	DAY	LNK
May-21	DAY	MDW
May-21	DAY	SJC
May-21	DAY	SNA
Jun-21	DAY	AOH
Jun-21	DAY	DFW
Jun-21	DAY	FOK
Jun-21	DAY	OAK
Jun-21	DAY	PWK
Jul-21	DAY	BNA
Jul-21	DAY	BZN
Jul-21	DAY	MDW
Jul-21	DAY	PIT
Aug-21	DAY	APF
Aug-21	DAY	DTW
Aug-21	DAY	EGE
Aug-21	DAY	GSO
Sep-21	DAY	HPN
Sep-21	DAY	JAX
Sep-21	DAY	LAS
Sep-21	DAY	LUK
Sep-21	DAY	SDL
Sep-21	DAY	TCL

ASPM : City Pair Analysis

From 10/2020 To 09/2021 ; Arrival=DAY
Aircraft=F2TH, C750, C550, F900, C650 : Use Flight Plan

Date	Departure	Arrival
Oct-20	MKY	DAY
Nov-20	SNA	DAY
Dec-20	FAR	DAY
Dec-20	LNK	DAY
Dec-20	LYH	DAY
Dec-20	OKV	DAY
Dec-20	SBD	DAY
Dec-20	T89	DAY
Dec-20	TUL	DAY
Jan-21	MKE	DAY
Feb-21	CVG	DAY
Feb-21	MDW	DAY
Mar-21	CID	DAY
Mar-21	ILM	DAY
Mar-21	PBI	DAY
Mar-21	TYS	DAY
Apr-21	ARR	DAY
Apr-21	ENW	DAY
May-21	APA	DAY
May-21	MDW	DAY
May-21	MKY	DAY
May-21	OAK	DAY
May-21	PWK	DAY
Jun-21	AOH	DAY
Jun-21	BED	DAY
Jun-21	BZN	DAY
Jun-21	HWD	DAY
Jun-21	OAK	DAY
Jul-21	BFA	DAY
Jul-21	BZN	DAY
Jul-21	FLD	DAY
Jul-21	MDW	DAY
Aug-21	EGE	DAY
Aug-21	JAC	DAY
Aug-21	JXN	DAY
Aug-21	RSW	DAY
Sep-21	BUF	DAY
Sep-21	EYE	DAY
Sep-21	ILM	DAY
Sep-21	JAX	DAY
Sep-21	LEX	DAY
Sep-21	ORF	DAY

AIRCRAFT PERFORMANCE CHARTS

EMB 145 Performance Chart

Table 2.1.1.1 - EMB-145 Airplane General Characteristics

DESIGN WEIGHTS		MODELS							
		ER	EU	EP	LR	LU	MP	MK	XR
Maximum Design Taxi Weight	lb	45636	44291	46495	48722	48700	46495	44291	53352
	kg	20700	20090	21090	22100	22090	21090	20090	24200
Maximum Design Landing Weight [3]	lb	41226	41226	41226	42549	42549	42549	42549	44092
	kg	18700	18700	18700	19300	19300	19300	19300	20000
Maximum Design Takeoff Weight [3]	lb	45415	44070	46275	48502	48480	46275	44070	53131
	kg	20600	19990	20990	22000	21990	20990	19990	24100
Operating Empty Weight [1]	lb	26339	26339	26339	26707	26707	26539	26539	27758
	kg	11947	11947	11947	12114	12114	12038	12038	12591
Maximum Design Zero Fuel Weight [2] [3]	lb	37699	37699	37699	39463	39463	39463	39463	40786
	kg	17100	17100	17100	17900	17900	17900	17900	18500
Maximum Payload [1]	lb	11359	11359	11359	12755	12755	12923	12923	13027
	kg	5153	5153	5153	5786	5786	5862	5862	5909
Maximum Seating Capacity	PAS-SEN-GERS	50	50	50	50	50	50	50	50
Maximum Cargo Volume	ft^3	325	325	325	325	325	325	325	325
	m^3	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2
Usable Fuel [4]	lb	9202	9202	9202	11435	11435	9202	9202	13199
	kg	4173	4173	4173	5187	5187	4173	4173	6032
	US GAL.	1360	1360	1360	1690	1690	1360	1360	1950
	LITERS	5146	5146	5146	6396	6396	5146	5146	7438

[1] Standard configuration (weights may vary according to optional equipment installed or interior layouts).

[2] For aircraft POST-MOD. S.B. 145-53-0064, consider MZFW = 17350 kg (38250 lb).

[3] For aircraft POST-MOD. S.B. 145-53-0068, consider MZFW = 18400 kg (40564 lb), MTOW= 22600 kg (49823 lb), and MLW= 19800 kg (43651 lb).

[4] Adopted fuel density of 0.811 kg/l (6.77 lb/US gal.).

2.2 Airplane Dimensions

2.2.1 External Dimensions

Overall span (EMB-145EP/ER/EU/MP/MK/LR/LU) ..... 20.04 m (65 ft 9 in)
Overall span (EMB-145XR) ..... 21.00 m (69 ft 11 in)
Height (maximum) ..... 6.75 m (22 ft 2 in)
Overall length ..... 29.87 m (98 ft 0 in)

2.2.2 Wing

Reference area ..... 51.18 m^2 (551 ft^2)
Reference aspect ratio 7.8

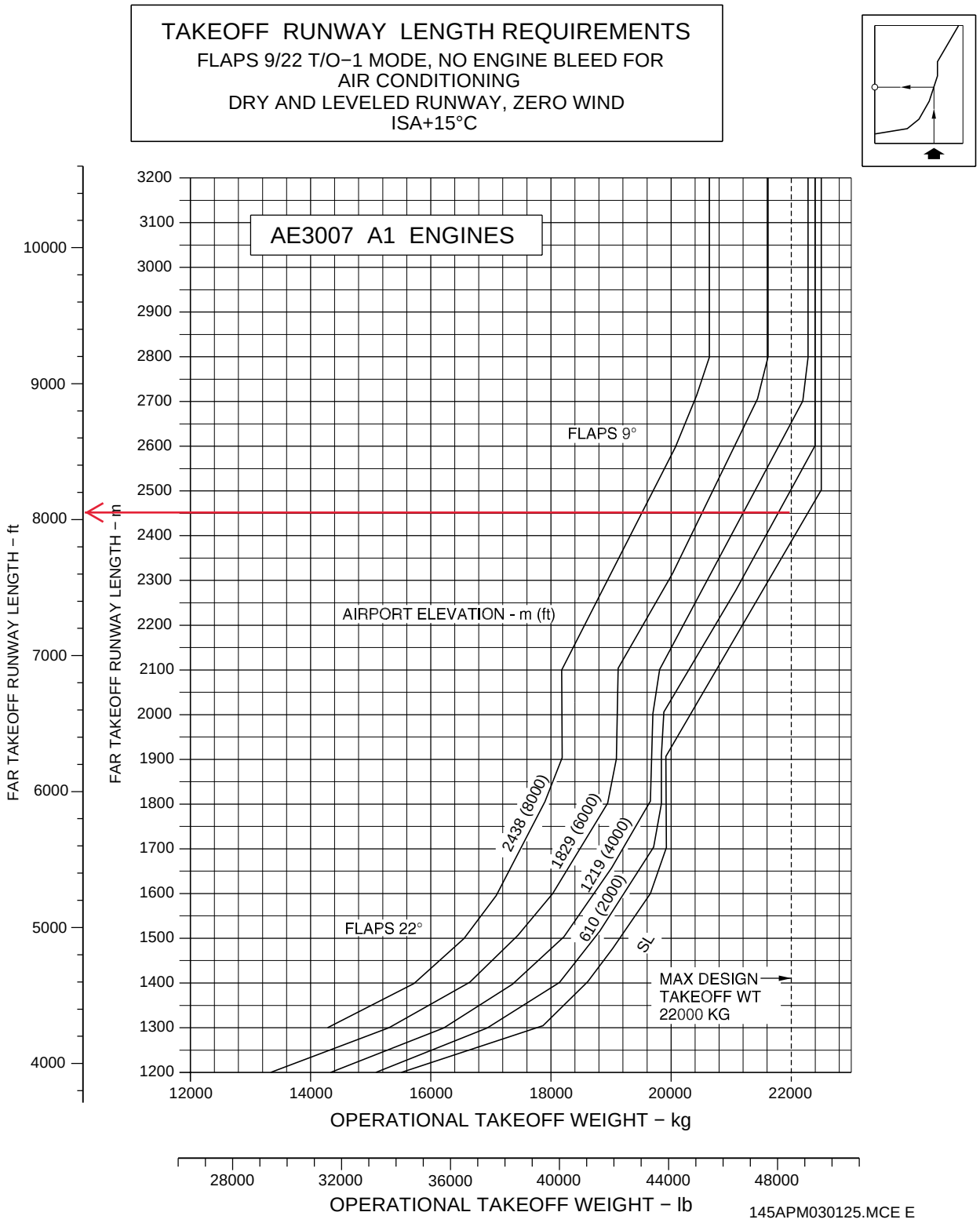


Figure 3.3.2 - FAR Takeoff Runway Length Requirements - ISA + 15°C Conditions Sheet 1

EMB 175 Performance Chart

MZFW

It is the maximum allowed weight without usable fuel in the tanks.

Maximum Payload

It is the difference between the MZFW and the BOW.

Maximum Seating Capacity

It is the maximum number of passengers specifically certified or anticipated for certification.

Maximum Cargo Volume

It is the maximum space available for cargo.

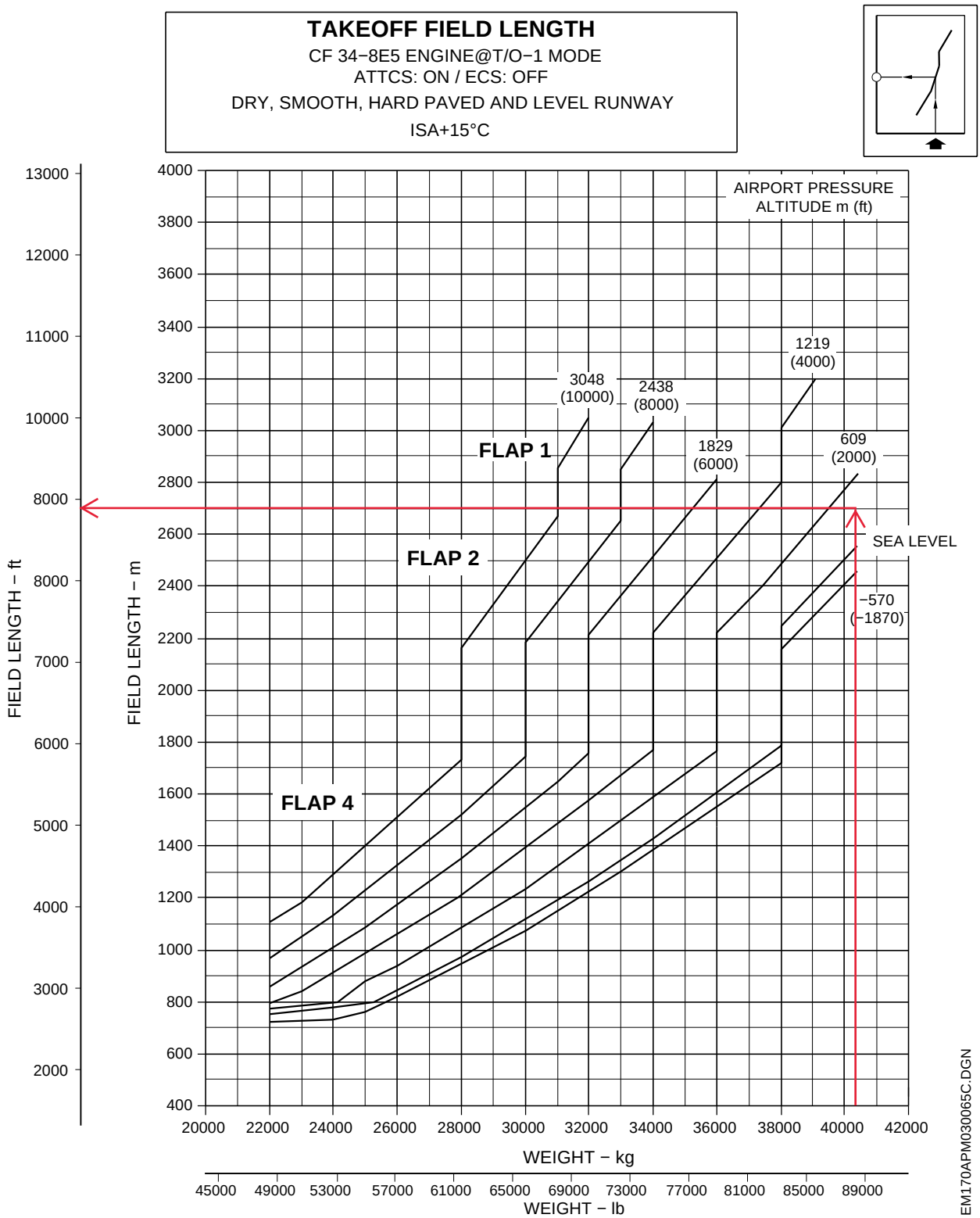
Usable Fuel

Fuel available for the aircraft propulsion.

Table 2.1 - Aircraft General Characteristics

DESIGN WEIGHTS[1]	AIRCRAFT MODELS			
	STD	LR	LL	AR
MRW	37660 kg (83026 lb)	38950 kg (85870 lb)	38760 kg (85450 lb)	40530 kg (89353 lb)
MTOW	37500 kg (82673 lb)	38790 kg (85517 lb)	38600 kg (85098 lb)	40370 kg (89000 lb)
MLW	34000 kg (74957 lb)			34100 kg (75177 lb)
BOW [2]	21500 kg (47399 lb)			22500 kg (49604 lb)
MZFW	31700 kg (69886 lb)		31510 kg (69467 lb)	32000 kg (70548 lb)
Maximum Payload [2]	10200 kg (22487 lb)			
Maximum Seating Capacity	84 passengers		70 passengers	86 passengers

1. Applicable for standard models. For further information, refer to AFM and AOM.
2. Standard configuration (weights may vary according to optional equipment installed or interior layouts).



Takeoff Field Lengths - ISA + 15 °C Conditions
Figure 3.6

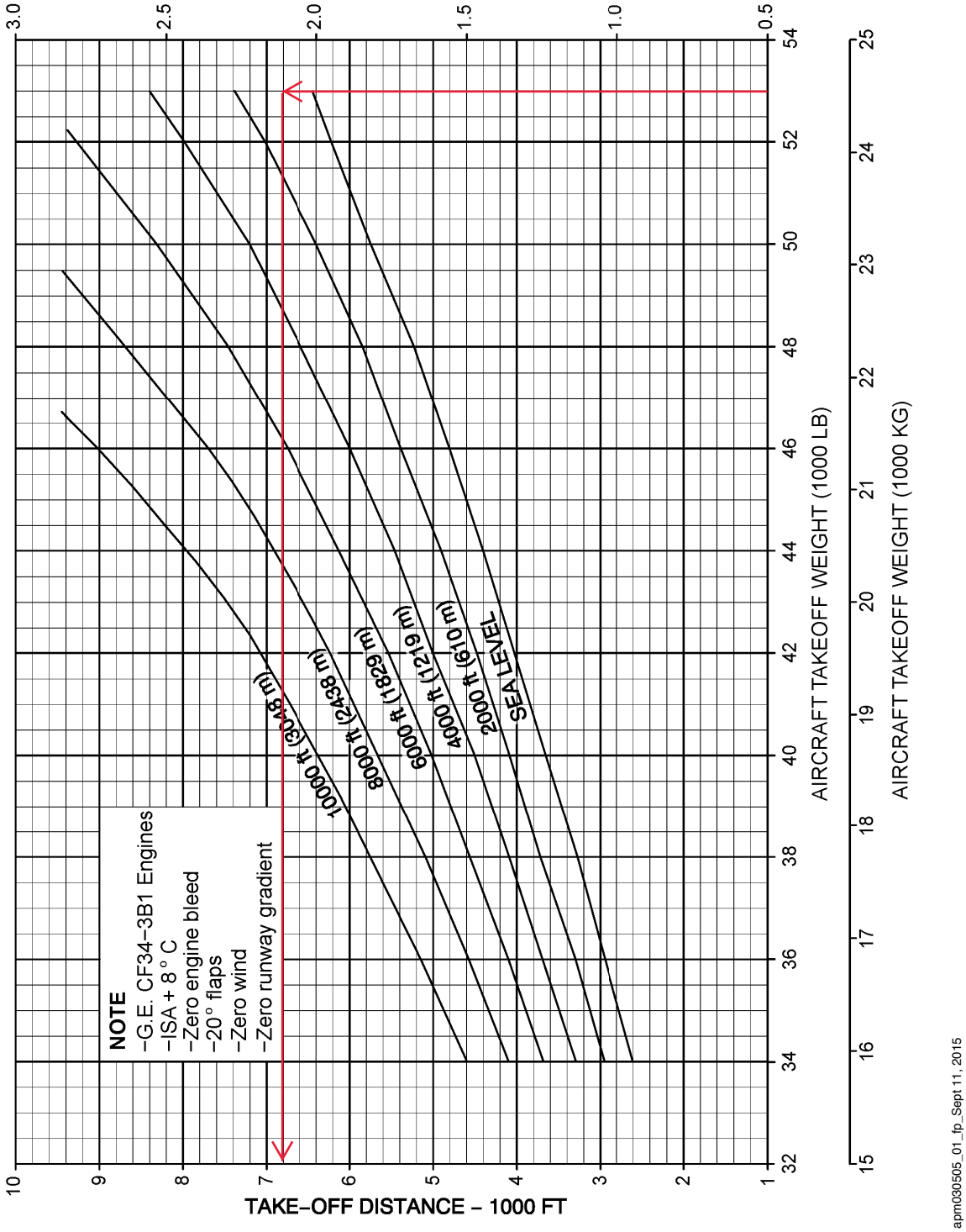
CRJ200 Performance Chart

Usable Fuel.	The usable fuel available for the aircraft engines.

C. General Airplane Characteristics

Table 1 – Aircraft Characteristics

Model CL–600–2B19		CRJ100/200	CRJ100 ER	CRJ100 LR	CRJ200 ER	CRJ200 LR
Engines		2 GE CF34 –3A1/–3B1	2 GE CF34 –3A1	2 GE CF34 –3A1	2 GE CF34 –3B1	2 GE CF34 –3B1
Mode		Passenger	Passenger	Passenger	Passenger	Passenger
Maximum Seating Capacity		50	50	50	50	50
Maximum Design Taxi Weight (MTW)	Pounds Kilograms	47700 21636	51250 23247	53250 24154	51250 23247	53250 24154
Maximum Design Landing Weight (MLW)	Pounds Kilograms	44700 20276	47000 21319	47000 21319	47000 21319	47000 21319
Maximum Design Take–Off Weight (MTOW)	Pounds Kilograms	47450 21523	51000 23133	53000 24041	51000 23133	53000 24041
Operating Empty Weight (OWE)	Pounds Kilograms	30500 13835	30500 13835	30500 13835	30500 13835	30500 13835
Maximum Design Zero Fuel Weight (MZFW)	Pounds Kilograms	42200 19142	44000 19958	44000 19958	44000 19958	44000 19958
Usable Fuel	US Gallons Liters	1400 5300	2135 8081	2135 8081	2135 8081	2135 8081
Maximum Payload [1]	Pounds Kilograms	11700 5307	13500 6124	13500 6124	13500 6124	13500 6124



FAR Takeoff Runway Length Requirements – ISA + 15 C – CRJ200
Figure 14

CRJ 700 Performance Chart

**ON A/C ALL

AIRCRAFT DESCRIPTION

1. Introduction

This section contains general description data about the aircraft. This section is divided into the subsections that follow:

- Aircraft characteristics
- Aircraft dimensions
- Interior configurations
- Door clearances
- Cargo compartment configurations.

2. Aircraft Characteristics

A. This section contains general data about the CRJ700 aircraft characteristics.

B. The structural weight limits, such as maximum ramp weight, and zero fuel weight are dependent on configuration. Refer to each aircraft's specified Weight and Balance Manual (CSP B–041) and Weight and Balance Report for structural limits and other weight information.

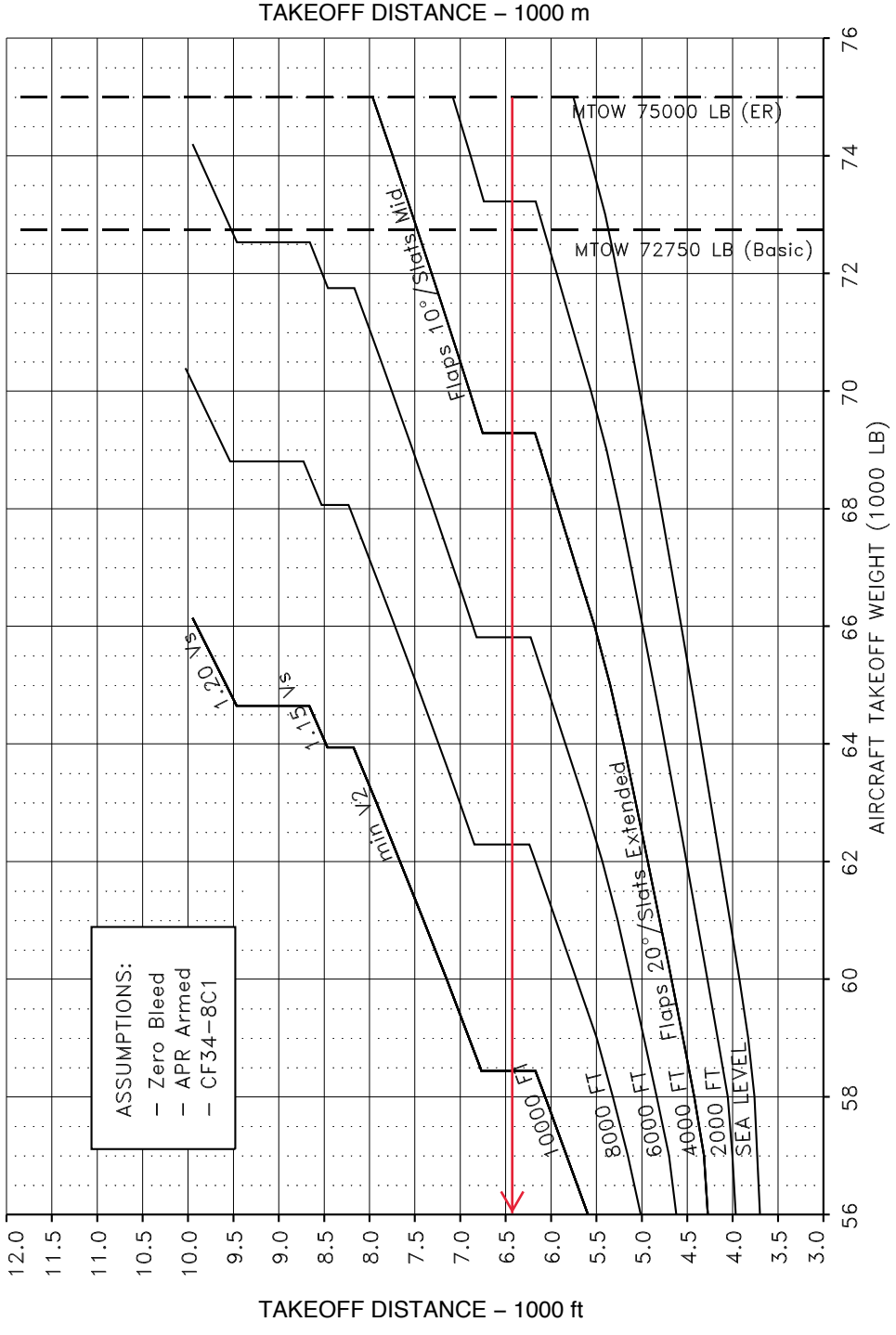
C. Refer to Table 1 for the general aircraft characteristics.

D. Refer to Table 2 for the system fluid capacities.

E. Refer to Table 3 for the service fluid capacities.

Table 1 – Aircraft Characteristics

Description	Model CL–600–2C10
Engines	QTY: 2 GE CF34–8C5 Turbofan checked
Mode	Passenger
Maximum Seating Capacity	70
Maximum Ramp Weight (MRW)	73000 lb (33112 kg)
Maximum Take–Off Weight (MTOW)	72750 lb (32999 kg)



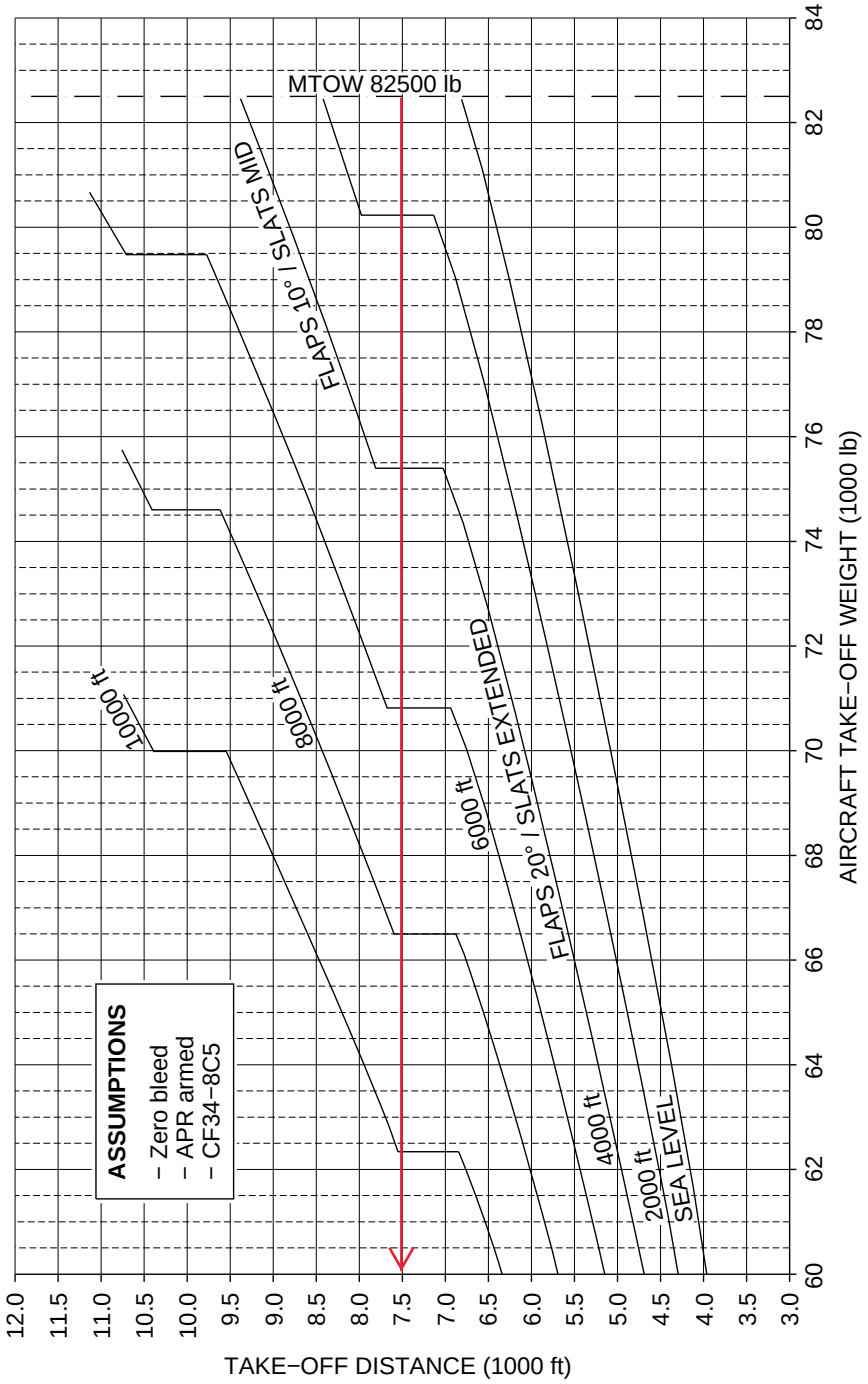
Take–Off Field Length – ISA + 15 Degrees C
Figure 2

CRJ 900 Performance Chart

Description	Model CL−600−2D24	Model CL−600−2D15
Maximum Ramp Weight (MRW) A/C 15036 − 15990	85000 lb (38555 kg)	85000 lb (38555 kg)
Maximum Take−Off Weight (MTOW) A/C 15001 − 15035	82500 lb (37421 kg)	NA
Maximum Take−Off Weight (MTOW) A/C 15036 − 15990	84500 lb (38329 kg)	84500 lb (38329 kg)
Maximum Landing Weight (MTLW)	73500 lb (33340 kg)	73500 lb (33340 kg)
Minimum Flight Weight (MFW)	45000 lb (20412 kg)	45000 lb (20412 kg)
Maximum Zero Fuel Weight (MZFW) A/C 15001 − 15035	70000 lb (31751 kg)	NA
Maximum Zero Fuel Weight (MZFW) A/C 15036 − 15990	70750 lb (32092 kg)	70000 lb (31751 kg)
Maximum Fuel Tank Capacity	2903 US gal (10989 L) 19595 lb (8888 kg)[1]	2903 US gal (10989 L) 19595 lb (8888 kg)[1]
Unusable Fuel	33.8 US gal (127.95 L) 228.2 lb (103.5 kg)[1]	33.8 US gal (127.95 L) 228.2 lb (103.5 kg)[1]
Maximum Cargo Volume − Aft Baggage Compartment	437.5 pi^3 (12.39 m^3)[2]	
Maximum Cargo Volume − Forward Under Floor Baggage	156.0 pi^3 (4.41 m^3)[2]	
Maximum Cargo Volume − Under−seat storage	129.0 pi^3 (3.65 m^3)[2]	
Maximum Cargo Volume − Overhead bins	144.47 pi^3 (4.09 m^3)[2]	

[1] Weight is calculated with a fuel density of 6.75 lb/US gal (0.809 kg/L).

[2] Cargo volume can be modified according to interior configuration.



Take–Off Field Length – ISA + 15 Degrees C
Figure 2

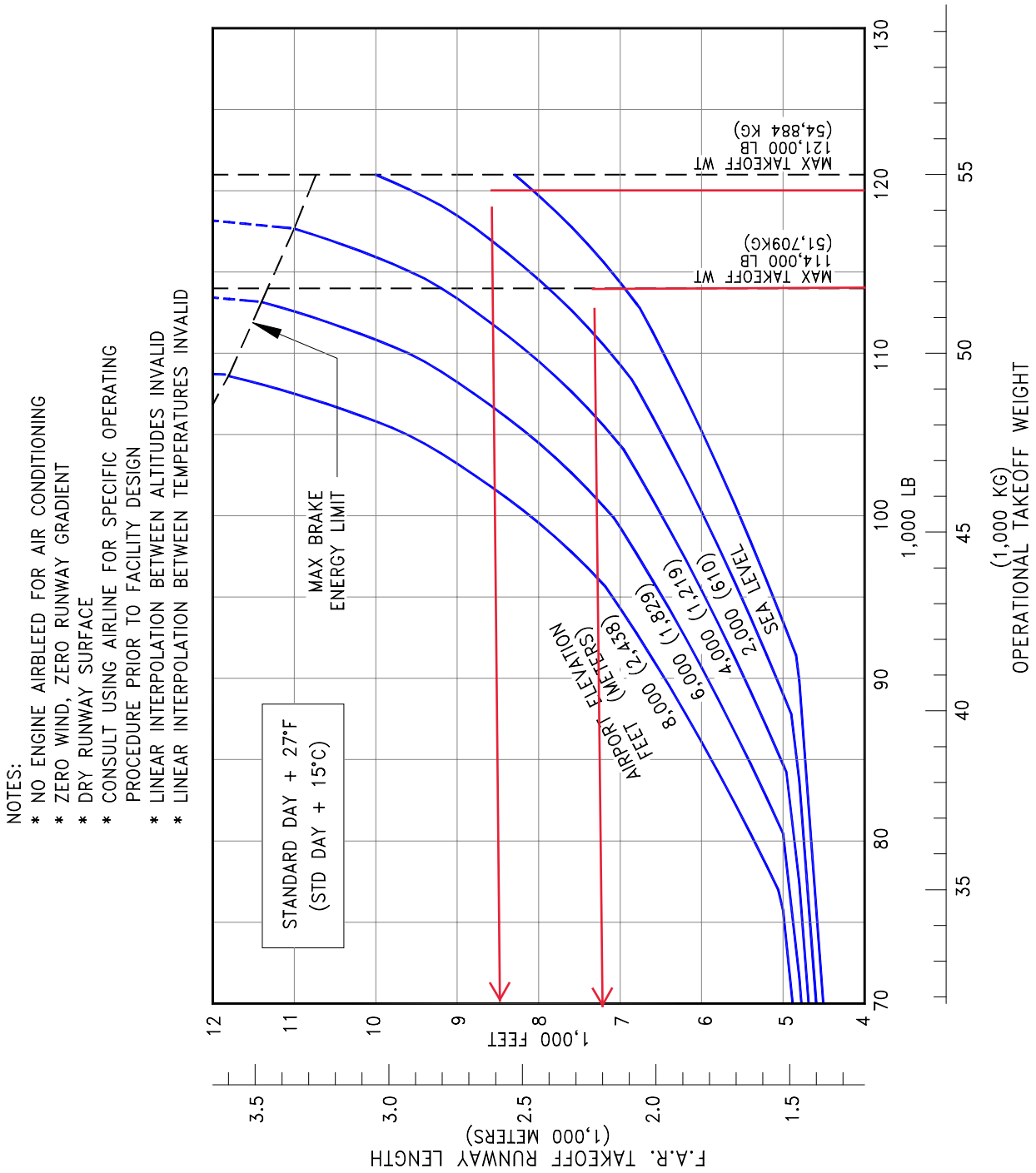
Boeing 717 Performance Chart

CHARACTERISTICS	UNITS	BASIC AIRPLANE				HIGH GROSS WEIGHT OPTION
MAX DESIGN TAXI WEIGHT	POUNDS	111,000	115,000	117,000	119,000	122,000
	KILOGRAMS	50,349	52,163	53,070	53,977	55,338
MAX DESIGN TAKEOFF WEIGHT	POUNDS	110,000	114,000	116,000	118,000	121,000
	KILOGRAMS	49,895	51,709	52,617	53,524	54,884
MAX DESIGN LANDING WEIGHT	POUNDS	100,000	102,000	102,000	102,000	110,000
	KILOGRAMS	45,362	46,269	46,269	46,269	49,898
MAX DESIGN ZERO FUEL WEIGHT	POUNDS	94,000	96,000	96,000	96,000	100,500
	KILOGRAMS	42,638	43,545	43,545	43,545	45,586
SPEC OPERATING EMPTY WEIGHT (1)	POUNDS	67,500	67,500	67,500	67,500	68,500
	KILOGRAMS	30,617	30,617	30,617	30,617	31,071
MAX STRUCTURAL PAYLOAD	POUNDS	26,500	28,500	28,500	28,500	32,000
	KILOGRAMS	12,020	12,928	12,928	12,928	14,515
SEATING CAPACITY	MIXED CLASS	106	106	106	106	106
MAX CARGO - LOWER DECK	CUBIC FEET	935	935	935	935	730
	CUBIC METERS	26.5	26.5	26.5	26.5	20.7
USABLE FUEL	US GALLONS	3,673	3,673	3,673	3,673	4,403(2)
	LITERS	13,903	13,903	13,903	13,903	16,665(2)
	POUNDS	24,609	24,609	24,609	24,609	29,500(2)
	KILOGRAMS	11,163	11,163	11,163	11,163	13,382(2)

NOTES: (1) TYPICAL SPEC OPERATING WEIGHT FOR A CONFIGURATION OF 106 PASSENGERS.
CONSULT WITH AIRLINE FOR SPECIFIC WEIGHTS AND CONFIGURATIONS.
DELIVERED AIRPLANES MAY HAVE DIFFERENT WEIGHTS DEPENDING ON AIRLINE REQUIREMENT.
(2) INCLUDES OPTIONAL FWD 460 GAL AND AFT 270 GAL AUX FUEL TANKS.

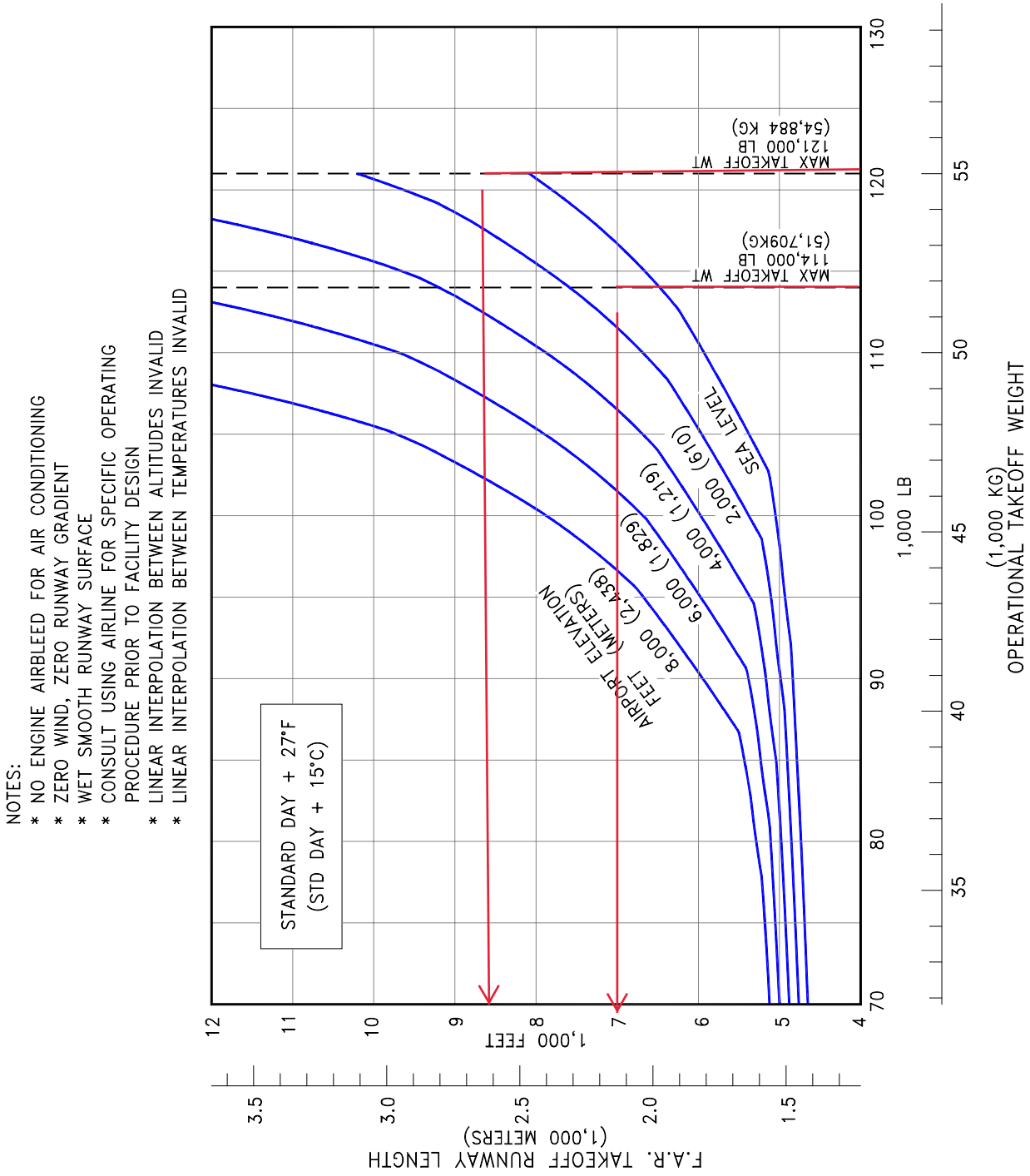
2.1 GENERAL CHARACTERISTICS

MODEL 717-200



3.3.2 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS - STANDARD DAY + 27°F (STD +15° C) - DRY RUNWAY

MODEL 717-200 (BR715 ENGINES AT 18,500 LB THRUST)



3.3.4 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS -
STANDARD DAY + 27°F (STD +15° C) - WET SMOOTH RUNWAY
MODEL 717-200 (BR715 ENGINES AT 18,500 LB THRUST)

B757 Performance Chart

1.3 A Brief Description of the 757 Airplane

The 757 is a twin-engine, new technology jet airplane designed for low fuel burn and short-to-medium range operations. This airplane uses new aerodynamics, materials, structures, and systems to fill market requirement that cannot be efficiently provided by existing equipment or derivatives.

The 757 is a low-noise airplane powered by either Rolls-Royce RB211-535C, -535E4, or -535E4B, or the Pratt & Whitney PW2037, PW2040, or PW2043 engines. These are high-bypass-ratio engines which are efficient, reliable, and easy to maintain. The following table shows the available engine options

ENGINE MFR	MODEL	THRUST	AIRPLANE MODEL
PRATT & WHITNEY	PW2037	37,200 LB	757-200, -200PF
	PW 2040	41,700 LB	757-200,-200PF, -300
	PW 2043	43,850 LB	757-300
ROLLS ROYCE	RB211-535C	37,400 LB	757-200
	RB211-535E4	40,100 LB	757-200,-300
	RB211-535E4B	43,100 LB	757-200,-300

757-200

The 757-200 family of airplanes consists of passenger and package freighter versions.

The passenger version is available in two configurations:

- The basic configuration (overwing-exit) has three LH and RH passenger doors and two LH and RH overwing exit doors.
- An optional configuration (four-door) has the same three LH and RH passenger doors but with LH and RH exit door aft of the wing, in lieu of the overwing exit doors.

In the passenger configuration, the 757-200 can typically carry 186 passengers in a six-abreast, mixed class configuration over a 2,900-nautical-mile range with full load. High gross options can increase the range to about 3,900 nautical miles. High-density seating arrangements can accommodate as many as 239 passengers in an all-economy configuration.

The 757-200 can be equipped for Extended Range Operations (EROPS) to allow extended overwater operations. Changes include a backup hydraulic motor-generator set and an auxiliary fan for equipment cooling.

757-200PF

The Package Freighter (757-200PF) airplane is designed to carry an all-cargo payload. Main-deck cargo is either in cargo containers or pallets and are loaded through a large cargo door forward of left wing. The -200PF has no windows or passenger doors in the fuselage. A crew entry door is provided forward of the main deck cargo door.

757-300

The 757-300 is a second-generation derivative of the 757-200 airplane. Two body extensions are added to the airplane fuselage to provide additional seating and cargo capacity. The 757-300 can typically seat 243 passengers in a dual-class arrangement or 279 passengers in an all-economy configuration. The EROPS option has been incorporated in the 757-300.

The 757 has ground service connections compatible with existing ground support equipment and no special equipment is required.

2.0 AIRPLANE DESCRIPTION

2.1 General Characteristics

Maximum Design Taxi Weight (MTW). Maximum weight for ground maneuver as limited by aircraft strength and airworthiness requirements. (It includes weight of taxi and run-up fuel.)

Maximum Design Landing Weight (MLW). Maximum weight for landing as limited by aircraft strength and airworthiness requirements.

Maximum Design Takeoff Weight (MTOW). Maximum weight for takeoff as limited by aircraft strength and airworthiness requirements. (This is the maximum weight at start of the takeoff run.)

Operating Empty Weight (OEW). Weight of structure, powerplant, furnishing systems, unusable fuel and other unusable propulsion agents, and other items of equipment that are considered an integral part of a particular airplane configuration. Also included are certain standard items, personnel, equipment, and supplies necessary for full operations, excluding usable fuel and payload.

Maximum Design Zero Fuel Weight (MZFW). Maximum weight allowed before usable fuel and other specified usable agents must be loaded in defined sections of the aircraft as limited by strength and airworthiness requirements.

Maximum Pay load. Maximum design zero fuel weight minus operational empty weight.

Maximum Seating Capacity. The maximum number of passengers specifically certificated or anticipated for certification.

Maximum Cargo Volume. The maximum space available for cargo.

Usable Fuel. Fuel available for aircraft propulsion.

CHARACTERISTICS	UNITS	757-200PF	
MAX DESIGN TAXI WEIGHT	POUNDS	251,000	256,000
	KILOGRAMS	113,850	116,100
MAX DESIGN TAKEOFF WEIGHT	POUNDS	250,000	255,000(1)
	KILOGRAMS	113,400	116,650(1)
MAX DESIGN LANDING WEIGHT	POUNDS	210,000	210,000
	KILOGRAMS	92,250	92,250
MAX DESIGN ZERO FUEL WEIGHT	POUNDS	200,000	200,000
	KILOGRAMS	90,700	90,700
SPEC OPERATING EMPTY WEIGHT	POUNDS	114,000	114,000
	KILOGRAMS	51,700	51,700
MAX STRUCTURAL PAYLOAD	POUNDS	86,000	86,000
	KILOGRAMS	39,000	39,000
MAX CARGO	CUBIC FEET	1,830	1,830
- LOWER DECK (2)	CUBIC METERS	52	52
MAX CARGO - MAIN DECK (3)	CUBIC FEET	6,600	6,600
	CUBIC METERS	187	187
USABLE FUEL	US GALLONS	11,276	11,276
	LITERS	42,680	42,680
	POUNDS	75,550	75,550
	KILOGRAMS	34,260	34,260

NOTES: WEIGHTS SHOWN ARE FOR TYPICAL AS-DELIVERED OR AS-OFFERRED CONFIGURATIONS. CONSULT WITH AIRLINE FOR ACTUAL WEIGHTS.

(1) 255,500 LB (115,900 KG) FOR AIRPORT ALTITUDES BELOW 1,500 FEET.

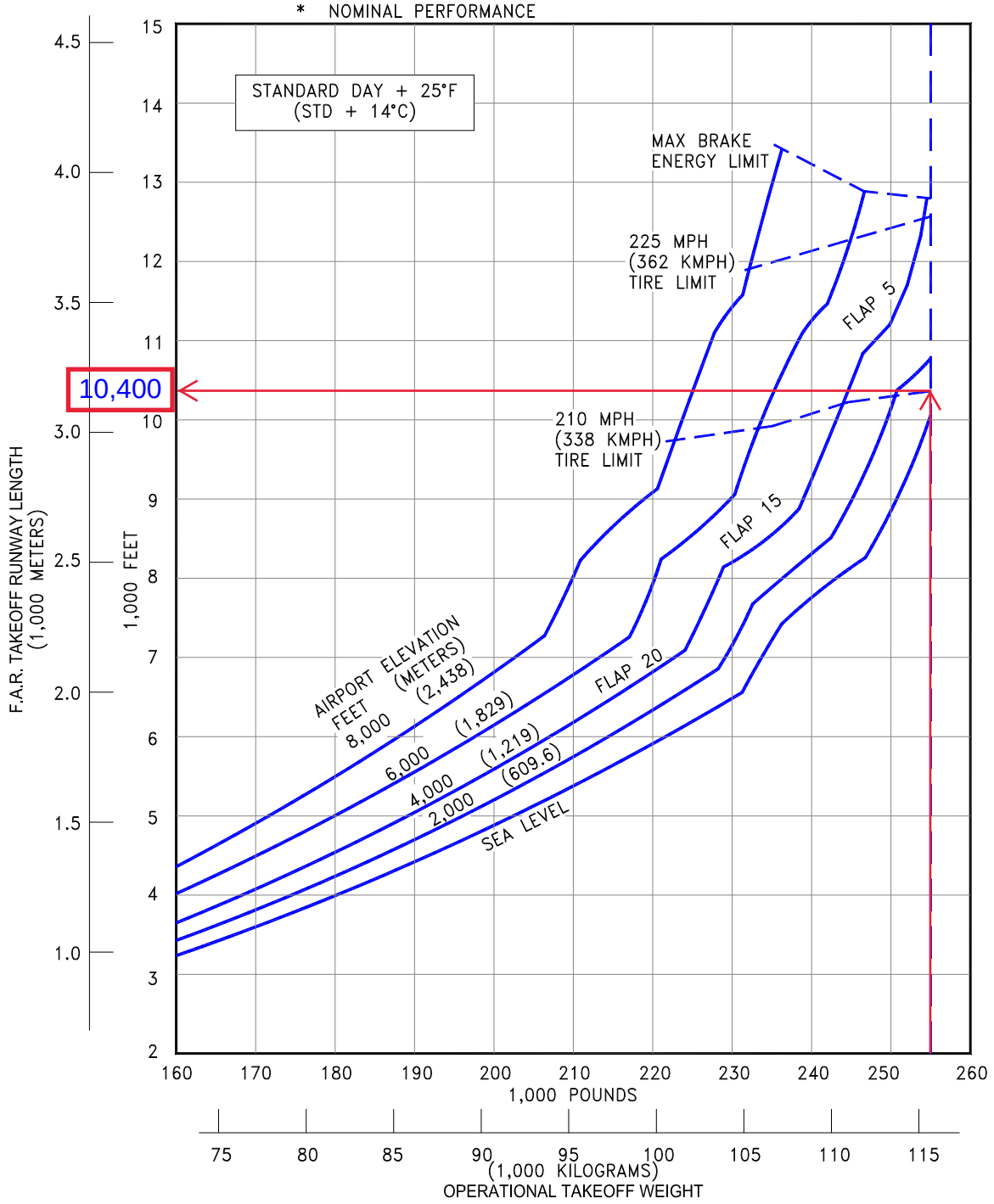
(2) VOLUME IS REDUCED BY 100 CU FT (3 CU M) WITH TELESCOPING BAGGAGE SYSTEM.

(3) 15 UNIT LOAD DEVICES (ULD) AT 440 CU FT (12.36 CU M) EACH.

2.1.3 GENERAL CHARACTERISTICS

MODEL 757-200PF

NOTES:
* PW2037 ENGINES
* NO ENGINE AIRBLEED FOR AIR CONDITIONING
* ZERO WIND, ZERO RUNWAY GRADIENT
* CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN
* LINEAR INTERPOLATION BETWEEN ALTITUDES INVALID
* LINEAR INTERPOLATION BETWEEN TEMPERATURES INVALID
* NOMINAL PERFORMANCE



3.3.8 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS - STANDARD DAY +25°F (STD + 14°C)

MODEL 757-200 (PW2037 ENGINES)

Boeing 767 Performance Chart

CHARACTERISTICS	UNITS	767-300 FREIGHTER (1)					
		CF6-80C2F		PW 4000		RB211-524	
MAX DESIGN TAXI WEIGHT	POUNDS	409,000	413,000	409,000	413,000	409,000	413,000
	KILOGRAMS	185,519	187,334	185,519	187,334	185,519	187,334
MAX DESIGN TAKEOFF WEIGHT	POUNDS	408,000	412,000	408,000	412,000	408,000	412,000
	KILOGRAMS	185,066	186,880	185,066	186,880	185,066	186,880
MAX DESIGN LANDING WEIGHT	POUNDS	326,000	326,000	326,000	326,000	326,000	326,000
	KILOGRAMS	147,871	147,871	147,871	147,871	147,871	147,871
MAX DESIGN ZERO FUEL WEIGHT	POUNDS	309,000	309,000	309,000	309,000	309,000	309,000
	KILOGRAMS	140,160	140,160	140,160	140,160	140,160	140,160
SPEC OPERATING EMPTY WEIGHT (2)	POUNDS	188,000	188,000	188,100	188,100	190,000	190,000
	KILOGRAMS	85,275	85,275	85,321	85,321	86,183	86,183
MAX STRUCTURAL PAYLOAD	POUNDS	121,000	121,000	120,900	120,900	119,000	119,000
	KILOGRAMS	54,885	54,885	54,839	54,839	53,978	53,978
MAX CARGO - MAIN DECK	(3) UP TO 24 TYPE A PALLETS AND 2 SPECIAL CONTOURED PALLETS						
	(4) UP TO 14 M-1 PALLETS AND 2 SPECIAL CONTOURED PALLETS						
MAX CARGO - LOWER DECK	CUBIC FEET	4,030	4,030	4,030	4,030	4,030	4,030
	CUBIC METERS	114.1	114.1	114.1	114.1	114.1	114.1
USABLE FUEL	US GALLONS	24,140	24,140	24,140	24,140	24,140	24140
	LITERS	91,380	91,380	91,380	91,380	91,380	91,380
	POUNDS	161,740	161,740	161,740	161,740	161,740	161,740
	KILOGRAMS	73,364	73,364	73,364	73,364	73,364	73,364

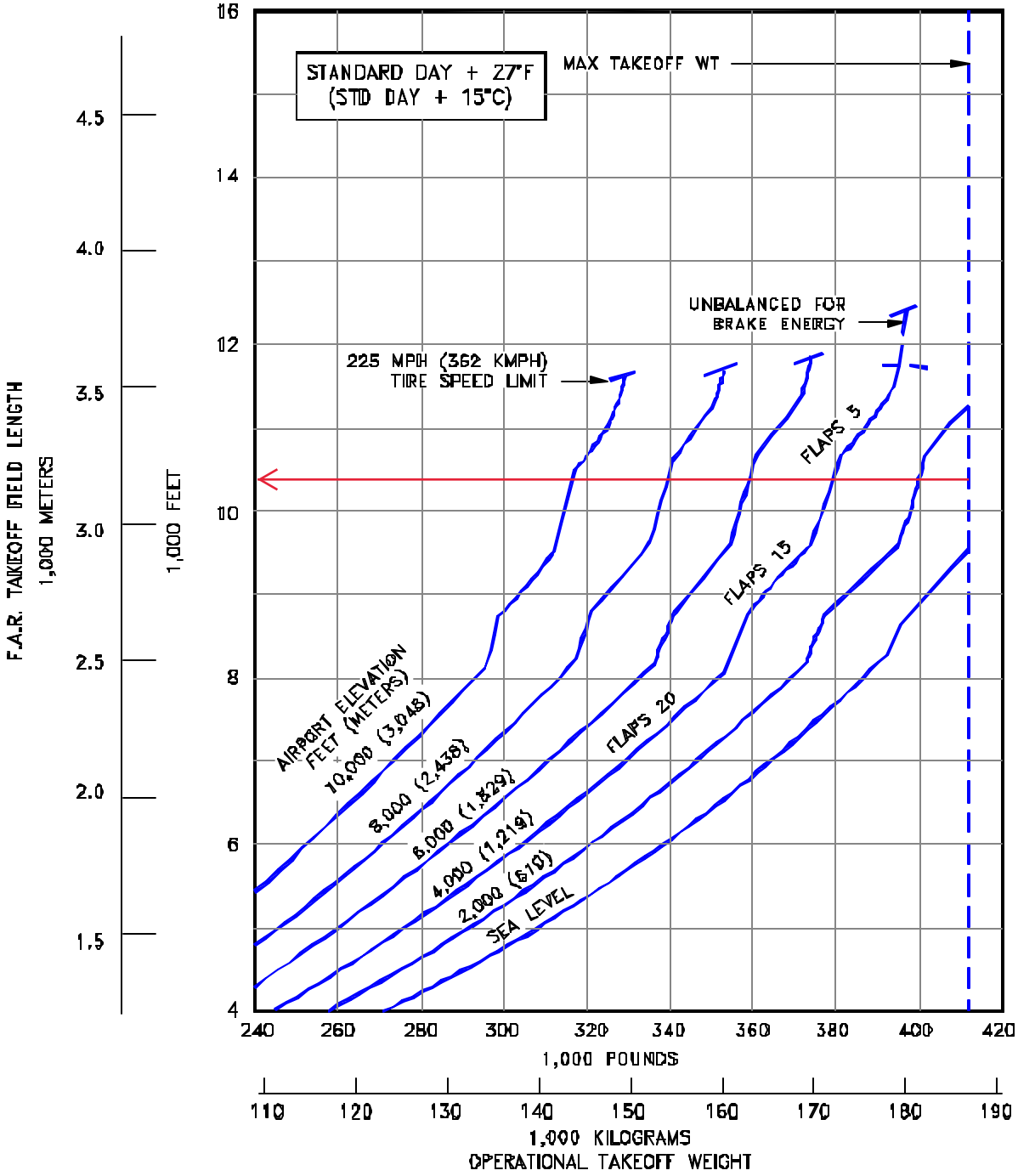
NOTES:
(1) SPEC WEIGHT FOR TYPICAL ENGINE/WEIGHT CONFIGURATION SHOWN SEE TABLE 1.3.1 FOR COMBINATIONS AVAILABLE. CONSULT WITH AIRLINE FOR SPECIFIC WEIGHTS AND CONFIGURATIONS.
(2) TYPICAL OPERATING EMPTY WEIGHT SHOWN. ACTUAL WEIGHT WILL DEPEND ON SPECIFIC AIRLINE CONFIGURATION.
(3) 767-300 FREIGHTER - SEE SEC 2.4.6 FOR PALLET DETAILS.
(4) 767-300 GENERAL MARKET FREIGHTER - SEE SEC 2.4.6 FOR PALLET DETAILS

2.1.5 GENERAL CHARACTERISTICS

MODEL 767-300 FREIGHTER

NOTES:

- CF6-80C2B6, PW4060, RB211-524H ENGINES
- ZERO RUNWAY GRADIENT
- ZERO WIND
- AIR CONDITIONING OFF
- CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN



3.3.16 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS

STANDARD DAY + 27°F (STD + 15°C)

MODEL 767-300ER, -300 FREIGHTER (CF6-80C2B6, PW4060, RB211-524H ENGINES)

A319 Performance Chart

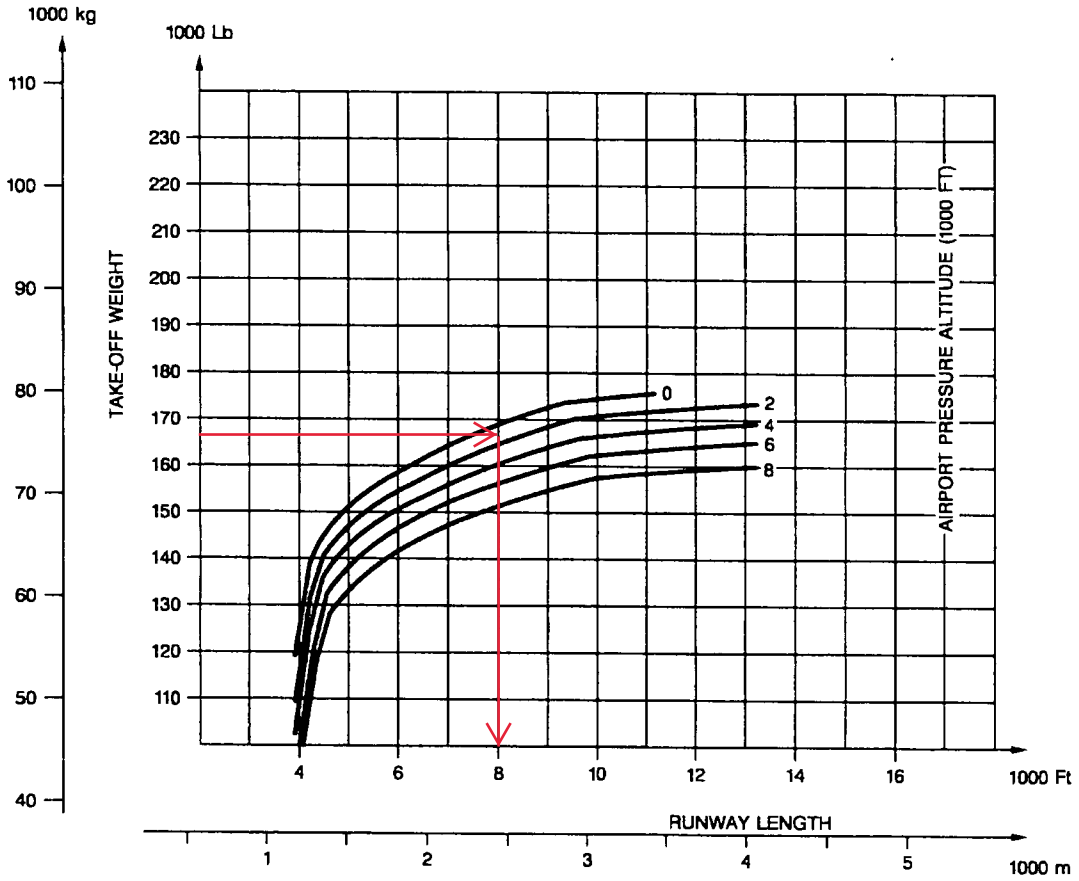
AIRPLANE CHARACTERISTICS

		WV000	WV001	WV002	WV003	WV004	WV005	WV006
Maximum Taxi Weight (MTW)	kg	64 400	70 400	75 900	68 400	68 400	70 400	73 900
	lb	141 977	155 205	167 330	150 796	150 796	155 205	162 921
Maximum Takeoff Weight (MTOW)	kg	64 000	70 000	75 500	68 000	68 000	70 000	73 500
	lb	141 095	154 323	166 448	149 914	149 914	154 323	162 039
Maximum Landing Weight (MLW)	kg	61 000	61 000	62 500	61 000	62 500	62 500	62 500
	lb	134 481	134 481	137 788	134 481	137 788	137 788	137 788
Maximum Zero Fuel Weight (MZFW)	kg	57 000	57 000	58 500	57 000	58 500	58 500	58 500
	lb	125 663	125 663	128 970	125 663	128 970	128 970	128 970
Estimated Operational Empty Weight (OEW)	CFM Engines	39 725 kg (85 579 lb)						
	IAE Engines	39 826 kg (87 801 lb)						
Estimated Maximum Payload CFM	kg	17 275		18 775	17 275	18 775		
	lb	38 084		41 391	38 084	41 391		
Estimated Maximum Payload IAE	kg	17 174		18 674	17 174	18 674		
	lb	37 862		41 169	37 862	41 169		
Standard Seating Capacity	single-class	145						
Usable Fuel Capacity	l	23 859						
	US Gallons	6 302						
	kg (d=0.785)	18 729						
	lb	41 290						
Pressurized Fuselage Volume (A/C non equipped)	m3	285						
	ft3	10 064						
Passenger Compartment Volume	m3	120						
	ft3	4 237						
Cockpit Volume	m3	9						
	ft3	317						
Usuable Cargo Compartment Volume (1)	m3	27.66						
	ft3	976						

(1) Fwd Cargo compartment 1 : 8.52 m3 (300 ft3)
Aft Cargo compartment 4 and 5 : 19.14 m3 (676 ft3)

General Airplane Characteristics Data

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT



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F.A.R./J.A.R. Take-off Weight Limitation
ISA +15°C (27°F)
CFM56 Engines

A320 Performance Chart

Aircraft Characteristics				
	WV050	WV051	WV052	WV053
Maximum Zero Fuel Weight (MZFW)	62 800 kg (138 450 lb)	64 300 kg (141 757 lb)	62 800 kg (138 450 lb)	64 300 kg (141 757 lb)

Aircraft Characteristics				
	WV054	WV055	WV056	WV057
Maximum Ramp Weight (MRW) Maximum Taxi Weight (MTW)	79 400 kg (175 047 lb)	79 400 kg (175 047 lb)	70 400 kg (155 205 lb)	70 400 kg (155 205 lb)
Maximum Take-Off Weight (MTOW)	79 000 kg (174 165 lb)	79 000 kg (174 165 lb)	70 000 kg (154 324 lb)	70 000 kg (154 324 lb)
Maximum Landing Weight (MLW)	66 300 kg (146 166 lb)	67 400 kg (148 591 lb)	66 300 kg (146 166 lb)	67 400 kg (148 591 lb)
Maximum Zero Fuel Weight (MZFW)	62 800 kg (138 450 lb)	64 300 kg (141 757 lb)	62 800 kg (138 450 lb)	64 300 kg (141 757 lb)

Aircraft Characteristics			
	WV068	WV069	WV071
Maximum Ramp Weight (MRW) Maximum Taxi Weight (MTW)	75 900 kg (167 331 lb)	75 900 kg (167 331 lb)	75 400 kg (166 228 lb)
Maximum Take-Off Weight (MTOW)	75 500 kg (166 449 lb)	75 500 kg (166 449 lb)	75 000 kg (1653 47 lb)
Maximum Landing Weight (MLW)	66 300 kg (146 166 lb)	67 400 kg (148 591 lb)	67 400 kg (148 592 lb)
Maximum Zero Fuel Weight (MZFW)	62 800 kg (138 450 lb)	64 300 kg (141 757 lb)	64 300 kg (141 757 lb)

Aircraft Characteristics					
	WV075	WV078	WV082	WV083	WV085
Maximum Ramp Weight (MRW) Maximum Taxi Weight (MTW)	74 400 kg (164 024 lb)	72 900 kg (160 717 lb)	71 900 kg (158 512 lb)	71 900 kg (158 512 lb)	71 400 kg (157 410 lb)
Maximum Take-Off Weight (MTOW)	74 000 kg (163 142 lb)	72 500 kg (159 835 lb)	71 500 kg (157 630 lb)	71 500 kg (157 630 lb)	71 000 kg (156 528 lb)
Maximum Landing Weight (MLW)	67 400 kg (148 592 lb)	66 300 kg (146 166 lb)	66 300 kg (146 166 lb)	67 400 kg (148 592 lb)	67 400 kg (148 592 lb)

**ON A/C A320-200

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY
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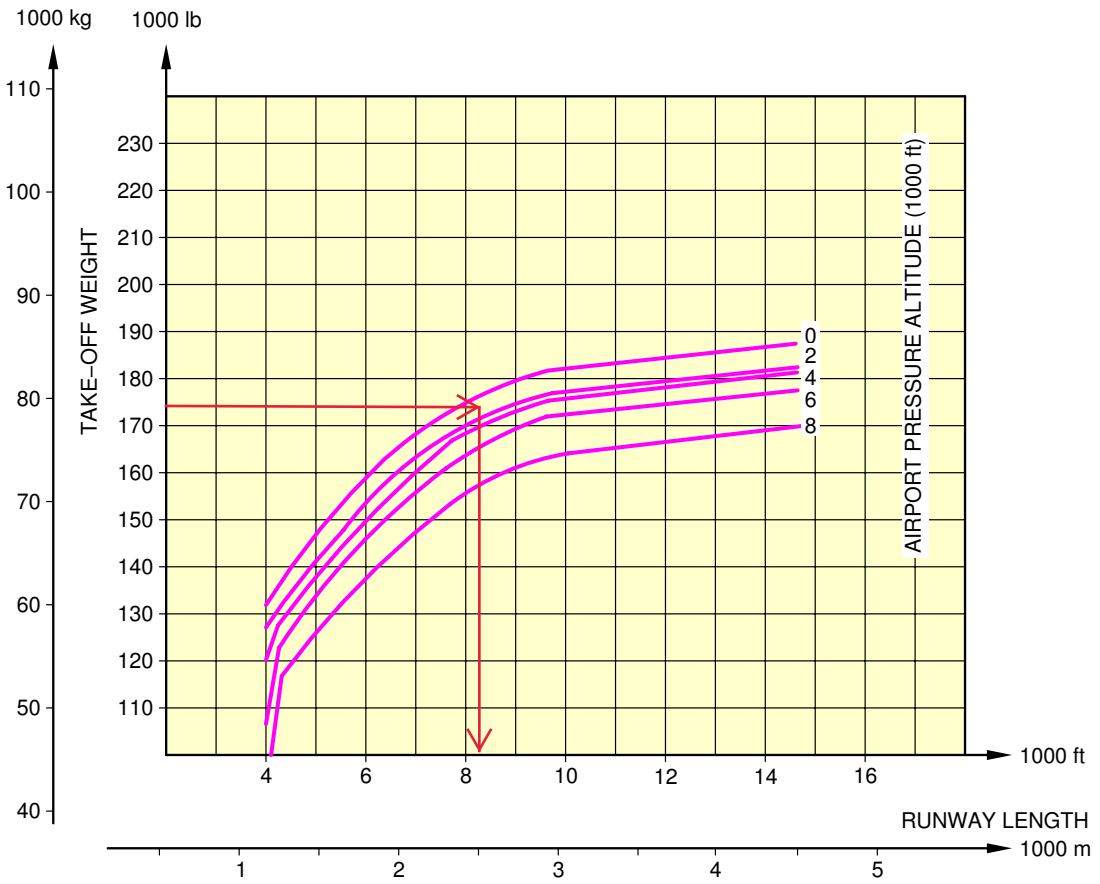
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



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Take-Off Weight Limitation - ISA +15°C (+27°F) Conditions
CFM56 Series Engine
FIGURE-3-3-2-991-005-A01

Airline Bank Data

This aircraft landing weight Analysis was prepared by the DAY-Airport Operations Manager and updated by Passero Associates using the 2021 and 2022 actual seat bank data that is provided by the Airport on a monthly basis. The Seat Bank data includes the actual number of seats, the type of aircraft (CII or CIII) and scheduled flight structure. The remainder of the spreadsheet's inputs were then populated on a per day basis to also include the passenger allowable average weight and the aircraft operational weight.

The analysis was comprehensive to calculate the landing and takeoff weight based on the available departure and arrival data, and the air carriers flight information. Wind speed and direction data was actual and retrieved from the Weather Bureau (NOAA) archives for the DAY Airport and included in the report. An ATCT methodology to select one runway or the other at DAY was adopted and runway utilization at the DAY was calculated.

A summary sheet for 2021 and 2022 is provided for your review, that includes the total weight per runway, taking into consideration the wind direction and wind speed, to develop the type of aircraft utilizing each particular runway on the DAY airfield.

Summary of Data

Total Weight from All Flights (lbs)	1,117,235,538

Arrivals	Total Weight (lbs)	570,423,399
	Number of Flights	10,153

Departures	Total Weight (lbs)	546,812,139
	Number of Flights	10,480

Weight by Runway for All Flights (lbs)		Flights	CII	CIII	Total
Rwy 6L	149,967,905	2,786	*833*	*1,861*	***2,694***
Rwy 24R	398,854,939	7,355	*3,104*	*4,223*	***7,327***
Total:	**548,822,844**	**10,141**			
Rwy 6R	63,380,835	1,181	*353*	*943*	***1,296***
Rwy 24L	286,656,527	5,285	*2,264*	*3,021*	***5,285***
Total:	**350,037,362**	**6,466**		3,964	
Rwy 18	104,999,799	1,917	*575*	*1,279*	***1,854***
Rwy 36	113,375,533	2,109	*904*	*1,206*	***2,109***
Total:	**218,375,331**	**4,026**			
	Grand Total:	**20,633**			

2021 Arrivals	Airline Code	AA			AA			AA			AA			AA			DL			DL			G4			UA			UA			
	Equipment Code	ERJ			E70			E75			CR7			CR9			CRJ			CR9			320			ERJ (ERJ135/ ERJ140/ ERJ145)			CRJ (CRJ)			
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E70 (E-170			E75 (E-175)			CR7 (CRJ-700)			CR9 (CRJ-900)			CRJ (CRJ)			CR9 (CRJ-900)			320 (A320)			ERJ (ERJ135/ ERJ140/ ERJ145)			CRJ (CRJ)			
		CII			CIII			CIII			CIII			CIII			CII			CIII			CIII			CII			CII			
	Operating Weight (lbs)	25722			46,608			48,259			44,245			48,160			30,900			48,160			93,900			25,722			30,900			
Total Weight (lbs)	Seats	50			65			76			65			76			50			76			183			50			50			
570,423,399	Load Factor (%)	79%			79%			79%			79%			79%			79%			79%			79%			79%			79%			
Main LF (%)	Avg. Weight Per Passenger (lbs	200			200			200			200			200			200			200			200			200			200			
79%	Total Passenger Weight (lbs)	7,900			10,270			12,008			10,270			12,008			7,900			12,008			28,914			7,900			7,900			
Date	Daily Landing Weight (lbs)	Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Total Flights:
1-Jan-21	952,682	4	134,488	CII	1	60,267	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	1	38,800	CII	3	180,504	CIII		0	CIII	1	33,622	CII	4	155,200	CII	21
2-Jan-21	1,294,899	4	134,488	CII	1	60,267	CIII	3	180,801	CIII	2	109,030	CIII	4	240,672	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII	1	33,622	CII	4	155,200	CII	26
3-Jan-21	1,333,699	5	168,110	CII	1	60,267	CIII	3	180,801	CIII	2	109,030	CIII	4	240,672	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CIII	5	194,000	CII	27
4-Jan-21	1,051,551	5	168,110	CII	0	0	CIII	1	60,267	CIII	2	109,030	CIII	4	240,672	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	4	155,200	CII	22
5-Jan-21	796,826	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	3	116,400	CII	16
6-Jan-21	869,248	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII	1	33,622	CII	4	155,200	CII	18
7-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
8-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
9-Jan-21	835,626	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	4	155,200	CII	17
10-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
11-Jan-21	1,025,585	3	100,866	CII	0	0	CIII	1	60,267	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	4	155,200	CII	20
12-Jan-21	835,626	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	4	155,200	CII	17
13-Jan-21	835,626	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	4	155,200	CII	17
14-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
15-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
16-Jan-21	835,626	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	4	155,200	CII	17
17-Jan-21	1,036,515	2	67,244	CII	0	0	CIII	2	120,534	CIII	1	54,515	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	20
18-Jan-21	991,963	2	67,244	CII	0	0	CIII	1	60,267	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	4	155,200	CII	19
19-Jan-21	835,626	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	4	155,200	CII	17
20-Jan-21	835,626	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	4	155,200	CII	17
21-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
22-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
23-Jan-21	835,626	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	4	155,200	CII	17
24-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
25-Jan-21	1,025,585	3	100,866	CII	0	0	CIII	1	60,267	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	4	155,200	CII	20
26-Jan-21	835,626	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	4	155,200	CII	17
27-Jan-21	835,626	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	4	155,200	CII	17
28-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
29-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
30-Jan-21	835,626	1	33,622	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	4	155,200	CII	17
31-Jan-21	1,124,652	3	100,866	CII	0	0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	5	194,000	CII	22
1-Feb-21	778,526	2	67,244	CII	0	0	CIII	1	60,267	CIII	5	272,575	CIII	4	240,672	CIII	2	77,600	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	15
2-Feb-21	812,247	3	100,866	CII	0	0	CIII	2	120,534	CIII	5	272,575	CIII	4	240,672	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	16
3-Feb-21	960,651	4	134,488	CII	0	0	CIII	3	180,801	CIII	6	327,090	CIII	4	240,672	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	19
4-Feb-21	954,998	4	134,488	CII	0	0	CIII	3	180,801	CIII	7	381,605	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	19
5-Feb-21	807,168	4	134,488	CII	0	0	CIII	3	180,801	CIII	5	272,575	CIII	2	120,336	CIII	1	38,800	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	16
6-Feb-21	845,968	4	134,488	CII	0	0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	17
7-Feb-21	954,998	4	134,488	CII	0	0	CIII	3	180,801	CIII	7	381,605	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	19
8-Feb-21	893,407	2	67,244	CII	0	0	CIII	3	180,801	CIII	6	327,090	CIII	3	180,504	CIII	2	77,600	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	17
9-Feb-21	927,029	3	100,866	CII	0	0	CIII	3	180,801	CIII	6	327,090	CIII	3	180,504	CIII	2	77,600	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	18
10-Feb-21	1,009,513	4	134,488	CII	0	0	CIII	3	180,801	CIII	8	436,120	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	20
11-Feb-21	1,069,681	4	134,488	CII	0	0	CIII	3	180,801	CIII	8	436,120	CIII	3	180,504	CIII	2	77,600	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	21
12-Feb-21	801,515	4	134,488	CII	0	0	CIII	3	180,801	CIII	6	327,090	CIII	2	120,336	CIII	1	38,800	CII	0	0	CIII		0	CIII		0	CII		0	CII	16
13-Feb-21	807,168	4	134,488	CII	0	0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	1	38,800	CII	0	0	CIII		0	CIII		0	CII		0	CII	16
14-Feb-21	1,015,166	4	134,488	CII	0	0	CIII	3	180,801	CIII	7	381,605	CIII	3	180,504	CIII	2	77,600	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	20
15-Feb-21	833,239	2	67,244	CII	0	0	CIII	3	180,801	CIII	6	327,090	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	16
16-Feb-21	866,861	3	100,866	CII	0	0	CIII	3	180,801	CIII	6	327,090	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	17
17-Feb-21	1,009,513	4	134,488	CII	0	0	CIII	3	180,801	CIII	8	436,120	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	20
18-Feb-21	1,009,513	4	134,488	CII	0	0	CIII	3	180,801	CIII	8	436,120	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	20
19-Feb-21	801,515	4	134,488	CII	0	0	CIII	3	180,801	CIII	6	327,090	CIII	2	120,336	CIII	1	38,800	CII	0	0	CIII		0	CIII		0	CII		0	CII	16
20-Feb-21	828,061	3	100,866	CII	0	0	CIII	3	180,801	CIII	6	327,090	CIII	3	180,504	CIII	1	38,800	CII	0	0	CIII		0	CIII		0	CII		0	CII	16
21-Feb-21	954,998	4	134,488	CII	0	0	CIII	3	180,801	CIII	7	381,605	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	19
22-Feb-21	887,754	2	67,244	CII	0	0	CIII	3	180,801	CIII	7	381,605	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	17
23-Feb-21	921,376	3	100,866	CII	0	0	CIII	3	180,801	CIII	7	381,605	CIII	3	180,504	CIII	2	77,600	CII	0	0	CIII		0	CIII		0	CII		0	CII	18
24-Feb-21	1,069,681	4	134,488	CII		0	CIII	3	180,801	CIII	8	436,120	CIII	3	180,504	CIII	2	77,600	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	21
25-Feb-21	1,069,681	4	134,488	CII		0	CIII	3	180,801	CIII	8	436,120	CIII	3	180,504	CIII	2	77,600	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	21
26-Feb-21	747,000	4	134,488	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	2	120,336	CIII	1	38,800	CII		0	CIII		0	CIII		0	CII		0	CII	15
27-Feb-21	900,483	4	134,488	CII		0	CIII	3	180,801	CIII	6	327,090	CIII	3	180,504	CIII	2	77,600	CII		0	CIII		0	CIII		0	CII		0	CII	18
28-Feb-21	1,009,513	4	134,488	CII		0	CIII	3	180,801	CIII	8	436,120	CIII	3	180,504	CIII	2	77,600	CII		0	CIII		0	CIII		0	CII		0	CII	20

2021 Arrivals	Airline Code	AA			AA			AA			AA			AA			DL			DL			G4			UA			UA			
	Equipment Code	ERJ			E70			E75			CR7			CR9			CRJ			CR9			320			ERJ (ERJ135/ ERJ140/ ERJ145)			CRJ (CRJ)			
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E70 (E-170			E75 (E-175)			CR7 (CRJ-700)			CR9 (CRJ-900)			CRJ (CRJ)			CR9 (CRJ-900)			320 (A320)			ERJ (ERJ135/ ERJ140/ ERJ145)			CRJ (CRJ)			
		CII			CIII			CIII			CIII			CIII			CII			CIII			CIII			CII			CII			
	Operating Weight (lbs)	25722			46,608			48,259			44,245			48,160			30,900			48,160			93,900			25,722			30,900			
Total Weight (lbs)	Seats	50			65			76			65			76			50			76			183			50			50			
570,423,399	Load Factor (%)	79%			79%			79%			79%			79%			79%			79%			79%			79%			79%			
Main LF (%)	Avg. Weight Per Passenger (lbs	200			200			200			200			200			200			200			200			200			200			
79%	Total Passenger Weight (lbs)	7,900			10,270			12,008			10,270			12,008			7,900			12,008			28,914			7,900			7,900			
Date	Daily Landing Weight (lbs)	Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Total Flights:
1-Mar-21	1,288,820	3	100,866	CII		0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	3	116,400	CII	3	180,504	CIII	2	245,628	CIII	7	235,354	CII		0	CII	25
2-Mar-21	843,358	1	33,622	CII		0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	2	77,600	CII	3	180,504	CIII		0	CIII	6	201,732	CII		0	CII	18
3-Mar-21	932,550	1	33,622	CII		0	CIII	2	120,534	CIII	2	109,030	CIII	2	120,336	CIII	2	77,600	CII	3	180,504	CIII	1	122,814	CIII	5	168,110	CII		0	CII	18
4-Mar-21	1,247,641	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII	7	235,354	CII		0	CII	25
5-Mar-21	1,370,455	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII	7	235,354	CII		0	CII	26
6-Mar-21	992,138	2	67,244	CII		0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	1	38,800	CII	4	240,672	CIII		0	CIII	7	235,354	CII		0	CII	21
7-Mar-21	1,239,475	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII	7	235,354	CII		0	CII	25
8-Mar-21	1,370,455	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII	7	235,354	CII		0	CII	26
9-Mar-21	937,247	2	67,244	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	2	120,336	CIII	2	77,600	CII	3	180,504	CIII		0	CIII	6	201,732	CII		0	CII	20
10-Mar-21	1,120,229	2	67,244	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	3	180,504	CIII	1	122,814	CIII	6	201,732	CII		0	CII	22
11-Mar-21	1,247,641	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII	7	235,354	CII		0	CII	25
12-Mar-21	1,370,455	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII	7	235,354	CII		0	CII	26
13-Mar-21	992,138	2	67,244	CII		0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	1	38,800	CII	4	240,672	CIII		0	CIII	7	235,354	CII		0	CII	21
14-Mar-21	1,247,641	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII	7	235,354	CII		0	CII	25
15-Mar-21	1,370,455	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII	7	235,354	CII		0	CII	26
16-Mar-21	937,247	2	67,244	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	2	120,336	CIII	2	77,600	CII	3	180,504	CIII		0	CIII	6	201,732	CII		0	CII	20
17-Mar-21	1,120,229	2	67,244	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	3	180,504	CIII	1	122,814	CIII	6	201,732	CII		0	CII	22
18-Mar-21	1,239,475	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII	7	235,354	CII		0	CII	25
19-Mar-21	1,370,455	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII	7	235,354	CII		0	CII	26
20-Mar-21	992,138	2	67,244	CII		0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	1	38,800	CII	4	240,672	CIII		0	CIII	7	235,354	CII		0	CII	21
21-Mar-21	1,239,475	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII	7	235,354	CII		0	CII	25
22-Mar-21	1,370,455	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII	7	235,354	CII		0	CII	26
23-Mar-21	937,247	2	67,244	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	2	120,336	CIII	2	77,600	CII	3	180,504	CIII		0	CIII	6	201,732	CII		0	CII	20
24-Mar-21	1,120,229	2	67,244	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	3	180,504	CIII	1	122,814	CIII	6	201,732	CII		0	CII	22
25-Mar-21	1,247,641	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII	7	235,354	CII		0	CII	25
26-Mar-21	1,370,455	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII	7	235,354	CII		0	CII	26
27-Mar-21	992,138	2	67,244	CII		0	CIII	2	120,534	CIII	2	109,030	CIII	3	180,504	CIII	1	38,800	CII	4	240,672	CIII		0	CIII	7	235,354	CII		0	CII	21
28-Mar-21	1,239,475	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII	7	235,354	CII		0	CII	25
29-Mar-21	1,370,455	3	100,866	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII	7	235,354	CII		0	CII	26
30-Mar-21	970,869	2	67,244	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	2	120,336	CIII	2	77,600	CII	3	180,504	CIII		0	CIII	7	235,354	CII		0	CII	21
31-Mar-21	1,031,037	2	67,244	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	3	180,504	CIII		0	CIII	7	235,354	CII		0	CII	22
1-Apr-21	1,317,509	4	134,488	CII		0	CIII	3	180,801	CIII	2	109,030	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII	7	271,600	CII	26
2-Apr-21	1,536,624	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	28
3-Apr-21	1,218,574	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	1	38,800	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	24
4-Apr-21	1,528,458	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII	7	271,600	CII	28
5-Apr-21	1,536,624	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	28
6-Apr-21	1,158,406	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	2	120,336	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	23
7-Apr-21	1,218,574	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	24
8-Apr-21	1,413,810	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII	7	271,600	CII	27
9-Apr-21	1,536,624	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	28
10-Apr-21	1,164,059	1	33,622	CII		0	CIII	3	180,801	CIII	4	218,060	CIII	3	180,504	CIII	1	38,800	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	23
11-Apr-21	1,528,458	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII	7	271,600	CII	28
12-Apr-21	1,536,624	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	28
13-Apr-21	1,158,406	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	2	120,336	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	23
14-Apr-21	1,218,574	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	24
15-Apr-21	1,290,996	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	26
16-Apr-21	1,536,624	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	28
17-Apr-21	1,164,059	1	33,622	CII		0	CIII	3	180,801	CIII	4	218,060	CIII	3	180,504	CIII	1	38,800	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	23
18-Apr-21	1,290,996	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	26
19-Apr-21	1,536,624	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	28
20-Apr-21	1,158,406	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	2	120,336	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	23
21-Apr-21	1,218,574	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	24
22-Apr-21	1,290,996	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	26
23-Apr-21	1,536,624	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	28
24-Apr-21	1,164,059	1	33,622	CII		0	CIII	3	180,801	CIII	4	218,060	CIII	3	180,504	CIII	1	38,800	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	23
25-Apr-21	1,290,996	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	26
26-Apr-21	1,536,624	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	28
27-Apr-21	1,158,406	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	2	120,336	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	23
28-Apr-21	1,218,574	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	24
29-Apr-21	1,290,996	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	26
30-Apr-21	1,536,624	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	28
1-May-21	1,164,059	1	33,622	CII		0	CIII	3	180,801	CIII	4	218,060	CIII	3	180,504	CIII	1	38,800	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	23
2-May-21	1,290,996	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	26
3-May-21	1,536,624	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	2	77,600	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	28
4-May-21	1,158,406	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	2	120,336	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	23
5-May-21	1,464,254	1	33,622	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	3	180,504	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	26
6-May-21	1,528,215	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	6	361,008	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	29
7-May-21	1,834,011	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	32
8-May-21	1,515,961	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	28
9-May-21	1,554,761	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	29
10-May-21	1,834,011	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	32
11-May-21	1,335,457	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	4	240,672	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	25
12-May-21	1,455,793	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	6	361,008	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	6	232,800	CII	27
13-May-21	1,588,383	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	30
14-May-21	1,834,011	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	32
15-May-21	1,515,961	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	28
16-May-21	1,593,561	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	8	310,400	CII	30
17-May-21	1,834,011	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	32
18-May-21	1,374,257	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	4	240,672	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	26
19-May-21	1,494,593	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	6	361,008	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	28
20-May-21	1,627,183	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	8	310,400	CII	31
21-May-21	1,872,811	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	2	245,628	CIII		0	CII	8	310,400	CII	33
22-May-21	1,554,761	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	8	310,400	CII	29
23-May-21	1,593,561	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	8	310,400	CII	30
24-May-21	1,834,011	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	32
25-May-21	1,374,257	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	4	240,672	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	26
26-May-21	1,494,593	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	6	361,008	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	7	271,600	CII	28
27-May-21	1,749,997	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	8	310,400	CII	32
28-May-21	1,872,811	5	168,110	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	2	245,628	CIII		0	CII	8	310,400	CII	33
29-May-21	1,466,624	3	100,866	CII		0	CIII		0	CIII	2	109,030	CIII	7	421,176	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII	8	310,400	CII	27
30-May-21	1,589,438	3	100,866	CII		0	CIII		0	CIII	2	109,030	CIII	7	421,176	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII	8	310,400	CII	28
31-May-21	1,800,389	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	2	245,628	CIII		0	CII	7	271,600	CII	31

2021 Arrivals	Airline Code	AA			AA			AA			AA			AA			DL			DL			G4			UA			UA			
	Equipment Code	ERJ			E70			E75			CR7			CR9			CRJ			CR9			320			ERJ (ERJ135/ ERJ140/ ERJ145)			CRJ (CRJ)			
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E70 (E-170			E75 (E-175)			CR7 (CRJ-700)			CR9 (CRJ-900)			CRJ (CRJ)			CR9 (CRJ-900)			320 (A320)			ERJ (ERJ135/ ERJ140/ ERJ145)			CRJ (CRJ)			
			CII		CIII			CIII			CIII			CIII			CII			CIII			CIII			CII			CII			
	Operating Weight (lbs)	25722			46,608			48,259			44,245			48,160			30,900			48,160			93,900			25,722			30,900			
Total Weight (lbs)	Seats	50			65			76			65			76			50			76			183			50			50			
570,423,399	Load Factor (%)	79%			79%			79%			79%			79%			79%			79%			79%			79%			79%			
Main LF (%)	Avg. Weight Per Passenger (lbs	200			200			200			200			200			200			200			200			200			200			
79%	Total Passenger Weight (lbs)	7,900			10,270			12,008			10,270			12,008			7,900			12,008			28,914			7,900			7,900			
Date	Daily Landing Weight (lbs)	Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Total Flights:
1-Jun-21	1,314,089	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	4	240,672	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	7	271,600	CII	25
2-Jun-21	1,434,425	4	134,488	CII		0	CIII		0	CIII	3	163,545	CIII	6	361,008	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	7	271,600	CII	27
3-Jun-21	1,751,517	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	8	310,400	CII	32
4-Jun-21	1,937,012	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	3	116,400	CII	3	180,504	CIII	2	245,628	CIII		0	CII	8	310,400	CII	34
5-Jun-21	1,629,991	2	67,244	CII		0	CIII	3	180,801	CIII	6	327,090	CIII	4	240,672	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	8	310,400	CII	30
6-Jun-21	2,114,358	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	4	240,672	CIII	4	155,200	CII	3	180,504	CIII	1	122,814	CIII		0	CII	8	310,400	CII	35
7-Jun-21	2,143,892	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII	2	245,628	CIII		0	CII	7	271,600	CII	35
8-Jun-21	1,721,990	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII		0	CIII		0	CII	7	271,600	CII	29
9-Jun-21	1,843,749	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII		0	CIII		0	CII	7	271,600	CII	32
10-Jun-21	2,174,526	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII	1	122,814	CIII		0	CII	8	310,400	CII	36
11-Jun-21	2,182,692	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII	2	245,628	CIII		0	CII	8	310,400	CII	36
12-Jun-21	1,629,991	2	67,244	CII		0	CIII	3	180,801	CIII	6	327,090	CIII	4	240,672	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	8	310,400	CII	30
13-Jun-21	2,114,358	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	4	240,672	CIII	4	155,200	CII	3	180,504	CIII	1	122,814	CIII		0	CII	8	310,400	CII	35
14-Jun-21	2,143,892	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII	2	245,628	CIII		0	CII	7	271,600	CII	35
15-Jun-21	1,721,990	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII		0	CIII		0	CII	7	271,600	CII	29
16-Jun-21	1,843,749	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII		0	CIII		0	CII	7	271,600	CII	32
17-Jun-21	2,174,526	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII	1	122,814	CIII		0	CII	8	310,400	CII	36
18-Jun-21	2,182,692	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII	2	245,628	CIII		0	CII	8	310,400	CII	36
19-Jun-21	1,629,991	2	67,244	CII		0	CIII	3	180,801	CIII	6	327,090	CIII	4	240,672	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	8	310,400	CII	30
20-Jun-21	2,114,358	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	4	240,672	CIII	4	155,200	CII	3	180,504	CIII	1	122,814	CIII		0	CII	8	310,400	CII	35
21-Jun-21	2,143,892	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII	2	245,628	CIII		0	CII	7	271,600	CII	35
22-Jun-21	1,721,990	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII		0	CIII		0	CII	7	271,600	CII	29
23-Jun-21	1,843,749	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII		0	CIII		0	CII	7	271,600	CII	32
24-Jun-21	2,174,526	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII	1	122,814	CIII		0	CII	8	310,400	CII	36
25-Jun-21	2,182,692	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII	2	245,628	CIII		0	CII	8	310,400	CII	36
26-Jun-21	1,629,991	2	67,244	CII		0	CIII	3	180,801	CIII	6	327,090	CIII	4	240,672	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	8	310,400	CII	30
27-Jun-21	2,114,358	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	4	240,672	CIII	4	155,200	CII	3	180,504	CIII	1	122,814	CIII		0	CII	8	310,400	CII	35
28-Jun-21	2,143,892	4	134,488	CII		0	CIII	1	60,267	CIII	7	381,605	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII	2	245,628	CIII		0	CII	7	271,600	CII	35
29-Jun-21	1,721,990	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII		0	CIII		0	CII	7	271,600	CII	29
30-Jun-21	1,843,749	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII	4	155,200	CII	3	180,504	CIII		0	CIII		0	CII	7	271,600	CII	32
1-Jul-21	1,570,636	4	134,488	CII		0	CIII	1	60,267	CIII	4	218,060	CIII	7	421,176	CIII		0	CII	3	165,441	CIII	1	114,648	CIII		0	CII	10	336,220	CII	32
2-Jul-21	1,651,662	4	134,488	CII		0	CIII	1	60,267	CIII	4	218,060	CIII	7	421,176	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	32
3-Jul-21	1,174,618	2	67,244	CII		0	CIII	1	60,267	CIII	4	218,060	CIII	5	300,840	CIII		0	CII	3	165,441	CIII		0	CIII		0	CII	9	302,598	CII	25
4-Jul-21	1,297,430	1	33,622	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII		0	CII	3	165,441	CIII	1	114,648	CIII		0	CII	7	235,354	CII	25
5-Jul-21	1,597,147	4	134,488	CII		0	CIII	1	60,267	CIII	3	163,545	CIII	7	421,176	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	31
6-Jul-21	1,349,469	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	6	361,008	CIII		0	CII	3	165,441	CIII		0	CIII		0	CII	9	302,598	CII	28
7-Jul-21	1,421,102	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	1	55,147	CIII		0	CIII		0	CII	9	302,598	CII	30
8-Jul-21	1,666,902	3	100,866	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	32
9-Jul-21	1,557,872	3	100,866	CII		0	CIII	1	60,267	CIII	4	218,060	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	30
10-Jul-21	1,229,133	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	5	300,840	CIII		0	CII	3	165,441	CIII		0	CIII		0	CII	9	302,598	CII	26
11-Jul-21	1,641,672	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII		0	CII	3	165,441	CIII	1	114,648	CIII		0	CII	9	302,598	CII	32
12-Jul-21	1,700,524	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	33
13-Jul-21	1,299,343	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	6	361,008	CIII		0	CII	1	55,147	CIII		0	CIII		0	CII	9	302,598	CII	27
14-Jul-21	1,421,102	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	1	55,147	CIII		0	CIII		0	CII	9	302,598	CII	30
15-Jul-21	1,700,524	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	33
16-Jul-21	1,700,524	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	33
17-Jul-21	1,234,154	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	5	300,840	CIII		0	CII	2	110,294	CIII		0	CIII		0	CII	9	302,598	CII	26
18-Jul-21	1,641,672	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII		0	CII	3	165,441	CIII	1	114,648	CIII		0	CII	9	302,598	CII	32
19-Jul-21	1,700,524	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	33
20-Jul-21	1,299,343	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	6	361,008	CIII		0	CII	1	55,147	CIII		0	CIII		0	CII	9	302,598	CII	27
21-Jul-21	1,537,066	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	1	55,147	CIII		0	CIII		0	CII	9	302,598	CII	31
22-Jul-21	1,585,876	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	1	114,648	CIII		0	CII	9	302,598	CII	32
23-Jul-21	1,700,524	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	33
24-Jul-21	1,350,118	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	5	300,840	CIII		0	CII	2	110,294	CIII		0	CIII		0	CII	9	302,598	CII	27
25-Jul-21	1,525,708	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII		0	CII	3	165,441	CIII	1	114,648	CIII		0	CII	9	302,598	CII	31
26-Jul-21	1,700,524	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	33
27-Jul-21	1,299,343	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	6	361,008	CIII		0	CII	1	55,147	CIII		0	CIII		0	CII	9	302,598	CII	27
28-Jul-21	1,421,102	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	1	55,147	CIII		0	CIII		0	CII	9	302,598	CII	30
29-Jul-21	1,700,524	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	33
30-Jul-21	1,700,524	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII		0	CII	3	165,441	CIII	2	229,296	CIII		0	CII	9	302,598	CII	33
31-Jul-21	1,234,154	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	5	300,840	CIII		0	CII	2	110,294	CIII		0	CIII		0	CII	9	302,598	CII	26
1-Aug-21	2,145,609	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII	5	194,000	CII	2	120,336	CIII	2	245,628	CIII		0	CII	9	349,200	CII	36
2-Aug-21	2,205,777	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII	5	194,000	CII	2	120,336	CIII	2	245,628	CIII		0	CII	9	349,200	CII	37
3-Aug-21	1,907,502	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	6	361,008	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	30
4-Aug-21	2,029,261	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	33
5-Aug-21	2,158,811	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII	4	155,200	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
6-Aug-21	2,166,977	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII	4	155,200	CII	2	120,336	CIII	2	245,628	CIII		0	CII	9	349,200	CII	36
7-Aug-21	1,614,276	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	5	300,840	CIII	3	116,400	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	30
8-Aug-21	2,098,643	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII	4	155,200	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	35
9-Aug-21	2,166,977	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII	4	155,200	CII	2	120,336	CIII	2	245,628	CIII		0	CII	9	349,200	CII	36
10-Aug-21	1,907,502	2	67,244	CII		0	CIII	1	60,267	CIII	5	272,575	CIII	6	361,008	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	30
11-Aug-21	2,029,261	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	33
12-Aug-21	2,158,811	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII	4	155,200	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
13-Aug-21	2,166,977	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	6	361,008	CIII	4	155,200	CII	2	120,336	CIII	2	245,628	CIII		0	CII	9	349,200	CII	36
14-Aug-21	1,614,276	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	5	300,840	CIII	3	116,400	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	30
15-Aug-21	2,098,643	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII	4	155,200	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	35
16-Aug-21	2,106,809	4	134,488	CII		0	CIII	1	60,267	CIII	6	327,090	CIII	5	300,840	CIII	4	155,200	CII	2	120,336	CIII	2	245,628	CIII		0	CII	9	349,200	CII	35
17-Aug-21	1,913,056	2	67,244	CII		0	CIII		0	CIII	4	218,060	CIII	8	481,344	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	30
18-Aug-21	2,001,193	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	8	481,344	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	32
19-Aug-21	2,125,125	3	100,866	CII		0	CIII		0	CIII	7	381,605	CIII	8	481,344	CIII	4	155,200	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
20-Aug-21	2,002,311	3	100,866	CII		0	CIII		0	CIII	7	381,605	CIII	8	481,344	CIII	4	155,200	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	35
21-Aug-21	1,679,998	2	67,244	CII		0	CIII	2	120,534	CIII	4	218,060	CIII	8	481,344	CIII	3	116,400	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	31
22-Aug-21	2,070,610	3	100,866	CII		0	CIII		0	CIII	6	327,090	CIII	8	481,344	CIII	4	155,200	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	35
23-Aug-21	1,947,796	3	100,866	CII		0	CIII		0	CIII	6	327,090	CIII	8	481,344	CIII	4	155,200	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	34
24-Aug-21	1,913,056	2	67,244	CII		0	CIII		0	CIII	4	218,060	CIII	8	481,344	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	30
25-Aug-21	2,001,193	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	8	481,344	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	32
26-Aug-21	2,125,125	3	100,866	CII		0	CIII		0	CIII	7	381,605	CIII	8	481,344	CIII	4	155,200	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
27-Aug-21	2,002,311	3	100,866	CII		0	CIII		0	CIII	7	381,605	CIII	8	481,344	CIII	4	155,200	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	35
28-Aug-21	1,679,998	2	67,244	CII		0	CIII	2	120,534	CIII	4	218,060	CIII	8	481,344	CIII	3	116,400	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	31
29-Aug-21	2,070,610	3	100,866	CII		0	CIII		0	CIII	6	327,090	CIII	8	481,344	CIII	4	155,200	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	35
30-Aug-21	1,947,796	3	100,866	CII		0	CIII		0	CIII	6	327,090	CIII	8	481,344	CIII	4	155,200	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	34
31-Aug-21	1,913,056	2	67,244	CII		0	CIII		0	CIII	4	218,060	CIII	8	481,344	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	30

2021 Arrivals	Airline Code	AA			AA			AA			AA			AA			DL			DL			G4			UA			UA			
	Equipment Code	ERJ			E70			E75			CR7			CR9			CRJ			CR9			320			ERJ (ERJ135/ ERJ140/ ERJ145)			CRJ (CRJ)			
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E70 (E-170			E75 (E-175)			CR7 (CRJ-700)			CR9 (CRJ-900)			CRJ (CRJ)			CR9 (CRJ-900)			320 (A320)			ERJ (ERJ135/ ERJ140/ ERJ145)			CRJ (CRJ)			
		CII			CIII			CIII			CIII			CIII			CII			CIII			CIII			CII			CII			
	Operating Weight (lbs)	25722			46,608			48,259			44,245			48,160			30,900			48,160			93,900			25,722			30,900			
Total Weight (lbs)	Seats	50			65			76			65			76			50			76			183			50			50			
570,423,399	Load Factor (%)	79%			79%			79%			79%			79%			79%			79%			79%			79%			79%			
Main LF (%)	Avg. Weight Per Passenger (lbs	200			200			200			200			200			200			200			200			200			200			
79%	Total Passenger Weight (lbs)	7,900			10,270			12,008			10,270			12,008			7,900			12,008			28,914			7,900			7,900			
Date	Daily Landing Weight (lbs)	Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Total Flights:
1-Sep-21	2,063,839	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	8	481,344	CIII	3	116,400	CII		0	CIII	1	122,814	CIII		0	CII	9	349,200	CII	32
2-Sep-21	2,088,855	3	100,866	CII		0	CIII		0	CIII	7	381,605	CIII	8	481,344	CIII	4	155,200	CII		0	CIII		0	CIII		0	CII	9	349,200	CII	34
3-Sep-21	1,887,628	3	100,866	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	4	155,200	CII		0	CIII		0	CIII		0	CII	9	349,200	CII	33
4-Sep-21	1,622,308	2	67,244	CII		0	CIII	2	120,534	CIII	4	218,060	CIII	7	421,176	CIII	3	116,400	CII		0	CIII	1	122,814	CIII		0	CII	9	349,200	CII	29
5-Sep-21	1,410,989	2	67,244	CII		0	CIII		0	CIII	3	163,545	CIII	5	300,840	CIII	3	116,400	CII		0	CIII		0	CIII		0	CII	9	349,200	CII	24
6-Sep-21	1,734,145	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	8	481,344	CIII	3	116,400	CII		0	CIII		0	CIII		0	CII	9	349,200	CII	30
7-Sep-21	1,798,373	2	67,244	CII		0	CIII		0	CIII	3	163,545	CIII	8	481,344	CIII	3	116,400	CII		0	CIII		0	CIII		0	CII	9	349,200	CII	28
8-Sep-21	2,009,324	3	100,866	CII		0	CIII		0	CIII	4	218,060	CIII	8	481,344	CIII	3	116,400	CII		0	CIII	1	122,814	CIII		0	CII	9	349,200	CII	31
9-Sep-21	2,149,498	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	35
10-Sep-21	1,942,618	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	34
11-Sep-21	1,676,625	2	67,244	CII		0	CIII		0	CIII	5	272,575	CIII	7	421,176	CIII	3	116,400	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	30
12-Sep-21	1,914,649	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	9	541,512	CIII	3	116,400	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	33
13-Sep-21	2,248,466	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	4	155,200	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	37
14-Sep-21	1,957,509	2	67,244	CII		0	CIII		0	CIII	3	163,545	CIII	8	481,344	CIII	4	155,200	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	31
15-Sep-21	2,102,639	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	7	421,176	CIII	4	155,200	CII	1	60,168	CIII	1	122,814	CIII		0	CII	9	349,200	CII	33
16-Sep-21	2,188,298	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	4	155,200	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	36
17-Sep-21	2,188,298	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	4	155,200	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	36
18-Sep-21	2,129,185	2	67,244	CII		0	CIII		0	CIII	5	272,575	CIII	7	421,176	CIII	4	155,200	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	33
19-Sep-21	2,215,476	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	9	541,512	CIII	4	155,200	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	36
20-Sep-21	2,248,466	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	4	155,200	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	37
21-Sep-21	1,897,341	2	67,244	CII		0	CIII		0	CIII	3	163,545	CIII	8	481,344	CIII	4	155,200	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	30
22-Sep-21	2,042,471	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	7	421,176	CIII	4	155,200	CII		0	CIII	1	122,814	CIII		0	CII	9	349,200	CII	32
23-Sep-21	2,183,277	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	4	155,200	CII		0	CIII		0	CIII		0	CII	9	349,200	CII	36
24-Sep-21	2,188,298	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	4	155,200	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	36
25-Sep-21	2,069,017	2	67,244	CII		0	CIII		0	CIII	5	272,575	CIII	7	421,176	CIII	4	155,200	CII	1	60,168	CIII	1	122,814	CIII		0	CII	9	349,200	CII	32
26-Sep-21	2,039,993	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	9	541,512	CIII	4	155,200	CII		0	CIII		0	CIII		0	CII	9	349,200	CII	33
27-Sep-21	2,188,298	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	4	155,200	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	36
28-Sep-21	1,897,341	2	67,244	CII		0	CIII		0	CIII	3	163,545	CIII	8	481,344	CIII	4	155,200	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	30
29-Sep-21	2,042,471	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	7	421,176	CIII	4	155,200	CII		0	CIII	1	122,814	CIII		0	CII	9	349,200	CII	32
30-Sep-21	2,128,130	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	4	155,200	CII		0	CIII		0	CIII		0	CII	9	349,200	CII	35
1-Oct-21	2,182,645	4	134,488	CII		0	CIII		0	CIII	7	381,605	CIII	8	481,344	CIII	4	155,200	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	36
2-Oct-21	1,825,867	2	67,244	CII		0	CIII		0	CIII	5	272,575	CIII	6	361,008	CIII	4	155,200	CII		0	CIII		0	CIII		0	CII	9	349,200	CII	29
3-Oct-21	2,091,978	3	100,866	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	3	116,400	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	35
4-Oct-21	2,002,786	4	134,488	CII		0	CIII		0	CIII	6	327,090	CIII	9	541,512	CIII	3	116,400	CII	2	120,336	CIII		0	CIII		0	CII	9	349,200	CII	35
5-Oct-21	1,591,493	2	67,244	CII		0	CIII		0	CIII	3	163,545	CIII	7	421,176	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	27
6-Oct-21	1,794,313	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	8	481,344	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII	9	349,200	CII	31
7-Oct-21	2,114,294	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
8-Oct-21	2,114,294	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
9-Oct-21	1,820,689	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	6	361,008	CIII	3	116,400	CII		0	CIII		0	CIII		0	CII	9	349,200	CII	29
10-Oct-21	2,026,157	3	100,866	CII		0	CIII		0	CIII	7	381,605	CIII	7	421,176	CIII	3	116,400	CII	2	120,336	CIII	1	122,814	CIII		0	CII	9	349,200	CII	34
11-Oct-21	1,820,870	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
12-Oct-21	1,500,889	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	9	349,200	CII	31
13-Oct-21	1,643,541	4	134,488	CII		0	CIII		0	CIII	7	381,605	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	9	349,200	CII	34
14-Oct-21	1,820,870	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
15-Oct-21	1,820,870	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
16-Oct-21	1,380,553	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	6	361,008	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	9	349,200	CII	29
17-Oct-21	1,732,733	3	100,866	CII		0	CIII		0	CIII	7	381,605	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	34
18-Oct-21	1,820,870	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
19-Oct-21	1,500,889	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	9	349,200	CII	31
20-Oct-21	1,643,541	4	134,488	CII		0	CIII		0	CIII	7	381,605	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	9	349,200	CII	34
21-Oct-21	1,820,870	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
22-Oct-21	1,820,870	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
23-Oct-21	1,380,553	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	6	361,008	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	9	349,200	CII	29
24-Oct-21	1,693,933	3	100,866	CII		0	CIII		0	CIII	7	381,605	CIII	7	421,176	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	33
25-Oct-21	1,820,870	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
26-Oct-21	1,500,889	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	9	349,200	CII	31
27-Oct-21	1,643,541	4	134,488	CII		0	CIII		0	CIII	7	381,605	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII		0	CIII		0	CII	9	349,200	CII	34
28-Oct-21	1,820,870	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
29-Oct-21	1,820,870	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII		0	CII	9	349,200	CII	36
30-Oct-21	1,380,553	3	100,866	CII		0	CIII		0	CIII	5	272,575	CIII	6	361,008	CIII	3	116,400	CII	3	180,504	CIII		0	CIII		0	CII	9	349,200	CII	29
31-Oct-21	1,446,660	2	67,244	CII		0	CIII		0	CIII	6	327,090	CIII	6	361,008	CIII	3	116,400	CII	3	180,504	CIII	1	122,814	CIII		0	CII	7	271,600	CII	28
1-Nov-21	1,707,024	4	134,488	CII		0	CIII		0	CIII	8	436,120	CIII	7	421,176	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII	7	235,354	CII		0	CII	34
2-Nov-21	1,413,886	2	67,244	CII	1	60,267	CIII	3	180,801	CIII	5	272,575	CIII	5	300,840	CIII	3	116,400	CII	4	240,672	CIII		0	CIII	7	235,354	CII		0	CII	30
3-Nov-21	1,522,916	2	67,244	CII	1	60,267	CIII	3	180,801	CIII	7	381,605	CIII	5	300,840	CIII	3	116,400	CII	4	240,672	CIII		0	CIII	7	235,354	CII		0	CII	32
4-Nov-21	1,760,512	2	67,244	CII	1	60,267	CIII	4	241,068	CIII	8	436,120	CIII	5	300,840	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII	7	235,354	CII		0	CII	35
5-Nov-21	1,760,512	2	67,244	CII	1	60,267	CIII	4	241,068	CIII	8	436,120	CIII	5	300,840	CIII	3	116,400	CII	4	240,672	CIII	1	122,814	CIII	7	235,354	CII		0	CII	35
6-Nov-21	1,500,996	1	33,622	CII		0	CIII	7	421,869	CIII	5	272,575	CIII	4	240,672	CIII	3	116,400	CII	3	180,504	CIII		0	CIII	7	235,354	CII		0	CII	30
7-Nov-21	2,178,063	2	67,244	CII	1	60,267	CIII	3	180,801	CIII	6	327,090	CIII	5	300,840	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	32
8-Nov-21	2,347,360	2	67,244	CII	1	60,267	CIII	4	241,068	CIII	8	436,120	CIII	5	300,840	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	35
9-Nov-21	1,961,459	1	33,622	CII	1	60,267	CIII	3	180,801	CIII	6	327,090	CIII	4	240,672	CIII	3	116,400	CII		0	CIII		0	CIII	7	235,354	CII		0	CII	29
10-Nov-21	2,109,764	2	67,244	CII	1	60,267	CIII	3	180,801	CIII	7	381,605	CIII	5	300,840	CIII	3	116,400	CII		0	CIII		0	CIII	7	235,354	CII		0	CII	32
11-Nov-21	2,347,360	2	67,244	CII	1	60,267	CIII	4	241,068	CIII	8	436,120	CIII	5	300,840	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	35
12-Nov-21	2,347,360	2	67,244	CII	1	60,267	CIII	4	241,068	CIII	8	436,120	CIII	5	300,840	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	35
13-Nov-21	1,902,332	1	33,622	CII		0	CIII	7	421,869	CIII	5	272,575	CIII	4	240,672	CIII	2	77,600	CII		0	CIII		0	CIII	7	235,354	CII		0	CII	29
14-Nov-21	2,178,063	2	67,244	CII	1	60,267	CIII	3	180,801	CIII	6	327,090	CIII	5	300,840	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	32
15-Nov-21	2,347,360	2	67,244	CII	1	60,267	CIII	4	241,068	CIII	8	436,120	CIII	5	300,840	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	35
16-Nov-21	1,961,459	1	33,622	CII	1	60,267	CIII	3	180,801	CIII	6	327,090	CIII	4	240,672	CIII	3	116,400	CII		0	CIII		0	CIII	7	235,354	CII		0	CII	29
17-Nov-21	2,109,764	2	67,244	CII	2	120,534	CIII	3	180,801	CIII	7	381,605	CIII	5	300,840	CIII	3	116,400	CII		0	CIII		0	CIII	7	235,354	CII		0	CII	33
18-Nov-21	2,341,707	2	67,244	CII	2	120,534	CIII	4	241,068	CIII	9	490,635	CIII	4	240,672	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	36
19-Nov-21	2,456,355	2	67,244	CII	2	120,534	CIII	4	241,068	CIII	9	490,635	CIII	4	240,672	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	37
20-Nov-21	1,694,787	2	67,244	CII	1	60,267	CIII	2	120,534	CIII	5	272,575	CIII	5	300,840	CIII	2	77,600	CII		0	CIII		0	CIII	7	235,354	CII		0	CII	27
21-Nov-21	2,112,143	2	67,244	CII	2	120,534	CIII	2	120,534	CIII	7	381,605	CIII	4	240,672	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	32
22-Nov-21	2,253,436	1	33,622	CII	2	120,534	CIII	3	180,801	CIII	7	381,605	CIII	4	240,672	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	33
23-Nov-21	2,253,570	1	33,622	CII	2	120,534	CIII	4	241,068	CIII	8	436,120	CIII	4	240,672	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	34
24-Nov-21	2,341,707	2	67,244	CII	2	120,534	CIII	4	241,068	CIII	9	490,635	CIII	4	240,672	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	36
25-Nov-21	949,202	1	33,622	CII	1	60,267	CIII	2	120,534	CIII	2	109,030	CIII	1	60,168	CIII	2	77,600	CII		0	CIII		0	CIII	4	134,488	CII		0	CII	15
26-Nov-21	1,507,108		0	CII	1	60,267	CIII	1	60,267	CIII	5	272,575	CIII	4	240,672	CIII	2	77,600	CII		0	CIII		0	CIII	7	235,354	CII		0	CII	23
27-Nov-21	2,360,089	2	67,244	CII		0	CIII	4	241,068	CIII	7	381,605	CIII	5	300,840	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	9	302,598	CII		0	CII	35
28-Nov-21	2,469,119	2	67,244	CII	2	120,534	CIII	4	241,068	CIII	9	490,635	CIII	5	300,840	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	9	302,598	CII		0	CII	39
29-Nov-21	2,396,222	2	67,244	CII	2	120,534	CIII	4	241,068	CIII	10	545,150	CIII	4	240,672	CIII	3	116,400	CII		0	CIII	1	122,814	CIII	7	235,354	CII		0	CII	37
30-Nov-21	2,130,756	1	33,622	CII	2	120,534	CIII	4	241,068	CIII	8	436,120	CIII	4	240,672	CIII	3	116,400	CII		0	CIII		0	CIII	7	235,354	CII		0	CII	33

2021 Arrivals	Airline Code	AA			AA			AA			AA			AA			DL			DL			G4			UA			UA			
	Equipment Code	ERJ			E70			E75			CR7			CR9			CRJ			CR9			320			ERJ (ERJ135/ ERJ140/ ERJ145)			CRJ (CRJ)			
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E70 (E-170			E75 (E-175)			CR7 (CRJ-700)			CR9 (CRJ-900)			CRJ (CRJ)			CR9 (CRJ-900)			320 (A320)			ERJ (ERJ135/ ERJ140/ ERJ145)			CRJ (CRJ)			
		CII			CIII			CIII			CIII			CIII			CII			CIII			CIII			CII			CII			
	Operating Weight (Lbs)	25722			46,608			48,259			44,245			48,160			30,900			48,160			93,900			25,722			30,900			
Total Weight (lbs)	Seats	50			65			76			65			76			50			76			183			50			50			
570,423,399	Load Factor (%)	79%			79%			79%			79%			79%			79%			79%			79%			79%			79%			
Main LF (%)	Avg. Weight Per Passenger (lbs	200			200			200			200			200			200			200			200			200			200			
79%	Total Passenger Weight (lbs)	7,900			10,270			12,008			10,270			12,008			7,900			12,008			28,914			7,900			7,900			
Date	Daily Landing Weight (lbs)	Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Total Flights:
1-Dec-21	1,819,994	2	67,244	CII			CIII	4	241,068	CIII	6	327,090	CIII	4	240,672	CIII	3	116,400	CII		0	CIII		0	CIII		0	CII		0	CII	23
2-Dec-21	1,965,393	2	67,244	CII		0	CIII	5	301,335	CIII	8	436,120	CIII	4	240,672	CIII	3	116,400	CII	1	60,168	CIII	1	122,814	CIII		0	CII		0	CII	27
3-Dec-21	1,965,393	2	67,244	CII		0	CIII	5	301,335	CIII	8	436,120	CIII	4	240,672	CIII	3	116,400	CII	1	60,168	CIII	1	122,814	CIII		0	CII		0	CII	27
4-Dec-21	1,553,853	2	67,244	CII		0	CIII	7	421,869	CIII	4	218,060	CIII	3	180,504	CIII	2	77,600	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	22
5-Dec-21	1,796,096	2	67,244	CII		0	CIII	4	241,068	CIII	6	327,090	CIII	4	240,672	CIII	3	116,400	CII	1	60,168	CIII	1	122,814	CIII		0	CII		0	CII	24
6-Dec-21	1,959,740	2	67,244	CII		0	CIII	5	301,335	CIII	9	490,635	CIII	3	180,504	CIII	3	116,400	CII	1	60,168	CIII	1	122,814	CIII		0	CII		0	CII	27
7-Dec-21	1,585,145	1	33,622	CII		0	CIII	4	241,068	CIII	5	272,575	CIII	4	240,672	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	21
8-Dec-21	1,842,445	2	67,244	CII		0	CIII	4	241,068	CIII	7	381,605	CIII	4	240,672	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	25
9-Dec-21	1,965,393	2	67,244	CII		0	CIII	5	301,335	CIII	8	436,120	CIII	4	240,672	CIII	3	116,400	CII	1	60,168	CIII	1	122,814	CIII		0	CII		0	CII	27
10-Dec-21	1,965,393	2	67,244	CII		0	CIII	5	301,335	CIII	8	436,120	CIII	4	240,672	CIII	3	116,400	CII	1	60,168	CIII	1	122,814	CIII		0	CII		0	CII	27
11-Dec-21	1,439,205	2	67,244	CII		0	CIII	7	421,869	CIII	4	218,060	CIII	3	180,504	CIII	2	77,600	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	21
12-Dec-21	1,910,744	2	67,244	CII		0	CIII	4	241,068	CIII	6	327,090	CIII	4	240,672	CIII	3	116,400	CII	1	60,168	CIII	1	122,814	CIII		0	CII		0	CII	25
13-Dec-21	1,959,740	2	67,244	CII		0	CIII	5	301,335	CIII	9	490,635	CIII	3	180,504	CIII	3	116,400	CII	1	60,168	CIII	1	122,814	CIII		0	CII		0	CII	27
14-Dec-21	1,585,145	1	33,622	CII		0	CIII	4	241,068	CIII	5	272,575	CIII	4	240,672	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	21
15-Dec-21	1,727,797	2	67,244	CII		0	CIII	4	241,068	CIII	7	381,605	CIII	4	240,672	CIII	3	116,400	CII	1	60,168	CIII		0	CIII		0	CII		0	CII	24
16-Dec-21	1,970,912	2	67,244	CII		0	CIII	4	241,068	CIII	6	327,090	CIII	5	300,840	CIII	3	116,400	CII	1	60,168	CIII	1	122,814	CIII		0	CII		0	CII	26
17-Dec-21	1,856,264	2	67,244	CII		0	CIII	4	241,068	CIII	6	327,090	CIII	5	300,840	CIII	3	116,400	CII	1	60,168	CIII	1	122,814	CIII		0	CII		0	CII	25
18-Dec-21	1,171,761	2	67,244	CII		0	CIII	3	180,801	CIII	4	218,060	CIII	5	300,840	CIII	2	77,600	CII	2	120,336	CIII		0	CIII		0	CII		0	CII	19
19-Dec-21	1,322,813	2	67,244	CII		0	CIII	4	241,068	CIII	5	272,575	CIII	5	300,840	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII		0	CII	23
20-Dec-21	1,377,328	2	67,244	CII		0	CIII	4	241,068	CIII	6	327,090	CIII	5	300,840	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII		0	CII	24
21-Dec-21	1,139,732	2	67,244	CII		0	CIII	3	180,801	CIII	5	272,575	CIII	5	300,840	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII		0	CII	21
22-Dec-21	1,377,328	2	67,244	CII		0	CIII	4	241,068	CIII	6	327,090	CIII	5	300,840	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII		0	CII	24
23-Dec-21	1,254,514	2	67,244	CII		0	CIII	4	241,068	CIII	6	327,090	CIII	5	300,840	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII		0	CII	23
24-Dec-21	981,651		0	CII		0	CIII	3	180,801	CIII	4	218,060	CIII	4	240,672	CIII	1	38,800	CII	3	180,504	CIII	1	122,814	CIII		0	CII		0	CII	16
25-Dec-21	952,627	1	33,622	CII		0	CIII	3	180,801	CIII	4	218,060	CIII	5	300,840	CIII	1	38,800	CII	3	180,504	CIII		0	CIII		0	CII		0	CII	17
26-Dec-21	1,322,813	2	67,244	CII		0	CIII	4	241,068	CIII	5	272,575	CIII	5	300,840	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII		0	CII	23
27-Dec-21	1,322,813	2	67,244	CII		0	CIII	4	241,068	CIII	5	272,575	CIII	5	300,840	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII		0	CII	23
28-Dec-21	1,085,217	2	67,244	CII		0	CIII	3	180,801	CIII	4	218,060	CIII	5	300,840	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII		0	CII	20
29-Dec-21	1,199,999	2	67,244	CII		0	CIII	4	241,068	CIII	5	272,575	CIII	5	300,840	CIII	2	77,600	CII	4	240,672	CIII		0	CIII		0	CII		0	CII	22
30-Dec-21	1,322,813	2	67,244	CII		0	CIII	4	241,068	CIII	5	272,575	CIII	5	300,840	CIII	2	77,600	CII	4	240,672	CIII	1	122,814	CIII		0	CII		0	CII	23
31-Dec-21	639,533		0	CII		0	CIII	3	180,801	CIII	4	218,060	CIII	4	240,672	CIII	0	0	CII		0	CIII		0	CIII		0	CII		0	CII	11
1-Jan-22	0		0			0			0			0			0			0			0			0			0			0			0
TOTAL	570,423,399	1,024	34,428,928		39	2,350,413		659	39,715,953		1,820	99,217,300		1,785	107,399,880		924	35,851,200		884	52,806,916		218	26,528,472		422	14,188,484		1,890	71,892,516		10,153

2021 Departures	Airline Code	AA		AA		AA		AA		DL		DL		G4		UA		UA		
	Equipment Code	ERJ		E75		CR7		CR9		CRJ		CR9		320		CRJ (CRJ)		CR5		
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145		E75 (E-175)		CR7 (CRJ-700)		CR9 (CRJ-900)		CRJ (CRJ)		CR9 (CRJ-900)		320 (A320)		CRJ (CRJ)		CR5 (CRJ-550)		
	Classification	CII		CIII		CIII		CIII		CII		CIII		CIII		CII		CII		
	Operating Weight (Lbs)	25722		48259		44245		48160		30900		48160		93900		30900		65000		
Total Weight (lbs)	Seats	50		76		65		76		50		76		183		50		50		
546,812,139	Load Factor (%)	0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		
Main LF (%)	Avg. Weight Per Passenger (lbs)	200		200		200		200		200		200		200		200		200		
79%	Total Passenger Weight (lbs)	7900		12008		10270		12008		7900		12008		28914		7900		7900		
Date	Daily Landing Weight (lbs)	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Total Flights:
January 1, 2021	1,114,774	4	134,488	2	120,534	2	109,030	3	180,504	1	38,800	3	180,504	1	122,814	4	155,200	1	72,900	21
January 2, 2021	1,273,910	4	134,488	2	120,534	2	109,030	4	240,672	2	77,600	4	240,672	1	122,814	4	155,200	1	72,900	24
January 3, 2021	1,150,618	5	168,110	2	120,534	2	109,030	4	240,672	2	77,600	4	240,672		0	5	194,000		0	24
January 4, 2021	1,111,818	5	168,110	2	120,534	2	109,030	4	240,672	2	77,600	4	240,672		0	4	155,200		0	23
January 5, 2021	818,194	1	33,622	2	120,534	2	109,030	2	120,336	2	77,600	4	240,672		0	3	116,400		0	16
January 6, 2021	919,640	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504	1	122,814	3	116,400		0	17
January 7, 2021	1,275,152	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600	1	72,900	25
January 8, 2021	1,079,438	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504		0	7	271,600		0	23
January 9, 2021	1,036,040	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504	1	122,814	6	232,800		0	20
January 10, 2021	1,202,252	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	24
January 11, 2021	1,040,638	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504		0	6	232,800		0	22
January 12, 2021	874,426	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504		0	5	194,000		0	18
January 13, 2021	997,240	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504	1	122,814	5	194,000		0	19
January 14, 2021	1,202,252	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	24
January 15, 2021	1,079,438	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504		0	7	271,600		0	23
January 16, 2021	1,036,040	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504	1	122,814	6	232,800		0	20
January 17, 2021	1,114,115	2	67,244	2	120,534	1	54,515	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	22
January 18, 2021	1,007,016	2	67,244	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504		0	6	232,800		0	21
January 19, 2021	874,426	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504		0	5	194,000		0	18
January 20, 2021	997,240	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504	1	122,814	5	194,000		0	19
January 21, 2021	1,202,252	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	24
January 22, 2021	1,079,438	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504		0	7	271,600		0	23
January 23, 2021	1,036,040	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504	1	122,814	6	232,800		0	20
January 24, 2021	1,202,252	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	24
January 25, 2021	1,040,638	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504		0	6	232,800		0	22
January 26, 2021	874,426	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504		0	5	194,000		0	18
January 27, 2021	997,240	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504	1	122,814	5	194,000		0	19
January 28, 2021	1,202,252	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	24
January 29, 2021	1,079,438	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504		0	7	271,600		0	23
January 30, 2021	1,036,040	1	33,622	2	120,534	2	109,030	2	120,336	3	116,400	3	180,504	1	122,814	6	232,800		0	20
January 31, 2021	1,079,438	3	100,866	2	120,534	2	109,030	3	180,504	3	116,400	3	180,504		0	7	271,600		0	23
February 1, 2021	1,404,520	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	6	232,800		0	27
February 2, 2021	1,055,227	1	33,622	5	301,335	2	109,030	2	120,336	3	116,400	3	180,504		0	5	194,000		0	21
February 3, 2021	1,055,227	1	33,622	5	301,335	2	109,030	2	120,336	3	116,400	3	180,504		0	5	194,000		0	21
February 4, 2021	1,443,320	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	28
February 5, 2021	1,443,320	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	28
February 6, 2021	1,055,227	1	33,622	5	301,335	2	109,030	2	120,336	2	77,600	3	180,504		0	6	232,800		0	21
February 7, 2021	1,443,320	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	28
February 8, 2021	1,404,520	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	6	232,800		0	27
February 9, 2021	1,055,227	1	33,622	5	301,335	2	109,030	2	120,336	3	116,400	3	180,504		0	5	194,000		0	21
February 10, 2021	1,055,227	1	33,622	5	301,335	2	109,030	2	120,336	3	116,400	3	180,504		0	5	194,000		0	21
February 11, 2021	1,265,991	3	100,866	6	361,602	1	54,515	3	180,504	3	116,400	3	180,504		0	7	271,600		0	26
February 12, 2021	1,566,134	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	2	245,628	7	271,600		0	29
February 13, 2021	1,214,462	1	33,622	6	361,602	2	109,030	3	180,504	2	77,600	3	180,504		0	7	271,600		0	24
February 14, 2021	1,286,884	2	67,244	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504		0	7	271,600		0	26
February 15, 2021	1,652,947	2	67,244	7	421,869	2	109,030	4	240,672	3	116,400	3	180,504	2	245,628	7	271,600		0	30
February 16, 2021	1,094,027	1	33,622	5	301,335	2	109,030	2	120,336	3	116,400	3	180,504		0	6	232,800		0	22
February 17, 2021	1,094,027	1	33,622	5	301,335	2	109,030	2	120,336	3	116,400	3	180,504		0	6	232,800		0	22
February 18, 2021	1,557,968	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	29
February 19, 2021	1,566,134	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	2	245,628	7	271,600		0	29
February 20, 2021	1,214,462	1	33,622	6	361,602	2	109,030	3	180,504	2	77,600	3	180,504		0	7	271,600		0	24
February 21, 2021	1,557,968	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	29
February 22, 2021	1,686,569	3	100,866	7	421,869	2	109,030	4	240,672	3	116,400	3	180,504	2	245,628	7	271,600		0	31
February 23, 2021	1,094,027	1	33,622	5	301,335	2	109,030	2	120,336	3	116,400	3	180,504		0	6	232,800		0	22
February 24, 2021	1,094,027	1	33,622	5	301,335	2	109,030	2	120,336	3	116,400	3	180,504		0	6	232,800		0	22
February 25, 2021	1,443,320	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	28
February 26, 2021	1,680,782	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	2	245,628	7	271,600		0	30
February 27, 2021	1,214,462	1	33,622	6	361,602	2	109,030	3	180,504	2	77,600	3	180,504		0	7	271,600		0	24
February 28, 2021	1,557,968	3	100,866	6	361,602	2	109,030	3	180,504	3	116,400	3	180,504	1	122,814	7	271,600		0	29

2021 Departures	Airline Code	AA		AA		AA		AA		DL		DL		G4		UA		UA		
	Equipment Code	ERJ		E75		CR7		CR9		CRJ		CR9		320		CRJ (CRJ)		CR5		
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145		E75 (E-175)		CR7 (CRJ-700)		CR9 (CRJ-900)		CRJ (CRJ)		CR9 (CRJ-900)		320 (A320)		CRJ (CRJ)		CR5 (CRJ-550)		
	Classification	CII		CIII		CIII		CIII		CII		CIII		CIII		CII		CII		
	Operating Weight (Lbs)	25722		48259		44245		48160		30900		48160		93900		30900		65000		
Total Weight (lbs)	Seats	50		76		65		76		50		76		183		50		50		
546,812,139	Load Factor (%)	0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		
Main LF (%)	Avg. Weight Per Passenger (lbs)	200		200		200		200		200		200		200		200		200		
79%	Total Passenger Weight (lbs)	7900		12008		10270		12008		7900		12008		28914		7900		7900		
Date	Daily Landing Weight (lbs)	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Total Flights:
March 1, 2021	1,385,234	3	100,866	2	120,534	2	109,030	4	240,672	3	116,400	3	180,504	2	245,628	7	271,600		0	26
March 2, 2021	874,426	1	33,622	2	120,534	2	109,030	2	120,336	2	77,600	3	180,504		0	6	232,800		0	18
March 3, 2021	997,240	1	33,622	2	120,534	2	109,030	2	120,336	2	77,600	3	180,504	1	122,814	6	232,800		0	19
March 4, 2021	1,317,509	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	1	122,814	7	271,600		0	26
March 5, 2021	1,440,323	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	2	245,628	7	271,600		0	27
March 6, 2021	1,028,384	2	67,244	2	120,534	2	109,030	3	180,504	1	38,800	4	240,672		0	7	271,600		0	21
March 7, 2021	1,432,157	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	1	122,814	7	271,600		0	27
March 8, 2021	1,440,323	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	2	245,628	7	271,600		0	27
March 9, 2021	968,315	2	67,244	3	180,801	2	109,030	2	120,336	2	77,600	3	180,504		0	6	232,800		0	20
March 10, 2021	1,151,297	2	67,244	3	180,801	2	109,030	3	180,504	2	77,600	3	180,504	1	122,814	6	232,800		0	22
March 11, 2021	1,317,509	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	1	122,814	7	271,600		0	26
March 12, 2021	1,440,323	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	2	245,628	7	271,600		0	27
March 13, 2021	1,028,384	2	67,244	2	120,534	2	109,030	3	180,504	1	38,800	4	240,672		0	7	271,600		0	21
March 14, 2021	1,317,509	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	1	122,814	7	271,600		0	26
March 15, 2021	1,440,323	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	2	245,628	7	271,600		0	27
March 16, 2021	968,315	2	67,244	3	180,801	2	109,030	2	120,336	2	77,600	3	180,504		0	6	232,800		0	20
March 17, 2021	1,151,297	2	67,244	3	180,801	2	109,030	3	180,504	2	77,600	3	180,504	1	122,814	6	232,800		0	22
March 18, 2021	1,432,157	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	1	122,814	7	271,600		0	27
March 19, 2021	1,440,323	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	2	245,628	7	271,600		0	27
March 20, 2021	1,028,384	2	67,244	2	120,534	2	109,030	3	180,504	1	38,800	4	240,672		0	7	271,600		0	21
March 21, 2021	1,432,157	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	1	122,814	7	271,600		0	27
March 22, 2021	1,440,323	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	2	245,628	7	271,600		0	27
March 23, 2021	968,315	2	67,244	3	180,801	2	109,030	2	120,336	2	77,600	3	180,504		0	6	232,800		0	20
March 24, 2021	1,151,297	2	67,244	3	180,801	2	109,030	3	180,504	2	77,600	3	180,504	1	122,814	6	232,800		0	22
March 25, 2021	1,317,509	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	1	122,814	7	271,600		0	26
March 26, 2021	1,440,323	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	2	245,628	7	271,600		0	27
March 27, 2021	1,028,384	2	67,244	2	120,534	2	109,030	3	180,504	1	38,800	4	240,672		0	7	271,600		0	21
March 28, 2021	1,432,157	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	1	122,814	7	271,600		0	27
March 29, 2021	1,440,323	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	2	245,628	7	271,600		0	27
March 30, 2021	1,007,115	2	67,244	3	180,801	2	109,030	2	120,336	2	77,600	3	180,504		0	7	271,600		0	21
March 31, 2021	1,067,283	2	67,244	3	180,801	2	109,030	3	180,504	2	77,600	3	180,504		0	7	271,600		0	22
April 1, 2021	1,356,309	4	134,488	3	180,801	2	109,030	3	180,504	2	77,600	4	240,672	1	122,814	8	310,400		0	27
April 2, 2021	1,500,016	3	100,866	3	180,801	3	163,545	3	180,504	2	77,600	4	240,672	2	245,628	8	310,400		0	28
April 3, 2021	1,218,574	1	33,622	3	180,801	5	272,575	3	180,504	1	38,800	4	240,672		0	7	271,600		0	24
April 4, 2021	1,545,791	2	67,244	2	120,534	5	272,575	3	180,504	2	77,600	4	240,672	1	122,814	9	349,200		0	29
April 5, 2021	1,575,424	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	2	245,628	8	310,400		0	29
April 6, 2021	1,137,038	1	33,622	3	180,801	5	272,575	2	120,336	2	77,600	3	180,504		0	7	271,600		0	23
April 7, 2021	1,197,206	1	33,622	3	180,801	5	272,575	3	180,504	2	77,600	3	180,504		0	7	271,600		0	24
April 8, 2021	1,452,610	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	1	122,814	8	310,400		0	28
April 9, 2021	1,575,424	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	2	245,628	8	310,400		0	29
April 10, 2021	1,164,059	1	33,622	3	180,801	4	218,060	3	180,504	1	38,800	4	240,672		0	7	271,600		0	23
April 11, 2021	1,606,058	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	1	122,814	9	349,200		0	30
April 12, 2021	1,575,424	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	2	245,628	8	310,400		0	29
April 13, 2021	1,197,206	1	33,622	3	180,801	5	272,575	2	120,336	2	77,600	4	240,672		0	7	271,600		0	24
April 14, 2021	1,257,374	1	33,622	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672		0	7	271,600		0	25
April 15, 2021	1,290,996	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672		0	7	271,600		0	26
April 16, 2021	1,575,424	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	2	245,628	8	310,400		0	29
April 17, 2021	1,164,059	1	33,622	3	180,801	4	218,060	3	180,504	1	38,800	4	240,672		0	7	271,600		0	23
April 18, 2021	1,290,996	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672		0	7	271,600		0	26
April 19, 2021	1,575,424	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	2	245,628	8	310,400		0	29
April 20, 2021	1,197,206	1	33,622	3	180,801	5	272,575	2	120,336	2	77,600	4	240,672		0	7	271,600		0	24
April 21, 2021	1,257,374	1	33,622	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672		0	7	271,600		0	25
April 22, 2021	1,290,996	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672		0	7	271,600		0	26
April 23, 2021	1,575,424	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	2	245,628	8	310,400		0	29
April 24, 2021	1,164,059	1	33,622	3	180,801	4	218,060	3	180,504	1	38,800	4	240,672		0	7	271,600		0	23
April 25, 2021	1,290,996	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672		0	7	271,600		0	26
April 26, 2021	1,575,424	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	2	245,628	8	310,400		0	29
April 27, 2021	1,197,206	1	33,622	3	180,801	5	272,575	2	120,336	2	77,600	4	240,672		0	7	271,600		0	24
April 28, 2021	1,257,374	1	33,622	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672		0	7	271,600		0	25
April 29, 2021	1,290,996	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672		0	7	271,600		0	26
April 30, 2021	1,575,424	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	2	245,628	8	310,400		0	29
May 1, 2021	1,125,259	1	33,622	3	180,801	4	218,060	3	180,504	1	38,800	4	240,672		0	6	232,800		0	22
May 2, 2021	1,252,196	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672		0	6	232,800		0	25
May 3, 2021	1,497,824	2	67,244	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672	2	245,628	6	232,800		0	27
May 4, 2021	1,080,806	1	33,622	3	180,801	5	272,575	2	120,336	2	77,600	4	240,672		0	4	155,200		0	21
May 5, 2021	1,140,974	1	33,622	3	180,801	5	272,575	3	180,504	2	77,600	4	240,672		0	4	155,200		0	22
May 6, 2021	1,389,407	4	134,488	1	60,267	4	218,060	5	300,840	3	116,400	4	240,672		0	6	232,800		0	28
May 7, 2021	1,674,211	5	168,110		0	3	163,545	7	421,176	3	116,400	4	240,672	2	245,628	6	232,800		0	31
May 8, 2021	1,356,161	4	134,488		0	3	163,545	7	421,176	2	77,600	4	240,672		0	6	232,800		0	27
May 9, 2021	1,394,961	4	134,488		0	3	163,545	7	421,176	3	116,400	4	240,672		0	6	232,800		0	28
May 10, 2021	1,674,211	5	168,110		0	3	163,545	7	421,176	3	116,400	4	240,672	2	245,628	6	232,800		0	31
May 11, 2021	1,136,857	4	134,488		0	3	163,545	4	240,672	3	116,400	4	240,672		0	4	155,200		0	23

2021 Departures	Airline Code	AA		AA		AA		AA		DL		DL		G4		UA		UA		
	Equipment Code	ERJ		E75		CR7		CR9		CRJ		CR9		320		CRJ (CRJ)		CR5		
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145		E75 (E-175)		CR7 (CRJ-700)		CR9 (CRJ-900)		CRJ (CRJ)		CR9 (CRJ-900)		320 (A320)		CRJ (CRJ)		CR5 (CRJ-550)		
	Classification	CII		CIII		CIII		CIII		CII		CIII		CIII		CII		CII		
	Operating Weight (Lbs)	25722		48259		44245		48160		30900		48160		93900		30900		65000		
Total Weight (lbs)	Seats	50		76		65		76		50		76		183		50		50		
546,812,139	Load Factor (%)	0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		
Main LF (%)	Avg. Weight Per Passenger (lbs)	200		200		200		200		200		200		200		200		200		
79%	Total Passenger Weight (lbs)	7900		12008		10270		12008		7900		12008		28914		7900		7900		
Date	Daily Landing Weight (lbs)	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Total Flights:
May 12, 2021	1,257,193	4	134,488		0	3	163,545	6	361,008	3	116,400	4	240,672		0	4	155,200		0	25
May 13, 2021	1,428,583	5	168,110		0	3	163,545	7	421,176	3	116,400	4	240,672		0	6	232,800		0	29
May 14, 2021	1,674,211	5	168,110		0	3	163,545	7	421,176	3	116,400	4	240,672	2	245,628	6	232,800		0	31
May 15, 2021	1,356,161	4	134,488		0	3	163,545	7	421,176	2	77,600	4	240,672		0	6	232,800		0	27
May 16, 2021	1,394,961	4	134,488		0	3	163,545	7	421,176	3	116,400	4	240,672		0	6	232,800		0	28
May 17, 2021	1,674,211	5	168,110		0	3	163,545	7	421,176	3	116,400	4	240,672	2	245,628	6	232,800		0	31
May 18, 2021	1,214,457	4	134,488		0	3	163,545	4	240,672	3	116,400	4	240,672		0	6	232,800		0	25
May 19, 2021	1,334,793	4	134,488		0	3	163,545	6	361,008	3	116,400	4	240,672		0	6	232,800		0	27
May 20, 2021	1,428,583	5	168,110		0	3	163,545	7	421,176	3	116,400	4	240,672		0	6	232,800		0	29
May 21, 2021	1,674,211	5	168,110		0	3	163,545	7	421,176	3	116,400	4	240,672	2	245,628	6	232,800		0	31
May 22, 2021	1,356,161	4	134,488		0	3	163,545	7	421,176	2	77,600	4	240,672		0	6	232,800		0	27
May 23, 2021	1,394,961	4	134,488		0	3	163,545	7	421,176	3	116,400	4	240,672		0	6	232,800		0	28
May 24, 2021	1,674,211	5	168,110		0	3	163,545	7	421,176	3	116,400	4	240,672	2	245,628	6	232,800		0	31
May 25, 2021	1,214,457	4	134,488		0	3	163,545	4	240,672	3	116,400	4	240,672		0	6	232,800		0	25
May 26, 2021	1,334,793	4	134,488		0	3	163,545	6	361,008	3	116,400	4	240,672		0	6	232,800		0	27
May 27, 2021	1,551,397	5	168,110		0	3	163,545	7	421,176	3	116,400	4	240,672	1	122,814	6	232,800		0	30
May 28, 2021	1,674,211	5	168,110		0	3	163,545	7	421,176	3	116,400	4	240,672	2	245,628	6	232,800		0	31
May 29, 2021	1,322,539	3	100,866		0	3	163,545	7	421,176	2	77,600	4	240,672		0	6	232,800		0	26
May 30, 2021	1,390,838	3	100,866		0	2	109,030	7	421,176	2	77,600	4	240,672	1	122,814	6	232,800		0	26
May 31, 2021	1,586,074	4	134,488		0	2	109,030	7	421,176	3	116,400	4	240,672	2	245,628	6	232,800		0	29
June 1, 2021	1,193,089	4	134,488		0	3	163,545	4	240,672	3	116,400	3	180,504		0	7	271,600		0	25
June 2, 2021	1,313,425	4	134,488		0	3	163,545	6	361,008	3	116,400	3	180,504		0	7	271,600		0	27
June 3, 2021	1,609,525	5	168,110		0	5	272,575	6	361,008	3	116,400	3	180,504		0	8	310,400		0	32
June 4, 2021	1,816,012	4	134,488	1	60,267	7	381,605	5	300,840	3	116,400	3	180,504	2	245,628	8	310,400		0	34
June 5, 2021	1,508,991	2	67,244	3	180,801	6	327,090	4	240,672	3	116,400	3	180,504		0	8	310,400		0	30
June 6, 2021	1,872,358	4	134,488	1	60,267	7	381,605	4	240,672	4	155,200	3	180,504	1	122,814	8	310,400		0	35
June 7, 2021	1,901,892	4	134,488	1	60,267	7	381,605	5	300,840	4	155,200	3	180,504	2	245,628	7	271,600		0	35
June 8, 2021	1,479,990	2	67,244	1	60,267	5	272,575	5	300,840	4	155,200	3	180,504		0	7	271,600		0	29
June 9, 2021	1,601,749	4	134,488	1	60,267	6	327,090	5	300,840	4	155,200	3	180,504		0	7	271,600		0	32
June 10, 2021	1,932,526	4	134,488	1	60,267	7	381,605	5	300,840	4	155,200	3	180,504	1	122,814	8	310,400		0	36
June 11, 2021	1,940,692	4	134,488	1	60,267	7	381,605	5	300,840	4	155,200	3	180,504	2	245,628	8	310,400		0	36
June 12, 2021	1,508,991	2	67,244	3	180,801	6	327,090	4	240,672	3	116,400	3	180,504		0	8	310,400		0	30
June 13, 2021	1,872,358	4	134,488	1	60,267	7	381,605	4	240,672	4	155,200	3	180,504	1	122,814	8	310,400		0	35
June 14, 2021	1,901,892	4	134,488	1	60,267	7	381,605	5	300,840	4	155,200	3	180,504	2	245,628	7	271,600		0	35
June 15, 2021	1,479,990	2	67,244	1	60,267	5	272,575	5	300,840	4	155,200	3	180,504		0	7	271,600		0	29
June 16, 2021	1,601,749	4	134,488	1	60,267	6	327,090	5	300,840	4	155,200	3	180,504		0	7	271,600		0	32
June 17, 2021	1,932,526	4	134,488	1	60,267	7	381,605	5	300,840	4	155,200	3	180,504	1	122,814	8	310,400		0	36
June 18, 2021	1,940,692	4	134,488	1	60,267	7	381,605	5	300,840	4	155,200	3	180,504	2	245,628	8	310,400		0	36
June 19, 2021	1,508,991	2	67,244	3	180,801	6	327,090	4	240,672	3	116,400	3	180,504		0	8	310,400		0	30
June 20, 2021	1,872,358	4	134,488	1	60,267	7	381,605	4	240,672	4	155,200	3	180,504	1	122,814	8	310,400		0	35
June 21, 2021	1,901,892	4	134,488	1	60,267	7	381,605	5	300,840	4	155,200	3	180,504	2	245,628	7	271,600		0	35
June 22, 2021	1,479,990	2	67,244	1	60,267	5	272,575	5	300,840	4	155,200	3	180,504		0	7	271,600		0	29
June 23, 2021	1,601,749	4	134,488	1	60,267	6	327,090	5	300,840	4	155,200	3	180,504		0	7	271,600		0	32
June 24, 2021	1,932,526	4	134,488	1	60,267	7	381,605	5	300,840	4	155,200	3	180,504	1	122,814	8	310,400		0	36
June 25, 2021	1,940,692	4	134,488	1	60,267	7	381,605	5	300,840	4	155,200	3	180,504	2	245,628	8	310,400		0	36
June 26, 2021	1,508,991	2	67,244	3	180,801	6	327,090	4	240,672	3	116,400	3	180,504		0	8	310,400		0	30
June 27, 2021	1,872,358	4	134,488	1	60,267	7	381,605	4	240,672	4	155,200	3	180,504	1	122,814	8	310,400		0	35
June 28, 2021	1,901,892	4	134,488	1	60,267	7	381,605	5	300,840	4	155,200	3	180,504	2	245,628	7	271,600		0	35
June 29, 2021	1,479,990	2	67,244	1	60,267	5	272,575	5	300,840	4	155,200	3	180,504		0	7	271,600		0	29
June 30, 2021	1,601,749	4	134,488	1	60,267	6	327,090	5	300,840	4	155,200	3	180,504		0	7	271,600		0	32

2021 Departures	Airline Code	AA		AA		AA		AA		DL		DL		G4		UA		UA		
	Equipment Code	ERJ		E75		CR7		CR9		CRJ		CR9		320		CRJ (CRJ)		CR5		
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145		E75 (E-175)		CR7 (CRJ-700)		CR9 (CRJ-900)		CRJ (CRJ)		CR9 (CRJ-900)		320 (A320)		CRJ (CRJ)		CR5 (CRJ-550)		
	Classification	CII		CIII		CIII		CIII		CII		CIII		CIII		CII		CII		
	Operating Weight (Lbs)	25722		48259		44245		48160		30900		48160		93900		30900		65000		
Total Weight (lbs)	Seats	50		76		65		76		50		76		183		50		50		
546,812,139	Load Factor (%)	0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		
Main LF (%)	Avg. Weight Per Passenger (lbs)	200		200		200		200		200		200		200		200		200		
79%	Total Passenger Weight (lbs)	7900		12008		10270		12008		7900		12008		28914		7900		7900		
Date	Daily Landing Weight (lbs)	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Total Flights:
July 1, 2021	1,846,616	4	134,488	1	60,267	5	272,575	6	361,008	4	155,200	3	180,504	1	122,814	10	388,000		0	36
July 2, 2021	1,936,283	4	134,488	1	60,267	4	218,060	7	421,176	4	155,200	3	180,504	2	245,628	9	349,200		0	36
July 3, 2021	1,498,929	2	67,244	3	180,801	4	218,060	5	300,840	3	116,400	3	180,504		0	9	349,200		0	30
July 4, 2021	1,499,017	1	33,622	1	60,267	6	327,090	5	300,840	3	116,400	3	180,504	1	122,814	7	271,600		0	28
July 5, 2021	1,881,768	4	134,488	1	60,267	3	163,545	7	421,176	4	155,200	3	180,504	2	245,628	9	349,200		0	35
July 6, 2021	1,617,758	2	67,244	1	60,267	5	272,575	6	361,008	4	155,200	3	180,504		0	9	349,200		0	32
July 7, 2021	1,705,061	4	134,488	1	60,267	6	327,090	6	361,008	4	155,200	1	60,168		0	9	349,200		0	34
July 8, 2021	1,990,323	3	100,866	1	60,267	6	327,090	6	361,008	5	194,000	3	180,504	2	245,628	9	349,200		0	37
July 9, 2021	1,881,293	3	100,866	1	60,267	4	218,060	6	361,008	5	194,000	3	180,504	2	245,628	9	349,200		0	35
July 10, 2021	1,553,444	2	67,244	3	180,801	5	272,575	5	300,840	3	116,400	3	180,504		0	9	349,200		0	31
July 11, 2021	1,955,611	4	134,488	1	60,267	6	327,090	5	300,840	5	194,000	3	180,504	1	122,814	9	349,200		0	37
July 12, 2021	2,023,945	4	134,488	1	60,267	6	327,090	6	361,008	5	194,000	3	180,504	2	245,628	9	349,200		0	38
July 13, 2021	1,583,302	2	67,244	1	60,267	5	272,575	6	361,008	4	155,200	1	60,168		0	9	349,200		0	31
July 14, 2021	1,705,061	4	134,488	1	60,267	6	327,090	6	361,008	4	155,200	1	60,168		0	9	349,200		0	34
July 15, 2021	2,023,945	4	134,488	1	60,267	6	327,090	6	361,008	5	194,000	3	180,504	2	245,628	9	349,200		0	38
July 16, 2021	2,023,945	4	134,488	1	60,267	6	327,090	6	361,008	5	194,000	3	180,504	2	245,628	9	349,200		0	38
July 17, 2021	1,579,156	2	67,244	3	180,801	5	272,575	5	300,840	3	116,400	2	120,336		0	9	349,200		0	31
July 18, 2021	1,955,611	4	134,488	1	60,267	6	327,090	5	300,840	5	194,000	3	180,504	1	122,814	9	349,200		0	37
July 19, 2021	2,023,945	4	134,488	1	60,267	6	327,090	6	361,008	5	194,000	3	180,504	2	245,628	9	349,200		0	38
July 20, 2021	1,583,302	2	67,244	1	60,267	5	272,575	6	361,008	4	155,200	1	60,168		0	9	349,200		0	31
July 21, 2021	1,819,709	4	134,488	1	60,267	6	327,090	6	361,008	4	155,200	1	60,168		0	9	349,200		0	35
July 22, 2021	1,901,131	4	134,488	1	60,267	6	327,090	6	361,008	5	194,000	3	180,504	1	122,814	9	349,200		0	37
July 23, 2021	2,023,945	4	134,488	1	60,267	6	327,090	6	361,008	5	194,000	3	180,504	2	245,628	9	349,200		0	38
July 24, 2021	1,693,804	2	67,244	3	180,801	5	272,575	5	300,840	3	116,400	2	120,336		0	9	349,200		0	32
July 25, 2021	1,840,963	4	134,488	1	60,267	6	327,090	5	300,840	5	194,000	3	180,504	1	122,814	9	349,200		0	36
July 26, 2021	2,023,945	4	134,488	1	60,267	6	327,090	6	361,008	5	194,000	3	180,504	2	245,628	9	349,200		0	38
July 27, 2021	1,583,302	2	67,244	1	60,267	5	272,575	6	361,008	4	155,200	1	60,168		0	9	349,200		0	31
July 28, 2021	1,705,061	4	134,488	1	60,267	6	327,090	6	361,008	4	155,200	1	60,168		0	9	349,200		0	34
July 29, 2021	2,023,945	4	134,488	1	60,267	6	327,090	6	361,008	5	194,000	3	180,504	2	245,628	9	349,200		0	38
July 30, 2021	2,023,945	4	134,488	1	60,267	6	327,090	6	361,008	5	194,000	3	180,504	2	245,628	9	349,200		0	38
July 31, 2021	1,579,156	2	67,244	3	180,801	5	272,575	5	300,840	3	116,400	2	120,336		0	9	349,200		0	31
August 1, 2021	1,903,609	4	134,488	1	60,267	6	327,090	5	300,840	5	194,000	2	120,336	2	245,628	9	349,200		0	36
August 2, 2021	1,963,777	4	134,488	1	60,267	6	327,090	6	361,008	5	194,000	2	120,336	2	245,628	9	349,200		0	37
August 3, 2021	1,544,502	2	67,244	1	60,267	5	272,575	6	361,008	3	116,400	1	60,168		0	9	349,200		0	30
August 4, 2021	1,666,261	4	134,488	1	60,267	6	327,090	6	361,008	3	116,400	1	60,168		0	9	349,200		0	33
August 5, 2021	1,916,811	4	134,488	1	60,267	6	327,090	6	361,008	4	155,200	2	120,336	1	122,814	9	349,200		0	36
August 6, 2021	1,924,977	4	134,488	1	60,267	6	327,090	6	361,008	4	155,200	2	120,336	2	245,628	9	349,200		0	36
August 7, 2021	1,493,276	2	67,244	3	180,801	5	272,575	5	300,840	3	116,400	2	120,336		0	9	349,200		0	30
August 8, 2021	1,856,643	4	134,488	1	60,267	6	327,090	5	300,840	4	155,200	2	120,336	1	122,814	9	349,200		0	35
August 9, 2021	1,924,977	4	134,488	1	60,267	6	327,090	6	361,008	4	155,200	2	120,336	2	245,628	9	349,200		0	36
August 10, 2021	1,544,502	2	67,244	1	60,267	5	272,575	6	361,008	3	116,400	1	60,168		0	9	349,200		0	30
August 11, 2021	1,666,261	4	134,488	1	60,267	6	327,090	6	361,008	3	116,400	1	60,168		0	9	349,200		0	33
August 12, 2021	1,916,811	4	134,488	1	60,267	6	327,090	6	361,008	4	155,200	2	120,336	1	122,814	9	349,200		0	36
August 13, 2021	1,924,977	4	134,488	1	60,267	6	327,090	6	361,008	4	155,200	2	120,336	2	245,628	9	349,200		0	36
August 14, 2021	1,493,276	2	67,244	3	180,801	5	272,575	5	300,840	3	116,400	2	120,336		0	9	349,200		0	30
August 15, 2021	1,856,643	4	134,488	1	60,267	6	327,090	5	300,840	4	155,200	2	120,336	1	122,814	9	349,200		0	35
August 16, 2021	1,924,977	4	134,488	1	60,267	6	327,090	6	361,008	4	155,200	2	120,336	2	245,628	9	349,200		0	36
August 17, 2021	1,495,640	2	67,244	1	60,267	3	163,545	7	421,176	3	116,400	1	60,168		0	9	349,200		0	29
August 18, 2021	1,638,193	3	100,866		0	5	272,575	8	481,344	3	116,400	1	60,168		0	9	349,200		0	32
August 19, 2021	1,883,125	3	100,866		0	7	381,605	8	481,344	4	155,200	2	120,336	1	122,814	9	349,200		0	36
August 20, 2021	1,760,311	3	100,866		0	7	381,605	8	481,344	4	155,200	2	120,336		0	9	349,200		0	35
August 21, 2021	1,558,998	2	67,244	2	120,534	4	218,060	8	481,344	3	116,400	2	120,336		0	9	349,200		0	31
August 22, 2021	1,828,610	3	100,866		0	6	327,090	8	481,344	4	155,200	2	120,336	1	122,814	9	349,200		0	35
August 23, 2021	1,760,311	3	100,866		0	7	381,605	8	481,344	4	155,200	2	120,336		0	9	349,200		0	35
August 24, 2021	1,495,541	2	67,244		0	3	163,545	8	481,344	3	116,400	1	60,168		0	9	349,200		0	29
August 25, 2021	1,638,193	3	100,866		0	5	272,575	8	481,344	3	116,400	1	60,168		0	9	349,200		0	32
August 26, 2021	1,883,125	3	100,866		0	7	381,605	8	481,344	4	155,200	2	120,336	1	122,814	9	349,200		0	36
August 27, 2021	1,760,311	3	100,866		0	7	381,605	8	481,344	4	155,200	2	120,336		0	9	349,200		0	35
August 28, 2021	1,558,998	2	67,244	2	120,534	4	218,060	8	481,344	3	116,400	2	120,336		0	9	349,200		0	31
August 29, 2021	1,828,610	3	100,866		0	6	327,090	8	481,344	4	155,200	2	120,336	1	122,814	9	349,200		0	35
August 30, 2021	1,760,311	3	100,866		0	7	381,605	8	481,344	4	155,200	2	120,336		0	9	349,200		0	35
August 31, 2021	1,495,541	2	67,244		0	3	163,545	8	481,344	3	116,400	1	60,168		0	9	349,200		0	29

2021 Departures	Airline Code	AA		AA		AA		AA		DL		DL		G4		UA		UA		
	Equipment Code	ERJ		E75		CR7		CR9		CRJ		CR9		320		CRJ (CRJ)		CR5		
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145		E75 (E-175)		CR7 (CRJ-700)		CR9 (CRJ-900)		CRJ (CRJ)		CR9 (CRJ-900)		320 (A320)		CRJ (CRJ)		CR5 (CRJ-550)		
	Classification	CII		CIII		CIII		CIII		CII		CIII		CIII		CII		CII		
	Operating Weight (Lbs)	25722		48259		44245		48160		30900		48160		93900		30900		65000		
Total Weight (lbs)	Seats	50		76		65		76		50		76		183		50		50		
546,812,139	Load Factor (%)	0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		
Main LF (%)	Avg. Weight Per Passenger (lbs)	200		200		200		200		200		200		200		200		200		
79%	Total Passenger Weight (lbs)	7900		12008		10270		12008		7900		12008		28914		7900		7900		
Date	Daily Landing Weight (lbs)	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Total Flights:
September 1, 2021	1,761,007	3	100,866		0	5	272,575	8	481,344	3	116,400	1	60,168	1	122,814	9	349,200		0	33
September 2, 2021	1,786,023	3	100,866		0	7	381,605	8	481,344	4	155,200	1	60,168		0	9	349,200		0	35
September 3, 2021	1,765,964	3	100,866		0	6	327,090	9	541,512	4	155,200	2	120,336		0	9	349,200		0	35
September 4, 2021	1,561,377	2	67,244	1	60,267	4	218,060	7	421,176	3	116,400	2	120,336	1	122,814	9	349,200		0	30
September 5, 2021	1,289,325	2	67,244		0	3	163,545	5	300,840	3	116,400	2	120,336		0	9	349,200		0	26
September 6, 2021	1,612,481	3	100,866		0	5	272,575	8	481,344	3	116,400	2	120,336		0	9	349,200		0	32
September 7, 2021	1,495,541	2	67,244		0	3	163,545	8	481,344	3	116,400	1	60,168		0	9	349,200		0	29
September 8, 2021	1,672,870	2	67,244		0	4	218,060	8	481,344	3	116,400	1	60,168	1	122,814	9	349,200		0	31
September 9, 2021	1,752,876	3	100,866		0	6	327,090	9	541,512	3	116,400	1	60,168		0	9	349,200		0	34
September 10, 2021	1,727,164	3	100,866		0	6	327,090	9	541,512	3	116,400	2	120,336		0	9	349,200		0	34
September 11, 2021	1,555,625	2	67,244		0	5	272,575	7	421,176	3	116,400	2	120,336	1	122,814	9	349,200		0	30
September 12, 2021	1,672,649	3	100,866		0	5	272,575	9	541,512	3	116,400	2	120,336		0	9	349,200		0	33
September 13, 2021	1,791,676	3	100,866		0	6	327,090	9	541,512	4	155,200	1	60,168		0	9	349,200		0	35
September 14, 2021	1,474,173	2	67,244		0	3	163,545	8	481,344	4	155,200		0		0	9	349,200		0	29
September 15, 2021	1,645,849	2	67,244		0	5	272,575	7	421,176	4	155,200		0	1	122,814	9	349,200		0	31
September 16, 2021	1,791,676	3	100,866		0	6	327,090	9	541,512	4	155,200	1	60,168		0	9	349,200		0	35
September 17, 2021	1,791,676	3	100,866		0	6	327,090	9	541,512	4	155,200	1	60,168		0	9	349,200		0	35
September 18, 2021	1,645,849	2	67,244		0	5	272,575	7	421,176	4	155,200		0	1	122,814	9	349,200		0	31
September 19, 2021	1,792,308	3	100,866		0	5	272,575	9	541,512	4	155,200	1	60,168		0	9	349,200		0	35
September 20, 2021	1,791,676	3	100,866		0	6	327,090	9	541,512	4	155,200	1	60,168		0	9	349,200		0	35
September 21, 2021	1,474,173	2	67,244		0	3	163,545	8	481,344	4	155,200		0		0	9	349,200		0	29
September 22, 2021	1,645,849	2	67,244		0	5	272,575	7	421,176	4	155,200		0	1	122,814	9	349,200		0	31
September 23, 2021	1,846,823	3	100,866		0	6	327,090	9	541,512	4	155,200	1	60,168		0	9	349,200		0	36
September 24, 2021	1,791,676	3	100,866		0	6	327,090	9	541,512	4	155,200	1	60,168		0	9	349,200		0	35
September 25, 2021	1,645,849	2	67,244		0	5	272,575	7	421,176	4	155,200		0	1	122,814	9	349,200		0	31
September 26, 2021	1,737,161	3	100,866		0	5	272,575	9	541,512	4	155,200	1	60,168		0	9	349,200		0	34
September 27, 2021	1,791,676	3	100,866		0	6	327,090	9	541,512	4	155,200	1	60,168		0	9	349,200		0	35
September 28, 2021	1,474,173	2	67,244		0	3	163,545	8	481,344	4	155,200		0		0	9	349,200		0	29
September 29, 2021	1,645,849	2	67,244		0	5	272,575	7	421,176	4	155,200		0	1	122,814	9	349,200		0	31
September 30, 2021	1,791,676	3	100,866		0	6	327,090	9	541,512	4	155,200	1	60,168		0	9	349,200		0	35
October 1, 2021	1,819,645	4	134,488		0	7	381,605	8	481,344	4	155,200	1	60,168		0	9	349,200		0	36
October 2, 2021	1,517,382	2	67,244		0	6	327,090	6	361,008	4	155,200		0		0	9	349,200		0	30
October 3, 2021	1,795,463	3	100,866		0	5	272,575	9	541,512	3	116,400	2	120,336	1	122,814	9	349,200		0	34
October 4, 2021	1,760,786	4	134,488		0	6	327,090	9	541,512	3	116,400	2	120,336		0	9	349,200		0	35
October 5, 2021	1,409,661	2	67,244		0	3	163,545	8	481,344	3	116,400	1	60,168		0	9	349,200		0	28
October 6, 2021	1,492,145	3	100,866		0	5	272,575	7	421,176	3	116,400	1	60,168		0	9	349,200		0	30
October 7, 2021	1,872,294	4	134,488		0	8	436,120	7	421,176	3	116,400	2	120,336	1	122,814	9	349,200		0	36
October 8, 2021	1,872,294	4	134,488		0	8	436,120	7	421,176	3	116,400	2	120,336	1	122,814	9	349,200		0	36
October 9, 2021	1,512,204	3	100,866		0	6	327,090	6	361,008	3	116,400		0		0	9	349,200		0	30
October 10, 2021	1,729,642	3	100,866		0	6	327,090	7	421,176	3	116,400	2	120,336	1	122,814	9	349,200		0	33
October 11, 2021	1,820,870	4	134,488		0	8	436,120	7	421,176	3	116,400	4	240,672	1	122,814	9	349,200		0	36
October 12, 2021	1,500,889	3	100,866		0	5	272,575	7	421,176	3	116,400	4	240,672		0	9	349,200		0	31
October 13, 2021	1,643,541	4	134,488		0	7	381,605	7	421,176	3	116,400	4	240,672		0	9	349,200		0	34
October 14, 2021	1,820,870	4	134,488		0	8	436,120	7	421,176	3	116,400	4	240,672	1	122,814	9	349,200		0	36
October 15, 2021	1,820,870	4	134,488		0	8	436,120	7	421,176	3	116,400	4	240,672	1	122,814	9	349,200		0	36
October 16, 2021	1,435,068	3	100,866		0	6	327,090	6	361,008	3	116,400	3	180,504		0	9	349,200		0	30
October 17, 2021	1,678,218	3	100,866		0	6	327,090	7	421,176	3	116,400	4	240,672	1	122,814	9	349,200		0	33
October 18, 2021	1,820,870	4	134,488		0	8	436,120	7	421,176	3	116,400	4	240,672	1	122,814	9	349,200		0	36
October 19, 2021	1,500,889	3	100,866		0	5	272,575	7	421,176	3	116,400	4	240,672		0	9	349,200		0	31
October 20, 2021	1,643,541	4	134,488		0	7	381,605	7	421,176	3	116,400	4	240,672		0	9	349,200		0	34
October 21, 2021	1,820,870	4	134,488		0	8	436,120	7	421,176	3	116,400	4	240,672	1	122,814	9	349,200		0	36
October 22, 2021	1,820,870	4	134,488		0	8	436,120	7	421,176	3	116,400	4	240,672	1	122,814	9	349,200		0	36
October 23, 2021	1,435,068	3	100,866		0	6	327,090	6	361,008	3	116,400	3	180,504		0	9	349,200		0	30
October 24, 2021	1,639,418	3	100,866		0	6	327,090	7	421,176	2	77,600	4	240,672	1	122,814	9	349,200		0	32
October 25, 2021	1,820,870	4	134,488		0	8	436,120	7	421,176	3	116,400	4	240,672	1	122,814	9	349,200		0	36
October 26, 2021	1,500,889	3	100,866		0	5	272,575	7	421,176	3	116,400	4	240,672		0	9	349,200		0	31
October 27, 2021	1,643,541	4	134,488		0	7	381,605	7	421,176	3	116,400	4	240,672		0	9	349,200		0	34
October 28, 2021	1,820,870	4	134,488		0	8	436,120	7	421,176	3	116,400	4	240,672	1	122,814	9	349,200		0	36
October 29, 2021	1,820,870	4	134,488		0	8	436,120	7	421,176	3	116,400	4	240,672	1	122,814	9	349,200		0	36
October 30, 2021	1,435,068	3	100,866		0	6	327,090	6	361,008	3	116,400	3	180,504		0	9	349,200		0	30
October 31, 2021	1,392,145	2	67,244		0	5	272,575	6	361,008	3	116,400	3	180,504	1	122,814	7	271,600		0	27

2021 Departures	Airline Code	AA		AA		AA		AA		DL		DL		G4		UA		UA		
	Equipment Code	ERJ		E75		CR7		CR9		CRJ		CR9		320		CRJ (CRJ)		CR5		
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145		E75 (E-175)		CR7 (CRJ-700)		CR9 (CRJ-900)		CRJ (CRJ)		CR9 (CRJ-900)		320 (A320)		CRJ (CRJ)		CR5 (CRJ-550)		
	Classification	CII		CIII		CIII		CIII		CII		CIII		CIII		CII		CII		
	Operating Weight (Lbs)	25722		48259		44245		48160		30900		48160		93900		30900		65000		
Total Weight (lbs)	Seats	50		76		65		76		50		76		183		50		50		
546,812,139	Load Factor (%)	0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		0.79		
Main LF (%)	Avg. Weight Per Passenger (lbs)	200		200		200		200		200		200		200		200		200		
79%	Total Passenger Weight (lbs)	7900		12008		10270		12008		7900		12008		28914		7900		7900		
Date	Daily Landing Weight (lbs)	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Total Flights:
November 1, 2021	1,743,270	4	134,488		0	8	436,120	7	421,176	3	116,400	4	240,672	1	122,814	7	271,600		0	34
November 2, 2021	1,389,766	2	67,244	1	60,267	5	272,575	6	361,008	3	116,400	4	240,672		0	7	271,600		0	28
November 3, 2021	1,619,429	2	67,244	4	241,068	7	381,605	5	300,840	3	116,400	4	240,672		0	7	271,600		0	32
November 4, 2021	1,796,758	2	67,244	4	241,068	8	436,120	5	300,840	3	116,400	4	240,672	1	122,814	7	271,600		0	34
November 5, 2021	1,796,758	2	67,244	4	241,068	8	436,120	5	300,840	3	116,400	4	240,672	1	122,814	7	271,600		0	34
November 6, 2021	1,471,223	1	33,622	5	301,335	6	327,090	4	240,672	3	116,400	3	180,504		0	7	271,600		0	29
November 7, 2021	1,796,328	2	67,244	5	301,335	5	272,575	5	300,840	3	116,400		0	1	122,814	7	271,600		0	32
November 8, 2021	1,839,339	2	67,244	3	180,801	8	436,120	5	300,840	3	116,400		0	1	122,814	7	271,600		0	33
November 9, 2021	1,513,705	1	33,622	3	180,801	6	327,090	4	240,672	3	116,400		0		0	7	271,600		0	28
November 10, 2021	1,722,277	2	67,244	4	241,068	7	381,605	5	300,840	3	116,400		0		0	7	271,600		0	32
November 11, 2021	1,899,606	2	67,244	4	241,068	8	436,120	5	300,840	3	116,400		0	1	122,814	7	271,600		0	34
November 12, 2021	1,899,606	2	67,244	4	241,068	8	436,120	5	300,840	3	116,400		0	1	122,814	7	271,600		0	34
November 13, 2021	1,509,559	1	33,622	5	301,335	6	327,090	4	240,672	2	77,600		0		0	7	271,600		0	28
November 14, 2021	1,796,328	2	67,244	5	301,335	5	272,575	5	300,840	3	116,400		0	1	122,814	7	271,600		0	32
November 15, 2021	1,839,339	2	67,244	3	180,801	8	436,120	5	300,840	3	116,400		0	1	122,814	7	271,600		0	33
November 16, 2021	1,513,705	1	33,622	3	180,801	6	327,090	4	240,672	3	116,400		0		0	7	271,600		0	28
November 17, 2021	1,722,277	2	67,244	4	241,068	7	381,605	5	300,840	3	116,400		0		0	7	271,600		0	32
November 18, 2021	1,860,331	1	33,622	4	241,068	9	490,635	4	240,672	3	116,400		0	1	122,814	7	271,600		0	33
November 19, 2021	1,974,979	1	33,622	4	241,068	9	490,635	4	240,672	3	116,400		0	1	122,814	7	271,600		0	34
November 20, 2021	1,368,033	2	67,244	2	120,534	5	272,575	5	300,840	2	77,600		0		0	7	271,600		0	26
November 21, 2021	1,630,767	1	33,622	2	120,534	7	381,605	4	240,672	3	116,400		0	1	122,814	7	271,600		0	29
November 22, 2021	1,805,682	1	33,622	3	180,801	7	381,605	4	240,672	3	116,400		0	1	122,814	7	271,600		0	31
November 23, 2021	1,805,816	1	33,622	4	241,068	8	436,120	4	240,672	3	116,400		0	1	122,814	7	271,600		0	32
November 24, 2021	1,860,331	1	33,622	4	241,068	9	490,635	4	240,672	3	116,400		0	1	122,814	7	271,600		0	33
November 25, 2021	722,162	1	33,622	1	60,267	3	163,545	1	60,168	2	77,600		0		0	4	155,200		0	14
November 26, 2021	1,186,106		0	2	120,534	4	218,060	4	240,672	2	77,600		0		0	7	271,600		0	22
November 27, 2021	1,916,939	2	67,244	3	180,801	8	436,120	5	300,840	3	116,400		0	1	122,814	9	349,200		0	35
November 28, 2021	2,058,366	1	33,622	5	301,335	9	490,635	5	300,840	3	116,400		0	1	122,814	9	349,200		0	37
November 29, 2021	1,860,331	1	33,622	4	241,068	9	490,635	4	240,672	3	116,400		0	1	122,814	7	271,600		0	33
November 30, 2021	1,683,002	1	33,622	4	241,068	8	436,120	4	240,672	3	116,400		0		0	7	271,600		0	31
December 1, 2021	1,335,895	2	67,244	3	180,801	6	327,090	5	300,840	3	116,400		0		0		0		0	23
December 2, 2021	1,602,393	2	67,244	5	301,335	8	436,120	4	240,672	3	116,400	1	60,168	1	122,814		0		0	27
December 3, 2021	1,602,393	2	67,244	5	301,335	8	436,120	4	240,672	3	116,400	1	60,168	1	122,814		0		0	27
December 4, 2021	1,245,834	2	67,244	5	301,335	5	272,575	3	180,504	2	77,600	1	60,168		0		0		0	21
December 5, 2021	1,499,115	2	67,244	6	361,602	5	272,575	4	240,672	3	116,400	1	60,168	1	122,814		0		0	25
December 6, 2021	1,536,473	2	67,244	4	241,068	9	490,635	3	180,504	3	116,400	1	60,168	1	122,814		0		0	26
December 7, 2021	1,276,660	1	33,622	4	241,068	6	327,090	4	240,672	3	116,400	1	60,168		0		0		0	22
December 8, 2021	1,485,197	2	67,244	5	301,335	6	327,090	4	240,672	3	116,400	1	60,168		0		0		0	25
December 9, 2021	1,602,393	2	67,244	5	301,335	8	436,120	4	240,672	3	116,400	1	60,168	1	122,814		0		0	27
December 10, 2021	1,602,393	2	67,244	5	301,335	8	436,120	4	240,672	3	116,400	1	60,168	1	122,814		0		0	27
December 11, 2021	1,131,186	2	67,244	5	301,335	5	272,575	3	180,504	2	77,600	1	60,168		0		0		0	20
December 12, 2021	1,613,763	2	67,244	6	361,602	5	272,575	4	240,672	3	116,400	1	60,168	1	122,814		0		0	26
December 13, 2021	1,536,473	2	67,244	4	241,068	9	490,635	3	180,504	3	116,400	1	60,168	1	122,814		0		0	26
December 14, 2021	1,276,660	1	33,622	4	241,068	6	327,090	4	240,672	3	116,400	1	60,168		0		0		0	22
December 15, 2021	1,370,549	2	67,244	5	301,335	6	327,090	4	240,672	3	116,400	1	60,168		0		0		0	24
December 16, 2021	1,487,576	2	67,244	4	241,068	6	327,090	3	180,504	3	116,400	1	60,168	1	122,814		0		0	24
December 17, 2021	1,432,997	2	67,244	3	180,801	6	327,090	5	300,840	3	116,400	1	60,168	1	122,814		0		0	24
December 18, 2021	990,494	2	67,244	2	120,534	4	218,060	5	300,840	2	77,600	2	120,336		0		0		0	18
December 19, 2021	1,262,546	2	67,244	3	180,801	5	272,575	5	300,840	2	77,600	4	240,672	1	122,814		0		0	22
December 20, 2021	1,317,061	2	67,244	3	180,801	6	327,090	5	300,840	2	77,600	4	240,672	1	122,814		0		0	23
December 21, 2021	1,079,465	2	67,244	2	120,534	5	272,575	5	300,840	2	77,600	4	240,672		0		0		0	20
December 22, 2021	1,317,061	2	67,244	3	180,801	6	327,090	5	300,840	2	77,600	4	240,672	1	122,814		0		0	23
December 23, 2021	1,194,247	2	67,244	3	180,801	6	327,090	5	300,840	2	77,600	4	240,672		0		0		0	22
December 24, 2021	975,899		0	2	120,534	5	272,575	4	240,672	1	38,800	3	180,504	1	122,814		0		0	16
December 25, 2021	898,112	1	33,622	3	180,801	3	163,545	5	300,840	1	38,800	3	180,504		0		0		0	16
December 26, 2021	1,262,546	2	67,244	3	180,801	5	272,575	5	300,840	2	77,600	4	240,672	1	122,814		0		0	22
December 27, 2021	1,262,546	2	67,244	3	180,801	5	272,575	5	300,840	2	77,600	4	240,672	1	122,814		0		0	22
December 28, 2021	1,024,950	2	67,244	2	120,534	4	218,060	5	300,840	2	77,600	4	240,672		0		0		0	19
December 29, 2021	1,139,732	2	67,244	3	180,801	5	272,575	5	300,840	2	77,600	4	240,672		0		0		0	21
December 30, 2021	1,262,546	2	67,244	3	180,801	5	272,575	5	300,840	2	77,600	4	240,672	1	122,814		0		0	22
December 31, 2021	573,514		0	1	60,267	5	272,575	4	240,672	0	0		0		0		0		0	10
TOTAL	546,812,139	980	32,949,560	733	44,175,711	1,692	92,239,380	1,779	107,038,872	1,084	42,059,200	964	58,001,952	241	29,598,174	2,513	97,504,400	3	218,700	10,480

			Arrivals				Departures																																				
Wind Data					Aircraft Class				Aircraft Class		Runway Preference (%)							Runway Totals for Arrivals (Flights)						Runway Totals for Departures (Flights)						Runway Totals for Arrivals (Weights)						Airraft Calss		Runway Totals for Departures (Weights)					
DATE	Average Wind Speed	Average Direction	Arrival Weight	Arrival Flights	CII	CIII	Departure Weight	Departure Flights	CII	CIII	6L	6R	24R	24L	18	36		6L	6R	24R	24L	18	36	6L	6R	24R	24L	18	36	6L	6R	24R	24L	18	36	CII	CIII	6L	6R	24R	24L	18	36
1/1/2021	19.60	121	952,682	21	10	11	1,114,774	21	10	11	50%	30%	0%	0%	20%	0%	100%	11	6	0	0	4	0	11	6	0	0	4	0	476,341	285,805	0	0	190,536	0			557,387	334,432	0	0	222,955	0
1/2/2021	20.80	168	1,294,899	26	11	15	1,273,910	24	11	13	0%	0%	40%	30%	30%	0%	100%	0	0	10	8	8	0	0	0	10	7	7	0	0	0	517,960	388,470	388,470	0			0	0	509,564	382,173	382,173	0
1/3/2021	17.20	220	1,333,699	27	12	15	1,150,618	24	12	12	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	10	7	0	7	0	0	533,480	400,110	0	400,110			0	0	460,247	345,185	0	345,185
1/4/2021	10.30	232	1,051,551	22	11	11	1,111,818	23	11	12	0%	0%	60%	40%	0%	0%	100%	0	0	13	9	0	0	0	0	14	9	0	0	0	0	630,931	420,620	0	0			0	0	667,091	444,727	0	0
1/5/2021	15.00	239	796,826	16	7	9	818,194	16	6	10	0%	0%	60%	40%	0%	0%	100%	0	0	10	6	0	0	0	0	10	6	0	0	0	0	478,096	318,730	0	0			0	0	490,916	327,278	0	0
1/6/2021	9.10	278	869,248	18	9	9	919,640	17	7	10	0%	0%	60%	40%	0%	0%	100%	0	0	11	7	0	0	0	0	10	7	0	0	0	0	521,549	347,699	0	0			0	0	551,784	367,856	0	0
1/7/2021	16.10	44	1,124,652	22	11	11	1,275,152	25	14	11	50%	30%	0%	0%	0%	20%	100%	11	7	0	0	0	4	13	8	0	0	0	5	562,326	337,396	0	0	0	224,930			637,576	382,546	0	0	0	255,030
1/8/2021	16.00	40	1,124,652	22	11	11	1,079,438	23	13	10	50%	30%	0%	0%	0%	20%	100%	11	7	0	0	0	4	12	7	0	0	0	5	562,326	337,396	0	0	0	224,930			539,719	323,831	0	0	0	215,888
1/9/2021	12.70	218	835,626	17	8	9	1,036,040	20	10	10	0%	0%	40%	30%	0%	30%	100%	0	0	7	5	0	5	0	0	8	6	0	6	0	0	334,250	250,688	0	250,688			0	0	414,416	310,812	0	310,812
1/10/2021	8.10	229	1,124,652	22	11	11	1,202,252	24	13	11	0%	0%	60%	40%	0%	0%	100%	0	0	13	9	0	0	0	0	14	10	0	0	0	0	674,791	449,861	0	0			0	0	721,351	480,901	0	0
1/11/2021	12.60	273	1,025,585	20	10	10	1,040,638	22	12	10	0%	0%	60%	40%	0%	0%	100%	0	0	12	8	0	0	0	0	13	9	0	0	0	0	615,351	410,234	0	0			0	0	624,383	416,255	0	0
1/12/2021	15.00	222	835,626	17	8	9	874,426	18	9	9	0%	0%	40%	30%	0%	30%	100%	0	0	7	5	0	5	0	0	7	5	0	5	0	0	334,250	250,688	0	250,688			0	0	349,770	262,328	0	262,328
1/13/2021	17.20	203	835,626	17	8	9	997,240	19	9	10	0%	0%	40%	30%	0%	30%	100%	0	0	7	5	0	5	0	0	8	6	0	6	0	0	334,250	250,688	0	250,688			0	0	398,896	299,172	0	299,172
1/14/2021	17.10	173	1,124,652	22	11	11	1,202,252	24	13	11	0%	0%	40%	30%	30%	0%	100%	0	0	9	7	7	0	0	0	10	7	7	0	0	0	449,861	337,396	337,396	0			0	0	480,901	360,676	360,676	0
1/15/2021	18.30	207	1,124,652	22	11	11	1,079,438	23	13	10	0%	0%	40%	30%	0%	30%	100%	0	0	9	7	0	7	0	0	9	7	0	7	0	0	449,861	337,396	0	337,396			0	0	431,775	323,831	0	323,831
1/16/2021	18.30	226	835,626	17	8	9	1,036,040	20	10	10	0%	0%	60%	40%	0%	0%	100%	0	0	10	7	0	0	0	0	12	8	0	0	0	0	501,376	334,250	0	0			0	0	621,624	414,416	0	0
1/17/2021	16.00	249	1,036,515	20	10	10	1,114,115	22	12	10	0%	0%	60%	40%	0%	0%	100%	0	0	12	8	0	0	0	0	13	9	0	0	0	0	621,909	414,606	0	0			0	0	668,469	445,646	0	0
1/18/2021	16.10	247	991,963	19	9	10	1,007,016	21	11	10	0%	0%	60%	40%	0%	0%	100%	0	0	11	8	0	0	0	0	13	8	0	0	0	0	595,178	396,785	0	0			0	0	604,210	402,806	0	0
1/19/2021	19.60	252	835,626	17	8	9	874,426	18	9	9	0%	0%	60%	40%	0%	0%	100%	0	0	10	7	0	0	0	0	11	7	0	0	0	0	501,376	334,250	0	0			0	0	524,656	349,770	0	0
1/20/2021	25.20	259	835,626	17	8	9	997,240	19	9	10	0%	0%	60%	40%	0%	0%	100%	0	0	10	7	0	0	0	0	11	8	0	0	0	0	501,376	334,250	0	0			0	0	598,344	398,896	0	0
1/21/2021	24.10	240	1,124,652	22	11	11	1,202,252	24	13	11	0%	0%	60%	40%	0%	0%	100%	0	0	13	9	0	0	0	0	14	10	0	0	0	0	674,791	449,861	0	0			0	0	721,351	480,901	0	0
1/22/2021	23.00	290	1,124,652	22	11	11	1,079,438	23	13	10	0%	0%	40%	30%	0%	30%	100%	0	0	9	7	0	7	0	0	9	7	0	7	0	0	449,861	337,396	0	337,396			0	0	431,775	323,831	0	323,831
1/23/2021	10.30	172	835,626	17	8	9	1,036,040	20	10	10	0%	0%	40%	30%	30%	0%	100%	0	0	7	5	5	0	0	0	8	6	6	0	0	0	334,250	250,688	250,688	0			0	0	414,416	310,812	310,812	0
1/24/2021	13.80	141	1,124,652	22	11	11	1,202,252	24	13	11	0%	0%	40%	30%	30%	0%	100%	0	0	9	7	7	0	0	0	10	7	7	0	0	0	449,861	337,396	337,396	0			0	0	480,901	360,676	360,676	0
1/25/2021	14.90	98	1,025,585	20	10	10	1,040,638	22	12	10	80%	20%	0%	0%	0%	0%	100%	16	4	0	0	0	0	18	4	0	0	0	0	820,468	205,117	0	0	0	0			832,510	208,128	0	0	0	0
1/26/2021	19.60	220	835,626	17	8	9	874,426	18	9	9	0%	0%	40%	30%	0%	30%	100%	0	0	7	5	0	5	0	0	7	5	0	5	0	0	334,250	250,688	0	250,688			0	0	349,770	262,328	0	262,328
1/27/2021	17.20	162	835,626	17	8	9	997,240	19	9	10	0%	0%	40%	30%	30%	0%	100%	0	0	7	5	5	0	0	0	8	6	6	0	0	0	334,250	250,688	250,688	0			0	0	398,896	299,172	299,172	0
1/28/2021	18.20	326	1,124,652	22	11	11	1,202,252	24	13	11	40%	30%	0%	0%	0%	30%	100%	9	7	0	0	0	7	10	7	0	0	0	7	449,861	337,396	0	0	0	337,396			480,901	360,676	0	0	0	360,676
1/29/2021	6.90	288	1,124,652	22	11	11	1,079,438	23	13	10	0%	0%	40%	30%	0%	30%	100%	0	0	9	7	0	7	0	0	9	7	0	7	0	0	449,861	337,396	0	337,396			0	0	431,775	323,831	0	323,831
1/30/2021	18.30	120	835,626	17	8	9	1,036,040	20	10	10	50%	30%	0%	0%	20%	0%	100%	9	5	0	0	3	0	10	6	0	0	4	0	417,813	250,688	0	0	167,125	0			518,020	310,812	0	0	207,208	0
1/31/2021	18.30	88	1,124,652	22	11	11	1,079,438	23	13	10	80%	20%	0%	0%	0%	0%	100%	18	4	0	0	0	0	18	5	0	0	0	0	899,722	224,930	0	0	0	0			863,550	215,888	0	0	0	0
2/1/2021	20.70	327	778,526	15	4	11	1,404,520	27	12	15	40%	30%	0%	0%	0%	30%	100%	6	5	0	0	0	5	11	8	0	0	0	8	311,410	233,558	0	0	0	233,558			561,808	421,356	0	0	0	421,356
2/2/2021	18.20	324	812,247	16	5	11	1,055,227	21	9	12	40%	30%	0%	0%	0%	30%	100%	6	5	0	0	0	5	8	6	0	0	0	6	324,899	243,674	0	0	0	243,674			422,091	316,568	0	0	0	316,568
2/3/2021	16.10	303	960,651	19	6	13	1,055,227	21	9	12	0%	0%	40%	30%	0%	30%	100%	0	0	8	6	0	6	0	0	8	6	0	6	0	0	384,260	288,195	0	288,195			0	0	422,091	316,568	0	316,568
2/4/2021	20.70	158	954,998	19	6	13	1,443,320	28	13	15	0%	0%	40%	30%	30%	0%	100%	0	0	8	6	6	0	0	0	11	8	8	0	0	0	381,999	286,499	286,499	0			0	0	577,328	432,996	432,996	0
2/5/2021	28.80	249	807,168	16	5	11	1,443,320	28	13	15	0%	0%	60%	40%	0%	0%	100%	0	0	10	6	0	0	0	0	17	11	0	0	0	0	484,301	322,867	0	0			0	0	865,992	577,328	0	0
2/6/2021	12.70	236	845,968	17	6	11	1,055,227	21	9	12	0%	0%	60%	40%	0%	0%	100%	0	0	10	7	0	0	0	0	13	8	0	0	0	0	507,581	338,387	0	0			0	0	633,136	422,091	0	0
2/7/2021	13.80	318	954,998	19	6	13	1,443,320	28	13	15	40%	30%	0%	0%	0%	30%	100%	8	6	0	0	0	6	11	8	0	0	0	8	381,999	286,499	0	0	0	286,499			577,328	432,996	0	0	0	432,996
2/8/2021	8.00	82	893,407	17	4	13	1,404,520	27	12	15	80%	20%	0%	0%	0%	0%	100%	14	3	0	0	0	0	22	5	0	0	0	0	714,726	178,681	0	0	0	0			1,123,616	280,904	0	0	0	0
2/9/2021	10.30	231	927,029	18	5	13	1,055,227	21	9	12	0%	0%	60%	40%	0%	0%	100%	0	0	11	7	0	0	0	0	13	8	0	0	0	0	556,217	370,812	0	0			0	0	633,136	422,091	0	0
2/10/2021	13.80	37	1,009,513	20	6	14	1,055,227	21	9	12	50%	30%	0%	0%	0%	20%	100%	10	6	0	0	0	4	11	6	0	0	0	4	504,757	302,854	0	0	0	201,903			527,614	316,568	0	0	0	211,045
2/11/2021	20.70	27	1,069,681	21	6	15	1,265,991	26	13	13	50%	30%	0%	0%	0%	20%	100%	11	6	0	0	0	4	13	8	0	0	0	5	534,841	320,904	0	0	0	213,936			632,996	379,797	0	0	0	253,198
2/12/2021	18.30	146	801,515	16	5	11	1,566,134	29	13	16	0%	0%	40%	30%	30%	0%	100%	0	0	6	5	5	0	0	0	12	9	9	0	0	0	320,606	240,455	240,455	0			0	0	626,454	469,840	469,840	0
2/13/2021	12.70	155	807,168	16	5	11	1,214,462	24	10	14	0%	0%	40%	30%	30%	0%	100%	0	0	6	5	5	0	0	0	10	7	7	0	0	0	322,867	242,150	242,150	0			0	0	485,785	364,339	364,339	0
2/14/2021	14.90	164	1,015,166	20	6	14	1,286,884	26	12	14	0%	0%	40%	30%	30%	0%	100%	0	0	8	6	6	0	0	0	10	8	8	0	0	0	406,066	304,550	304,550	0			0	0	514,754	386,065	386,065	0
2/15/2021	21.90	78	833,239	16	4	12	1,652,947	30	12	18	80%	20%	0%	0%	0%	0%	100%	13	3	0	0	0	0	24	6	0	0	0	0	666,591	166,648	0	0	0	0			1,322,358	330,589	0	0	0	0
2/16/2021	17.10	294	866,861	17	5	12	1,094,027	22	10	12	0%	0%	40%	30%	0%	30%	100%	0	0	7	5	0	5	0	0	9	7	0	7	0	0	346,744	260,058	0	260,058			0	0	437,611	328,208	0	328,208
2/17/2021	10.30	85	1,009,513	20	6	14	1,094,027	22	10	12	80%	20%	0%	0%	0%	0%	100%	16	4	0	0	0	0	18	4	0	0	0	0	807,610	201,903	0	0	0	0			875,222	218,805	0	0	0	0
2/18/2021	11.40	195	1,009,513	20	6	14	1,557,968	29	13	16	0%	0%	40%	30%	30%	0%	100%	0	0	8	6	6	0	0	0	12	9	9	0	0	0	403,805	302,854	302,854	0			0	0	623,187	467,390	467,390	0
2/19/2021	12.70	285	801,515	16	5	11	1,566,134	29	13	16	0%	0%	60%	40%	0%	0%	100%	0	0	10	6	0	0	0	0	17	12	0	0	0	0	480,909	320,606	0	0			0	0	939,680	626,454	0	0
2/20/2021	11.40	218	828,061	16	4	12	1,214,462	24	10	14	0%	0%	40%	30%	0%	30%	100%	0	0	6	5	0	5	0	0	10	7	0	7	0	0	331,224	248,418	0	248,418			0	0	485,785	364,339	0	364,339
2/21/2021	17.20	142	954,998	19	6	13	1,557,968	29	13	16	0%	0%	40%	30%	30%	0%	100%	0	0	8	6	6	0	0	0	12	9	9	0	0	0	381,999	286,499	286,499	0			0	0	623,187	467,390	467,390	0
2/22/2021	28.70	227	887,754	17	4	13	1,686,569	31	13	18	0%	0%	60%	40%	0%	0%	100%	0	0	10	7	0	0	0	0	19	12	0	0	0	0	532,652	355,102	0	0			0	0	1,011,941	674,628	0	0
2/23/2021	24.10	231	921,376	18	5	13	1,094,027	22	10	12	0%	0%	60%	40%	0%	0%	100%	0	0	11	7	0	0	0	0	13	9	0	0	0	0	552,826	368,550	0	0			0	0	656,416	437,611	0	0
2/24/2021	20.80	234	1,069,681	21	6	15	1,094,027	22	10	12	0%	0%	60%	40%	0%	0%	100%	0	0	13	8	0	0	0	0	13	9	0	0	0	0	641,809	427,872	0	0			0	0	656,416	437,611	0	0
2/25/2021	12.70	319	1,069,681	21	6	15	1,443,320	28	13	15	40%	30%	0%	0%	0%	30%	100%	8	6	0	0	0	6	11	8	0	0	0	8	427,872	320,904	0	0	0	320,904			577,328	432,996	0	0	0	432,996
2/26/2021	16.10	141	747,000	15	5	10	1,680,782	30	13	17	0%	0%	40%	30%	30%	0%	100%	0	0	6	5	5	0	0	0	12	9	9	0	0	0	298,800	224,100	224,100	0			0	0	672,313	504,235	504,235	0
2/27/2021	13.80	188	900,483	18	6	12	1,214,462	24	10	14	0%	0%	40%	30%	30%	0%	100%	0	0	7	5	5	0	0	0	10	7	7	0	0	0	360,193	270,145	270,145	0			0	0	485,785	364,339	364,339	0
2/28/2021	16.10	177	1,009,513	20	6	14	1,557,968	29	13	16	0%	0%	40%	30%	30%	0%	100%	0	0	8	6	6	0	0	0	12	9	9	0	0	0	403,805	302,854	302,854	0			0	0	623,187	467,390	467,390	0
3/1/2021	25.20	311	1,288,820	25	13	12	1,385,234	26	13	13	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	10	8	0	8	0	0	515,528	386,646	0	386,646			0	0	554,094	415,570	0	415,570
3/2/2021	12.70	190	843,358	18	9	9	874,426	18	9	9	0%	0%	40%	30%	30%	0%	100%	0	0	7	5	5	0	0	0	7	5	5	0	0	0	337,343	253,007	253,007	0			0	0	349,770	262,328	262,328	0
3/3/2021	19.60	246	932,550	18	8	10	997,240	19	9	10	0%	0%	60%	40%	0%	0%	100%	0	0	11	7	0	0	0	0	11	8	0	0	0	0	559,530	373,020	0	0			0	0	598,344	398,896	0	0
3/4/2021	20.70	260	1,247,641	25	12	13	1,317,509	26	13	13	0%	0%	60%	40%	0%	0%	100%	0	0	15	10	0	0	0	0	16	10	0	0	0	0	748,585	499,056	0	0			0	0	790,505	527,004	0	0
3/5/2021	13.80	278	1,370,455	26	12	14	1,440,323	27	13	14	0%	0%	60%	40%	0%	0%	100%	0	0	16	10	0	0	0	0	16	11	0	0	0	0	822,273	548,182	0	0			0	0	864,194	576,129	0	0
3/6/2021	13.80	320	992,138	21	10	11	1,028,384	21	10	11	40%	30%	0%	0%	0%	30%	100%	8	6	0	0	0	6	8	6	0	0	0	6	396,855	297,641	0	0	0	297,641			411,354	308,515	0	0	0	308,515
3/7/2021	11.40	277	1,239,475	25	12	13	1,432,157	27	13	14	0%	0%	60%	40%	0%	0%	100%	0	0	15	10	0	0	0	0	16	11	0	0	0	0	743,685	495,790	0	0			0	0	859,294	572,863	0	0
3/8/2021	19.60	204	1,370,455	26	12	14	1,440,323	27	13	14	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	11	8	0	8	0	0	548,182	411,137	0	411,137			0	0	576,129	432,097	0	432,097
3/9/2021	13.90	204	937,247	20	10	10	968,315	20	10	10	0%	0%	40%	30%	0%	30%	100%	0	0	8	6	0	6	0	0	8	6	0	6	0	0	374,899	281,174	0	281,174			0	0	387,326	290,495	0	290,495
3/10/2021	26.40	190	1,120,229	22	10	12	1,151,297	22	10	12	0%	0%	40%	30%	30%	0%	100%	0	0	9	7	7	0	0	0	9	7	7	0	0	0	448,092	336,069	336,069	0			0	0	460,519	345,389	345,389	0
3/11/2021	27.70	212	1,247,641	25	12	13	1,317,509	26	13	13	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	10	8	0	8	0	0	499,056	374,292	0	374,292			0	0	527,004	395,253	0	395,253
3/12/2021	13.90	333	1,370,455	26	12	14	1,440,323	27	13	14	40%	30%	0%	0%	0%	30%	100%	10	8	0	0	0	8	11	8	0	0	0	8	548,182	411,137	0	0	0	411,137			576,129	432,097	0	0	0	432,097
3/13/2021	11.40	214	992,138	21	10	11	1,028,384	21	10	11	0%	0%	40%	30%	0%	30%	100%	0	0	8	6	0	6	0	0	8	6	0	6	0	0	396,855	297,641	0	297,641			0	0	411,354	308,515	0	308,515
3/14/2021	18.30	165	1,247,641	25	12	13	1,317,509	26	13	13	0%	0%	40%	30%	30%	0%	100%	0	0	10	8	8	0	0	0	10	8	8	0	0	0	499,056	374,292	374,292	0			0	0	527,004	395,253	395,253	0
3/15/2021	21.80	90	1,370,455	26	12	14	1,440,323	27	13	14	80%	20%	0%	0%	0%	0%	100%	21	5	0	0	0	0	22	5	0	0	0	0	1,096,364	274,091	0	0	0	0			1,152,258	288,065	0	0	0	0
3/16/2021	10.30	226	937,247	20	10	10	968,315	20	10	10	0%	0%	60%	40%	0%	0%	100%	0	0	12	8	0	0	0	0	12	8	0	0	0	0	562,348	374,899	0	0			0	0	580,989	387,326	0	0
3/17/2021	11.40	112	1,120,229	22	10	12	1,151,297	22	10	12	50%	30%	0%	0%	20%	0%	100%	11	7	0	0	4	0	11	7	0	0	4	0	560,115	336,069	0	0	224,046	0			575,649	345,389	0	0	230,259	0
3/18/2021	32.10	49	1,239,475	25	12	13	1,432,157	27	13	14	80%	20%	0%	0%	0%	0%	100%	20	5	0	0	0	0	22	5	0	0	0	0	991,580	247,895	0	0	0	0			1,145,726	286,431	0	0	0	0
3/19/2021	28.70	31	1,370,455	26	12	14	1,440,323	27	13	14	50%	30%	0%	0%	0%	20%	100%	13	8	0	0	0	5	14	8	0	0	0	5	685,228	411,137	0	0	0	274,091			720,162	432,097	0	0	0	288,065
3/20/2021	10.30	71	992,138	21	10	11	1,028,384	21	10	11	80%	20%	0%	0%	0%	0%	100%	17	4	0	0	0	0	17	4	0	0	0	0	793,710	198,428	0	0	0	0			822,707	205,677	0	0	0	0
3/21/2021	12.70	118	1,239,475	25	12	13	1,432,157	27	13	14	50%	30%	0%	0%	20%	0%	100%	13	8	0	0	5	0	14	8	0	0	5	0	619,738	371,843	0	0	247,895	0			716,079	429,647	0	0	286,431	0
3/22/2021	13.80	172	1,370,455	26	12	14	1,440,323	27	13	14	0%	0%	40%	30%	30%	0%	100%	0	0	10	8	8	0	0	0	11	8	8	0	0	0	548,182	411,137	411,137	0			0	0	576,129	432,097	432,097	0
3/23/2021	17.20	140	937,247	20	10	10	968,315	20	10	10	0%	0%	40%	30%	30%	0%	100%	0	0	8	6	6	0	0	0	8	6	6	0	0	0	374,899	281,174	281,174	0			0	0	387,326	290,495	290,495	0
3/24/2021	23.00	188	1,120,229	22	10	12	1,151,297	22	10	12	0%	0%	40%	30%	30%	0%	100%	0	0	9	7	7	0	0	0	9	7	7	0	0	0	448,092	336,069	336,069	0			0	0	460,519	345,389	345,389	0
3/25/2021	16.10	135	1,247,641	25	12	13	1,317,509	26	13	13	50%	30%	0%	0%	20%	0%	100%	13	8	0	0	5	0	13	8	0	0	5	0	623,821	374,292	0	0	249,528	0			658,755	395,253	0	0	263,502	0
3/26/2021	37.90	255	1,370,455	26	12	14	1,440,323	27	13	14	0%	0%	60%	40%	0%	0%	100%	0	0	16	10	0	0	0	0	16	11	0	0	0	0	822,273	548,182	0	0			0	0	864,194	576,129	0	0
3/27/2021	15.00	161	992,138	21	10	11	1,028,384	21	10	11	0%	0%	40%	30%	30%	0%	100%	0	0	8	6	6	0	0	0	8	6	6	0	0	0	396,855	297,641	297,641	0			0	0	411,354	308,515	308,515	0
3/28/2021	31.00	265	1,239,475	25	12	13	1,432,157	27	13	14	0%	0%	60%	40%	0%	0%	100%	0	0	15	10	0	0	0	0	16	11	0	0	0	0	743,685	495,790	0	0			0	0	859,294	572,863	0	0
3/29/2021	13.80	209	1,370,455	26	12	14	1,440,323	27	13	14	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	11	8	0	8	0	0	548,182	411,137	0	411,137			0	0	576,129	432,097	0	432,097
3/30/2021	29.90	188	970,869	21	11	10	1,007,115	21	11	10	0%	0%	40%	30%	30%	0%	100%	0	0	8	6	6	0	0	0	8	6	6	0	0	0	388,348	291,261	291,261	0			0	0	402,846	302,135	302,135	0
3/31/2021	22.90	287	1,031,037	22	11	11	1,067,283	22	11	11	0%	0%	40%	30%	0%	30%	100%	0	0	9	7	0	7	0	0	9	7	0	7	0	0	412,415	309,311	0	309,311			0	0	426,913	320,185	0	320,185

DAY Master Plan Update

Wind Data			Arrivals				Departures				Runway Preference (%)							Runway Totals for Arrivals (Flights)						Runway Totals for Departures (Flights)						Runway Totals for Arrivals (Weights)						Airraft Calss		Runway Totals for Departures (Weights)					
					Aircraft Class				Aircraft Class																																		
DATE	Average Wind Speed	Average Direction	Arrival Weight	Arrival Flights	CII	CIII	Departure Weight	Departure Flights	CII	CIII	6L	6R	24R	24L	18	36		6L	6R	24R	24L	18	36	6L	6R	24R	24L	18	36	6L	6R	24R	24L	18	36	CII	CIII	6L	6R	24R	24L	18	36
4/1/2021	20.80	320	1,317,509	26	13	13	1,356,309	27	14	13	40%	30%	0%	0%	0%	30%	100%	10	8	0	0	0	8	11	8	0	0	0	8	527,004	395,253	0	0	0	395,253			542,524	406,893	0	0	0	406,893
4/2/2021	9.20	281	1,536,624	28	11	17	1,500,016	28	13	15	0%	0%	60%	40%	0%	0%	100%	0	0	17	11	0	0	0	0	17	11	0	0	0	0	921,974	614,650	0	0			0	0	900,010	600,006	0	0
4/3/2021	20.80	197	1,218,574	24	9	15	1,218,574	24	9	15	0%	0%	40%	30%	0%	30%	100%	0	0	10	7	0	7	0	0	10	7	0	7	0	0	487,430	365,572	0	365,572			0	0	487,430	365,572	0	365,572
4/4/2021	12.70	213	1,528,458	28	11	17	1,545,791	29	13	16	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	12	9	0	9	0	0	611,383	458,537	0	458,537			0	0	618,316	463,737	0	463,737
4/5/2021	16.10	189	1,536,624	28	11	17	1,575,424	29	12	17	0%	0%	40%	30%	30%	0%	100%	0	0	11	8	8	0	0	0	12	9	9	0	0	0	614,650	460,987	460,987	0			0	0	630,170	472,627	472,627	0
4/6/2021	16.10	217	1,158,406	23	9	14	1,137,038	23	10	13	0%	0%	40%	30%	0%	30%	100%	0	0	9	7	0	7	0	0	9	7	0	7	0	0	463,362	347,522	0	347,522			0	0	454,815	341,111	0	341,111
4/7/2021	12.80	195	1,218,574	24	9	15	1,197,206	24	10	14	0%	0%	40%	30%	30%	0%	100%	0	0	10	7	7	0	0	0	10	7	7	0	0	0	487,430	365,572	365,572	0			0	0	478,882	359,162	359,162	0
4/8/2021	19.70	159	1,413,810	27	11	16	1,452,610	28	12	16	0%	0%	40%	30%	30%	0%	100%	0	0	11	8	8	0	0	0	11	8	8	0	0	0	565,524	424,143	424,143	0			0	0	581,044	435,783	435,783	0
4/9/2021	21.80	180	1,536,624	28	11	17	1,575,424	29	12	17	0%	0%	40%	30%	30%	0%	100%	0	0	11	8	8	0	0	0	12	9	9	0	0	0	614,650	460,987	460,987	0			0	0	630,170	472,627	472,627	0
4/10/2021	21.90	158	1,164,059	23	9	14	1,164,059	23	9	14	0%	0%	40%	30%	30%	0%	100%	0	0	9	7	7	0	0	0	9	7	7	0	0	0	465,624	349,218	349,218	0			0	0	465,624	349,218	349,218	0
4/11/2021	17.20	208	1,528,458	28	11	17	1,606,058	30	13	17	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	12	9	0	9	0	0	611,383	458,537	0	458,537			0	0	642,423	481,817	0	481,817
4/12/2021	16.00	270	1,536,624	28	11	17	1,575,424	29	12	17	0%	0%	60%	40%	0%	0%	100%	0	0	17	11	0	0	0	0	17	12	0	0	0	0	921,974	614,650	0	0			0	0	945,254	630,170	0	0
4/13/2021	12.70	277	1,158,406	23	9	14	1,197,206	24	10	14	0%	0%	60%	40%	0%	0%	100%	0	0	14	9	0	0	0	0	14	10	0	0	0	0	695,044	463,362	0	0			0	0	718,324	478,882	0	0
4/14/2021	16.10	220	1,218,574	24	9	15	1,257,374	25	10	15	0%	0%	40%	30%	0%	30%	100%	0	0	10	7	0	7	0	0	10	8	0	8	0	0	487,430	365,572	0	365,572			0	0	502,950	377,212	0	377,212
4/15/2021	20.80	315	1,290,996	26	11	15	1,290,996	26	11	15	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	10	8	0	8	0	0	516,398	387,299	0	387,299			0	0	516,398	387,299	0	387,299
4/16/2021	16.00	302	1,536,624	28	11	17	1,575,424	29	12	17	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	12	9	0	9	0	0	614,650	460,987	0	460,987			0	0	630,170	472,627	0	472,627
4/17/2021	11.40	258	1,164,059	23	9	14	1,164,059	23	9	14	0%	0%	60%	40%	0%	0%	100%	0	0	14	9	0	0	0	0	14	9	0	0	0	0	698,435	465,624	0	0			0	0	698,435	465,624	0	0
4/18/2021	14.90	275	1,290,996	26	11	15	1,290,996	26	11	15	0%	0%	60%	40%	0%	0%	100%	0	0	16	10	0	0	0	0	16	10	0	0	0	0	774,598	516,398	0	0			0	0	774,598	516,398	0	0
4/19/2021	22.90	244	1,536,624	28	11	17	1,575,424	29	12	17	0%	0%	60%	40%	0%	0%	100%	0	0	17	11	0	0	0	0	17	12	0	0	0	0	921,974	614,650	0	0			0	0	945,254	630,170	0	0
4/20/2021	24.10	193	1,158,406	23	9	14	1,197,206	24	10	14	0%	0%	40%	30%	30%	0%	100%	0	0	9	7	7	0	0	0	10	7	7	0	0	0	463,362	347,522	347,522	0			0	0	478,882	359,162	359,162	0
4/21/2021	20.70	305	1,218,574	24	9	15	1,257,374	25	10	15	0%	0%	40%	30%	0%	30%	100%	0	0	10	7	0	7	0	0	10	8	0	8	0	0	487,430	365,572	0	365,572			0	0	502,950	377,212	0	377,212
4/22/2021	21.80	261	1,290,996	26	11	15	1,290,996	26	11	15	0%	0%	60%	40%	0%	0%	100%	0	0	16	10	0	0	0	0	16	10	0	0	0	0	774,598	516,398	0	0			0	0	774,598	516,398	0	0
4/23/2021	13.80	219	1,536,624	28	11	17	1,575,424	29	12	17	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	12	9	0	9	0	0	614,650	460,987	0	460,987			0	0	630,170	472,627	0	472,627
4/24/2021	12.70	120	1,164,059	23	9	14	1,164,059	23	9	14	50%	30%	0%	0%	20%	0%	100%	12	7	0	0	5	0	12	7	0	0	5	0	582,030	349,218	0	0	232,812	0			582,030	349,218	0	0	232,812	0
4/25/2021	15.00	309	1,290,996	26	11	15	1,290,996	26	11	15	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	10	8	0	8	0	0	516,398	387,299	0	387,299			0	0	516,398	387,299	0	387,299
4/26/2021	18.30	111	1,536,624	28	11	17	1,575,424	29	12	17	50%	30%	0%	0%	20%	0%	100%	14	8	0	0	6	0	15	9	0	0	6	0	768,312	460,987	0	0	307,325	0			787,712	472,627	0	0	315,085	0
4/27/2021	21.90	205	1,158,406	23	9	14	1,197,206	24	10	14	0%	0%	40%	30%	0%	30%	100%	0	0	9	7	0	7	0	0	10	7	0	7	0	0	463,362	347,522	0	347,522			0	0	478,882	359,162	0	359,162
4/28/2021	15.00	218	1,218,574	24	9	15	1,257,374	25	10	15	0%	0%	40%	30%	0%	30%	100%	0	0	10	7	0	7	0	0	10	8	0	8	0	0	487,430	365,572	0	365,572			0	0	502,950	377,212	0	377,212
4/29/2021	22.00	252	1,290,996	26	11	15	1,290,996	26	11	15	0%	0%	60%	40%	0%	0%	100%	0	0	16	10	0	0	0	0	16	10	0	0	0	0	774,598	516,398	0	0			0	0	774,598	516,398	0	0
4/30/2021	29.90	289	1,536,624	28	11	17	1,575,424	29	12	17	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	12	9	0	9	0	0	614,650	460,987	0	460,987			0	0	630,170	472,627	0	472,627
5/1/2021	20.70	199	1,164,059	23	9	14	1,125,259	22	8	14	0%	0%	40%	30%	0%	30%	100%	0	0	9	7	0	7	0	0	9	7	0	7	0	0	465,624	349,218	0	349,218			0	0	450,104	337,578	0	337,578
5/2/2021	21.80	213	1,290,996	26	11	15	1,252,196	25	10	15	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	10	8	0	8	0	0	516,398	387,299	0	387,299			0	0	500,878	375,659	0	375,659
5/3/2021	16.10	199	1,536,624	28	11	17	1,497,824	27	10	17	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	11	8	0	8	0	0	614,650	460,987	0	460,987			0	0	599,130	449,347	0	449,347
5/4/2021	13.80	270	1,158,406	23	9	14	1,080,806	21	7	14	0%	0%	60%	40%	0%	0%	100%	0	0	14	9	0	0	0	0	13	8	0	0	0	0	695,044	463,362	0	0			0	0	648,484	432,322	0	0
5/5/2021	17.20	331	1,464,254	26	10	16	1,140,974	22	7	15	40%	30%	0%	0%	0%	30%	100%	10	8	0	0	0	8	9	7	0	0	0	7	585,702	439,276	0	0	0	439,276			456,390	342,292	0	0	0	342,292
5/6/2021	13.80	209	1,528,215	29	15	14	1,389,407	28	13	15	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	11	8	0	8	0	0	611,286	458,465	0	458,465			0	0	555,763	416,822	0	416,822
5/7/2021	22.90	294	1,834,011	32	15	17	1,674,211	31	14	17	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10	0	0	12	9	0	9	0	0	733,604	550,203	0	550,203			0	0	669,684	502,263	0	502,263
5/8/2021	14.90	294	1,515,961	28	13	15	1,356,161	27	12	15	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	11	8	0	8	0	0	606,384	454,788	0	454,788			0	0	542,464	406,848	0	406,848
5/9/2021	20.70	90	1,554,761	29	14	15	1,394,961	28	13	15	80%	20%	0%	0%	0%	0%	100%	23	6	0	0	0	0	22	6	0	0	0	0	1,243,809	310,952	0	0	0	0			1,115,969	278,992	0	0	0	0
5/10/2021	11.40	278	1,834,011	32	15	17	1,674,211	31	14	17	0%	0%	60%	40%	0%	0%	100%	0	0	19	13	0	0	0	0	19	12	0	0	0	0	1,100,407	733,604	0	0			0	0	1,004,527	669,684	0	0
5/11/2021	17.10	259	1,335,457	25	13	12	1,136,857	23	11	12	0%	0%	60%	40%	0%	0%	100%	0	0	15	10	0	0	0	0	14	9	0	0	0	0	801,274	534,183	0	0			0	0	682,114	454,743	0	0
5/12/2021	17.10	80	1,455,793	27	13	14	1,257,193	25	11	14	80%	20%	0%	0%	0%	0%	100%	22	5	0	0	0	0	20	5	0	0	0	0	1,164,634	291,159	0	0	0	0			1,005,754	251,439	0	0	0	0
5/13/2021	12.70	141	1,588,383	30	15	15	1,428,583	29	14	15	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	12	9	9	0	0	0	635,353	476,515	476,515	0			0	0	571,433	428,575	428,575	0
5/14/2021	8.00	166	1,834,011	32	15	17	1,674,211	31	14	17	0%	0%	40%	30%	30%	0%	100%	0	0	13	10	10	0	0	0	12	9	9	0	0	0	733,604	550,203	550,203	0			0	0	669,684	502,263	502,263	0
5/15/2021	10.30	188	1,515,961	28	13	15	1,356,161	27	12	15	0%	0%	40%	30%	30%	0%	100%	0	0	11	8	8	0	0	0	11	8	8	0	0	0	606,384	454,788	454,788	0			0	0	542,464	406,848	406,848	0
5/16/2021	11.30	162	1,593,561	30	15	15	1,394,961	28	13	15	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	11	8	8	0	0	0	637,424	478,068	478,068	0			0	0	557,984	418,488	418,488	0
5/17/2021	12.70	119	1,834,011	32	15	17	1,674,211	31	14	17	50%	30%	0%	0%	20%	0%	100%	16	10	0	0	6	0	16	9	0	0	6	0	917,006	550,203	0	0	366,802	0			837,106	502,263	0	0	334,842	0
5/18/2021	10.30	130	1,374,257	26	14	12	1,214,457	25	13	12	50%	30%	0%	0%	20%	0%	100%	13	8	0	0	5	0	13	8	0	0	5	0	687,129	412,277	0	0	274,851	0			607,229	364,337	0	0	242,891	0
5/19/2021	11.40	166	1,494,593	28	14	14	1,334,793	27	13	14	0%	0%	40%	30%	30%	0%	100%	0	0	11	8	8	0	0	0	11	8	8	0	0	0	597,837	448,378	448,378	0			0	0	533,917	400,438	400,438	0
5/20/2021	10.20	137	1,627,183	31	16	15	1,428,583	29	14	15	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	12	9	9	0	0	0	650,873	488,155	488,155	0			0	0	571,433	428,575	428,575	0
5/21/2021	14.80	199	1,872,811	33	16	17	1,674,211	31	14	17	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10	0	0	12	9	0	9	0	0	749,124	561,843	0	561,843			0	0	669,684	502,263	0	502,263
5/22/2021	13.80	218	1,554,761	29	14	15	1,356,161	27	12	15	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	11	8	0	8	0	0	621,904	466,428	0	466,428			0	0	542,464	406,848	0	406,848
5/23/2021	16.00	287	1,593,561	30	15	15	1,394,961	28	13	15	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	11	8	0	8	0	0	637,424	478,068	0	478,068			0	0	557,984	418,488	0	418,488
5/24/2021	10.30	186	1,834,011	32	15	17	1,674,211	31	14	17	0%	0%	40%	30%	30%	0%	100%	0	0	13	10	10	0	0	0	12	9	9	0	0	0	733,604	550,203	550,203	0			0	0	669,684	502,263	502,263	0
5/25/2021	18.30	218	1,374,257	26	14	12	1,214,457	25	13	12	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	10	8	0	8	0	0	549,703	412,277	0	412,277			0	0	485,783	364,337	0	364,337
5/26/2021	17.20	224	1,494,593	28	14	14	1,334,793	27	13	14	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	11	8	0	8	0	0	597,837	448,378	0	448,378			0	0	533,917	400,438	0	400,438
5/27/2021	9.10	134	1,749,997	32	16	16	1,551,397	30	14	16	50%	30%	0%	0%	20%	0%	100%	16	10	0	0	6	0	15	9	0	0	6	0	874,999	524,999	0	0	349,999	0			775,699	465,419	0	0	310,279	0
5/28/2021	26.30	150	1,872,811	33	16	17	1,674,211	31	14	17	0%	0%	40%	30%	30%	0%	100%	0	0	13	10	10	0	0	0	12	9	9	0	0	0	749,124	561,843	561,843	0			0	0	669,684	502,263	502,263	0
5/29/2021	20.70	36	1,466,624	27	13	14	1,322,539	26	11	15	50%	30%	0%	0%	0%	20%	100%	14	8	0	0	0	5	13	8	0	0	0	5	733,312	439,987	0	0	0	293,325			661,270	396,762	0	0	0	264,508
5/30/2021	15.00	144	1,589,438	28	13	15	1,390,838	26	11	15	0%	0%	40%	30%	30%	0%	100%	0	0	11	8	8	0	0	0	10	8	8	0	0	0	635,775	476,831	476,831	0			0	0	556,335	417,251	417,251	0
5/31/2021	9.10	172	1,800,389	31	14	17	1,586,074	29	13	16	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	12	9	9	0	0	0	720,156	540,117	540,117	0			0	0	634,430	475,822	475,822	0
6/1/2021	9.10	156	1,314,089	25	14	11	1,193,089	25	14	11	0%	0%	40%	30%	30%	0%	100%	0	0	10	8	8	0	0	0	10	8	8	0	0	0	525,636	394,227	394,227	0			0	0	477,236	357,927	357,927	0
6/2/2021	14.90	155	1,434,425	27	14	13	1,313,425	27	14	13	0%	0%	40%	30%	30%	0%	100%	0	0	11	8	8	0	0	0	11	8	8	0	0	0	573,770	430,328	430,328	0			0	0	525,370	394,028	394,028	0
6/3/2021	10.20	217	1,751,517	32	15	17	1,609,525	32	16	16	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10	0	0	13	10	0	10	0	0	700,607	525,455	0	525,455			0	0	643,810	482,858	0	482,858
6/4/2021	14.90	240	1,937,012	34	15	19	1,816,012	34	15	19	0%	0%	60%	40%	0%	0%	100%	0	0	20	14	0	0	0	0	20	14	0	0	0	0	1,162,207	774,805	0	0			0	0	1,089,607	726,405	0	0
6/5/2021	13.90	222	1,629,991	30	13	17	1,508,991	30	13	17	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	12	9	0	9	0	0	651,996	488,997	0	488,997			0	0	603,596	452,697	0	452,697
6/6/2021	13.80	195	2,114,358	35	16	19	1,872,358	35	16	19	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	845,743	634,307	634,307	0			0	0	748,943	561,707	561,707	0
6/7/2021	17.20	175	2,143,892	35	15	20	1,901,892	35	15	20	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	857,557	643,168	643,168	0			0	0	760,757	570,568	570,568	0
6/8/2021	15.00	199	1,721,990	29	13	16	1,479,990	29	13	16	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	12	9	0	9	0	0	688,796	516,597	0	516,597			0	0	591,996	443,997	0	443,997
6/9/2021	12.70	128	1,843,749	32	15	17	1,601,749	32	15	17	50%	30%	0%	0%	20%	0%	100%	16	10	0	0	6	0	16	10	0	0	6	0	921,875	553,125	0	0	368,750	0			800,875	480,525	0	0	320,350	0
6/10/2021	9.10	56	2,174,526	36	16	20	1,932,526	36	16	20	80%	20%	0%	0%	0%	0%	100%	29	7	0	0	0	0	29	7	0	0	0	0	1,739,621	434,905	0	0	0	0			1,546,021	386,505	0	0	0	0
6/11/2021	10.30	131	2,182,692	36	16	20	1,940,692	36	16	20	50%	30%	0%	0%	20%	0%	100%	18	11	0	0	7	0	18	11	0	0	7	0	1,091,346	654,808	0	0	436,538	0			970,346	582,208	0	0	388,138	0
6/12/2021	9.20	127	1,629,991	30	13	17	1,508,991	30	13	17	50%	30%	0%	0%	20%	0%	100%	15	9	0	0	6	0	15	9	0	0	6	0	814,996	488,997	0	0	325,998	0			754,496	452,697	0	0	301,798	0
6/13/2021	18.20	292	2,114,358	35	16	19	1,872,358	35	16	19	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	11	0	11	0	0	845,743	634,307	0	634,307			0	0	748,943	561,707	0	561,707
6/14/2021	20.70	266	2,143,892	35	15	20	1,901,892	35	15	20	0%	0%	60%	40%	0%	0%	100%	0	0	21	14	0	0	0	0	21	14	0	0	0	0	1,286,335	857,557	0	0			0	0	1,141,135	760,757	0	0
6/15/2021	19.50	309	1,721,990	29	13	16	1,479,990	29	13	16	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	12	9	0	9	0	0	688,796	516,597	0	516,597			0	0	591,996	443,997	0	443,997
6/16/2021	11.30	132	1,843,749	32	15	17	1,601,749	32	15	17	50%	30%	0%	0%	20%	0%	100%	16	10	0	0	6	0	16	10	0	0	6	0	921,875	553,125	0	0	368,750	0			800,875	480,525	0	0	320,350	0
6/17/2021	12.70	179	2,174,526	36	16	20	1,932,526	36	16	20	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	869,810	652,358	652,358	0			0	0	773,010	579,758	579,758	0
6/18/2021	23.00	185	2,182,692	36	16	20	1,940,692	36	16	20	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	873,077	654,808	654,808	0			0	0	776,277	582,208	582,208	0
6/19/2021	21.90	221	1,629,991	30	13	17	1,508,991	30	13	17	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	12	9	0	9	0	0	651,996	488,997	0	488,997			0	0	603,596	452,697	0	452,697
6/20/2021	17.20	212	2,114,358	35	16	19	1,872,358	35	16	19	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	11	0	11	0	0	845,743	634,307	0	634,307			0	0	748,943	561,707	0	561,707
6/21/2021	21.90	260	2,143,892	35	15	20	1,901,892	35	15	20	0%	0%	60%	40%	0%	0%	100%	0	0	21	14	0	0	0	0	21	14	0	0	0	0	1,286,335	857,557	0	0			0	0	1,141,135	760,757	0	0
6/22/2021	13.90	279	1,721,990	29	13	16	1,479,990	29	13	16	0%	0%	60%	40%	0%	0%	100%	0	0	17	12	0	0	0	0	17	12	0	0	0	0	1,033,194	688,796	0	0			0	0	887,994	591,996	0	0
6/23/2021	12.70	181	1,843,749	32	15	17	1,601,749	32	15	17	0%	0%	40%	30%	30%	0%	100%	0	0	13	10	10	0	0	0	13	10	10	0	0	0	737,500	553,125	553,125	0			0	0	640,700	480,525	480,525	0
6/24/2021	18.30	183	2,174,526	36	16	20	1,932,526	36	16	20	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	869,810	652,358	652,358	0			0	0	773,010	579,758	579,758	0
6/25/2021	18.30	182	2,182,692	36	16	20	1,940,692	36	16	20	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	873,077	654,808	654,808	0			0	0	776,277	582,208	582,208	0
6/26/2021	21.80	199	1,629,991	30	13	17	1,508,991	30	13	17	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	12	9	0	9	0	0	651,996	488,997	0	488,997			0	0	603,596	452,697	0	452,697
6/27/2021	19.60	206	2,114,358	35	16	19	1,872,358	35	16	19	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	11	0	11	0	0	845,743	634,307	0	634,307			0	0	748,943	561,707	0	561,707
6/28/2021	11.40	219	2,143,892	35	15	20	1,901,892	35	15	20	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	11	0	11	0	0	857,557	643,168	0	643,168			0	0	760,757	570,568	0	570,568
6/29/2021	11.40	171	1,721,990	29	13	16	1,479,990	29	13	16	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	12	9	9	0	0	0	688,796	516,597	516,597	0			0	0	591,996	443,997	443,997	0
6/30/2021	16.00	231	1,843,749	32	15	17	1,601,749	32	15	17	0%	0%	60%	40%	0%	0%	100%	0	0	19	13	0	0	0	0	19	13	0	0	0	0	1,106,249	737,500	0	0			0	0	961,049	640,700	0	0

			Arrivals				Departures																																				
Wind Data					Aircraft Class				Aircraft Class		Runway Preference (%)							Runway Totals for Arrivals (Flights)						Runway Totals for Departures (Flights)						Runway Totals for Arrivals (Weights)						Airraft Calss		Runway Totals for Departures (Weights)					
DATE	Average Wind Speed	Average Direction	Arrival Weight	Arrival Flights	CII	CIII	Departure Weight	Departure Flights	CII	CIII	6L	6R	24R	24L	18	36		6L	6R	24R	24L	18	36	6L	6R	24R	24L	18	36	6L	6R	24R	24L	18	36	CII	CIII	6L	6R	24R	24L	18	36
7/1/2021	11.30	274	1,570,636	32	14	18	1,846,616	36	18	18	0%	0%	60%	40%	0%	0%	100%	0	0	19	13	0	0	0	0	22	14	0	0	0	0	942,382	628,254	0	0			0	0	1,107,970	738,646	0	0
7/2/2021	13.80	222	1,651,662	32	13	19	1,936,283	36	17	19	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10	0	0	14	11	0	11	0	0	660,665	495,499	0	495,499			0	0	774,513	580,885	0	580,885
7/3/2021	14.90	297	1,174,618	25	11	14	1,498,929	30	14	16	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	12	9	0	9	0	0	469,847	352,385	0	352,385			0	0	599,572	449,679	0	449,679
7/4/2021	13.80	293	1,297,430	25	8	17	1,499,017	28	11	17	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	11	8	0	8	0	0	518,972	389,229	0	389,229			0	0	599,607	449,705	0	449,705
7/5/2021	11.40	270	1,597,147	31	13	18	1,881,768	35	17	18	0%	0%	60%	40%	0%	0%	100%	0	0	19	12	0	0	0	0	21	14	0	0	0	0	958,288	638,859	0	0			0	0	1,129,061	752,707	0	0
7/6/2021	13.80	256	1,349,469	28	11	17	1,617,758	32	15	17	0%	0%	60%	40%	0%	0%	100%	0	0	17	11	0	0	0	0	19	13	0	0	0	0	809,681	539,788	0	0			0	0	970,655	647,103	0	0
7/7/2021	16.10	224	1,421,102	30	13	17	1,705,061	34	17	17	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	14	10	0	10	0	0	568,441	426,331	0	426,331			0	0	682,024	511,518	0	511,518
7/8/2021	14.90	229	1,666,902	32	12	20	1,990,323	37	17	20	0%	0%	60%	40%	0%	0%	100%	0	0	19	13	0	0	0	0	22	15	0	0	0	0	1,000,141	666,761	0	0			0	0	1,194,194	796,129	0	0
7/9/2021	14.90	301	1,557,872	30	12	18	1,881,293	35	17	18	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	14	11	0	11	0	0	623,149	467,362	0	467,362			0	0	752,517	564,388	0	564,388
7/10/2021	10.30	102	1,229,133	26	11	15	1,553,444	31	14	17	80%	20%	0%	0%	0%	0%	100%	21	5	0	0	0	0	25	6	0	0	0	0	983,306	245,827	0	0	0	0			1,242,755	310,689	0	0	0	0
7/11/2021	13.80	183	1,641,672	32	13	19	1,955,611	37	18	19	0%	0%	40%	30%	30%	0%	100%	0	0	13	10	10	0	0	0	15	11	11	0	0	0	656,669	492,502	492,502	0			0	0	782,244	586,683	586,683	0
7/12/2021	12.60	160	1,700,524	33	13	20	2,023,945	38	18	20	0%	0%	40%	30%	30%	0%	100%	0	0	13	10	10	0	0	0	15	11	11	0	0	0	680,210	510,157	510,157	0			0	0	809,578	607,184	607,184	0
7/13/2021	17.20	200	1,299,343	27	11	16	1,583,302	31	15	16	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	12	9	0	9	0	0	519,737	389,803	0	389,803			0	0	633,321	474,991	0	474,991
7/14/2021	12.70	227	1,421,102	30	13	17	1,705,061	34	17	17	0%	0%	60%	40%	0%	0%	100%	0	0	18	12	0	0	0	0	20	14	0	0	0	0	852,661	568,441	0	0			0	0	1,023,037	682,024	0	0
7/15/2021	16.00	211	1,700,524	33	13	20	2,023,945	38	18	20	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10	0	0	15	11	0	11	0	0	680,210	510,157	0	510,157			0	0	809,578	607,184	0	607,184
7/16/2021	12.70	204	1,700,524	33	13	20	2,023,945	38	18	20	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10	0	0	15	11	0	11	0	0	680,210	510,157	0	510,157			0	0	809,578	607,184	0	607,184
7/17/2021	14.90	211	1,234,154	26	11	15	1,579,156	31	14	17	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8	0	0	12	9	0	9	0	0	493,662	370,246	0	370,246			0	0	631,662	473,747	0	473,747
7/18/2021	9.10	72	1,641,672	32	13	19	1,955,611	37	18	19	80%	20%	0%	0%	0%	0%	100%	26	6	0	0	0	0	30	7	0	0	0	0	1,313,338	328,334	0	0	0	0			1,564,489	391,122	0	0	0	0
7/19/2021	11.40	158	1,700,524	33	13	20	2,023,945	38	18	20	0%	0%	40%	30%	30%	0%	100%	0	0	13	10	10	0	0	0	15	11	11	0	0	0	680,210	510,157	510,157	0			0	0	809,578	607,184	607,184	0
7/20/2021	10.20	292	1,299,343	27	11	16	1,583,302	31	15	16	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	12	9	0	9	0	0	519,737	389,803	0	389,803			0	0	633,321	474,991	0	474,991
7/21/2021	10.30	185	1,537,066	31	13	18	1,819,709	35	17	18	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	14	11	11	0	0	0	614,826	461,120	461,120	0			0	0	727,884	545,913	545,913	0
7/22/2021	6.90	76	1,585,876	32	13	19	1,901,131	37	18	19	80%	20%	0%	0%	0%	0%	100%	26	6	0	0	0	0	30	7	0	0	0	0	1,268,701	317,175	0	0	0	0			1,520,905	380,226	0	0	0	0
7/23/2021	6.90	95	1,700,524	33	13	20	2,023,945	38	18	20	80%	20%	0%	0%	0%	0%	100%	26	7	0	0	0	0	30	8	0	0	0	0	1,360,419	340,105	0	0	0	0			1,619,156	404,789	0	0	0	0
7/24/2021	17.10	212	1,350,118	27	11	16	1,693,804	32	14	18	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	13	10	0	10	0	0	540,047	405,035	0	405,035			0	0	677,522	508,141	0	508,141
7/25/2021	28.60	290	1,525,708	31	13	18	1,840,963	36	18	18	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	14	11	0	11	0	0	610,283	457,712	0	457,712			0	0	736,385	552,289	0	552,289
7/26/2021	11.40	210	1,700,524	33	13	20	2,023,945	38	18	20	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10	0	0	15	11	0	11	0	0	680,210	510,157	0	510,157			0	0	809,578	607,184	0	607,184
7/27/2021	6.90	135	1,299,343	27	11	16	1,583,302	31	15	16	50%	30%	0%	0%	20%	0%	100%	14	8	0	0	5	0	16	9	0	0	6	0	649,672	389,803	0	0	259,869	0			791,651	474,991	0	0	316,660	0
7/28/2021	9.20	192	1,421,102	30	13	17	1,705,061	34	17	17	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	14	10	10	0	0	0	568,441	426,331	426,331	0			0	0	682,024	511,518	511,518	0
7/29/2021	19.60	258	1,700,524	33	13	20	2,023,945	38	18	20	0%	0%	60%	40%	0%	0%	100%	0	0	20	13	0	0	0	0	23	15	0	0	0	0	1,020,314	680,210	0	0			0	0	1,214,367	809,578	0	0
7/30/2021	13.80	336	1,700,524	33	13	20	2,023,945	38	18	20	40%	30%	0%	0%	0%	30%	100%	13	10	0	0	0	10	15	11	0	0	0	11	680,210	510,157	0	0	0	510,157			809,578	607,184	0	0	0	607,184
7/31/2021	11.40	184	1,234,154	26	11	15	1,579,156	31	14	17	0%	0%	40%	30%	30%	0%	100%	0	0	10	8	8	0	0	0	12	9	9	0	0	0	493,662	370,246	370,246	0			0	0	631,662	473,747	473,747	0
8/1/2021	18.20	304	2,145,609	36	18	18	1,903,609	36	18	18	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	11	0	11	0	0	858,244	643,683	0	643,683			0	0	761,444	571,083	0	571,083
8/2/2021	10.20	120	2,205,777	37	18	19	1,963,777	37	18	19	50%	30%	0%	0%	20%	0%	100%	19	11	0	0	7	0	19	11	0	0	7	0	1,102,889	661,733	0	0	441,155	0			981,889	589,133	0	0	392,755	0
8/3/2021	11.40	41	1,907,502	30	14	16	1,544,502	30	14	16	50%	30%	0%	0%	0%	20%	100%	15	9	0	0	0	6	15	9	0	0	0	6	953,751	572,251	0	0	0	381,500			772,251	463,351	0	0	0	308,900
8/4/2021	11.40	107	2,029,261	33	16	17	1,666,261	33	16	17	50%	30%	0%	0%	20%	0%	100%	17	10	0	0	7	0	17	10	0	0	7	0	1,014,631	608,778	0	0	405,852	0			833,131	499,878	0	0	333,252	0
8/5/2021	9.10	75	2,158,811	36	17	19	1,916,811	36	17	19	80%	20%	0%	0%	0%	0%	100%	29	7	0	0	0	0	29	7	0	0	0	0	1,727,049	431,762	0	0	0	0			1,533,449	383,362	0	0	0	0
8/6/2021	18.30	187	2,166,977	36	17	19	1,924,977	36	17	19	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	866,791	650,093	650,093	0			0	0	769,991	577,493	577,493	0
8/7/2021	19.60	237	1,614,276	30	14	16	1,493,276	30	14	16	0%	0%	60%	40%	0%	0%	100%	0	0	18	12	0	0	0	0	18	12	0	0	0	0	968,566	645,710	0	0			0	0	895,966	597,310	0	0
8/8/2021	12.70	176	2,098,643	35	17	18	1,856,643	35	17	18	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	839,457	629,593	629,593	0			0	0	742,657	556,993	556,993	0
8/9/2021	14.90	185	2,166,977	36	17	19	1,924,977	36	17	19	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	866,791	650,093	650,093	0			0	0	769,991	577,493	577,493	0
8/10/2021	19.70	209	1,907,502	30	14	16	1,544,502	30	14	16	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	12	9	0	9	0	0	763,001	572,251	0	572,251			0	0	617,801	463,351	0	463,351
8/11/2021	18.30	211	2,029,261	33	16	17	1,666,261	33	16	17	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10	0	0	13	10	0	10	0	0	811,704	608,778	0	608,778			0	0	666,504	499,878	0	499,878
8/12/2021	24.10	227	2,158,811	36	17	19	1,916,811	36	17	19	0%	0%	60%	40%	0%	0%	100%	0	0	22	14	0	0	0	0	22	14	0	0	0	0	1,295,287	863,524	0	0			0	0	1,150,087	766,724	0	0
8/13/2021	16.10	223	2,166,977	36	17	19	1,924,977	36	17	19	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	11	0	11	0	0	866,791	650,093	0	650,093			0	0	769,991	577,493	0	577,493
8/14/2021	12.80	114	1,614,276	30	14	16	1,493,276	30	14	16	50%	30%	0%	0%	20%	0%	100%	15	9	0	0	6	0	15	9	0	0	6	0	807,138	484,283	0	0	322,855	0			746,638	447,983	0	0	298,655	0
8/15/2021	13.80	59	2,098,643	35	17	18	1,856,643	35	17	18	80%	20%	0%	0%	0%	0%	100%	28	7	0	0	0	0	28	7	0	0	0	0	1,678,914	419,729	0	0	0	0			1,485,314	371,329	0	0	0	0
8/16/2021	8.00	51	2,106,809	35	17	18	1,924,977	36	17	19	80%	20%	0%	0%	0%	0%	100%	28	7	0	0	0	0	29	7	0	0	0	0	1,685,447	421,362	0	0	0	0			1,539,982	384,995	0	0	0	0
8/17/2021	11.30	83	1,913,056	30	14	16	1,495,640	29	14	15	80%	20%	0%	0%	0%	0%	100%	24	6	0	0	0	0	23	6	0	0	0	0	1,530,445	382,611	0	0	0	0			1,196,512	299,128	0	0	0	0
8/18/2021	8.00	248	2,001,193	32	15	17	1,638,193	32	15	17	0%	0%	60%	40%	0%	0%	100%	0	0	19	13	0	0	0	0	19	13	0	0	0	0	1,200,716	800,477	0	0			0	0	982,916	655,277	0	0
8/19/2021	6.90	117	2,125,125	36	16	20	1,883,125	36	16	20	50%	30%	0%	0%	20%	0%	100%	18	11	0	0	7	0	18	11	0	0	7	0	1,062,563	637,538	0	0	425,025	0			941,563	564,938	0	0	376,625	0
8/20/2021	8.00	75	2,002,311	35	16	19	1,760,311	35	16	19	80%	20%	0%	0%	0%	0%	100%	28	7	0	0	0	0	28	7	0	0	0	0	1,601,849	400,462	0	0	0	0			1,408,249	352,062	0	0	0	0
8/21/2021	6.90	101	1,679,998	31	14	17	1,558,998	31	14	17	80%	20%	0%	0%	0%	0%	100%	25	6	0	0	0	0	25	6	0	0	0	0	1,343,998	336,000	0	0	0	0			1,247,198	311,800	0	0	0	0
8/22/2021	5.80	155	2,070,610	35	16	19	1,828,610	35	16	19	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	828,244	621,183	621,183	0			0	0	731,444	548,583	548,583	0
8/23/2021	12.70	230	1,947,796	34	16	18	1,760,311	35	16	19	0%	0%	60%	40%	0%	0%	100%	0	0	20	14	0	0	0	0	21	14	0	0	0	0	1,168,678	779,118	0	0			0	0	1,056,187	704,124	0	0
8/24/2021	8.10	178	1,913,056	30	14	16	1,495,541	29	14	15	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	12	9	9	0	0	0	765,222	573,917	573,917	0			0	0	598,216	448,662	448,662	0
8/25/2021	16.00	232	2,001,193	32	15	17	1,638,193	32	15	17	0%	0%	60%	40%	0%	0%	100%	0	0	19	13	0	0	0	0	19	13	0	0	0	0	1,200,716	800,477	0	0			0	0	982,916	655,277	0	0
8/26/2021	19.80	199	2,125,125	36	16	20	1,883,125	36	16	20	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	11	0	11	0	0	850,050	637,538	0	637,538			0	0	753,250	564,938	0	564,938
8/27/2021	15.00	185	2,002,311	35	16	19	1,760,311	35	16	19	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	800,924	600,693	600,693	0			0	0	704,124	528,093	528,093	0
8/28/2021	10.30	195	1,679,998	31	14	17	1,558,998	31	14	17	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	12	9	9	0	0	0	671,999	503,999	503,999	0			0	0	623,599	467,699	467,699	0
8/29/2021	17.20	213	2,070,610	35	16	19	1,828,610	35	16	19	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	11	0	11	0	0	828,244	621,183	0	621,183			0	0	731,444	548,583	0	548,583
8/30/2021	15.50	226	1,947,796	34	16	18	1,760,311	35	16	19	0%	0%	60%	40%	0%	0%	100%	0	0	20	14	0	0	0	0	21	14	0	0	0	0	1,168,678	779,118	0	0			0	0	1,056,187	704,124	0	0
8/31/2021	10.20	107	1,913,056	30	14	16	1,495,541	29	14	15	50%	30%	0%	0%	20%	0%	100%	15	9	0	0	6	0	15	9	0	0	6	0	956,528	573,917	0	0	382,611	0			747,771	448,662	0	0	299,108	0
9/1/2021	20.70	106	2,063,839	32	15	17	1,761,007	33	15	18	50%	30%	0%	0%	20%	0%	100%	16	10	0	0	6	0	17	10	0	0	7	0	1,031,920	619,152	0	0	412,768	0			880,504	528,302	0	0	352,201	0
9/2/2021	10.20	104	2,088,855	34	16	18	1,786,023	35	16	19	80%	20%	0%	0%	0%	0%	100%	27	7	0	0	0	0	28	7	0	0	0	0	1,671,084	417,771	0	0	0	0			1,428,818	357,205	0	0	0	0
9/3/2021	8.00	87	1,887,628	33	16	17	1,765,964	35	16	19	80%	20%	0%	0%	0%	0%	100%	26	7	0	0	0	0	28	7	0	0	0	0	1,510,102	377,526	0	0	0	0			1,412,771	353,193	0	0	0	0
9/4/2021	13.90	164	1,622,308	29	14	15	1,561,377	30	14	16	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	12	9	9	0	0	0	648,923	486,692	486,692	0			0	0	624,551	468,413	468,413	0
9/5/2021	14.90	295	1,410,989	24	14	10	1,289,325	26	14	12	0%	0%	40%	30%	0%	30%	100%	0	0	10	7	0	7	0	0	10	8	0	8	0	0	564,396	423,297	0	423,297			0	0	515,730	386,798	0	386,798
9/6/2021	18.30	257	1,734,145	30	15	15	1,612,481	32	15	17	0%	0%	60%	40%	0%	0%	100%	0	0	18	12	0	0	0	0	19	13	0	0	0	0	1,040,487	693,658	0	0			0	0	967,489	644,992	0	0
9/7/2021	20.80	219	1,798,373	28	14	14	1,495,541	29	14	15	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8	0	0	12	9	0	9	0	0	719,349	539,512	0	539,512			0	0	598,216	448,662	0	448,662
9/8/2021	19.50	279	2,009,324	31	15	16	1,672,870	31	14	17	0%	0%	60%	40%	0%	0%	100%	0	0	19	12	0	0	0	0	19	12	0	0	0	0	1,205,594	803,730	0	0			0	0	1,003,722	669,148	0	0
9/9/2021	13.80	309	2,149,498	35	16	19	1,752,876	34	15	19	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	10	0	10	0	0	859,799	644,849	0	644,849			0	0	701,150	525,863	0	525,863
9/10/2021	8.00	234	1,942,618	34	16	18	1,727,164	34	15	19	0%	0%	60%	40%	0%	0%	100%	0	0	20	14	0	0	0	0	20	14	0	0	0	0	1,165,571	777,047	0	0			0	0	1,036,298	690,866	0	0
9/11/2021	20.80	196	1,676,625	30	14	16	1,555,625	30	14	16	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	12	9	0	9	0	0	670,650	502,988	0	502,988			0	0	622,250	466,688	0	466,688
9/12/2021	24.10	220	1,914,649	33	15	18	1,672,649	33	15	18	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10	0	0	13	10	0	10	0	0	765,860	574,395	0	574,395			0	0	669,060	501,795	0	501,795
9/13/2021	15.00	221	2,248,466	37	17	20	1,791,676	35	16	19	0%	0%	40%	30%	0%	30%	100%	0	0	15	11	0	11	0	0	14	11	0	11	0	0	899,386	674,540	0	674,540			0	0	716,670	537,503	0	537,503
9/14/2021	20.80	204	1,957,509	31	15	16	1,474,173	29	15	14	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9	0	0	12	9	0	9	0	0	783,004	587,253	0	587,253			0	0	589,669	442,252	0	442,252
9/15/2021	21.80	162	2,102,639	33	16	17	1,645,849	31	15	16	0%	0%	40%	30%	30%	0%	100%	0	0	13	10	10	0	0	0	12	9	9	0	0	0	841,056	630,792	630,792	0			0	0	658,340	493,755	493,755	0
9/16/2021	11.30	100	2,188,298	36	17	19	1,791,676	35	16	19	80%	20%	0%	0%	0%	0%	100%	29	7	0	0	0	0	28	7	0	0	0	0	1,750,638	437,660	0	0	0	0			1,433,341	358,335	0	0	0	0
9/17/2021	5.80	156	2,188,298	36	17	19	1,791,676	35	16	19	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0	0	0	14	11	11	0	0	0	875,319	656,489	656,489	0			0	0	716,670	537,503	537,503	0
9/18/2021	9.10	108	2,129,185	33	15	18	1,645,849	31	15	16	50%	30%	0%	0%	20%	0%	100%	17	10	0	0	7	0	16	9	0	0	6	0	1,064,593	638,756	0	0	425,837	0			822,925	493,755	0	0	329,170	0
9/19/2021	9.20	123	2,215,476	36	16	20	1,792,308	35	16	19	50%	30%	0%	0%	20%	0%	100%	18	11	0	0	7	0	18	11	0	0	7	0	1,107,738	664,643	0	0	443,095	0			896,154	537,692	0	0	358,462	0
9/20/2021	13.80	168	2,248,466	37	17	20	1,791,676	35	16	19	0%	0%	40%	30%	30%	0%	100%	0	0	15	11	11	0	0	0	14	11	11	0	0	0	899,386	674,540	674,540	0			0	0	716,670	537,503	537,503	0
9/21/2021	12.70	170	1,897,341	30	15	15	1,474,173	29	15	14	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	12	9	9	0	0	0	758,936	569,202	569,202	0			0	0	589,669	442,252	442,252	0
9/22/2021	21.80	315	2,042,471	32	16	16	1,645,849	31	15	16	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10	0	0	12	9	0	9	0	0	816,988	612,741	0	612,741			0	0	658,340	493,755	0	493,755
9/23/2021	24.00	280	2,183,277	36	17	19	1,846,823	36	16	20	0%	0%	60%	40%	0%	0%	100%	0	0	22	14	0	0	0	0	22	14	0	0	0	0	1,309,966	873,311	0	0			0	0	1,108,094	738,729	0	0
9/24/2021	13.90	223	2,188,298	36	17	19	1,791,676	35	16	19	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	11	0	11	0	0	875,319	656,489	0	656,489			0	0	716,670	537,503	0	537,503
9/25/2021	15.00	242	2,069,017	32	15	17	1,645,849	31	15	16	0%	0%	60%	40%	0%	0%	100%	0	0	19	13	0	0	0	0	19	12	0	0	0	0	1,241,410	827,607	0	0			0	0	987,509	658,340	0	0
9/26/2021	16.10	226	2,039,993	33	16	17	1,737,161	34	16	18	0%	0%	60%	40%	0%	0%	100%	0	0	20	13	0	0	0	0	20	14	0	0	0	0	1,223,996	815,997	0	0			0	0	1,042,297	694,864	0	0
9/27/2021	24.10	213	2,188,298	36	17	19	1,791,676	35	16	19	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11	0	0	14	11	0	11	0	0	875,319	656,489	0	656,489			0	0	716,670	537,503	0	537,503
9/28/2021	15.00	193	1,897,341	30	15	15	1,474,173	29	15	14	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0	0	0	12	9	9	0	0	0	758,936	569,202	569,202	0			0	0	589,669	442,252	442,252	0
9/29/2021	6.90	75	2,042,471	32	16	16	1,645,849	31	15	16	80%	20%	0%	0%	0%	0%	100%	26	6	0	0	0	0	25	6	0	0	0	0	1,633,977	408,494	0	0	0	0			1,316,679	329,170	0	0	0	0
9/30/2021	8.00	90	2,128,130	35	17	18	1,791,676	35	16	19	80%	20%	0%	0%	0%	0%	100%	28	7	0	0	0	0	28	7	0	0	0	0	1,702,504	425,626	0	0	0	0			1,433,341	358,335	0	0	0	0

DATE	Wind Data: Average Wind Speed	Wind Data: Average Direction	Arrivals: Arrival Weight	Arrivals: Arrival Flights	Arrivals Aircraft Class: CII	Arrivals Aircraft Class: CIII	Departures: Departure Weight	Departures: Departure Flights	Departures Aircraft Class: CII	Departures Aircraft Class: CIII	Runway Preference (%): 6L	6R	24R	24L	18	36		Runway Totals for Arrivals (Flights): 6L	6R	24R	24L	18	36
10/1/2021	9.10	88	2,182,645	36	17	19	1,819,645	36	17	19	80%	20%	0%	0%	0%	0%	100%	29	7	0	0	0	0
10/2/2021	12.70	179	1,825,867	29	15	14	1,517,382	30	15	15	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0
10/3/2021	13.80	197	2,091,978	35	15	20	1,795,463	34	15	19	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11
10/4/2021	10.30	242	2,002,786	35	16	19	1,760,786	35	16	19	0%	0%	60%	40%	0%	0%	100%	0	0	21	14	0	0
10/5/2021	10.30	71	1,591,493	27	14	13	1,409,661	28	14	14	80%	20%	0%	0%	0%	0%	100%	22	5	0	0	0	0
10/6/2021	10.20	75	1,794,313	31	15	16	1,492,145	30	15	15	80%	20%	0%	0%	0%	0%	100%	25	6	0	0	0	0
10/7/2021	8.00	128	2,114,294	36	16	20	1,872,294	36	16	20	50%	30%	0%	0%	20%	0%	100%	18	11	0	0	7	0
10/8/2021	12.90	187	2,114,294	36	16	20	1,872,294	36	16	20	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0
10/9/2021	10.20	174	1,820,689	29	15	14	1,512,204	30	15	15	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0
10/10/2021	17.20	168	2,026,157	34	15	19	1,729,642	33	15	18	0%	0%	40%	30%	30%	0%	100%	0	0	14	10	10	0
10/11/2021	18.30	172	1,820,870	36	16	20	1,820,870	36	16	20	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0
10/12/2021	18.30	227	1,500,889	31	15	16	1,500,889	31	15	16	0%	0%	60%	40%	0%	0%	100%	0	0	19	12	0	0
10/13/2021	10.30	180	1,643,541	34	16	18	1,643,541	34	16	18	0%	0%	40%	30%	30%	0%	100%	0	0	14	10	10	0
10/14/2021	13.90	196	1,820,870	36	16	20	1,820,870	36	16	20	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11
10/15/2021	17.10	209	1,820,870	36	16	20	1,820,870	36	16	20	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11
10/16/2021	23.00	301	1,380,553	29	15	14	1,435,068	30	15	15	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9
10/17/2021	21.80	276	1,732,733	34	15	19	1,678,218	33	15	18	0%	0%	60%	40%	0%	0%	100%	0	0	20	14	0	0
10/18/2021	10.30	256	1,820,870	36	16	20	1,820,870	36	16	20	0%	0%	60%	40%	0%	0%	100%	0	0	22	14	0	0
10/19/2021	12.70	223	1,500,889	31	15	16	1,500,889	31	15	16	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9
10/20/2021	14.90	202	1,643,541	34	16	18	1,643,541	34	16	18	0%	0%	40%	30%	0%	30%	100%	0	0	14	10	0	10
10/21/2021	27.70	234	1,820,870	36	16	20	1,820,870	36	16	20	0%	0%	60%	40%	0%	0%	100%	0	0	22	14	0	0
10/22/2021	12.70	225	1,820,870	36	16	20	1,820,870	36	16	20	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11
10/23/2021	14.90	258	1,380,553	29	15	14	1,435,068	30	15	15	0%	0%	60%	40%	0%	0%	100%	0	0	17	12	0	0
10/24/2021	15.00	109	1,693,933	33	14	19	1,639,418	32	14	18	50%	30%	0%	0%	20%	0%	100%	17	10	0	0	7	0
10/25/2021	20.70	238	1,820,870	36	16	20	1,820,870	36	16	20	0%	0%	60%	40%	0%	0%	100%	0	0	22	14	0	0
10/26/2021	20.70	322	1,500,889	31	15	16	1,500,889	31	15	16	40%	30%	0%	0%	0%	30%	100%	12	9	0	0	0	9
10/27/2021	13.90	119	1,643,541	34	16	18	1,643,541	34	16	18	50%	30%	0%	0%	20%	0%	100%	17	10	0	0	7	0
10/28/2021	19.60	119	1,820,870	36	16	20	1,820,870	36	16	20	50%	30%	0%	0%	20%	0%	100%	18	11	0	0	7	0
10/29/2021	10.30	220	1,820,870	36	16	20	1,820,870	36	16	20	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11
10/30/2021	14.90	285	1,380,553	29	15	14	1,435,068	30	15	15	0%	0%	60%	40%	0%	0%	100%	0	0	17	12	0	0
10/31/2021	18.30	282	1,446,660	28	12	16	1,392,145	27	12	15	0%	0%	60%	40%	0%	0%	100%	0	0	17	11	0	0
11/1/2021	14.90	289	1,707,024	34	14	20	1,743,270	34	14	20	0%	0%	40%	30%	0%	30%	100%	0	0	14	10	0	10
11/2/2021	14.90	288	1,413,886	30	12	18	1,389,766	28	12	16	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9
11/3/2021	6.90	202	1,522,916	32	12	20	1,619,429	32	12	20	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10
11/4/2021	8.00	234	1,760,512	35	12	23	1,796,758	34	12	22	0%	0%	60%	40%	0%	0%	100%	0	0	21	14	0	0
11/5/2021	9.10	86	1,760,512	35	12	23	1,796,758	34	12	22	80%	20%	0%	0%	0%	0%	100%	28	7	0	0	0	0
11/6/2021	9.10	160	1,500,996	30	11	19	1,471,223	29	11	18	0%	0%	40%	30%	30%	0%	100%	0	0	12	9	9	0
11/7/2021	8.00	211	2,178,063	32	12	20	1,796,328	32	12	20	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10
11/8/2021	16.10	201	2,347,360	35	12	23	1,839,339	33	12	21	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11
11/9/2021	11.40	216	1,961,459	29	11	18	1,513,705	28	11	17	0%	0%	40%	30%	0%	30%	100%	0	0	12	9	0	9
11/10/2021	12.70	122	2,109,764	32	12	20	1,722,277	32	12	20	50%	30%	0%	0%	20%	0%	100%	16	10	0	0	6	0
11/11/2021	25.20	188	2,347,360	35	12	23	1,899,606	34	12	22	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0
11/12/2021	27.70	219	2,347,360	35	12	23	1,899,606	34	12	22	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11
11/13/2021	21.80	250	1,902,332	29	10	19	1,509,559	28	10	18	0%	0%	60%	40%	0%	0%	100%	0	0	17	12	0	0
11/14/2021	23.00	229	2,178,063	32	12	20	1,796,328	32	12	20	0%	0%	60%	40%	0%	0%	100%	0	0	19	13	0	0
11/15/2021	20.80	255	2,347,360	35	12	23	1,839,339	33	12	21	0%	0%	60%	40%	0%	0%	100%	0	0	21	14	0	0
11/16/2021	12.70	112	1,961,459	29	11	18	1,513,705	28	11	17	50%	30%	0%	0%	20%	0%	100%	15	9	0	0	6	0
11/17/2021	23.00	200	2,109,764	33	12	21	1,722,277	32	12	20	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10
11/18/2021	25.20	286	2,341,707	36	12	24	1,860,331	33	11	22	0%	0%	40%	30%	0%	30%	100%	0	0	14	11	0	11
11/19/2021	15.00	194	2,456,355	37	12	25	1,974,979	34	11	23	0%	0%	40%	30%	30%	0%	100%	0	0	15	11	11	0
11/20/2021	12.70	165	1,694,787	27	11	16	1,368,033	26	11	15	0%	0%	40%	30%	30%	0%	100%	0	0	11	8	8	0
11/21/2021	16.10	207	2,112,143	32	12	20	1,630,767	29	11	18	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10
11/22/2021	19.50	306	2,253,436	33	11	22	1,805,682	31	11	20	0%	0%	40%	30%	0%	30%	100%	0	0	13	10	0	10
11/23/2021	9.10	239	2,253,570	34	11	23	1,805,816	32	11	21	0%	0%	60%	40%	0%	0%	100%	0	0	20	14	0	0
11/24/2021	18.20	182	2,341,707	36	12	24	1,860,331	33	11	22	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0
11/25/2021	21.70	237	949,202	15	7	8	722,162	14	7	7	0%	0%	60%	40%	0%	0%	100%	0	0	9	6	0	0
11/26/2021	23.00	289	1,507,108	23	9	14	1,186,106	22	9	13	0%	0%	40%	30%	0%	30%	100%	0	0	9	7	0	7
11/27/2021	14.90	190	2,360,089	35	14	21	1,916,939	35	14	21	0%	0%	40%	30%	30%	0%	100%	0	0	14	11	11	0
11/28/2021	19.70	284	2,469,119	39	14	25	2,058,366	37	13	24	0%	0%	60%	40%	0%	0%	100%	0	0	23	16	0	0
11/29/2021	14.90	230	2,396,222	37	12	25	1,860,331	33	11	22	0%	0%	60%	40%	0%	0%	100%	0	0	22	15	0	0
11/30/2021	24.10	247	2,130,756	33	11	22	1,683,002	31	11	20	0%	0%	60%	40%	0%	0%	100%	0	0	20	13	0	0
12/1/2021	18.30	170	1,819,994	23	5	18	1,335,895	23	5	18	0%	0%	40%	30%	30%	0%	100%	0	0	9	7	7	0
12/2/2021	23.00	253	1,965,393	27	5	22	1,602,393	27	5	22	0%	0%	60%	40%	0%	0%	100%	0	0	16	11	0	0
12/3/2021	11.40	97	1,965,393	27	5	22	1,602,393	27	5	22	80%	20%	0%	0%	0%	0%	100%	22	5	0	0	0	0
12/4/2021	11.40	278	1,553,853	22	4	18	1,245,834	21	4	17	0%	0%	60%	40%	0%	0%	100%	0	0	13	9	0	0
12/5/2021	23.00	142	1,796,096	24	5	19	1,499,115	25	5	20	0%	0%	40%	30%	30%	0%	100%	0	0	10	7	7	0
12/6/2021	27.70	265	1,959,740	27	5	22	1,536,473	26	5	21	0%	0%	60%	40%	0%	0%	100%	0	0	16	11	0	0
12/7/2021	12.70	225	1,585,145	21	4	17	1,276,660	22	4	18	0%	0%	40%	30%	0%	30%	100%	0	0	8	6	0	6
12/8/2021	16.00	216	1,842,445	25	5	20	1,485,197	25	5	20	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8
12/9/2021	18.30	138	1,965,393	27	5	22	1,602,393	27	5	22	0%	0%	40%	30%	30%	0%	100%	0	0	11	8	8	0
12/10/2021	16.00	170	1,965,393	27	5	22	1,602,393	27	5	22	0%	0%	40%	30%	30%	0%	100%	0	0	11	8	8	0
12/11/2021	41.30	230	1,439,205	21	4	17	1,131,186	20	4	16	0%	0%	60%	40%	0%	0%	100%	0	0	13	8	0	0
12/12/2021	17.20	221	1,910,744	25	5	20	1,613,763	26	5	21	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8
12/13/2021	18.30	200	1,959,740	27	5	22	1,536,473	26	5	21	0%	0%	40%	30%	0%	30%	100%	0	0	11	8	0	8
12/14/2021	15.00	130	1,585,145	21	4	17	1,276,660	22	4	18	50%	30%	0%	0%	20%	0%	100%	11	6	0	0	4	0
12/15/2021	19.60	182	1,727,797	24	5	19	1,370,549	24	5	19	0%	0%	40%	30%	30%	0%	100%	0	0	10	7	7	0
12/16/2021	26.30	223	1,970,912	26	5	21	1,487,576	24	5	19	0%	0%	40%	30%	0%	30%	100%	0	0	10	8	0	8
12/17/2021	12.70	148	1,856,264	25	5	20	1,432,997	24	5	19	0%	0%	40%	30%	30%	0%	100%	0	0	10	8	8	0
12/18/2021	21.80	215	1,171,761	19	4	15	990,494	18	4	14	0%	0%	40%	30%	0%	30%	100%	0	0	8	6	0	6
12/19/2021	14.90	176	1,322,813	23	4	19	1,262,546	22	4	18	0%	0%	40%	30%	30%	0%	100%	0	0	9	7	7	0
12/20/2021	14.90	194	1,377,328	24	4	20	1,317,061	23	4	19	0%	0%	40%	30%	30%	0%	100%	0	0	10	7	7	0
12/21/2021	15.00	179	1,139,732	21	4	17	1,079,465	20	4	16	0%	0%	40%	30%	30%	0%	100%	0	0	8	6	6	0
12/22/2021	18.20	280	1,377,328	24	4	20	1,317,061	23	4	19	0%	0%	60%	40%	0%	0%	100%	0	0	14	10	0	0
12/23/2021	20.70	171	1,254,514	23	4	19	1,194,247	22	4	18	0%	0%	40%	30%	30%	0%	100%	0	0	9	7	7	0
12/24/2021	20.80	195	981,651	16	1	15	975,899	16	1	15	0%	0%	40%	30%	30%	0%	100%	0	0	6	5	5	0
12/25/2021	17.20	259	952,627	17	2	15	898,112	16	2	14	0%	0%	60%	40%	0%	0%	100%	0	0	10	7	0	0
12/26/2021	11.40	203	1,322,813	23	4	19	1,262,546	22	4	18	0%	0%	40%	30%	0%	30%	100%	0	0	9	7	0	7
12/27/2021	20.70	205	1,322,813	23	4	19	1,262,546	22	4	18	0%	0%	40%	30%	0%	30%	100%	0	0	9	7	0	7
12/28/2021	18.30	154	1,085,217	20	4	16	1,024,950	19	4	15	0%	0%	40%	30%	30%	0%	100%	0	0	8	6	6	0
12/29/2021	11.30	235	1,199,999	22	4	18	1,139,732	21	4	17	0%	0%	60%	40%	0%	0%	100%	0	0	13	9	0	0
12/30/2021	10.30	144	1,322,813	23	4	19	1,262,546	22	4	18	0%	0%	40%	30%	30%	0%	100%	0	0	9	7	7	0
12/31/2021	12.80	149	639,533	11	0	11	573,514	10	0	10	0%	0%	40%	30%	30%	0%	100%	0	0	4	3	3	0
1/1/2022	8.28	305	0	0	0	0	0	0	0	0	0%	0%	40%	30%	0%	30%	100%	0	0	0	0	0	0
								10,480	4,580	5,900													

DATE	Runway Totals for Departures (Flights): 6L	6R	24R	24L	18	36	Runway Totals for Arrivals (Weights): 6L	6R	24R	24L	18	36	Airaft Calss: CII	CIII	Runway Totals for Departures (Weights): 6L	6R	24R	24L	18	36
10/1/2021	29	7	0	0	0	0	1,746,116	436,529	0	0	0	0			1,455,716	363,929	0	0	0	0
10/2/2021	0	0	12	9	9	0	0	0	730,347	547,760	547,760	0			0	0	606,953	455,215	455,215	0
10/3/2021	0	0	14	10	0	10	0	0	836,791	627,593	0	627,593			0	0	718,185	538,639	0	538,639
10/4/2021	0	0	21	14	0	0	0	0	1,201,672	801,114	0	0			0	0	1,056,472	704,314	0	0
10/5/2021	22	6	0	0	0	0	1,273,194	318,299	0	0	0	0			1,127,729	281,932	0	0	0	0
10/6/2021	24	6	0	0	0	0	1,435,450	358,863	0	0	0	0			1,193,716	298,429	0	0	0	0
10/7/2021	18	11	0	0	7	0	1,057,147	634,288	0	0	422,859	0			936,147	561,688	0	0	374,459	0
10/8/2021	0	0	14	11	11	0	0	0	845,718	634,288	634,288	0			0	0	748,918	561,688	561,688	0
10/9/2021	0	0	12	9	9	0	0	0	728,276	546,207	546,207	0			0	0	604,882	453,661	453,661	0
10/10/2021	0	0	13	10	10	0	0	0	810,463	607,847	607,847	0			0	0	691,857	518,893	518,893	0
10/11/2021	0	0	14	11	11	0	0	0	728,348	546,261	546,261	0			0	0	728,348	546,261	546,261	0
10/12/2021	0	0	19	12	0	0	0	0	900,533	600,356	0	0			0	0	900,533	600,356	0	0
10/13/2021	0	0	14	10	10	0	0	0	657,416	493,062	493,062	0			0	0	657,416	493,062	493,062	0
10/14/2021	0	0	14	11	0	11	0	0	728,348	546,261	0	546,261			0	0	728,348	546,261	0	546,261
10/15/2021	0	0	14	11	0	11	0	0	728,348	546,261	0	546,261			0	0	728,348	546,261	0	546,261
10/16/2021	0	0	12	9	0	9	0	0	552,221	414,166	0	414,166			0	0	574,027	430,520	0	430,520
10/17/2021	0	0	20	13	0	0	0	0	1,039,640	693,093	0	0			0	0	1,006,931	671,287	0	0
10/18/2021	0	0	22	14	0	0	0	0	1,092,522	728,348	0	0			0	0	1,092,522	728,348	0	0
10/19/2021	0	0	12	9	0	9	0	0	600,356	450,267	0	450,267			0	0	600,356	450,267	0	450,267
10/20/2021	0	0	14	10	0	10	0	0	657,416	493,062	0	493,062			0	0	657,416	493,062	0	493,062
10/21/2021	0	0	22	14	0	0	0	0	1,092,522	728,348	0	0			0	0	1,092,522	728,348	0	0
10/22/2021	0	0	14	11	0	11	0	0	728,348	546,261	0	546,261			0	0	728,348	546,261	0	546,261
10/23/2021	0	0	18	12	0	0	0	0	828,332	552,221	0	0			0	0	861,041	574,027	0	0
10/24/2021	16	10	0	0	6	0	846,967	508,180	0	0	338,787	0			819,709	491,825	0	0	327,884	0
10/25/2021	0	0	22	14	0	0	0	0	1,092,522	728,348	0	0			0	0	1,092,522	728,348	0	0
10/26/2021	12	9	0	0	0	9	600,356	450,267	0	0	0	450,267			600,356	450,267	0	0	0	450,267
10/27/2021	17	10	0	0	7	0	821,771	493,062	0	0	328,708	0			821,771	493,062	0	0	328,708	0
10/28/2021	18	11	0	0	7	0	910,435	546,261	0	0	364,174	0			910,435	546,261	0	0	364,174	0
10/29/2021	0	0	14	11	0	11	0	0	728,348	546,261	0	546,261			0	0	728,348	546,261	0	546,261
10/30/2021	0	0	18	12	0	0	0	0	828,332	552,221	0	0			0	0	861,041	574,027	0	0
10/31/2021	0	0	16	11	0	0	0	0	867,996	578,664	0	0			0	0	835,287	556,858	0	0
11/1/2021	0	0	14	10	0	10	0	0	682,810	512,107	0	512,107			0	0	697,308	522,981	0	522,981
11/2/2021	0	0	11	8	0	8	0	0	565,554	424,166	0	424,166			0	0	555,906	416,930	0	416,930
11/3/2021	0	0	13	10	0	10	0	0	609,166	456,875	0	456,875			0	0	647,772	485,829	0	485,829
11/4/2021	0	0	20	14	0	0	0	0	1,056,307	704,205	0	0			0	0	1,078,055	718,703	0	0
11/5/2021	27	7	0	0	0	0	1,408,410	352,102	0	0	0	0			1,437,406	359,352	0	0	0	0
11/6/2021	0	0	12	9	9	0	0	0	600,398	450,299	450,299	0			0	0	588,489	441,367	441,367	0
11/7/2021	0	0	13	10	0	10	0	0	871,225	653,419	0	653,419			0	0	718,531	538,898	0	538,898
11/8/2021	0	0	13	10	0	10	0	0	938,944	704,208	0	704,208			0	0	735,736	551,802	0	551,802
11/9/2021	0	0	11	8	0	8	0	0	784,584	588,438	0	588,438			0	0	605,482	454,112	0	454,112
11/10/2021	16	10	0	0	6	0	1,054,882	632,929	0	0	421,953	0			861,139	516,683	0	0	344,455	0
11/11/2021	0	0	14	10	10	0	0	0	938,944	704,208	704,208	0			0	0	759,842	569,882	569,882	0
11/12/2021	0	0	14	10	0	10	0	0	938,944	704,208	0	704,208			0	0	759,842	569,882	0	569,882
11/13/2021	0	0	17	11	0	0	0	0	1,141,399	760,933	0	0			0	0	905,735	603,824	0	0
11/14/2021	0	0	19	13	0	0	0	0	1,306,838	871,225	0	0			0	0	1,077,797	718,531	0	0
11/15/2021	0	0	20	13	0	0	0	0	1,408,416	938,944	0	0			0	0	1,103,603	735,736	0	0
11/16/2021	14	8	0	0	6	0	980,730	588,438	0	0	392,292	0			756,853	454,112	0	0	302,741	0
11/17/2021	0	0	13	10	0	10	0	0	843,906	632,929	0	632,929			0	0	688,911	516,683	0	516,683
11/18/2021	0	0	13	10	0	10	0	0	936,683	702,512	0	702,512			0	0	744,132	558,099	0	558,099
11/19/2021	0	0	14	10	10	0	0	0	982,542	736,907	736,907	0			0	0	789,992	592,494	592,494	0
11/20/2021	0	0	10	8	8	0	0	0	677,915	508,436	508,436	0			0	0	547,213	410,410	410,410	0
11/21/2021	0	0	12	9	0	9	0	0	844,857	633,643	0	633,643			0	0	652,307	489,230	0	489,230
11/22/2021	0	0	12	9	0	9	0	0	901,374	676,031	0	676,031			0	0	722,273	541,705	0	541,705
11/23/2021	0	0	19	13	0	0	0	0	1,352,142	901,428	0	0			0	0	1,083,490	722,326	0	0
11/24/2021	0	0	13	10	10	0	0	0	936,683	702,512	702,512	0			0	0	744,132	558,099	558,099	0
11/25/2021	0	0	8	6	0	0	0	0	569,521	379,681	0	0			0	0	433,297	288,865	0	0
11/26/2021	0	0	9	7	0	7	0	0	602,843	452,132	0	452,132			0	0	474,442	355,832	0	355,832
11/27/2021	0	0	14	11	11	0	0	0	944,036	708,027	708,027	0			0	0	766,776	575,082	575,082	0
11/28/2021	0	0	22	15	0	0	0	0	1,481,471	987,648	0	0			0	0	1,235,020	823,346	0	0
11/29/2021	0	0	20	13	0	0	0	0	1,437,733	958,489	0	0			0	0	1,116,199	744,132	0	0
11/30/2021	0	0	19	12	0	0	0	0	1,278,454	852,302	0	0			0	0	1,009,801	673,201	0	0
12/1/2021	0	0	9	7	7	0	0	0	727,998	545,998	545,998	0			0	0	534,358	400,769	400,769	0
12/2/2021	0	0	16	11	0	0	0	0	1,179,236	786,157	0	0			0	0	961,436	640,957	0	0
12/3/2021	22	5	0	0	0	0	1,572,314	393,079	0	0	0	0			1,281,914	320,479	0	0	0	0
12/4/2021	0	0	13	8	0	0	0	0	932,312	621,541	0	0			0	0	747,500	498,334	0	0
12/5/2021	0	0	10	8	8	0	0	0	718,438	538,829	538,829	0			0	0	599,646	449,735	449,735	0
12/6/2021	0	0	16	10	0	0	0	0	1,175,844	783,896	0	0			0	0	921,884	614,589	0	0
12/7/2021	0	0	9	7	0	7	0	0	634,058	475,544	0	475,544			0	0	510,664	382,998	0	382,998
12/8/2021	0	0	10	8	0	8	0	0	736,978	552,734	0	552,734			0	0	594,079	445,559	0	445,559
12/9/2021	0	0	11	8	8	0	0	0	786,157	589,618	589,618	0			0	0	640,957	480,718	480,718	0
12/10/2021	0	0	11	8	8	0	0	0	786,157	589,618	589,618	0			0	0	640,957	480,718	480,718	0
12/11/2021	0	0	12	8	0	0	0	0	863,523	575,682	0	0			0	0	678,712	452,474	0	0
12/12/2021	0	0	10	8	0	8	0	0	764,298	573,223	0	573,223			0	0	645,505	484,129	0	484,129
12/13/2021	0	0	10	8	0	8	0	0	783,896	587,922	0	587,922			0	0	614,589	460,942	0	460,942
12/14/2021	11	7	0	0	4	0	792,573	475,544	0	0	317,029	0			638,330	382,998	0	0	255,332	0
12/15/2021	0	0	10	7	7	0	0	0	691,119	518,339	518,339	0			0	0	548,220	411,165	411,165	0
12/16/2021	0	0	10	7	0	7	0	0	788,365	591,274	0	591,274			0	0	595,030	446,273	0	446,273
12/17/2021	0	0	10	7	7	0	0	0	742,506	556,879	556,879	0			0	0	573,199	429,899	429,899	0
12/18/2021	0	0	7	5	0	5	0	0	468,704	351,528	0	351,528			0	0	396,198	297,148	0	297,148
12/19/2021	0	0	9	7	7	0	0	0	529,125	396,844	396,844	0			0	0	505,018	378,764	378,764	0
12/20/2021	0	0	9	7	7	0	0	0	550,931	413,198	413,198	0			0	0	526,824	395,118	395,118	0
12/21/2021	0	0	8	6	6	0	0	0	455,893	341,920	341,920	0			0	0	431,786	323,840	323,840	0
12/22/2021	0	0	14	9	0	0	0	0	826,397	550,931	0	0			0	0	790,237	526,824	0	0
12/23/2021	0	0	9	7	7	0	0	0	501,806	376,354	376,354	0			0	0	477,699	358,274	358,274	0
12/24/2021	0	0	6	5	5	0	0	0	392,660	294,495	294,495	0			0	0	390,360	292,770	292,770	0
12/25/2021	0	0	10	6	0	0	0	0	571,576	381,051	0	0			0	0	538,867	359,245	0	0
12/26/2021	0	0	9	7	0	7	0	0	529,125	396,844	0	396,844			0	0	505,018	378,764	0	378,764
12/27/2021	0	0	9	7	0	7	0	0	529,125	396,844	0	396,844			0	0	505,018	378,764	0	378,764
12/28/2021	0	0	8	6	6	0	0	0	434,087	325,565	325,565	0			0	0	409,980	307,485	307,485	0
12/29/2021	0	0	13	8	0	0	0	0	719,999	480,000	0	0			0	0	683,839	455,893	0	0
12/30/2021	0	0	9	7	7	0	0	0	529,125	396,844	396,844	0			0	0	505,018	378,764	378,764	0
12/31/2021	0	0	4	3	3	0	0	0	255,813	191,860	191,860	0			0	0	229,406	172,054	172,054	0
1/1/2022	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0

	Runway Totals for Arrivals							Runway Totals for Departures					
Runway	6L	6R	24R	24L	18	36		6L	6R	24R	24L	18	36
Total Weight (lbs)	76,446,544	32,255,446	203,655,418	146,404,230	53,890,008	57,771,754		73,521,362	31,125,389	195,199,521	140,252,298	51,109,791	55,603,779
			Total Weight for Arrivals (lbs)			570,423,399				Total Weight for Departures (lbs)			546,812,139

Grand Total Weight for All Flights (lbs)	1,117,235,538

	Runway Totals for Arrival Flights							Runway Totals for Departure Flights					
Runway	6L	6R	24R	24L	18	36		6L	6R	24R	24L	18	36
Total Flights	1,362	578	3,624	2,604	945	1,040		1,423	603	3,731	2,681	972	1,070
			Total Arrival Flights			10,153				Total Departure Flights			10,480

Grand Total Number of Flights	20,633

2022 Summary of Data

Total Weight from All Flights (lbs)	1,391,738,422

Arrivals	Total Weight (lbs)	699,527,270
	Number of Flights	10,114

Departures	Total Weight (lbs)	692,211,152
	Number of Flights	9,668

Weight by Runway for All Flights (lbs)		Flights	CII	CIII	Total
Rwy 6L	207,128,442	2,929	*409*	*2,151*	***2,560***
Rwy 24R	488,665,174	6,963	*2,641*	*4,485*	***7,126***
Total:	**695,793,616**	**9,892**			
Rwy 6R	93,608,259	1,319	*340*	*1,116*	***1,456***
Rwy 24L	348,227,120	4,962	*1,839*	*3,184*	***5,023***
Total:	**441,835,380**	**6,281**			
Rwy 18	101,531,032	1,445	*373*	*1,060*	***1,433***
Rwy 36	152,578,395	2,164	*802*	*1,389*	***2,191***
Total:	**254,109,426**	**3,609**			
	Grand Total:	19,782			

DAY MAster Plan Update

2022 Arrivals	Airline Code	AA			AA		AA		AA		AA		DL		DL		G4		G4		UA		
	Equipment Code	ERJ			E70		E75		CR7		CR9		CR9		717		319		320		CRJ (CRJ)		
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E70 (E-170		E75 (E-175)		CR7 (CRJ-700)		CR9 (CRJ-900)		CR9 (CRJ-900)		717 (B717-200)		319 (A319)		320 (A320)		CRJ (CRJ)		
		CII			CIII		CIII		CIII		CIII		CIII		CIII		CIII		CIII		CII		
	Operating Weight (Lbs)	25,722			46,608		48,259		44,245		48,160		48,160		189,500		90,000		93,900		30,900		
Total Weight (lbs)	Seats	50			65		76		65		76		76		110		156		183		50		
699,527,270	Load Factor (%)	79%			79%		79%		79%		79%		79%		79%		79%		79%		79%		
Main LF (%)	Avg. Weight Per Passenger (lbs)	212			212		212		212		212		212		212		212		212		212		
79%	Total Passenger Weight (lbs)	8,354			10,861		12,698		10,861		12,698		12,698		18,379		26,065		30,577		8,354		
Date	Daily Landing Weight (lbs)	Flights	Weight	CII/CIII	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Total Flights:
1-Jan-22	1,082,955	1	34,076	CII	1	60,957	2	121,915	3	165,317	5	304,292	3	182,575	0	0	0	0	0	0	6	235,526	22
2-Jan-22	1,552,043	2	68,153	CII	1	60,957	3	182,872	5	275,528	5	304,292	4	243,434	0	0	0	0	1	124,477	7	274,780	30
3-Jan-22	1,567,895	2	68,153	CII	1	60,957	3	182,872	6	330,633	5	304,292	4	243,434	0	0	0	0	1	124,477	6	235,526	30
4-Jan-22	1,387,540	1	34,076	CII		0	1	60,957	6	330,633	6	365,151	4	243,434	0	0	0	0	0	0	7	274,780	27
5-Jan-22	2,038,122	3	102,229	CII		0	2	121,915	7	385,739	4	243,434	0	0	4	831,517	0	0	0	0	7	274,780	29
6-Jan-22	2,251,780	4	136,305	CII		0	2	121,915	8	440,844	4	243,434	0	0	4	831,517	0	0	1	124,477	7	274,780	32
7-Jan-22	2,251,780	4	136,305	CII		0	2	121,915	8	440,844	4	243,434	0	0	4	831,517	0	0	1	124,477	7	274,780	32
8-Jan-22	1,693,249	4	136,305	CII		0	2	121,915	5	275,528	3	182,575	0	0	3	623,638	0	0	0	0	7	274,780	26
9-Jan-22	2,141,569	4	136,305	CII		0	2	121,915	6	330,633	4	243,434	0	0	4	831,517	0	0	1	124,477	7	274,780	30
10-Jan-22	2,109,937	3	102,229	CII		0	2	121,915	8	440,844	4	243,434	1	60,858	3	623,638	0	0	1	124,477	7	274,780	32
11-Jan-22	1,774,463	2	68,153	CII		0	1	60,957	7	385,739	3	182,575	1	60,858	3	623,638	0	0	0	0	7	274,780	27
12-Jan-22	1,930,355	3	102,229	CII		0	2	121,915	7	385,739	4	243,434	1	60,858	3	623,638	0	0	0	0	7	274,780	30
13-Jan-22	2,260,079	4	136,305	CII		0	2	121,915	8	440,844	4	243,434	1	60,858	3	623,638	1	116,065	1	124,477	7	274,780	34
14-Jan-22	2,019,537	4	136,305	CII		0	2	121,915	8	440,844	4	243,434	1	60,858	3	623,638	0	0	0	0	7	274,780	32
15-Jan-22	1,693,249	4	136,305	CII		0	2	121,915	5	275,528	3	182,575	0	0	3	623,638	0	0	0	0	7	274,780	26
16-Jan-22	1,899,614	3	102,229	CII		0	2	121,915	6	330,633	4	243,434	0	0	3	623,638	0	0	1	124,477	7	274,780	28
17-Jan-22	2,101,526	3	102,229	CII		0	2	121,915	8	440,844	4	243,434	1	60,858	3	623,638	1	116,065	0	0	7	274,780	32
18-Jan-22	1,780,216	2	68,153	CII		0	1	60,957	6	330,633	4	243,434	1	60,858	3	623,638	0	0	0	0	7	274,780	27
19-Jan-22	1,930,355	3	102,229	CII		0	2	121,915	7	385,739	4	243,434	1	60,858	3	623,638	0	0	0	0	7	274,780	30
20-Jan-22	2,144,014	4	136,305	CII		0	2	121,915	8	440,844	4	243,434	1	60,858	3	623,638	0	0	1	124,477	7	274,780	33
21-Jan-22	2,144,014	4	136,305	CII		0	2	121,915	8	440,844	4	243,434	1	60,858	3	623,638	0	0	1	124,477	7	274,780	33
22-Jan-22	1,817,726	4	136,305	CII		0	2	121,915	5	275,528	3	182,575	0	0	3	623,638	0	0	1	124,477	7	274,780	27
23-Jan-22	1,909,326	4	136,305	CII		0	2	121,915	6	330,633	4	243,434	1	60,858	3	623,638	0	0	0	0	7	274,780	30
24-Jan-22	2,109,937	3	102,229	CII		0	2	121,915	8	440,844	4	243,434	1	60,858	3	623,638	0	0	1	124,477	7	274,780	32
25-Jan-22	1,780,216	2	68,153	CII		0	1	60,957	6	330,633	4	243,434	1	60,858	3	623,638	0	0	0	0	7	274,780	27
26-Jan-22	1,930,355	3	102,229	CII		0	2	121,915	7	385,739	4	243,434	1	60,858	3	623,638	0	0	0	0	7	274,780	30
27-Jan-22	2,144,014	4	136,305	CII		0	2	121,915	8	440,844	4	243,434	1	60,858	3	623,638	0	0	1	124,477	7	274,780	33
28-Jan-22	2,144,014	4	136,305	CII		0	2	121,915	8	440,844	4	243,434	1	60,858	3	623,638	0	0	1	124,477	7	274,780	33
29-Jan-22	1,693,249	4	136,305	CII		0	2	121,915	5	275,528	3	182,575	0	0	3	623,638	0	0	0	0	7	274,780	26
30-Jan-22	2,033,802	4	136,305	CII		0	2	121,915	6	330,633	4	243,434	1	60,858	3	623,638	0	0	1	124,477	7	274,780	31
31-Jan-22	2,109,937	3	102,229	CII		0	2	121,915	8	440,844	4	243,434	1	60,858	3	623,638	0	0	1	124,477	7	274,780	32
1-Feb-22	1,477,977	2	68,153	CII		0	1	60,957	5	275,528	4	243,434	1	60,858	2	415,759	0	0	0	0	7	274,780	24
2-Feb-22	1,720,031	3	102,229	CII		0	2	121,915	5	275,528	4	243,434	0	0	3	623,638	0	0	0	0	7	274,780	26
3-Feb-22	2,202,527	4	136,305	CII		0	3	182,872	6	330,633	4	243,434	0	0	4	831,517	0	0	1	124,477	7	274,780	31
4-Feb-22	2,072,297	4	136,305	CII		0	3	182,872	7	385,739	3	182,575	0	0	4	831,517	0	0	0	0	7	274,780	30
5-Feb-22	1,507,073	4	136,305	CII		0	3	182,872	5	275,528	2	121,717	1	60,858	2	415,759	0	0	0	0	7	274,780	25
6-Feb-22	2,086,563	4	136,305	CII		0	3	182,872	5	275,528	3	182,575	0	0	4	831,517	0	0	1	124,477	7	274,780	29
7-Feb-22	2,196,774	4	136,305	CII		0	3	182,872	7	385,739	3	182,575	0	0	4	831,517	0	0	1	124,477	7	274,780	31
8-Feb-22	1,594,139	2	68,153	CII		0	3	182,872	6	330,633	3	182,575	1	60,858	2	415,759	0	0	0	0	7	274,780	26
9-Feb-22	1,628,215	3	102,229	CII		0	3	182,872	6	330,633	3	182,575	1	60,858	2	415,759	0	0	0	0	7	274,780	27
10-Feb-22	2,251,879	4	136,305	CII		0	3	182,872	8	440,844	3	182,575	0	0	4	831,517	0	0	1	124,477	7	274,780	32
11-Feb-22	2,104,858	4	136,305	CII		0	3	182,872	8	440,844	3	182,575	1	60,858	3	623,638	0	0	1	124,477	7	274,780	32
12-Feb-22	1,709,200	4	136,305	CII		0	3	182,872	6	330,633	2	121,717	0	0	3	623,638	0	0	0	0	7	274,780	26
13-Feb-22	1,839,429	4	136,305	CII		0	3	182,872	5	275,528	3	182,575	0	0	3	623,638	0	0	1	124,477	7	274,780	27
14-Feb-22	2,049,753	4	136,305	CII		0	3	182,872	7	385,739	3	182,575	1	60,858	3	623,638	0	0	1	124,477	7	274,780	31
15-Feb-22	1,741,160	2	68,153	CII		0	3	182,872	6	330,633	3	182,575	0	0	3	623,638	0	0	0	0	7	274,780	26
16-Feb-22	1,775,236	3	102,229	CII		0	3	182,872	6	330,633	3	182,575	0	0	3	623,638	0	0	0	0	7	274,780	27
17-Feb-22	2,376,356	4	136,305	CII		0	3	182,872	8	440,844	3	182,575	0	0	4	831,517	0	0	2	248,953	7	274,780	33
18-Feb-22	2,243,468	4	136,305	CII		0	3	182,872	8	440,844	3	182,575	0	0	4	831,517	1	116,065	0	0	7	274,780	32
19-Feb-22	1,709,200	4	136,305	CII		0	3	182,872	6	330,633	2	121,717	0	0	3	623,638	0	0	0	0	7	274,780	26
20-Feb-22	1,984,935	3	102,229	CII		0	3	182,872	6	330,633	3	182,575	0	0	3	623,638	0	0	2	248,953	7	274,780	28
21-Feb-22	2,188,362	4	136,305	CII		0	3	182,872	7	385,739	3	182,575	0	0	4	831,517	1	116,065	0	0	7	274,780	31
22-Feb-22	1,796,265	2	68,153	CII		0	3	182,872	7	385,739	3	182,575	0	0	3	623,638	0	0	0	0	7	274,780	27
23-Feb-22	1,830,341	3	102,229	CII		0	3	182,872	7	385,739	3	182,575	0	0	3	623,638	0	0	0	0	7	274,780	28
24-Feb-22	2,229,335	4	136,305	CII		0	3	182,872	8	440,844	3	182,575	1	60,858	3	623,638	0		2	248,953	7	274,780	33
25-Feb-22	2,096,447	4	136,305	CII		0	3	182,872	8	440,844	3	182,575	1	60,858	3	623,638	1	116,065	0	0	7	274,780	32
26-Feb-22	1,654,094	4	136,305	CII		0	3	182,872	5	275,528	2	121,717		0	3	623,638		0	0	0	7	274,780	25
27-Feb-22	2,266,145	4	136,305	CII		0	3	182,872	6	330,633	3	182,575		0	4	831,517		0	2	248,953	7	274,780	31
28-Feb-22	2,367,944	4	136,305	CII		0	3	182,872	8	440,844	3	182,575		0	4	831,517	1	116,065	1	124,477	7	274,780	33
1-Mar-22	1,835,519	2	68,153	CII		0	3	182,872	7	385,739	3	182,575		0	3	623,638		0		0	8	314,034	28
2-Mar-22	1,814,490	3	102,229	CII		0	3	182,872	6	330,633	3	182,575		0	3	623,638		0		0	8	314,034	28
3-Mar-22	2,339,720	3	102,229	CII		0	4	243,830	7	385,739	3	182,575		0	4	831,517	1	116,065	1	124,477	7	274,780	32
4-Mar-22	2,224,230	4	136,305	CII		0	4	243,830	6	330,633	4	243,434		0	4	831,517		0	1	124,477	6	235,526	31
5-Mar-22	1,647,474	3	102,229	CII		0	4	243,830	4	220,422	3	182,575		0	3	623,638		0		0	6	235,526	24
6-Mar-22	2,169,127	4	136,305	CII		0	3	182,872	4	220,422	4	243,434		0	4	831,517	1	116,065	1	124,477	6	235,526	29
7-Mar-22	2,077,209	4	136,305	CII		0	4	243,830	6	330,633	4	243,434	1	60,858	3	623,638		0	1	124,477	6	235,526	31
8-Mar-22	1,680,876	3	102,229	CII		0	3	182,872	5	275,528	3	182,575		0	3	623,638		0		0	6	235,526	25
9-Mar-22	1,829,474	2	68,153	CII		0	4	243,830	5	275,528	5	304,292		0	3	623,638		0		0	6	235,526	27
10-Mar-22	2,201,685	4	136,305	CII		0	4	243,830	6	330,633	4	243,434	1	60,858	3	623,638		0	2	248,953	6	235,526	32
11-Mar-22	2,016,251	4	136,305	CII		0	3	182,872	6	330,633	4	243,434	1	60,858	3	623,638		0	1	124,477	6	235,526	30
12-Mar-22	1,586,516	3	102,229	CII		0	3	182,872	4	220,422	3	182,575		0	3	623,638		0		0	6	235,526	23
13-Mar-22	2,091,474	4	136,305	CII		0	4	243,830	4	220,422	4	243,434	1	60,858	3	623,638		0	2	248,953	6	235,526	30
14-Mar-22	2,077,209	4	136,305	CII		0	4	243,830	6	330,633	4	243,434	1	60,858	3	623,638		0	1	124,477	6	235,526	31
15-Mar-22	1,564,813	3	102,229	CII		0	2	121,915	4	220,422	3	182,575		0	3	623,638		0		0	6	235,526	23
16-Mar-22	1,893,092	2	68,153	CII		0	4	243,830	5	275,528	4	243,434		0	3	623,638		0	1	124,477	6	235,526	27
17-Mar-22	2,201,685	4	136,305	CII		0	4	243,830	6	330,633	4	243,434	1	60,858	3	623,638		0	2	248,953	6	235,526	32
18-Mar-22	2,077,209	4	136,305	CII		0	4	243,830	6	330,633	4	243,434	1	60,858	3	623,638		0	1	124,477	6	235,526	31
19-Mar-22	1,771,950	3	102,229	CII		0	4	243,830	4	220,422	3	182,575		0	3	623,638		0	1	124,477	6	235,526	25
20-Mar-22	2,030,616	4	136,305	CII		0	4	243,830	4	220,422	3	182,575	1	60,858	3	623,638		0	2	248,953	6	235,526	29
21-Mar-22	2,077,209	4	136,305	CII		0	4	243,830	6	330,633	4	243,434	1	60,858	3	623,638		0	1	124,477	6	235,526	31
22-Mar-22	1,741,834	3	102,229	CII		0	4	243,830	5	275,528	3	182,575		0	3	623,638		0		0	6	235,526	26
23-Mar-22	1,884,681	2	68,153	CII		0	4	243,830	5	275,528	4	243,434		0	3	623,638	1	116,065		0	6	235,526	27
24-Mar-22	2,132,416	4	136,305	CII		0	4	243,830	6	330,633	3	182,575	1	60,858	3	623,638	1	116,065	1	124,477	6	235,526	31
25-Mar-22	2,077,209	4	136,305	CII		0	4	243,830	6	330,633	4	243,434	1	60,858	3	623,638		0	1	124,477	6	235,526	31
26-Mar-22	1,771,950	3	102,229	CII		0	4	243,830	4	220,422	3	182,575		0	3	623,638		0	1	124,477	6	235,526	25
27-Mar-22	2,122,317	4	136,305	CII		0	4	243,830	4	220,422	4	243,434	1	60,858	3	623,638	1	116,065	1	124,477	7	274,780	31
28-Mar-22	2,116,463	4	136,305	CII		0	4	243,830	6	330,633	4	243,434	1	60,858	3	623,638		0	1	124,477	7	274,780	32
29-Mar-22	1,842,615	3	102,229	CII		0	4	243,830	4	220,422	4	243,434		0	3	623,638		0		0	7	274,780	28
30-Mar-22	1,868,729	2	68,153	CII		0	4	243,830	5	275,528	5	304,292		0	3	623,638		0		0	7	274,780	28
31-Mar-22	2,171,670	4	136,305	CII		0	4	243,830	6	330,633	3	182,575	1	60,858	3	623,638	1	116,065	1	124,477	7	274,780	32

DAY MAster Plan Update

2022 Arrivals	Airline Code	AA			AA		AA		AA		AA		DL		DL		G4		G4		UA		
	Equipment Code	ERJ			E70		E75		CR7		CR9		CR9		717		319		320		CRJ (CRJ)		
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E70 (E-170		E75 (E-175)		CR7 (CRJ-700)		CR9 (CRJ-900)		CR9 (CRJ-900)		717 (B717-200)		319 (A319)		320 (A320)		CRJ (CRJ)		
		CII			CIII		CIII		CIII		CIII		CIII		CIII		CIII		CIII		CII		
	Operating Weight (Lbs)	25,722			46,608		48,259		44,245		48,160		48,160		189,500		90,000		93,900		30,900		
Total Weight (lbs)	Seats	50			65		76		65		76		76		110		156		183		50		
699,527,270	Load Factor (%)	79%			79%		79%		79%		79%		79%		79%		79%		79%		79%		
Main LF (%)	Avg. Weight Per Passenger (lbs)	212			212		212		212		212		212		212		212		212		212		
79%	Total Passenger Weight (lbs)	8,354			10,861		12,698		10,861		12,698		12,698		18,379		26,065		30,577		8,354		
Date	Daily Landing Weight (lbs)	Flights	Weight	CII/CIII	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Flights	Weight	Total Flights:
1-Apr-22	2,116,463	4	136,305	CII		0	4	243,830	6	330,633	4	243,434	1	60,858	3	623,638		0	1	124,477	7	274,780	32
2-Apr-22	1,747,587	3	102,229	CII		0	4	243,830	4	220,422	4	243,434		0	3	623,638		0		0	7	274,780	26
3-Apr-22	2,122,317	4	136,305	CII		0	4	243,830	4	220,422	4	243,434	1	60,858	3	623,638	1	116,065	1	124,477	7	274,780	31
4-Apr-22	2,110,512	4	136,305	CII		0	2	121,915	7	385,739	5	304,292	1	60,858	3	623,638		0	1	124,477	7	274,780	32
5-Apr-22	1,824,490	3	102,229	CII		0	2	121,915	8	440,844	3	182,575		0	3	623,638		0		0	7	274,780	28
6-Apr-22	1,858,566	4	136,305	CII		0	2	121,915	8	440,844	3	182,575		0	3	623,638		0		0	7	274,780	29
7-Apr-22	2,021,356	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	2	121,717	2	415,759		0	2	248,953	7	274,780	32
8-Apr-22	2,043,901	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	1	60,858	3	623,638		0	1	124,477	7	274,780	31
9-Apr-22	1,675,024	3	102,229	CII		0	2	121,915	6	330,633	3	182,575		0	3	623,638		0		0	7	274,780	25
10-Apr-22	2,100,800	3	102,229	CII		0	2	121,915	7	385,739	3	182,575	2	121,717	3	623,638		0	2	248,953	7	274,780	30
11-Apr-22	1,940,088	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	4	243,434	2	415,759		0	1	124,477	7	274,780	31
12-Apr-22	1,867,698	3	102,229	CII		0	2	121,915	8	440,844	3	182,575	2	121,717	3	623,638		0		0	7	274,780	28
13-Apr-22	1,901,774	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	2	121,717	3	623,638		0		0	7	274,780	29
14-Apr-22	2,211,586	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	3	182,575	3	623,638		0	2	248,953	7	274,780	32
15-Apr-22	2,087,109	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	3	182,575	3	623,638		0	1	124,477	7	274,780	31
16-Apr-22	1,696,628	3	102,229	CII		0	2	121,915	6	330,633	3	182,575	1	60,858	3	623,638		0		0	7	274,780	25
17-Apr-22	2,122,404	3	102,229	CII		0	2	121,915	7	385,739	3	182,575	3	182,575	3	623,638		0	2	248,953	7	274,780	30
18-Apr-22	2,087,109	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	3	182,575	3	623,638		0	1	124,477	7	274,780	31
19-Apr-22	1,867,698	3	102,229	CII		0	2	121,915	8	440,844	3	182,575	2	121,717	3	623,638		0		0	7	274,780	28
20-Apr-22	1,901,774	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	2	121,717	3	623,638		0		0	7	274,780	29
21-Apr-22	2,211,586	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	3	182,575	3	623,638		0	2	248,953	7	274,780	32
22-Apr-22	2,087,109	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	3	182,575	3	623,638		0	1	124,477	7	274,780	31
23-Apr-22	1,696,628	3	102,229	CII		0	2	121,915	6	330,633	3	182,575	1	60,858	3	623,638		0		0	7	274,780	25
24-Apr-22	2,122,404	3	102,229	CII		0	2	121,915	7	385,739	3	182,575	3	182,575	3	623,638		0	2	248,953	7	274,780	30
25-Apr-22	2,087,109	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	3	182,575	3	623,638		0	1	124,477	7	274,780	31
26-Apr-22	1,867,698	3	102,229	CII		0	2	121,915	8	440,844	3	182,575	2	121,717	3	623,638		0		0	7	274,780	28
27-Apr-22	1,901,774	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	2	121,717	3	623,638		0		0	7	274,780	29
28-Apr-22	1,962,633	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	3	182,575	3	623,638		0		0	7	274,780	30
29-Apr-22	1,962,633	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	3	182,575	3	623,638		0		0	7	274,780	30
30-Apr-22	1,696,628	3	102,229	CII		0	2	121,915	6	330,633	3	182,575	1	60,858	3	623,638		0		0	7	274,780	25
1-May-22	2,122,404	3	102,229	CII		0	2	121,915	7	385,739	3	182,575	3	182,575	3	623,638		0	2	248,953	7	274,780	30
2-May-22	2,087,109	4	136,305	CII		0	2	121,915	8	440,844	3	182,575	3	182,575	3	623,638		0	1	124,477	7	274,780	31
3-May-22	1,806,840	3	102,229	CII		0	2	121,915	8	440,844	2	121,717	2	121,717	3	623,638		0		0	7	274,780	27
4-May-22	1,846,669	4	136,305	CII		0	2	121,915	7	385,739	3	182,575	2	121,717	3	623,638		0		0	7	274,780	28
5-May-22	2,162,134	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	2	248,953	7	274,780	32
6-May-22	2,037,658	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	1	124,477	7	274,780	31
7-May-22	1,592,071	3	102,229	CII	1	60,957	1	60,957	3	165,317	5	304,292	1	60,858	3	623,638		0		0	7	274,780	24
8-May-22	2,254,050	4	136,305	CII	1	60,957	1	60,957	5	275,528	5	304,292	2	121,717	4	831,517		0	2	248,953	7	274,780	31
9-May-22	2,037,658	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	1	124,477	7	274,780	31
10-May-22	1,702,282	3	102,229	CII	1	60,957	1	60,957	5	275,528	4	243,434	2	121,717	3	623,638		0		0	7	274,780	26
11-May-22	1,797,217	4	136,305	CII	1	60,957	1	60,957	5	275,528	5	304,292	2	121,717	3	623,638		0		0	7	274,780	28
12-May-22	2,162,134	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	2	248,953	7	274,780	32
13-May-22	2,037,658	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	1	124,477	7	274,780	31
14-May-22	1,592,071	3	102,229	CII	1	60,957	1	60,957	3	165,317	5	304,292	1	60,858	3	623,638		0		0	7	274,780	24
15-May-22	2,245,638	4	136,305	CII	1	60,957	1	60,957	5	275,528	5	304,292	2	121,717	4	831,517	1	116,065	1	124,477	7	274,780	31
16-May-22	2,037,658	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	1	124,477	7	274,780	31
17-May-22	1,702,282	3	102,229	CII	1	60,957	1	60,957	5	275,528	4	243,434	2	121,717	3	623,638		0		0	7	274,780	26
18-May-22	1,921,694	4	136,305	CII	1	60,957	1	60,957	5	275,528	5	304,292	2	121,717	3	623,638		0	1	124,477	7	274,780	29
19-May-22	2,029,246	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638	1	116,065		0	7	274,780	31
20-May-22	2,037,658	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	1	124,477	7	274,780	31
21-May-22	1,716,548	3	102,229	CII	1	60,957	1	60,957	3	165,317	5	304,292	1	60,858	3	623,638		0	1	124,477	7	274,780	25
22-May-22	1,974,141	4	136,305	CII	1	60,957	1	60,957	5	275,528	5	304,292	3	182,575	3	623,638	1	116,065		0	7	274,780	30
23-May-22	2,037,658	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	1	124,477	7	274,780	31
24-May-22	1,702,282	3	102,229	CII	1	60,957	1	60,957	5	275,528	4	243,434	2	121,717	3	623,638		0		0	7	274,780	26
25-May-22	1,866,588	4	136,305	CII	1	60,957	1	60,957	4	220,422	5	304,292	2	121,717	3	623,638		0	1	124,477	7	274,780	28
26-May-22	2,037,658	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	1	124,477	7	274,780	31
27-May-22	2,037,658	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	1	124,477	7	274,780	31
28-May-22	1,716,548	3	102,229	CII	1	60,957	1	60,957	3	165,317	5	304,292	1	60,858	3	623,638		0	1	124,477	7	274,780	25
29-May-22	1,852,424	4	136,305	CII	1	60,957	1	60,957	5	275,528	5	304,292	1	60,858	3	623,638	1	116,065		0	7	274,780	28
30-May-22	2,037,658	4	136,305	CII	1	60,957	1	60,957	6	330,633	5	304,292	3	182,575	3	623,638		0	1	124,477	7	274,780	31
31-May-22	1,580,565	3	102,229	CII	1	60,957	1	60,957	5	275,528	4	243,434		0	3	623,638		0		0	7	274,780	24

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2022 Arrivals	Airline Code	AA			AA			AA			AA			AA			DL			DL			G4			G4			UA			
	Equipment Code	ERJ			E70			E75			CR7			CR9			CR9			717			319			320			CRJ (CRJ)			
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E70 (E-170			E75 (E-175)			CR7 (CRJ-700)			CR9 (CRJ-900)			CR9 (CRJ-900)			717 (B717-200)			319 (A319)			320 (A320)			CRJ (CRJ)			
		CII			CIII			CIII			CIII			CIII			CIII			CIII			CIII			CIII			CII			
	Operating Weight (Lbs)	25,722			46,608			48,259			44,245			48,160			48,160			189,500			90,000			93,900			30,900			
Total Weight (lbs)	Seats	50			65			76			65			76			76			110			156			183			50			
699,527,270	Load Factor (%)	79%			79%			79%			79%			79%			79%			79%			79%			79%			79%			
Main LF (%)	Avg. Weight Per Passenger (lbs)	212			212			212			212			212			212			212			212			212			212			
79%	Total Passenger Weight (lbs)	8,354			10,861			12,698			10,861			12,698			12,698			18,379			26,065			30,577			8,354			
Date	Daily Landing Weight (lbs)	Flights	Weight	CII/CIII	Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Total Flights:
1-Jun-22	1,921,694	4	136,305	CII	1	60,957		1	60,957		5	275,528		5	304,292		2	121,717		3	623,638			0		1	124,477		7	274,780		29
2-Jun-22	2,034,999	4	136,305	CII	1	60,957		1	60,957		5	275,528		6	365,151		3	182,575		3	623,638		1	116,065			0		7	274,780		31
3-Jun-22	2,059,798	4	136,305	CII	1	60,957		3	182,872		2	110,211		6	365,151		3	182,575		3	623,638		1	116,065			0		5	196,271		30
4-Jun-22	1,642,676	5	170,381	CII	1	60,957		2	121,915		1	55,106		3	182,575		1	60,858		3	623,638			0		1	124,477		4	157,017		23
5-Jun-22	1,812,664	4	136,305	CII	1	60,957		3	182,872		2	110,211		5	304,292		4	243,434		2	415,759		1	116,065			0		4	157,017		28
6-Jun-22	2,201,066	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517		1	116,065			0		5	196,271		30
7-Jun-22	2,085,000	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0			0		5	196,271		29
8-Jun-22	2,394,812	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		2	248,953		5	196,271		32
9-Jun-22	2,261,924	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		5	196,271		31
10-Jun-22	2,201,066	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517		1	116,065			0		5	196,271		30
11-Jun-22	1,642,676	5	170,381	CII	1	60,957		2	121,915		1	55,106		3	182,575		1	60,858		3	623,638			0		1	124,477		4	157,017		23
12-Jun-22	2,106,706	4	136,305	CII	1	60,957		3	182,872		2	110,211		5	304,292		2	121,717		4	831,517		1	116,065			0		4	157,017		28
13-Jun-22	2,261,924	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		5	196,271		31
14-Jun-22	2,085,000	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0			0		5	196,271		29
15-Jun-22	2,394,812	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		2	248,953		5	196,271		32
16-Jun-22	2,331,194	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		3	182,575		4	831,517			0		1	124,477		5	196,271		32
17-Jun-22	2,261,924	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		3	182,575		4	831,517		1	116,065			0		5	196,271		31
18-Jun-22	1,703,534	5	170,381	CII	1	60,957		2	121,915		1	55,106		3	182,575		2	121,717		3	623,638			0		1	124,477		4	157,017		24
19-Jun-22	2,175,976	4	136,305	CII	1	60,957		3	182,872		2	110,211		5	304,292		3	182,575		4	831,517			0		1	124,477		4	157,017		29
20-Jun-22	2,322,783	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		3	182,575		4	831,517		1	116,065			0		5	196,271		32
21-Jun-22	2,145,859	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		3	182,575		4	831,517			0			0		5	196,271		30
22-Jun-22	2,455,670	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		3	182,575		4	831,517			0		2	248,953		5	196,271		33
23-Jun-22	2,297,094	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		3	182,575		4	831,517			0		1	124,477		6	235,526		32
24-Jun-22	2,154,470	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		3	182,575		4	831,517		1	116,065			0		6	235,526		30
25-Jun-22	1,596,080	5	170,381	CII	1	60,957		2	121,915		1	55,106		3	182,575		2	121,717		3	623,638			0		1	124,477		5	196,271		23
26-Jun-22	2,068,521	4	136,305	CII	1	60,957		3	182,872		2	110,211		5	304,292		3	182,575		4	831,517			0		1	124,477		5	196,271		28
27-Jun-22	2,215,328	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		3	182,575		4	831,517		1	116,065			0		6	235,526		31
28-Jun-22	2,038,405	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		3	182,575		4	831,517			0			0		6	235,526		29
29-Jun-22	2,348,216	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		3	182,575		4	831,517			0		2	248,953		6	235,526		32
30-Jun-22	2,215,328	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		3	182,575		4	831,517		1	116,065			0		6	235,526		31
1-Jul-22	2,189,663	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		3	182,575		4	831,517			0		1	124,477		6	235,526		30
2-Jul-22	1,535,221	5	170,381	CII	1	60,957		2	121,915		1	55,106		3	182,575		1	60,858		3	623,638			0		1	124,477		5	196,271		22
3-Jul-22	1,581,591	1	34,076	CII	1	60,957		3	182,872		1	55,106		4	243,434		2	121,717		3	623,638			0		1	124,477		5	196,271		21
4-Jul-22	1,894,143	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0		1	124,477		6	235,526		28
5-Jul-22	1,938,292	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		3	182,575		4	831,517			0			0		5	196,271		27
6-Jul-22	1,957,761	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0		2	248,953		6	235,526		28
7-Jul-22	1,946,590	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638		1	116,065			0		6	235,526		29
8-Jul-22	1,955,002	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		29
9-Jul-22	1,480,116	5	170,381	CII	1	60,957		2	121,915			0		3	182,575		1	60,858		3	623,638			0		1	124,477		5	196,271		21
10-Jul-22	2,060,110	4	136,305	CII	1	60,957		3	182,872		2	110,211		5	304,292		3	182,575		4	831,517		1	116,065			0		5	196,271		28
11-Jul-22	2,162,881	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		30
12-Jul-22	1,916,688	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0			0		6	235,526		27
13-Jul-22	2,126,386	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0		2	248,953		5	196,271		28
14-Jul-22	2,162,881	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		30
15-Jul-22	2,162,881	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		30
16-Jul-22	1,474,363	5	170,381	CII	1	60,957		2	121,915		1	55,106		3	182,575			0		3	623,638			0		1	124,477		5	196,271		21
17-Jul-22	1,946,804	4	136,305	CII	1	60,957		3	182,872		2	110,211		4	243,434		2	121,717		4	831,517			0		1	124,477		5	196,271		26
18-Jul-22	2,162,881	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		30
19-Jul-22	1,855,829	4	136,305	CII	1	60,957		3	182,872		3	165,317		3	182,575		2	121,717		4	831,517			0			0		6	235,526		26
20-Jul-22	2,165,641	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0		2	248,953		6	235,526		29
21-Jul-22	2,154,470	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		6	235,526		30
22-Jul-22	2,154,470	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		6	235,526		30
23-Jul-22	1,474,363	5	170,381	CII	1	60,957		2	121,915		1	55,106		3	182,575			0		3	623,638			0		1	124,477		5	196,271		21
24-Jul-22	1,938,393	4	136,305	CII	1	60,957		3	182,872		2	110,211		4	243,434		2	121,717		4	831,517		1	116,065			0		5	196,271		26
25-Jul-22	2,162,881	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		30
26-Jul-22	1,916,688	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0			0		6	235,526		27
27-Jul-22	2,041,164	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0		1	124,477		6	235,526		28
28-Jul-22	1,877,334	4	136,305	CII	1	60,957		2	121,915		3	165,317		5	304,292		2	121,717		4	831,517			0			0		5	196,271		26
29-Jul-22	2,162,881	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		30
30-Jul-22	1,474,462	5	170,381	CII		0		3	182,872		1	55,106		2	121,717			0		3	623,638			0		1	124,477		5	196,271		20
31-Jul-22	1,345,711	4	136,305	CII	1	60,957		3	182,872		2	110,211		5	304,292			0		2	415,759			0			0		5	196,271		22
1-Aug-22	2,162,881	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		30
2-Aug-22	1,916,688	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0			0		6	235,526		27
3-Aug-22	2,102,023	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		29
4-Aug-22	2,120,394	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		6	235,526		29
5-Aug-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
6-Aug-22	1,440,287	4	136,305	CII	1	60,957		2	121,915		1	55,106		3	182,575			0		3	623,638			0		1	124,477		5	196,271		20
7-Aug-22	1,904,317	3	102,229	CII	1	60,957		3	182,872		2	110,211		4	243,434		2	121,717		4	831,517		1	116,065			0		5	196,271		25
8-Aug-22	2,128,805	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		29
9-Aug-22	1,882,611	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0			0		6	235,526		26
10-Aug-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
11-Aug-22	2,120,394	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		6	235,526		29
12-Aug-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
13-Aug-22	1,440,287	4	136,305	CII	1	60,957		2	121,915		1	55,106		3	182,575			0		3	623,638			0		1	124,477		5	196,271		20
14-Aug-22	1,904,317	3	102,229	CII	1	60,957		3	182,872		2	110,211		4	243,434		2	121,717		4	831,517		1	116,065			0		5	196,271		25
15-Aug-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
16-Aug-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
17-Aug-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
18-Aug-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
19-Aug-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
20-Aug-22	1,397,698	3	102,229	CII	1	60,957		2	121,915		2	110,211		4	243,434			0		3	623,638			0			0		5	196,271		20
21-Aug-22	1,759,954	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0		1	124,477		5	196,271		25
22-Aug-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
23-Aug-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
24-Aug-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
25-Aug-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
26-Aug-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
27-Aug-22	1,397,698	3	102,229	CII	1	60,957		2	121,915		2	110,211		4	243,434			0		3	623,638			0			0		5	196,271		20
28-Aug-22	1,759,954	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0		1	124,477		5	196,271		25
29-Aug-22	1,912,514	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638		1	116,065			0		6	235,526		28
30-Aug-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
31-Aug-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26

DAY MAster Plan Update

2022 Arrivals	Airline Code	AA			AA			AA			AA			AA			DL			DL			G4			G4			UA			
	Equipment Code	ERJ			E70			E75			CR7			CR9			CR9			717			319			320			CRJ (CRJ)			
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E70 (E-170			E75 (E-175)			CR7 (CRJ-700)			CR9 (CRJ-900)			CR9 (CRJ-900)			717 (B717-200)			319 (A319)			320 (A320)			CRJ (CRJ)			
		CII			CIII			CIII			CIII			CIII			CIII			CIII			CIII			CIII			CII			
	Operating Weight (Lbs)	25,722			46,608			48,259			44,245			48,160			48,160			189,500			90,000			93,900			30,900			
Total Weight (lbs)	Seats	50			65			76			65			76			76			110			156			183			50			
699,527,270	Load Factor (%)	79%			79%			79%			79%			79%			79%			79%			79%			79%			79%			
Main LF (%)	Avg. Weight Per Passenger (lbs)	212			212			212			212			212			212			212			212			212			212			
79%	Total Passenger Weight (lbs)	8,354			10,861			12,698			10,861			12,698			12,698			18,379			26,065			30,577			8,354			
Date	Daily Landing Weight (lbs)	Flights	Weight	CII/CIII	Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Total Flights:
1-Sep-22	1,820,813	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0		1	124,477		5	196,271		26
2-Sep-22	1,759,954	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		3	623,638			0		1	124,477		5	196,271		25
3-Sep-22	1,241,806	2	68,153	CII	1	60,957		1	60,957		2	110,211		3	182,575			0		3	623,638			0			0		5	196,271		17
4-Sep-22	1,479,685	2	68,153	CII	1	60,957		3	182,872		3	165,317		3	182,575		1	60,858		3	623,638			0			0		5	196,271		21
5-Sep-22	1,696,336	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		1	60,858		3	623,638			0			0		5	196,271		25
6-Sep-22	1,653,128	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		1	60,858		3	623,638			0			0		6	235,526		25
7-Sep-22	1,619,052	2	68,153	CII	1	60,957		3	182,872		3	165,317		4	243,434		1	60,858		3	623,638			0			0		7	274,780		24
8-Sep-22	1,961,120	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517			0			0		7	274,780		28
9-Sep-22	2,201,662	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517		1	116,065		1	124,477		7	274,780		30
10-Sep-22	1,766,072	2	68,153	CII	1	60,957		3	182,872		3	165,317		4	243,434			0		4	831,517			0			0		7	274,780		24
11-Sep-22	1,900,261	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		1	60,858		4	831,517			0			0		7	274,780		27
12-Sep-22	2,085,596	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517			0		1	124,477		7	274,780		29
13-Sep-22	1,866,185	2	68,153	CII	1	60,957		3	182,872		3	165,317		4	243,434		1	60,858		4	831,517			0			0		7	274,780		26
14-Sep-22	1,753,241	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		3	623,638			0			0		7	274,780		27
15-Sep-22	2,085,596	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517			0		1	124,477		7	274,780		29
16-Sep-22	2,167,585	2	68,153	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517		1	116,065		1	124,477		7	274,780		29
17-Sep-22	1,766,072	2	68,153	CII	1	60,957		3	182,872		3	165,317		4	243,434			0		4	831,517			0			0		7	274,780		24
18-Sep-22	1,900,261	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		1	60,858		4	831,517			0			0		7	274,780		27
19-Sep-22	2,085,596	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517			0		1	124,477		7	274,780		29
20-Sep-22	1,866,185	2	68,153	CII	1	60,957		3	182,872		3	165,317		4	243,434		1	60,858		4	831,517			0			0		7	274,780		26
21-Sep-22	1,753,241	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		3	623,638			0			0		7	274,780		27
22-Sep-22	2,085,596	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517			0		1	124,477		7	274,780		29
23-Sep-22	2,167,585	2	68,153	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517		1	116,065		1	124,477		7	274,780		29
24-Sep-22	1,826,931	2	68,153	CII	1	60,957		3	182,872		3	165,317		4	243,434		1	60,858		4	831,517			0			0		7	274,780		25
25-Sep-22	1,900,261	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		1	60,858		4	831,517			0			0		7	274,780		27
26-Sep-22	2,085,596	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517			0		1	124,477		7	274,780		29
27-Sep-22	1,866,185	2	68,153	CII	1	60,957		3	182,872		3	165,317		4	243,434		1	60,858		4	831,517			0			0		7	274,780		26
28-Sep-22	2,085,596	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517			0		1	124,477		7	274,780		29
29-Sep-22	2,077,185	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517		1	116,065			0		7	274,780		29
30-Sep-22	1,887,789	2	68,153	CII	1	60,957		3	182,872		3	165,317		5	304,292		1	60,858		4	831,517			0			0		6	235,526		26
1-Oct-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
2-Oct-22	2,162,881	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		30
3-Oct-22	1,916,688	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0			0		6	235,526		27
4-Oct-22	2,102,023	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		29
5-Oct-22	2,120,394	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		6	235,526		29
6-Oct-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
7-Oct-22	1,440,287	4	136,305	CII	1	60,957		2	121,915		1	55,106		3	182,575			0		3	623,638			0		1	124,477		5	196,271		20
8-Oct-22	1,904,317	3	102,229	CII	1	60,957		3	182,872		2	110,211		4	243,434		2	121,717		4	831,517		1	116,065			0		5	196,271		25
9-Oct-22	2,128,805	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		29
10-Oct-22	1,882,611	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0			0		6	235,526		26
11-Oct-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
12-Oct-22	2,120,394	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		6	235,526		29
13-Oct-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
14-Oct-22	1,440,287	4	136,305	CII	1	60,957		2	121,915		1	55,106		3	182,575			0		3	623,638			0		1	124,477		5	196,271		20
15-Oct-22	1,904,317	3	102,229	CII	1	60,957		3	182,872		2	110,211		4	243,434		2	121,717		4	831,517		1	116,065			0		5	196,271		25
16-Oct-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
17-Oct-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
18-Oct-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
19-Oct-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
20-Oct-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
21-Oct-22	1,397,698	3	102,229	CII	1	60,957		2	121,915		2	110,211		4	243,434			0		3	623,638			0			0		5	196,271		20
22-Oct-22	1,759,954	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0		1	124,477		5	196,271		25
23-Oct-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
24-Oct-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
25-Oct-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
26-Oct-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
27-Oct-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
28-Oct-22	1,397,698	3	102,229	CII	1	60,957		2	121,915		2	110,211		4	243,434			0		3	623,638			0			0		5	196,271		20
29-Oct-22	1,759,954	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0		1	124,477		5	196,271		25
30-Oct-22	1,912,514	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638		1	116,065			0		6	235,526		28
31-Oct-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
1-Nov-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
2-Nov-22	2,162,881	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		30
3-Nov-22	1,916,688	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0			0		6	235,526		27
4-Nov-22	2,102,023	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		29
5-Nov-22	2,120,394	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		6	235,526		29
6-Nov-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
7-Nov-22	1,440,287	4	136,305	CII	1	60,957		2	121,915		1	55,106		3	182,575			0		3	623,638			0		1	124,477		5	196,271		20
8-Nov-22	1,904,317	3	102,229	CII	1	60,957		3	182,872		2	110,211		4	243,434		2	121,717		4	831,517		1	116,065			0		5	196,271		25
9-Nov-22	2,128,805	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		29
10-Nov-22	1,882,611	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0			0		6	235,526		26
11-Nov-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
12-Nov-22	2,120,394	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		6	235,526		29
13-Nov-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
14-Nov-22	1,440,287	4	136,305	CII	1	60,957		2	121,915		1	55,106		3	182,575			0		3	623,638			0		1	124,477		5	196,271		20
15-Nov-22	1,904,317	3	102,229	CII	1	60,957		3	182,872		2	110,211		4	243,434		2	121,717		4	831,517		1	116,065			0		5	196,271		25
16-Nov-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
17-Nov-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
18-Nov-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
19-Nov-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
20-Nov-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
21-Nov-22	1,397,698	3	102,229	CII	1	60,957		2	121,915		2	110,211		4	243,434			0		3	623,638			0			0		5	196,271		20
22-Nov-22	1,759,954	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0		1	124,477		5	196,271		25
23-Nov-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
24-Nov-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
25-Nov-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
26-Nov-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
27-Nov-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
28-Nov-22	1,397,698	3	102,229	CII	1	60,957		2	121,915		2	110,211		4	243,434			0		3	623,638			0			0		5	196,271		20
29-Nov-22	1,759,954	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0		1	124,477		5	196,271		25
30-Nov-22	1,912,514	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638		1	116,065			0		6	235,526		28

DAY MAster Plan Update

2022 Arrivals	Airline Code	AA			AA			AA			AA			AA			DL			DL			G4			G4			UA			
	Equipment Code	ERJ			E70			E75			CR7			CR9			CR9			717			319			320			CRJ (CRJ)			
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E70 (E-170			E75 (E-175)			CR7 (CRJ-700)			CR9 (CRJ-900)			CR9 (CRJ-900)			717 (B717-200)			319 (A319)			320 (A320)			CRJ (CRJ)			
		CII			CIII			CIII			CIII			CIII			CIII			CIII			CIII			CIII			CII			
	Operating Weight (Lbs)	25,722			46,608			48,259			44,245			48,160			48,160			189,500			90,000			93,900			30,900			
Total Weight (lbs)	Seats	50			65			76			65			76			76			110			156			183			50			
699,527,270	Load Factor (%)	79%			79%			79%			79%			79%			79%			79%			79%			79%			79%			
Main LF (%)	Avg. Weight Per Passenger (lbs)	212			212			212			212			212			212			212			212			212			212			
79%	Total Passenger Weight (lbs)	8,354			10,861			12,698			10,861			12,698			12,698			18,379			26,065			30,577			8,354			
Date	Daily Landing Weight (lbs)	Flights	Weight	CII/CIII	Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Total Flights:
1-Dec-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
2-Dec-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
3-Dec-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
4-Dec-22	2,162,881	4	136,305	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		30
5-Dec-22	1,916,688	4	136,305	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0			0		6	235,526		27
6-Dec-22	2,102,023	4	136,305	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		29
7-Dec-22	2,120,394	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		6	235,526		29
8-Dec-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
9-Dec-22	1,440,287	4	136,305	CII	1	60,957		2	121,915		1	55,106		3	182,575			0		3	623,638			0		1	124,477		5	196,271		20
10-Dec-22	1,904,317	3	102,229	CII	1	60,957		3	182,872		2	110,211		4	243,434		2	121,717		4	831,517		1	116,065			0		5	196,271		25
11-Dec-22	2,128,805	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517			0		1	124,477		6	235,526		29
12-Dec-22	1,882,611	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		4	831,517			0			0		6	235,526		28
13-Dec-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
14-Dec-22	2,120,394	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		4	831,517		1	116,065			0		6	235,526		29
15-Dec-22	2,067,946	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		4	831,517			0		1	124,477		6	235,526		28
16-Dec-22	1,440,287	4	136,305	CII	1	60,957		2	121,915		1	55,106		3	182,575			0		3	623,638			0		1	124,477		5	196,271		20
17-Dec-22	1,904,317	3	102,229	CII	1	60,957		3	182,872		2	110,211		4	243,434		2	121,717		4	831,517		1	116,065			0		5	196,271		25
18-Dec-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
19-Dec-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
20-Dec-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
21-Dec-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
22-Dec-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
23-Dec-22	1,397,698	3	102,229	CII	1	60,957		2	121,915		2	110,211		4	243,434			0		3	623,638			0			0		5	196,271		20
24-Dec-22	1,759,954	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0		1	124,477		5	196,271		25
25-Dec-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
26-Dec-22	1,674,732	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0			0		6	235,526		25
27-Dec-22	1,735,590	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638			0			0		6	235,526		26
28-Dec-22	1,920,925	3	102,229	CII	1	60,957		3	182,872		3	165,317		6	365,151		2	121,717		3	623,638			0		1	124,477		6	235,526		28
29-Dec-22	1,851,656	3	102,229	CII	1	60,957		3	182,872		3	165,317		5	304,292		2	121,717		3	623,638		1	116,065			0		6	235,526		27
30-Dec-22	1,397,698	3	102,229	CII	1	60,957		2	121,915		2	110,211		4	243,434			0		3	623,638			0			0		5	196,271		20
31-Dec-22	1,759,954	3	102,229	CII	1	60,957		3	182,872		3	165,317		4	243,434		2	121,717		3	623,638			0		1	124,477		5	196,271		25
1-Jan-23	0		0			0			0			0			0			0			0			0			0			0		0
TOTAL	699,527,270	1,240	42,254,550		243	14,812,663		969	59,067,779		1,520	83,760,398		1,578	96,034,650		554	33,715,587		1,205	250,494,617		70	8,124,568		203	25,268,741		2,265	88,910,876		10,114

2022 Departures	Airline Code	AA			AA			AA			AA			DL			DL			DL			G4			G4			UA			
	Equipment Code	ERJ			E75			CR7			CR9			CRJ			CR9			717			319			320			CRJ (CRJ)			
	Equipment Name	ERJ (ERJ135/ ERJ140/ ERJ145)			E75 (E-175)			CR7 (CRJ-700)			CR9 (CRJ-900)			CRJ (CRJ)			CR9 (CRJ-900)			717 (B717-200)			319 (A319)			320 (A320)			CRJ (CRJ)			
		CII			CIII			CIII			CIII			CII			CIII			CIII			CIII			CIII			CII			
	Operating Weight (Lbs)	25722			48259			44245			48160			30900			48160			189500			90000			93900			30900			
Total Weight (lbs)	Seats	50			76			65			76			50			76			110			156			183			50			
692,211,152	Load Factor (%)	0.79			79%			79%			79%			79%			79%			79%			79%			79%			79%			
Main LF (%)	Avg. Weight Per Passenger (lbs)	211.5			212			212			212			212			212			212			212			212			212			
79%	Total Passenger Weight (lbs)	8354.25			12698.46			10860.525			12698.46			8354.25			12698.46			18379.35			26065.26			30576.555			8354.25			
Date	Daily Landing Weight (lbs)	Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Flights	Weight		Total Flights:
January 1, 2022	1,143,913	1	34,076	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	3	182,575			0			0			0		6	235,526	CII	22
January 2, 2022	1,613,001	2	68,153	CII	4	243,830		5	275,528		5	304,292		2	78,509	CII	4	243,434			0			0		1	124,477		7	274,780	CII	30
January 3, 2022	1,628,852	2	68,153	CII	4	243,830		6	330,633		5	304,292		2	78,509	CII	4	243,434			0			0		1	124,477		6	235,526	CII	30
January 4, 2022	1,387,540	1	34,076	CII	1	60,957		6	330,633		6	365,151		2	78,509	CII	4	243,434			0			0			0		7	274,780	CII	27
January 5, 2022	2,038,122	3	102,229	CII	2	121,915		7	385,739		4	243,434		2	78,509	CII		0		4	831,517			0			0		7	274,780	CII	29
January 6, 2022	2,251,780	4	136,305	CII	2	121,915		8	440,844		4	243,434		2	78,509	CII		0		4	831,517			0		1	124,477		7	274,780	CII	32
January 7, 2022	2,251,780	4	136,305	CII	2	121,915		8	440,844		4	243,434		2	78,509	CII		0		4	831,517			0		1	124,477		7	274,780	CII	32
January 8, 2022	1,693,249	4	136,305	CII	2	121,915		5	275,528		3	182,575		2	78,509	CII		0		3	623,638			0			0		7	274,780	CII	26
January 9, 2022	2,141,569	4	136,305	CII	2	121,915		6	330,633		4	243,434		2	78,509	CII		0		4	831,517			0		1	124,477		7	274,780	CII	30
January 10, 2022	2,109,937	3	102,229	CII	2	121,915		8	440,844		4	243,434		3	117,763	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	32
January 11, 2022	1,774,463	2	68,153	CII	1	60,957		7	385,739		3	182,575		3	117,763	CII	1	60,858		3	623,638			0			0		7	274,780	CII	27
January 12, 2022	1,930,355	3	102,229	CII	2	121,915		7	385,739		4	243,434		3	117,763	CII	1	60,858		3	623,638			0			0		7	274,780	CII	30
January 13, 2022	2,144,014	4	136,305	CII	2	121,915		8	440,844		4	243,434		3	117,763	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	33
January 14, 2022	2,135,602	4	136,305	CII	2	121,915		8	440,844		4	243,434		3	117,763	CII	1	60,858		3	623,638		1	116,065			0		7	274,780	CII	33
January 15, 2022	1,693,249	4	136,305	CII	2	121,915		5	275,528		3	182,575		2	78,509	CII		0		3	623,638			0			0		7	274,780	CII	26
January 16, 2022	1,899,614	3	102,229	CII	2	121,915		6	330,633		4	243,434		2	78,509	CII		0		3	623,638			0		1	124,477		7	274,780	CII	28
January 17, 2022	1,985,461	3	102,229	CII	2	121,915		8	440,844		4	243,434		3	117,763	CII	1	60,858		3	623,638			0			0		7	274,780	CII	31
January 18, 2022	1,896,281	2	68,153	CII	1	60,957		6	330,633		4	243,434		3	117,763	CII	1	60,858		3	623,638		1	116,065			0		7	274,780	CII	28
January 19, 2022	1,930,355	3	102,229	CII	2	121,915		7	385,739		4	243,434		3	117,763	CII	1	60,858		3	623,638			0			0		7	274,780	CII	30
January 20, 2022	2,144,014	4	136,305	CII	2	121,915		8	440,844		4	243,434		3	117,763	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	33
January 21, 2022	2,144,014	4	136,305	CII	2	121,915		8	440,844		4	243,434		3	117,763	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	33
January 22, 2022	1,693,249	4	136,305	CII	2	121,915		5	275,528		3	182,575		2	78,509	CII		0		3	623,638			0			0		7	274,780	CII	26
January 23, 2022	2,033,802	4	136,305	CII	2	121,915		6	330,633		4	243,434		3	117,763	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	31
January 24, 2022	2,109,937	3	102,229	CII	2	121,915		8	440,844		4	243,434		3	117,763	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	32
January 25, 2022	1,780,216	2	68,153	CII	1	60,957		6	330,633		4	243,434		3	117,763	CII	1	60,858		3	623,638			0			0		7	274,780	CII	27
January 26, 2022	1,930,355	3	102,229	CII	2	121,915		7	385,739		4	243,434		3	117,763	CII	1	60,858		3	623,638			0			0		7	274,780	CII	30
January 27, 2022	2,144,014	4	136,305	CII	2	121,915		8	440,844		4	243,434		3	117,763	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	33
January 28, 2022	2,144,014	4	136,305	CII	2	121,915		8	440,844		4	243,434		3	117,763	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	33
January 29, 2022	1,693,249	4	136,305	CII	2	121,915		5	275,528		3	182,575		2	78,509	CII		0		3	623,638			0			0		7	274,780	CII	26
January 30, 2022	2,033,802	4	136,305	CII	2	121,915		6	330,633		4	243,434		3	117,763	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	31
January 31, 2022	2,109,937	3	102,229	CII	2	121,915		8	440,844		4	243,434		3	117,763	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	32
February 1, 2022	1,350,507	2	68,153	CII	1	60,957		6	330,633		1	60,858		2	78,509	CII	1	60,858		2	415,759			0			0		7	274,780	CII	22
February 2, 2022	1,720,031	3	102,229	CII	2	121,915		5	275,528		4	243,434		2	78,509	CII		0		3	623,638			0			0		7	274,780	CII	26
February 3, 2022	2,141,569	4	136,305	CII	2	121,915		6	330,633		4	243,434		2	78,509	CII		0		4	831,517			0		1	124,477		7	274,780	CII	30
February 4, 2022	2,188,362	4	136,305	CII	3	182,872		7	385,739		3	182,575		2	78,509	CII		0		4	831,517		1	116,065			0		7	274,780	CII	31
February 5, 2022	1,654,094	4	136,305	CII	3	182,872		5	275,528		2	121,717		1	39,254	CII		0		3	623,638			0			0		7	274,780	CII	25
February 6, 2022	1,939,542	4	136,305	CII	3	182,872		5	275,528		3	182,575		2	78,509	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	29
February 7, 2022	2,196,774	4	136,305	CII	3	182,872		7	385,739		3	182,575		2	78,509	CII		0		4	831,517			0		1	124,477		7	274,780	CII	31
February 8, 2022	1,594,139	2	68,153	CII	3	182,872		6	330,633		3	182,575		2	78,509	CII	1	60,858		2	415,759			0			0		7	274,780	CII	26
February 9, 2022	1,628,215	3	102,229	CII	3	182,872		6	330,633		3	182,575		2	78,509	CII	1	60,858		2	415,759			0			0		7	274,780	CII	27
February 10, 2022	2,251,879	4	136,305	CII	3	182,872		8	440,844		3	182,575		2	78,509	CII		0		4	831,517			0		1	124,477		7	274,780	CII	32
February 11, 2022	2,104,858	4	136,305	CII	3	182,872		8	440,844		3	182,575		2	78,509	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	32
February 12, 2022	1,709,200	4	136,305	CII	3	182,872		6	330,633		2	121,717		1	39,254	CII		0		3	623,638			0			0		7	274,780	CII	26
February 13, 2022	1,839,429	4	136,305	CII	3	182,872		5	275,528		3	182,575		1	39,254	CII		0		3	623,638			0		1	124,477		7	274,780	CII	27
February 14, 2022	2,049,753	4	136,305	CII	3	182,872		7	385,739		3	182,575		2	78,509	CII	1	60,858		3	623,638			0		1	124,477		7	274,780	CII	31
February 15, 2022	1,741,160	2	68,153	CII	3	182,872		6	330,633		3	182,575		2	78,509	CII		0		3	623,638			0			0		7	274,780	CII	26
February 16, 2022	1,775,236	3	102,229	CII	3	182,872		6	330,633		3	182,575		2	78,509	CII		0		3	623,638			0			0		7	274,780	CII	27
February 17, 2022	2,376,356	4	136,305	CII	3	182,872		8	440,844		3	182,575		2	78,509	CII		0		4	831,517			0		2	248,953		7	274,780	CII	33
February 18, 2022	2,243,468	4	136,305	CII	3	182,872		8	440,844		3	182,575		2	78,509	CII		0		4	831,517		1	116,065			0		7	274,780	CII	32
February 19, 2022	1,709,200	4	136,305	CII	3	182,872		6	330,633		2	121,717		1	39,254	CII		0		3	623,638			0			0		7	274,780	CII	26
February 20, 2022	1,984,935	3	102,229	CII	3	182,872		6	330,633		3	182,575		1	39,254	CII		0		3	623,638			0		2	248,953		7	274,780	CII	28
February 21, 2022	2,188,362	4	136,305	CII	3	182,872		7	385,739		3	182,575		2	78,509	CII		0		4	831,517		1	116,065			0		7	274,780	CII	31
February 22, 2022	1,796,265	2	68,153	CII	3	182,872		7	385,739		3	182,575		2	78,509	CII		0		3	623,638			0			0		7	274,780	CII	27
February 23, 2022	1,830,341	3	102,229	CII	3	182,872		7	385,739		3	182,575		2	78,509	CII		0		3	623,638			0			0		7	274,780	CII	28
February 24, 2022	2,229,335	4	136,305	CII	3	182,872		8	440,844		3	182,575		2	78,509	CII	1	60,858		3	623,638			0		2	248,953		7	274,780	CII	33
February 25, 2022	2,096,447	4	136,305	CII	3	182,872		8	440,844		3	182,575		2	78,509	CII	1	60,858		3	623,638		1	116,065			0		7	274,780	CII	32
February 26, 2022	1,654,094	4	136,305	CII	3	182,872		5	275,528		2	121,717		1	39,254	CII		0		3	623,638			0			0		7	274,780	CII	25
February 27, 2022	2,266,145	4	136,305	CII	3	182,872		6	330,633		3	182,575		2	78,509	CII		0		4	831,517			0		2	248,953		7	274,780	CII	31
February 28, 2022	2,243,468	4	136,305	CII	3	182,872		8	440,844		3	182,575		2	78,509	CII		0		4	831,517		1	116,065			0		7	274,780	CII	32

March 1, 2022	**1,835,519**	2	68,153	CII	3	182,872	7	385,739	3	182,575	2	78,509	CII	0	3	623,638	0	1	116,065	1	124,477	8	314,034	CII	28
March 2, 2022	**1,814,490**	3	102,229	CII	3	182,872	6	330,633	3	182,575	2	78,509	CII	0	3	623,638	0				0	8	314,034	CII	28
March 3, 2022	**2,339,720**	3	102,229	CII	4	243,830	7	385,739	3	182,575	2	78,509	CII	0	4	831,517	0	1	116,065	1	124,477	7	274,780	CII	32
March 4, 2022	**2,224,230**	4	136,305	CII	4	243,830	6	330,633	4	243,434	2	78,509	CII	0	4	831,517	0			1	124,477	6	235,526	CII	31
March 5, 2022	**1,647,474**	3	102,229	CII	4	243,830	4	220,422	3	182,575	1	39,254	CII	0	3	623,638	0				0	6	235,526	CII	24
March 6, 2022	**2,169,127**	4	136,305	CII	3	182,872	4	220,422	4	243,434	2	78,509	CII	0	4	831,517	0	1	116,065	1	124,477	6	235,526	CII	29
March 7, 2022	**2,077,209**	4	136,305	CII	4	243,830	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			1	124,477	6	235,526	CII	31
March 8, 2022	**1,680,876**	3	102,229	CII	3	182,872	5	275,528	3	182,575	2	78,509	CII	0	3	623,638	0				0	6	235,526	CII	25
March 9, 2022	**1,829,474**	2	68,153	CII	4	243,830	5	275,528	5	304,292	2	78,509	CII	0	3	623,638	0				0	6	235,526	CII	27
March 10, 2022	**2,201,685**	4	136,305	CII	4	243,830	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			2	248,953	6	235,526	CII	32
March 11, 2022	**2,016,251**	4	136,305	CII	3	182,872	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			1	124,477	6	235,526	CII	30
March 12, 2022	**1,586,516**	3	102,229	CII	3	182,872	4	220,422	3	182,575	1	39,254	CII	0	3	623,638	0				0	6	235,526	CII	23
March 13, 2022	**2,091,474**	4	136,305	CII	4	243,830	4	220,422	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			2	248,953	6	235,526	CII	30
March 14, 2022	**2,077,209**	4	136,305	CII	4	243,830	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			1	124,477	6	235,526	CII	31
March 15, 2022	**1,564,813**	3	102,229	CII	2	121,915	4	220,422	3	182,575	2	78,509	CII	0	3	623,638	0				0	6	235,526	CII	23
March 16, 2022	**1,893,092**	2	68,153	CII	4	243,830	5	275,528	4	243,434	2	78,509	CII	0	3	623,638	0			1	124,477	6	235,526	CII	27
March 17, 2022	**2,201,685**	4	136,305	CII	4	243,830	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			2	248,953	6	235,526	CII	32
March 18, 2022	**2,077,209**	4	136,305	CII	4	243,830	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			1	124,477	6	235,526	CII	31
March 19, 2022	**1,771,950**	3	102,229	CII	4	243,830	4	220,422	3	182,575	1	39,254	CII	0	3	623,638	0			1	124,477	6	235,526	CII	25
March 20, 2022	**2,030,616**	4	136,305	CII	4	243,830	4	220,422	3	182,575	2	78,509	CII	1 60,858	3	623,638	0			2	248,953	6	235,526	CII	29
March 21, 2022	**2,077,209**	4	136,305	CII	4	243,830	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			1	124,477	6	235,526	CII	31
March 22, 2022	**1,741,834**	3	102,229	CII	4	243,830	5	275,528	3	182,575	2	78,509	CII	0	3	623,638	0				0	6	235,526	CII	26
March 23, 2022	**1,884,681**	2	68,153	CII	4	243,830	5	275,528	4	243,434	2	78,509	CII	0	3	623,638	0	1	116,065		0	6	235,526	CII	27
March 24, 2022	**2,132,416**	4	136,305	CII	4	243,830	6	330,633	3	182,575	2	78,509	CII	1 60,858	3	623,638	0	1	116,065	1	124,477	6	235,526	CII	31
March 25, 2022	**2,077,209**	4	136,305	CII	4	243,830	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			1	124,477	6	235,526	CII	31
March 26, 2022	**1,771,950**	3	102,229	CII	4	243,830	4	220,422	3	182,575	1	39,254	CII	0	3	623,638	0			1	124,477	6	235,526	CII	25
March 27, 2022	**2,122,317**	4	136,305	CII	4	243,830	4	220,422	4	243,434	2	78,509	CII	1 60,858	3	623,638	0	1	116,065	1	124,477	7	274,780	CII	31
March 28, 2022	**2,116,463**	4	136,305	CII	4	243,830	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			1	124,477	7	274,780	CII	32
March 29, 2022	**1,786,841**	3	102,229	CII	4	243,830	4	220,422	4	243,434	2	78,509	CII	0	3	623,638	0				0	7	274,780	CII	27
March 30, 2022	**1,868,729**	2	68,153	CII	4	243,830	5	275,528	5	304,292	2	78,509	CII	0	3	623,638	0				0	7	274,780	CII	28
March 31, 2022	**2,171,670**	4	136,305	CII	4	243,830	6	330,633	3	182,575	2	78,509	CII	1 60,858	3	623,638	0	1	116,065	1	124,477	7	274,780	CII	32
April 1, 2022	**1,841,683**	4	136,305	CII	4	243,830	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			1	124,477		0	CII	25
April 2, 2022	**1,472,807**	3	102,229	CII	4	243,830	4	220,422	4	243,434	1	39,254	CII	0	3	623,638	0				0		0	CII	19
April 3, 2022	**1,911,156**	4	136,305	CII	4	243,830	4	220,422	3	182,575	2	78,509	CII	1 60,858	3	623,638	0	1	116,065	2	248,953		0	CII	24
April 4, 2022	**1,719,768**	4	136,305	CII	2	121,915	6	330,633	4	243,434	2	78,509	CII	1 60,858	3	623,638	0			1	124,477		0	CII	23
April 5, 2022	**1,488,950**	3	102,229	CII	3	182,872	8	440,844	1	60,858	2	78,509	CII	0	3	623,638	0				0		0	CII	20
April 6, 2022	**1,583,786**	4	136,305	CII	2	121,915	8	440,844	3	182,575	2	78,509	CII	0	3	623,638	0				0		0	CII	22
April 7, 2022	**1,746,577**	4	136,305	CII	2	121,915	8	440,844	3	182,575	2	78,509	CII	2 121,717	2	415,759	0			2	248,953		0	CII	25
April 8, 2022	**1,769,121**	4	136,305	CII	2	121,915	8	440,844	3	182,575	2	78,509	CII	1 60,858	3	623,638	0			1	124,477		0	CII	24
April 9, 2022	**1,400,245**	3	102,229	CII	2	121,915	6	330,633	3	182,575	1	39,254	CII	0	3	623,638	0				0		0	CII	18
April 10, 2022	**1,804,416**	3	102,229	CII	2	121,915	7	385,739	3	182,575	2	78,509	CII	1 60,858	3	623,638	0			2	248,953		0	CII	23
April 11, 2022	**1,665,309**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	4 243,434	2	415,759	0			1	124,477		0	CII	24
April 12, 2022	**1,532,060**	3	102,229	CII	2	121,915	8	440,844	2	121,717		0	CII	2 121,717	3	623,638	0				0		0	CII	20
April 13, 2022	**1,626,994**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	2 121,717	3	623,638	0				0		0	CII	22
April 14, 2022	**1,936,806**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	3 182,575	3	623,638	0			2	248,953		0	CII	25
April 15, 2022	**1,812,329**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	3 182,575	3	623,638	0			1	124,477		0	CII	24
April 16, 2022	**1,421,849**	3	102,229	CII	2	121,915	6	330,633	3	182,575		0	CII	1 60,858	3	623,638	0				0		0	CII	18
April 17, 2022	**1,847,624**	3	102,229	CII	2	121,915	7	385,739	3	182,575		0	CII	3 182,575	3	623,638	0			2	248,953		0	CII	23
April 18, 2022	**1,812,329**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	3 182,575	3	623,638	0			1	124,477		0	CII	24
April 19, 2022	**1,532,060**	3	102,229	CII	2	121,915	8	440,844	2	121,717		0	CII	2 121,717	3	623,638	0				0		0	CII	20
April 20, 2022	**1,626,994**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	2 121,717	3	623,638	0				0		0	CII	22
April 21, 2022	**1,812,329**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	3 182,575	3	623,638	0			1	124,477		0	CII	24
April 22, 2022	**1,812,329**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	3 182,575	3	623,638	0			1	124,477		0	CII	24
April 23, 2022	**1,421,849**	3	102,229	CII	2	121,915	6	330,633	3	182,575		0	CII	1 60,858	3	623,638	0				0		0	CII	18
April 24, 2022	**1,723,148**	3	102,229	CII	2	121,915	7	385,739	3	182,575		0	CII	3 182,575	3	623,638	0			1	124,477		0	CII	22
April 25, 2022	**1,812,329**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	3 182,575	3	623,638	0			1	124,477		0	CII	24
April 26, 2022	**1,532,060**	3	102,229	CII	2	121,915	8	440,844	2	121,717		0	CII	2 121,717	3	623,638	0				0		0	CII	20
April 27, 2022	**1,626,994**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	2 121,717	3	623,638	0				0		0	CII	22
April 28, 2022	**1,936,806**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	3 182,575	3	623,638	0			2	248,953		0	CII	25
April 29, 2022	**1,812,329**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	3 182,575	3	623,638	0			1	124,477		0	CII	24
April 30, 2022	**1,421,849**	3	102,229	CII	2	121,915	6	330,633	3	182,575		0	CII	1 60,858	3	623,638	0				0		0	CII	18
May 1, 2022	**2,122,404**	3	102,229	CII	2	121,915	7	385,739	3	182,575		0	CII	3 182,575	3	623,638	0			2	248,953	7	274,780	CII	30
May 2, 2022	**2,087,109**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	3 182,575	3	623,638	0			1	124,477	7	274,780	CII	31
May 3, 2022	**1,806,840**	3	102,229	CII	2	121,915	8	440,844	2	121,717		0	CII	2 121,717	3	623,638	0				0	7	274,780	CII	27
May 4, 2022	**1,901,774**	4	136,305	CII	2	121,915	8	440,844	3	182,575		0	CII	2 121,717	3	623,638	0				0	7	274,780	CII	29
May 5, 2022	**2,156,282**	4	136,305	CII		0	7	385,739	5	304,292		0	CII	3 182,575	3	623,638	0			2	248,953	7	274,780	CII	31
May 6, 2022	**2,037,658**	4	136,305	CII	1	60,957	6	330,633	5	304,292		0	CII	3 182,575	3	623,638	0			1	124,477	7	274,780	CII	30
May 7, 2022	**1,592,071**	3	102,229	CII	1	60,957	3	165,317	5	304,292		0	CII	1 60,858	3	623,638	0				0	7	274,780	CII	23
May 8, 2022	**2,254,050**	4	136,305	CII	1	60,957	5	275,528	5	304,292		0	CII	2 121,717	4	831,517	0			2	248,953	7	274,780	CII	30
May 9, 2022	**2,037,658**	4	136,305	CII	1	60,957	6	330,633	5	304,292		0	CII	3 182,575	3	623,638	0			1	124,477	7	274,780	CII	30
May 10, 2022	**1,702,282**	3	102,229	CII	1	60,957	5	275,528	4	243,434		0	CII	2 121,717	3	623,638	0				0	7	274,780	CII	25
May 11, 2022	**1,797,217**	4	136,305	CII	1	60,957	5	275,528	5	304,292		0	CII	2 121,717	3	623,638	0				0	7	274,780	CII	27
May 12, 2022	**2,162,134**	4	136,305	CII	1	60,957	6	330,633	5	304,292		0	CII	3 182,575	3	623,638	0			2	248,953	7	274,780	CII	31
May 13, 2022	**2,037,658**	4	136,305	CII	1	60,957	6	330,633	5	304,292		0	CII	3 182,575	3	623,638	0			1	124,477	7	274,780	CII	30
May 14, 2022	**1,592,071**	3	102,229	CII	1	60,957	3	165,317	5	304,292		0	CII	1 60,858	3	623,638	0				0	7	274,780	CII	23
May 15, 2022	**2,245,638**	4	136,305	CII	1	60,957	5	275,528	5	304,292		0	CII	2 121,717	4	831,517	0	1	116,065	1	124,477	7	274,780	CII	30
May 16, 2022	**2,037,658**	4	136,305	CII	1	60,957	6	330,633	5	304,292		0	CII	3 182,575	3	623,638	0			1	124,477	7	274,780	CII	30
May 17, 2022	**1,702,282**	3	102,229	CII	1	60,957	5	275,528	4	243,434		0	CII	2 121,717	3	623,638	0				0	7	274,780	CII	25
May 18, 2022	**1,921,694**	4	136,305	CII	1	60,957	5	275,528	5	304,292		0	CII	2 121,717	3	623,638	0			1	124,477	7	274,780	CII	28
May 19, 2022	**2,029,246**	4	136,305	CII	1	60,957	6	330,633	5	304,292		0	CII	3 182,575	3	623,638	1		116,065		0	7	274,780	CII	30
May 20, 2022	**2,037,658**	4	136,305	CII	1	60,957	6	330,633	5	304,292		0	CII	3 182,575	3	623,638			0	1	124,477	7	274,780	CII	30
May 21, 2022	**1,716,548**	3	102,229	CII	1	60,957	3	165,317	5	304,292		0	CII	1 60,858	3	623,638			0	1	124,477	7	274,780	CII	24
May 22, 2022	**1,974,141**	4	136,305	CII	1	60,957	5	275,528	5	304,292		0	CII	3 182,575	3	623,638	1		116,065		0	7	274,780	CII	29
May 23, 2022	**2,037,658**	4	136,305	CII	1	60,957	6	330,633	5	304,292		0	CII	3 182,575	3	623,638			0	1	124,477	7	274,780	CII	30
May 24, 2022	**1,702,282**	3	102,229	CII	1	60,957	5	275,528	4	243,434		0	CII	2 121,717	3	623,638			0		0	7	274,780	CII	25
May 25, 2022	**1,921,694**	4	136,305	CII	1	60,957	5	275,528	5	304,292		0	CII	2 121,717	3	623,638			0	1	124,477	7	274,780	CII	28
May 26, 2022	**1,982,552**	4	136,305	CII	1	60,957	5	275,528	5	304,292		0	CII	3 182,575	3	623,638			0	1	124,477	7	274,780	CII	29
May 27, 2022	**2,037,658**	4	136,305	CII	1	60,957	6	330,633	5	304,292		0	CII	3 182,575	3	623,638			0	1	124,477	7	274,780	CII	30
May 28, 2022	**1,716,548**	3	102,229	CII	1	60,957	3	165,317	5	304,292		0	CII	1 60,858	3	623,638			0	1	124,477	7	274,780	CII	24
May 29, 2022	**1,852,424**	4	136,305	CII	1	60,957	5	275,528	5	304,292		0	CII	1 60,858	3	623,638	1		116,065		0	7	274,780	CII	27
May 30, 2022	**2,037,658**	4	136,305	CII	1	60,957	6	330,633	5	304,292		0	CII	3 182,575	3	623,638			0	1	124,477	7	274,780	CII	30
May 31, 2022	**1,512,413**	1	34,076	CII	1	60,957	5	275,528	4	243,434		0	CII		0	3	623,638			0		0	7	274,780	CII	21

June 1, 2022	**1,998,505**	4	136,305	CII	1	60,957		5	275,528		5	304,292			0	CII	2	121,717		3	623,638		1	116,065		1	124,477		6	235,526	CII	28
June 2, 2022	**2,034,999**	4	136,305	CII	1	60,957		5	275,528		6	365,151			0	CII	3	182,575		3	623,638		1	116,065			0		7	274,780	CII	30
June 3, 2022	**1,970,491**	4	136,305	CII	3	182,872		2	110,211		7	426,009			0	CII	3	182,575		3	623,638			0			0		6	235,526	CII	29
June 4, 2022	**1,758,741**	5	170,381	CII	2	121,915		1	55,106		3	182,575			0	CII	1	60,858		3	623,638		1	116,065		1	124,477		4	157,017	CII	23
June 5, 2022	**1,812,664**	4	136,305	CII	3	182,872		2	110,211		5	304,292			0	CII	4	243,434		2	415,759		1	116,065			0		4	157,017	CII	27
June 6, 2022	**2,085,000**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0			0		5	196,271	CII	28
June 7, 2022	**2,085,000**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0			0		5	196,271	CII	28
June 8, 2022	**2,510,877**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517		1	116,065		2	248,953		5	196,271	CII	32
June 9, 2022	**2,261,924**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517		1	116,065			0		5	196,271	CII	30
June 10, 2022	**2,145,859**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0			0		5	196,271	CII	29
June 11, 2022	**1,697,882**	5	170,381	CII	2	121,915		1	55,106		2	121,717			0	CII	1	60,858		3	623,638		1	116,065		1	124,477		4	157,017	CII	22
June 12, 2022	**2,106,706**	4	136,305	CII	3	182,872		2	110,211		5	304,292			0	CII	2	121,717		4	831,517		1	116,065			0		4	157,017	CII	27
June 13, 2022	**2,145,859**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0			0		5	196,271	CII	29
June 14, 2022	**2,085,000**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0			0		5	196,271	CII	28
June 15, 2022	**2,394,812**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		2	248,953		5	196,271	CII	31
June 16, 2022	**2,447,259**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	3	182,575		4	831,517		1	116,065		1	124,477		5	196,271	CII	32
June 17, 2022	**2,206,717**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	3	182,575		4	831,517			0			0		5	196,271	CII	30
June 18, 2022	**1,642,676**	5	170,381	CII	2	121,915		1	55,106		2	121,717			0	CII	2	121,717		3	623,638			0		1	124,477		4	157,017	CII	22
June 19, 2022	**2,292,041**	4	136,305	CII	3	182,872		2	110,211		5	304,292			0	CII	3	182,575		4	831,517		1	116,065		1	124,477		4	157,017	CII	29
June 20, 2022	**2,206,717**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	3	182,575		4	831,517			0			0		5	196,271	CII	30
June 21, 2022	**2,145,859**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	3	182,575		4	831,517			0			0		5	196,271	CII	29
June 22, 2022	**2,455,670**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	3	182,575		4	831,517			0		2	248,953		5	196,271	CII	32
June 23, 2022	**2,447,259**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	3	182,575		4	831,517		1	116,065		1	124,477		5	196,271	CII	32
June 24, 2022	**2,138,517**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	3	182,575		4	831,517			0			0		7	274,780	CII	30
June 25, 2022	**1,535,221**	5	170,381	CII	2	121,915		1	55,106		2	121,717			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	21
June 26, 2022	**2,184,587**	4	136,305	CII	3	182,872		2	110,211		5	304,292			0	CII	3	182,575		4	831,517		1	116,065		1	124,477		5	196,271	CII	28
June 27, 2022	**2,099,263**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	3	182,575		4	831,517			0			0		6	235,526	CII	29
June 28, 2022	**2,038,405**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	3	182,575		4	831,517			0			0		6	235,526	CII	28
June 29, 2022	**2,464,281**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	3	182,575		4	831,517		1	116,065		2	248,953		6	235,526	CII	32
June 30, 2022	**2,099,263**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	3	182,575		4	831,517			0			0		6	235,526	CII	29
July 1, 2022	**2,189,663**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	3	182,575		4	831,517			0		1	124,477		6	235,526	CII	29
July 2, 2022	**1,535,221**	5	170,381	CII	2	121,915		1	55,106		3	182,575			0	CII	1	60,858		3	623,638			0		1	124,477		5	196,271	CII	21
July 3, 2022	**1,581,591**	1	34,076	CII	3	182,872		1	55,106		4	243,434			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	20
July 4, 2022	**1,955,002**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	28
July 5, 2022	**1,916,688**	4	136,305	CII	3	182,872		3	165,317		3	182,575			0	CII	3	182,575		4	831,517			0			0		6	235,526	CII	26
July 6, 2022	**1,979,366**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638			0		2	248,953		5	196,271	CII	27
July 7, 2022	**1,885,732**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	27
July 8, 2022	**1,955,002**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	28
July 9, 2022	**1,535,221**	5	170,381	CII	2	121,915		1	55,106		3	182,575			0	CII	1	60,858		3	623,638			0		1	124,477		5	196,271	CII	21
July 10, 2022	**2,060,778**	4	136,305	CII	3	182,872		1	55,106		5	304,292			0	CII	3	182,575		4	831,517		1	116,065			0		5	196,271	CII	27
July 11, 2022	**2,162,881**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	29
July 12, 2022	**1,916,688**	4	136,305	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	26
July 13, 2022	**2,187,245**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		2	248,953		5	196,271	CII	28
July 14, 2022	**2,102,023**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
July 15, 2022	**2,162,881**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	29
July 16, 2022	**1,474,363**	5	170,381	CII	2	121,915		1	55,106		3	182,575			0	CII		0		3	623,638			0		1	124,477		5	196,271	CII	20
July 17, 2022	**1,946,804**	4	136,305	CII	3	182,872		2	110,211		4	243,434			0	CII	2	121,717		4	831,517			0		1	124,477		5	196,271	CII	25
July 18, 2022	**2,162,881**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	29
July 19, 2022	**1,855,829**	4	136,305	CII	3	182,872		3	165,317		3	182,575			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	25
July 20, 2022	**2,226,499**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		2	248,953		6	235,526	CII	29
July 21, 2022	**2,093,611**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517		1	116,065			0		6	235,526	CII	28
July 22, 2022	**2,154,470**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517		1	116,065			0		6	235,526	CII	29
July 23, 2022	**1,474,363**	5	170,381	CII	2	121,915		1	55,106		3	182,575			0	CII		0		3	623,638			0		1	124,477		5	196,271	CII	20
July 24, 2022	**1,938,393**	4	136,305	CII	3	182,872		2	110,211		4	243,434			0	CII	2	121,717		4	831,517		1	116,065			0		5	196,271	CII	25
July 25, 2022	**2,162,881**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	29
July 26, 2022	**1,916,688**	4	136,305	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	26
July 27, 2022	**1,977,546**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	27
July 28, 2022	**1,877,334**	4	136,305	CII	2	121,915		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0			0		5	196,271	CII	25
July 29, 2022	**1,977,546**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	27
July 30, 2022	**1,410,844**	5	170,381	CII	3	182,872		1	55,106		3	182,575			0	CII		0		3	623,638			0			0		5	196,271	CII	20
July 31, 2022	**1,700,611**	4	136,305	CII	3	182,872		2	110,211		4	243,434			0	CII		0		4	831,517			0			0		5	196,271	CII	22
August 1, 2022	**2,162,881**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	29
August 2, 2022	**1,916,688**	4	136,305	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	26
August 3, 2022	**2,102,023**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
August 4, 2022	**2,059,535**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517		1	116,065			0		6	235,526	CII	27
August 5, 2022	**2,067,946**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	27
August 6, 2022	**1,440,287**	4	136,305	CII	2	121,915		1	55,106		3	182,575			0	CII		0		3	623,638			0		1	124,477		5	196,271	CII	19
August 7, 2022	**1,904,317**	3	102,229	CII	3	182,872		2	110,211		4	243,434			0	CII	2	121,717		4	831,517		1	116,065			0		5	196,271	CII	24
August 8, 2022	**2,128,805**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
August 9, 2022	**1,882,611**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	25
August 10, 2022	**2,128,805**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
August 11, 2022	**2,059,535**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517		1	116,065			0		6	235,526	CII	27
August 12, 2022	**2,067,946**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	27
August 13, 2022	**1,440,287**	4	136,305	CII	2	121,915		1	55,106		3	182,575			0	CII		0		3	623,638			0		1	124,477		5	196,271	CII	19
August 14, 2022	**1,904,317**	3	102,229	CII	3	182,872		2	110,211		4	243,434			0	CII	2	121,717		4	831,517		1	116,065			0		5	196,271	CII	24
August 15, 2022	**1,920,925**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	27
August 16, 2022	**1,674,732**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	24
August 17, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
August 18, 2022	**1,860,067**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	26
August 19, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
August 20, 2022	**1,397,698**	3	102,229	CII	2	121,915		2	110,211		4	243,434			0	CII		0		3	623,638			0			0		5	196,271	CII	19
August 21, 2022	**1,759,954**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	24
August 22, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
August 23, 2022	**1,674,732**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	24
August 24, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
August 25, 2022	**1,860,067**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	26
August 26, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
August 27, 2022	**1,397,698**	3	102,229	CII	2	121,915		2	110,211		4	243,434			0	CII		0		3	623,638			0			0		5	196,271	CII	19
August 28, 2022	**1,759,954**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	24
August 29, 2022	**1,912,514**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	27
August 30, 2022	**1,674,732**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	24
August 31, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26

September 1, 2022	**1,820,813**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	25
September 2, 2022	**1,759,954**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	1	60,858		3	623,638			0		1	124,477		5	196,271	CII	24
September 3, 2022	**1,241,806**	2	68,153	CII	1	60,957		2	110,211		3	182,575			0	CII		0		3	623,638			0			0		5	196,271	CII	16
September 4, 2022	**1,479,685**	2	68,153	CII	3	182,872		3	165,317		3	182,575			0	CII	1	60,858		3	623,638			0			0		5	196,271	CII	20
September 5, 2022	**1,696,336**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	1	60,858		3	623,638			0			0		5	196,271	CII	24
September 6, 2022	**1,653,128**	3	102,229	CII	3	182,872		3	165,317		4	243,434		1	39,254	CII	1	60,858		3	623,638			0			0		6	235,526	CII	24
September 7, 2022	**1,619,052**	2	68,153	CII	3	182,872		3	165,317		4	243,434			0	CII	1	60,858		3	623,638			0			0		7	274,780	CII	23
September 8, 2022	**1,961,120**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517			0			0		7	274,780	CII	27
September 9, 2022	**2,201,662**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517		1	116,065		1	124,477		7	274,780	CII	29
September 10, 2022	**1,766,072**	2	68,153	CII	3	182,872		3	165,317		4	243,434			0	CII		0		4	831,517			0			0		7	274,780	CII	23
September 11, 2022	**1,900,261**	3	102,229	CII	3	182,872		3	165,317		4	243,434		1	39,254	CII	1	60,858		4	831,517			0			0		7	274,780	CII	26
September 12, 2022	**2,085,596**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517			0		1	124,477		7	274,780	CII	28
September 13, 2022	**1,866,185**	2	68,153	CII	3	182,872		3	165,317		4	243,434		1	39,254	CII	1	60,858		4	831,517			0			0		7	274,780	CII	25
September 14, 2022	**1,753,241**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		3	623,638			0			0		7	274,780	CII	26
September 15, 2022	**2,085,596**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517			0		1	124,477		7	274,780	CII	28
September 16, 2022	**2,167,585**	2	68,153	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517		1	116,065		1	124,477		7	274,780	CII	28
September 17, 2022	**1,766,072**	2	68,153	CII	3	182,872		3	165,317		4	243,434			0	CII		0		4	831,517			0			0		7	274,780	CII	23
September 18, 2022	**1,900,261**	3	102,229	CII	3	182,872		3	165,317		4	243,434		1	39,254	CII	1	60,858		4	831,517			0			0		7	274,780	CII	26
September 19, 2022	**2,085,596**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517			0		1	124,477		7	274,780	CII	28
September 20, 2022	**1,866,185**	2	68,153	CII	3	182,872		3	165,317		4	243,434		1	39,254	CII	1	60,858		4	831,517			0			0		7	274,780	CII	25
September 21, 2022	**1,753,241**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		3	623,638			0			0		7	274,780	CII	26
September 22, 2022	**2,085,596**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517			0		1	124,477		7	274,780	CII	28
September 23, 2022	**2,167,585**	2	68,153	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517		1	116,065		1	124,477		7	274,780	CII	28
September 24, 2022	**1,826,931**	2	68,153	CII	3	182,872		3	165,317		4	243,434			0	CII	1	60,858		4	831,517			0			0		7	274,780	CII	24
September 25, 2022	**1,900,261**	3	102,229	CII	3	182,872		3	165,317		4	243,434		1	39,254	CII	1	60,858		4	831,517			0			0		7	274,780	CII	26
September 26, 2022	**2,085,596**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517			0		1	124,477		7	274,780	CII	28
September 27, 2022	**1,866,185**	2	68,153	CII	3	182,872		3	165,317		4	243,434		1	39,254	CII	1	60,858		4	831,517			0			0		7	274,780	CII	25
September 28, 2022	**2,085,596**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517			0		1	124,477		7	274,780	CII	28
September 29, 2022	**2,077,185**	3	102,229	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517		1	116,065			0		7	274,780	CII	28
September 30, 2022	**1,887,789**	2	68,153	CII	3	182,872		3	165,317		5	304,292		1	39,254	CII	1	60,858		4	831,517			0			0		6	235,526	CII	25
October 1, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
October 2, 2022	**2,162,881**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	29
October 3, 2022	**1,916,688**	4	136,305	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	26
October 4, 2022	**2,102,023**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
October 5, 2022	**2,059,535**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517		1	116,065			0		6	235,526	CII	27
October 6, 2022	**2,067,946**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	27
October 7, 2022	**1,440,287**	4	136,305	CII	2	121,915		1	55,106		3	182,575			0	CII		0		3	623,638			0		1	124,477		5	196,271	CII	19
October 8, 2022	**1,904,317**	3	102,229	CII	3	182,872		2	110,211		4	243,434			0	CII	2	121,717		4	831,517		1	116,065			0		5	196,271	CII	24
October 9, 2022	**2,128,805**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
October 10, 2022	**1,882,611**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	25
October 11, 2022	**2,128,805**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
October 12, 2022	**2,059,535**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517		1	116,065			0		6	235,526	CII	27
October 13, 2022	**2,067,946**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	27
October 14, 2022	**1,440,287**	4	136,305	CII	2	121,915		1	55,106		3	182,575			0	CII		0		3	623,638			0		1	124,477		5	196,271	CII	19
October 15, 2022	**1,904,317**	3	102,229	CII	3	182,872		2	110,211		4	243,434			0	CII	2	121,717		4	831,517		1	116,065			0		5	196,271	CII	24
October 16, 2022	**1,920,925**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	27
October 17, 2022	**1,674,732**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	24
October 18, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
October 19, 2022	**1,860,067**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	26
October 20, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
October 21, 2022	**1,397,698**	3	102,229	CII	2	121,915		2	110,211		4	243,434			0	CII		0		3	623,638			0			0		5	196,271	CII	19
October 22, 2022	**1,759,954**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	24
October 23, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
October 24, 2022	**1,674,732**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	24
October 25, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
October 26, 2022	**1,860,067**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	26
October 27, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
October 28, 2022	**1,397,698**	3	102,229	CII	2	121,915		2	110,211		4	243,434			0	CII		0		3	623,638			0			0		5	196,271	CII	19
October 29, 2022	**1,759,954**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	24
October 30, 2022	**1,912,514**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	27
October 31, 2022	**1,674,732**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	24
November 1, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
November 2, 2022	**2,162,881**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	29
November 3, 2022	**1,916,688**	4	136,305	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	26
November 4, 2022	**2,102,023**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
November 5, 2022	**2,059,535**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517		1	116,065			0		6	235,526	CII	27
November 6, 2022	**2,067,946**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	27
November 7, 2022	**1,440,287**	4	136,305	CII	2	121,915		1	55,106		3	182,575			0	CII		0		3	623,638			0		1	124,477		5	196,271	CII	19
November 8, 2022	**1,904,317**	3	102,229	CII	3	182,872		2	110,211		4	243,434			0	CII	2	121,717		4	831,517		1	116,065			0		5	196,271	CII	24
November 9, 2022	**2,128,805**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
November 10, 2022	**1,882,611**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	25
November 11, 2022	**2,128,805**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
November 12, 2022	**2,059,535**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517		1	116,065			0		6	235,526	CII	27
November 13, 2022	**2,067,946**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	27
November 14, 2022	**1,440,287**	4	136,305	CII	2	121,915		1	55,106		3	182,575			0	CII		0		3	623,638			0		1	124,477		5	196,271	CII	19
November 15, 2022	**1,904,317**	3	102,229	CII	3	182,872		2	110,211		4	243,434			0	CII	2	121,717		4	831,517		1	116,065			0		5	196,271	CII	24
November 16, 2022	**1,920,925**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	27
November 17, 2022	**1,674,732**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	24
November 18, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
November 19, 2022	**1,860,067**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	26
November 20, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
November 21, 2022	**1,397,698**	3	102,229	CII	2	121,915		2	110,211		4	243,434			0	CII		0		3	623,638			0			0		5	196,271	CII	19
November 22, 2022	**1,759,954**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	24
November 23, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
November 24, 2022	**1,674,732**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	24
November 25, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
November 26, 2022	**1,860,067**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	26
November 27, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
November 28, 2022	**1,397,698**	3	102,229	CII	2	121,915		2	110,211		4	243,434			0	CII		0		3	623,638			0			0		5	196,271	CII	19
November 29, 2022	**1,759,954**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	24
November 30, 2022	**1,912,514**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	27

December 1, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
December 2, 2022	**2,162,881**	4	136,305	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	29
December 3, 2022	**1,916,688**	4	136,305	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	26
December 4, 2022	**2,102,023**	4	136,305	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
December 5, 2022	**2,059,535**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517		1	116,065			0		6	235,526	CII	27
December 6, 2022	**2,067,946**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	27
December 7, 2022	**1,440,287**	4	136,305	CII	2	121,915		1	55,106		3	182,575			0	CII		0		3	623,638			0		1	124,477		5	196,271	CII	19
December 8, 2022	**1,904,317**	3	102,229	CII	3	182,872		2	110,211		4	243,434			0	CII	2	121,717		4	831,517		1	116,065			0		5	196,271	CII	24
December 9, 2022	**2,128,805**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
December 10, 2022	**1,882,611**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		4	831,517			0			0		6	235,526	CII	25
December 11, 2022	**2,128,805**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	28
December 12, 2022	**2,059,535**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517		1	116,065			0		6	235,526	CII	27
December 13, 2022	**2,067,946**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		4	831,517			0		1	124,477		6	235,526	CII	27
December 14, 2022	**1,440,287**	4	136,305	CII	2	121,915		1	55,106		3	182,575			0	CII		0		3	623,638			0		1	124,477		5	196,271	CII	19
December 15, 2022	**1,904,317**	3	102,229	CII	3	182,872		2	110,211		4	243,434			0	CII	2	121,717		4	831,517		1	116,065			0		5	196,271	CII	24
December 16, 2022	**1,920,925**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	27
December 17, 2022	**1,674,732**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	24
December 18, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
December 19, 2022	**1,860,067**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	26
December 20, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
December 21, 2022	**1,397,698**	3	102,229	CII	2	121,915		2	110,211		4	243,434			0	CII		0		3	623,638			0			0		5	196,271	CII	19
December 22, 2022	**1,759,954**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	24
December 23, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
December 24, 2022	**1,674,732**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	24
December 25, 2022	**1,796,449**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638			0			0		6	235,526	CII	26
December 26, 2022	**1,860,067**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638			0		1	124,477		6	235,526	CII	26
December 27, 2022	**1,851,656**	3	102,229	CII	3	182,872		3	165,317		5	304,292			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	26
December 28, 2022	**1,397,698**	3	102,229	CII	2	121,915		2	110,211		4	243,434			0	CII		0		3	623,638			0			0		5	196,271	CII	19
December 29, 2022	**1,759,954**	3	102,229	CII	3	182,872		3	165,317		4	243,434			0	CII	2	121,717		3	623,638			0		1	124,477		5	196,271	CII	24
December 30, 2022	**1,912,514**	3	102,229	CII	3	182,872		3	165,317		6	365,151			0	CII	2	121,717		3	623,638		1	116,065			0		6	235,526	CII	27
December 31, 2022	**2,547,569**	4	136,305	CII	4	243,830		4	220,422		7	426,009			0	CII	3	182,575		4	831,517		2	232,131			0		7	274,780	CII	35
January 1, 2023	**0**		0			0			0			0			0			0			0			0			0			0		0
TOTAL	**692,211,152**	**1,239**	**42,220,474**		**972**	**59,250,651**			**83,925,715**			**95,730,358**			**8,871,461**			**33,715,587**			**251,118,255**			**8,588,829**			**25,019,788**			**########**		**9,668**

APPENDIX J:
AIRPORT SIGNAGE INVENTORY

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
Runway 6L-24R		Runway 6R-24L						Runway 18-36					
1	5	2	Front	**E6R**	LOC/HOLD	Luma Curve		Text missing black outline; text will need to match the new pavement addition				150/5345-44H Sec.1.2.1.b	Figure 12 & 13
			Back	**BLANK**		Luma Curve							
2	5	2	Front	**E>**	DIR				Dull				
			Back	**BLANK**									
3	5	5		**BLANK**		Crouse Hinds	Sign slightly loose, loose tether						
		5	1 Side	**1**	RDR	Crouse Hinds	Minor cracking in reflective media near middle of the 1						
4	5	2	Front	**G<E>**	LOC/DIR			(OPS Sign 4) Leaning		Leaning (Sign 4)			
			Back	**BLANK**									
5	5	2	Front	**G24L-6R**	LOC/HOLD			Text missing black outline				150/5345-44H Sec.1.2.1.b	Figure 12 & 13
			Back	**BLANK**									
6	5	2	Front	**G>**	DIR								
			Back	**BLANK**									
7	5	5		**BLANK**		Crouse Hinds	Sign slightly loose						
		5	2 Side	**2**	RDR	Crouse Hinds	Minor cracking in reflective media						
8	6	2	Front	**E<D>**	LOC/DIR	ADB		(OPS Sign 3) Leaning and faded		Leaning and faded (Sign 3)			
			Back	**BLANK**		ADB							
9	6	2	Front	**D<E>**	LOC/DIR	Siemens	Paint end	(OPS Sign 2) Leaning		Leaning (Sign 2)			
			Back	**BLANK**		Siemens							
10*	6,8	2	Front	**D6R-24L**	LOC/HOLD		Missing tether on section 2, Spotty reflective media (red & white)	(OPS Sign 9) Leaning		Leaning (Sign 9)			
			Back	**BLANK**									
11*	4	2	ILS Side	**ILS**	ILS								
		2	ILS Side	**……**	ILS								

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
12*	6,8	2	Front	**D36**	LOC/HOLD	Luma Curve	Fading at top of panels & black outline on numbers/arrow; blotching						
			Back	**BLANK**		Luma Curve							
13	6,8	2	Front	**D**	LOC	Luma Curve	Tether unbolted						
			Back	**BLANK**		Luma Curve							
14	7	2	Front	**HL>**	LOC/DIR	Crouse Hinds	Slightly loose						
			Back	**BLANK**		Crouse Hinds							
15	6,8	5	BLANK Side	**BLANK**	RDR								
		5	3 Side	**3**	RDR		Loose, Crack in reflective numeral "3"						
16	4	2	Front	**Z<W>**	LOC/DIR			Too far from intersecting taxiway (160')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
17*	6,8	2	Front	**D>**	DIR			Too far from intersecting taxiway (150')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
18	6,8	2	Front	**D24L-6R**	LOC/HOLD	Luma Curve							
			Back	**BLANK**		Luma Curve							
19	6,8	2	Front	**E<D>**	LOC/DIR		Loose	(OPS Sign 1) Leaning	Dull	Leaning (Sign 1)			
			Back	**BLANK**									
20	6,8	2	Front	**D<E>**	LOC/DIR	Luma Curve	Scratched						
			Back	**BLANK**		Luma Curve							
22*	6,8	2	Front	**E18-36**	LOC/HOLD			Text missing black outline				150/5345-44H Sec.1.2.1.b	Figure 12 & 13
			Back	**BLANK**									
23	6,8	2	Front	**B36-18**	LOC/HOLD			(OPS Sign 24) Justification - "36" needs justified to the right	Dull	Justification - "36" needs justified to			
			Back	**BLANK**									
24	5,9	5	4 Side	**4**	RDR		Loose, cracks in red media						

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
24		5		**BLANK**									
25*	6,8	2	Front	**36-18**	HOLD	ADB		(OPS Sign 6) Appears dim		Appears Dim (Sign 6)			
			Back	**BLANK**		ADB							
26*	6,8	2	Front	**H36-18**	LOC/HOLD	Luma Curve	Cracked splice piece (36-18)						
			Back	**BLANK**		Luma Curve							
27	6	5	5 Side	**5**	RDR	Crouse Hinds	Slightly loose, damage at bottom						
		5	BLANK Side	**BLANK**		Crouse Hinds							
28	6,8	2	Front	**<B**	DIR		Loose		Dull				
			Back	**BLANK**									
29	6,8	2	Front	**<C<FB**	DIR/LOC		OK						
			Back	**BLANK**									
30	6,8	2	Front	**FB>**	LOC/DIR	Luma Curve	Faded frame		Dull				
			Back	**BLANK**		Luma Curve							
31*	6,8	2	Front	**B24L-6R**	LOC/HOLD	Luma Curve	Faded frame						
			Back	**BLANK**		Luma Curve							
32*	7	2	ILS Side	**ILS**	ILS	Luma Curve	No tether, must ground						
		2	ILS Side	**…..**	ILS	Luma Curve							
33	7	2	Front	**N<F>**	LOC/DIR	Luma Curve	No tether	Color varies between panels				150/5345-44H Sec.3.2.5.1	Figure 11
			Back	**BLANK**		Luma Curve							
34	7	2	Front	**N>**	DIR								
			Back	**BLANK**									
35	7	5	6 Side	**6**	RDR	Crouse Hinds	No tether, slightly loose						
		5	1 Side	**1**	RDR	Crouse Hinds							

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
36	7	2	Front	J>	DIR		Minor frame chips						
			Back	BLANK									
37*	7	2	Front	J6R-24L	LOC/HOLD	Luma Curve	Red discoloration	(OPS Sign 8) Leaning	Dull	Leaning (Sign 8)			
			Back	BLANK		Luma Curve							
38	7	2	Front	L<K>	LOC/DIR	Luma Curve		Too far from intersecting taxiway (130') (max 93' for GRP III)				150/5340-18D Ch.1.13	Table 3
			Back	BLANK		Luma Curve							
39	7	2	Front	<HL	DIR/LOC	Luma Curve							
			Back	BLANK		Luma Curve							
40	7	2	Front	<LK	DIR/LOC			Too far from intersecting taxiway (130') (max 93' for GRP III)				150/5340-18D Ch.1.13	Table 3
			Back	BLANK									
41	7	2	Front	<JK	DIR/LOC	Luma Curve							
			Back	BLANK		Luma Curve							
42	7	2	Stop Bar Side	ILS	ILS	Luma Curve			Dull				
		2	ILS Side	.....	ILS	Luma Curve							
44	7	2	Front	<KH	DIR/LOC								
			Back	BLANK									
45	7	2	Front	<KJK>H>	LOC/DIR		Black milky/white-washed - panels K>H>		Dull				
			Back	BLANK									
46	7	2	Front	K6R-24L	LOC/HOLD	Luma Curve	Faded frame only, panels good						
			Back	K BLANK		Luma Curve		(OPS Sign 7) "K" faded		"K" Faded (Sign 7)			
47	7	2	Front	K>	DIR	Crouse Hinds	Panel scratches near top						
			Back	BLANK		Crouse Hinds							
48	7	2	Front	<F	DIR	Crouse Hinds	Slightly loose	Too far from intersecting taxiway (245')				150/5340-18D Ch.1.13	Table 3

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
48	7		Back	**BLANK**		Crouse Hinds							
49	7	2	Front	**F24L-6R**	LOC/HOLD	Luma Curve	Corner fracture; "F" faded yellow on top 1/2. Loose tether		Mould on bottom?				
		2	Back	**F BLANK**	LOC	Luma Curve	"F" faded yellow on top 1/2.						
50	7	2	Front	**BFN>**	LOC/DIR	Luma Curve							
			Back	**BLANK**		Luma Curve							
51	7	2	Front	**N24L-6R**	LOC/HOLD	Luma Curve							
			Back	**BLANK**		Luma Curve							
52	7	2	Front	**>FN**	DIR/LOC		Faded	"F" on direction panel too close to location sign				150/5345-44H Sec.3.2.5.4	Figure 11
			Back	**BLANK**			Sunken						
53	7	2	Front	**<NFN>**	LOC/DIR			(OPS Sign 22) Faded		Faded (Sign 22)			
			Back	**BLANK**									
54	12	2	Front	**D**	LOC								
			Back	**BLANK**									
55	12	2	Front	**B**	LOC								
			Back	**BLANK**									
56	12	2	Front	**<B**	DIR								
			Back	**BLANK**									
57	12	2	Front	**A24R-6L**	LOC								
			Back	**BLANK**									
58	12	2	Front	**<A**	DIR				Dull				
			Back	**BLANK**									
59	7	2	Front	**<U**	DIR			Too far from intersecting taxiway (175')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									

1955 thru 1959

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
60	7	2	Front	**CARGO>**	DEST								
			Back	**BLANK**									
61	7	2	Front	**U**	LOC								
			Back	**BLANK**									
62	7	2	Front	**M> BLANK**	DIR								
			Back	**BLANK**									
63	7	2	Front	**M BLANK**	LOC								
			Back	**BLANK**									
64	7	2	Front	**M>**	DIR								
			Back	**BLANK**									
65	7	2	Front	**6L-24R>**	DEST								
		2	Back	**RAMP>**	DEST								
66	5		Front	**EE>**	LOC/DIR								
			Back	**BLANK**									
67	5		Front	**E1<E>**	LOC/DIR	Siemens	Loose/wobbly - needs tightened						
			Back	**BLANK**		Siemens	broken corners (top & bottom) of uniting strip						
68	5		Front	**E<E1**	LOC/DIR								
			Back	**BLANK**									
69	4,10	2	Front	**<1824R>**	DEST			2022 (OPS Sign 32) Eliminate since TW "W" is closed (photo taken by OPS shows all panels are there)		Eliminate since TW "W" is closed			
			Back	**BLANK**									
70	4,10	2	Front	**A24R-6L**	LOC/HOLD								
			Back	**BLANK**									
71	2	2	Front	**SW>**	LOC/DIR								

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
71	2		Back	**BLANK**									
72*	2	2	Front	**S24R-6L**	OFZ			Add location sign to Runway Safety/OFZ sign				150/5340-18E Ch.1.3.d, 1.3.h, 1.13.c(4)	Figure 8, Figure 3 - Note 6
		2	Back	**…….**	LOC/HOLD								
73	2	2	Front	**S>**	DIR								
			Back	**BLANK**									
74	1	5	1 Side	**1**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
		5	10 Side	**10**	RDR								
75*	1	2	Front	**……**	OFZ			Too far from EOP (45')				150/5340-18E Ch1.14	Table 1
		2	Back	**W 24R-6L**	LOC/HOLD			Add location sign to Runway Safety/OFZ sign				150/5340-18E Ch.1.3.d, 1.3.h, 1.13.c(4)	Figure 8, Figure 3 - Note 6
76	1	2	Front	**W>**	DIR			Too far from intersecting taxiway (172')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
77	1	2	Front	**W ILS**	LOC/ILS								
		2	Back	**……**	ILS								
78	2	2	Front	**<W>**	DIR								
			Back	**BLANK**									
79	2	2	Front	**<W>**	DIR			Color varies between panels				150/5345-44H Sec.3.2.5.1	Figure 11
			Back	**BLANK**									
80	2	2	Front	**WW>T>**	LOC/DIR			Too far from intersecting taxiway (167')				150/5340-18D Ch.1.13	Table 3
		2	Back	**W BLANK**	LOC			Unnecessary sign module on end				No modification required	
81	2	2	Front	**T<W**	LOC/DIR								
		2	Back	**HOLD HERE…**	INFO								
82	4,10	2	Front	**<YAA>R>**	LOC/DIR								
			Back	**BLANK**									

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
83	4,10	2	Front	**A>**	DIR			Too far from intersecting taxiway (200')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
84	4,10	2	Front	**A>**	DIR			Too far from intersecting taxiway (200')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
85	4	2	Front	**<WAA>**	LOC/DIR			Too far from EOP (45')				150/5340-18E Ch.1.14	Table 1
			Back	**BLANK**									
86	4,10	2	Front	**A6L-24R**	LOC/HOLD								
			Back	**BLANK**									
87	4,10	2	Front	**<ARY>A>**	LOC/DIR								
			Back	**BLANK**									
88	4	2	Front	**R<Z>**	LOC/DIR				Dull				
			Back	**BLANK**									
89	4	5	10 Side	**10**	RDR			"10" side panel broken					
		5	1 Side	**1**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
90	4	2	Front	**Z<R>**	LOC/DIR								
			Back	**BLANK**									
91	4	2	Front	**Z24R-6L**	LOC/HOLD								
			Back	**BLANK**									
92	4	2	Front	**<ZW**	LOC/DIR			Too far from intersecting taxiway (170')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
93	3	2	Front	**WM>**	LOC/DIR			Too far from intersecting taxiway (366')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**				Missing direction sign panel to indicate Taxiway W veers to the left				150/5340-18E Ch.3.d	Figure 11.a
94	3	5	7 Side	**7**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
94	5	5	4 Side	**4**	RDR								
95	4	2	Front	**WZ>**	LOC/DIR								
			Back	**BLANK**									
96	2	2	Front	**S>**	DIR	ADB	Minor paint peel on frame, some fade on black letter, T, G						
			Back	**BLANK**		ADB							
97	4	2	Front	**Z>**	DIR								
			Back	**BLANK**									
98	4	2	Front	**Z>**	DIR								
			Back	**BLANK**									
99*	4	2	Front	**Z6L-24R**	LOC/HOLD								
			Back	**BLANK**									
100	4	2	Front	**R<Z>**	LOC/DIR								
			Back	**BLANK**									
101*	10	2	ILS Side	**ILS**	ILS								
		2	ILS Side	**.....**	ILS								
102	10	2	Front	**A18-36**	LOC/HOLD			(OPS Sign 13) "36" needs justified to the left	Bleached	"36" needs justified to the left (Sign			
		2	Back	**A BLANK**	LOC					"A" Faded (Sign 13)			
103	4	5	9 Side	**9**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
		5	2 Side	**2**	RDR								
104	10	2	Front	**C24R-APCH**	LOC/APCH			Color varies between Hold Position panels; sign too long				150/5345-44H Sec.3.2.5.1	Figure 12
		2	Back	**.....BLANK**	OFZ			Add location sign to Runway Safety/OFZ sign				150/5340-18E Ch.1.3.d, 1.3.h, 1.13.c(4)	Figure 8, Figure 3 - Note 6
105*	10	2	Front	**C36-18**	LOC/HOLD			(OPS Sign 14) Faded		Faded (Sign 14)			
		2	Back	**BLANK**	LOC								

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
106	10	2	Front	C>	DIR								
			Back	BLANK									
107	10	2	Front	<A	DIR								
			Back	BLANK									
108	10	2	Front	24R-APCHC	APCH/LOC			Color varies between Hold Position panels; sign too long; 2022 (OPS Sign 15) Justification?	Bleached	Justification? (Sign 15)		150/5345-44H, Sec.3.2.5.2,	Figure 12
		2	Back	.....BLANK	OFZ			Add location sign to Runway Safety/OFZ sign				150/5340-18E Ch.1.3.d, 1.3.h, 1.13.c(4)	Figure 8, Figure 3 - Note 6
109	10	5	7 Side	7	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
		5	1 Side	1	RDR								
110	4,10	2	Front	<AAW>	LOC/DIR								
			Back	BLANK									
111	10	2	Front	C24R-APCH	LOC/APCH			Add location sign to Runway Safety/OFZ sign; 2022 (OPS Sign 17) Justification?	Bleached	Justification? (Sign 17)		150/5340-18E Ch.1.3.d, 1.3.h, 1.13.c(4)	Figure 8, Figure 3 - Note 6
		2	Back	.....BLANK	OFZ								
112*	4,10	2	Front	Y18-36	LOC/HOLD			(OPS Sign 30) Leaning		Leaning (Sign 30)			
			Back	BLANK									
113	10	2	Front	Y<C>	LOC/DIR				Dull				
			Back	BLANK									
114	10	2	Front	CY>	LOC/DIR			Too far from intersecting taxiway (172'); 2022 (OPS Sign 16) Leaning		Leaning (Sign 16)		150/5340-18D Ch.1.13	Table 3
			Back	BLANK									
115	3	2	Front	R<M>	LOC/DIR	ADB	Minor fade on black letters & black border, paint peel on end of frame, chips, T, G						
			Back	BLANK		ADB							
116	10	2	Front	<YC	DIR/LOC			Too far from intersecting taxiway (173'); 2022 (OPS Sign 19) Faded and delaminated	Dull	Faded and delaminated (Sign 19)		150/5340-18D Ch.1.13	Table 3
			Back	BLANK									
117*	10	2	Front	Y36-18	LOC/HOLD			(OPS Sign 18) Justification - "36" needs justified to the right		Justification - "36" needs justified to			

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
117	10		Back	**BLANK**									
118	4,10	2	Front	**Y>**	DIR								
			Back	**BLANK**									
119	4,10	2	Front	**<Y**	DIR								
			Back	**BLANK**									
120	4,10	2	Front	**<A<RYA>**	DIR/LOC			One of direction panels is damaged					
			Back	**BLANK**									
121	4,10	2	Front	**<R<AAY>**	DIR/LOC			Color varies between panels; 2022 (OPS Sign 29) Delaminated and fading		Delaminating and fading (Sign 29)		150/5345-44H Sec.3.2.5.1	Figure 11
			Back	**BLANK**									
122	9	2	Front	**Z<A>**	LOC/DIR			Too far from intersecting taxiway (140'); 2022 (OPS Sign 27) Appears dim	Dull	Appears dim (Sign 27)		150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
123	4	2	Front	**Z<R>**	LOC/DIR								
			Back	**BLANK**									
124	3	2	Front	**<W>**	DIR								
			Back	**BLANK**									
125	9	2	Front	**A<Z>**	LOC/DIR			Too far from intersecting taxiway (136'); 2022 (OPS Sign 26) Leaning		Leaning (Sign 26)		150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
126	3	5	8 Side	**3**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
		5	3 Side	**8**	RDR								
127	9	5	5 Side	**5**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
		5	3 Side	**3**	RDR								
128	9	2	Front	**Z18-36**	LOC/HOLD			(OPS Sign 28 - confirm if this is sign 128 or 195) Leaning		confirm comments for sign 128 or			
			Back	**BLANK**									

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
129	9	2	Front	**Z>**	DIR								
			Back	**BLANK**									
130	9	2	Front	**<Z**	DIR								
			Back	**BLANK**									
131	9	2	Front	**Z<C>**	LOC/DIR								
			Back	**BLANK**									
132	3	2	Front	**HOLD HERE…**	INFO								
			Back	**<WM**	DIR/LOC								
133	9	2	Front	**CZ>**	LOC/DIR		Raised pad, too high	(OPS Sign 20) Faded	Dull & on hill	Faded (Sign 20)			
			Back	**BLANK**									
134*	9	2	Front	**Z36-18**	LOC/HOLD								
			Back	**BLANK**									
135	9	2	Front	**<ZC**	DIR/LOC		Raised edge						
			Back	**BLANK**									
136*	9	2	Front	**V36-18**	LOC/HOLD								
			Back	**BLANK**									
137	9	2	Front	**Z>**	DIR			(OPS Sign 12) Appears dim		Appears Dim (Sign 12)			
			Back	**BLANK**									
138	9	2	Front	**<Z**	DIR								
			Back	**BLANK**									
139	9	2	Front	**Z<A>**	LOC/DIR			Too far from intersecting taxiway (143'); 2022 (OPS Sign 11) Leaning and faded		Leaning and faded (Sign 11)		150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
140	3	2	Front	**M>**	DIR		Minor fade, peel on black paint						

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
140	9		Back	**BLANK**									
141	9	5	4 Side	**4**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
		5	4 Side	**4**	RDR								
142	9	2	Front	**<VC**	DIR/LOC		Faded		Dull				
			Back	**BLANK**									
143	9	5	3 Side	**3**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
		5	5 Side	**5**	RDR								
144	9	2	Front	**<NA**	DIR			Too far from intersecting taxiway (230')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
145	9	2	Front	**N18-36**	LOC/HOLD								
			Back	**BLANK**									
146	9,12	2	Front	**<NA**	DIR/LOC								
			Back	**BLANK**									
147	12	2	Front	**AN>**	LOC/DIR				Dull				
			Back	**BLANK**									
148	9,12	2	Front	**<AN**	DIR/LOC								
			Back	**BLANK**									
149	3	2	Front	**M<R>**	LOC/DIR	ADB	Slight fade on black, T,G	Panel joint color does not match background and appears like a message divider.				150/5345-44H Sec.3.2.5.4	Figure 11
			Back	**BLANK**		ADB							
150	9	2	Front	**N>**	DIR								
			Back	**BLANK**									
151*	3		Front	**M24R-6L**									
		2	Back	**M.....**	OFZ/LOC								

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
152	3	2	Front	**<M<WW**	DIR/LOC			Too far from intersecting taxiway (255')				150/5340-18D Ch.1.13	Table 3
		2	Back	**W BLANK**	LOC			Unnecessary sign module on end					
153	4	2	Front	**<W>**	DIR								
			Back	**BLANK**									
154	4	2	Front	**HOLD HERE…**	INFO								
			Back	**BLANK**									
155	4	2	Front	**<AWA>**	LOC/DIR			Too far from EOP (42')				150/5340-18E Ch1.14	Table 1
				BLANK				Color varies between panels				150/5345-44H Sec.3.2.5.1	Figure 11
156	4	2	Front	**<CARGO**	DEST			Too far from EOP (46')				150/5340-18E Ch.1.14	Table 1
			Back	**BLANK**									
157	6,8	2	Front	**<B**	DIR			Too far from EOP (43')				150/5340-18E Ch.1.14	Table 1
			Back	**BLANK**									
158	8	2	Front	**B18-36**	LOC/HOLD			(OPS Sign 25) Justification - "36" needs justified to the left		Justification - "36" needs justified to			
			Back	**BLANK**									
159	8	5	2 Side	**2**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
		5	6 Side	**6**	RDR								
160	6,8	2	Front	**<E**	DIR				Dull				
			Back	**BLANK**									
161	3	2	Front	**24R-6LM**	HOLD/LOC								
		2	Back	**M……..**	LOC/OFZ								
162	6,8	2	Front	**24L-6R**	HOLD	ADB							
			Back	**BLANK**		ADB							
163	6,8	5	1 Side	**1**	RDR	ADB		Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
163		5	7 Side	**7**	RDR	ADB							
164	6,8	2	Front	**6R-24L**	HOLD	ADB		(OPS Sign 10) Delaminating		Delaminating (Sign 10)			
			Back	**BLANK**		ADB							
165	6,8	2	Front	**H>**	DIR				Dull				
			Back	**BLANK**									
166	3	2	Front	**M>**	DIR			Too far from intersecting taxiway (213')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
167	6,8	2	Front	**D>**	DIR	Luma Curve		Too far from intersecting taxiway (170')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**		Luma Curve							
168	3	2	Front	**M6L-24R**	LOC/HOLD	ADB	Slight fade on black outline of letters/numbers, T,G						
			Back	**BLANK**		ADB							
169	3	2	Front	**M>**	DIR		Good panel, paint peel on frame	Too far from intersecting taxiway (150')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
170	2	5	4 Side	**7**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
		5	7 Side	**4**	RDR								
171	3	2	Front	**R<M>**	LOC/DIR				?can't read E's note				
			Back	**BLANK**									
172	3	2	Front	**M<R>**	LOC/DIR	ADB	Panel faded, T, G						
			Back	**BLANK**		ADB							
173	4	2	Front	**18>**	DEST			Too far from EOP (46'); 2022 (OPS Sign 33) Appears dim		Appears dim (Sign 33)		150/5340-18E Ch.1.14	Table 1
			Back	**BLANK**									
174	3	2	Front	**R<U>**	LOC/DIR	ADB	Paint peel on frame, minor fade on black letters and black border, T,G	Too far from intersecting taxiway (137')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**		ADB		Panel joint color does not match background and appears like a message divider.				150/5345-44H Sec.3.2.5.4	Figure 11

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
175	4,10	2	ILS Side	**ILS**	ILS				Dull				
		2	ILS Side	**…….**	ILS								
176	3	2	Front	**U<R>**	LOC/DIR	ADB	Paint peel on frame, minor fade on black letters and black border, T,G						
			Back	**BLANK**		ADB							
177	3	2	Front	**U>**	DIR	ADB	Paint peel on frame, minor fade on black letters T,G	Too far from intersecting taxiway (140')				150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**		ADB							
178	4,10	5	6 Side	**6**	RDR			Too far from EOP (50')				150/5340-18E Ch.2.24	Table 2
		5	2 Side	**2**	RDR								
180	6,8	2	Front	**36-18**	HOLD	ADB							
			Back	**BLANK**		ADB							
181*	6,8	2	Front	**6R-24L**	HOLD	ADB		Text missing black outline				150/5345-44H Sec.1.2.1.b	Figure 12 & 13
			Back	**BLANK**		ADB							
182	6,8	2	Front	**18-36**	HOLD			(OPS Sign 5) Appears dim		Appears Dim (Sign 5)			
			Back	**BLANK**									
183*	6,8	2	Front	**<D**	DIR		Very loose, mower damage						
			Back	**BLANK**									
184*	9	2	Front	**N36-18**	LOC/HOLD								
			Back	**BLANK**									
185	6,8		Front	**<FCB>**	LOC/DIR		OK	(OPS Sign 23) Part of sign is dim		Part of sign is dim (Sign 23)			
			Back	**BLANK**	LOC								
186	6,8		Front	**C**	LOC		OK						
			Back	**BLANK**									
187	6,8	2	Front	**C>**	LOC/DIR		Faded black panel; oversized? (note I don't understand: 3xwK Panel)		Dull				

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
187			Back	**BLANK**									
193	5		Front	**E1>**	DIR								
			Back	**BLANK**									
194	5		Front	**24L-6R**	LOC/HOLD								
			Back	**BLANK**									
195	9	2	Front	**A<Z>**	LOC/DIR			Too far from intersecting taxiway (136'); 2022 (OPS Sign 28 - confirm if this is sign 128 or 195) Leaning		confirm comments for sign 128 or		150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**				Panel on back of sign is damaged					
196	9	2	Front	**(STOP)**	NO ENTRY			Text missing black outline				AC 150/5345-44H Sec.1.2.1.b	Figure 12 & 13
			Back	**BLANK**									
197	9	2	Front	**(STOP)**	NO ENTRY			Text missing black outline (assumption based on sign no. 196)				AC 150/5345-44H Sec.1.2.1.b	Figure 12 & 13
			Back	**BLANK**									
198	9	2	Front	**C<N>**	LOC/DIR			(OPS Sign 21) Faded		Faded (Sign 21)			
			Back	**BLANK**									
199	9	2	Front	**<CNC>**	DIR/LOC		Raised concrete edge						
			Back	**BLANK**									
201*	1	2	Front	**R 6L-24R**	LOC/HOLD	ADB	Minor frame paint peel; T, G						
			Back	**BLANK**									
202	9		Front	**<NCN>**	LOC/DIR		Leaning		Dull				
			Back	**BLANK**									
203	1	5	2 Side	**9**	RDR			Too far from EOP (50')				AC 150/5340-18E Ch.2.24	Table 2
		5	9 Side	**2**	RDR								
204	2	5	3 Side	**8**	RDR			Too far from EOP (50')				AC 150/5340-18E Ch.2.24	Table 2
		5	8 Side	**3**	RDR								

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
205	2	2	Front	**S 6L-24R**	LOC/HOLD	ADB	Minor paint peel in corner, T, G						
			Back	**BLANK**		ADB							
206	6,9	2	Front	**<CN**	DIR/LOC		Faded, blistered		Dull				
			Back	**BLANK**									
207	8	2	Front	**B>**	DIR								
			Back	**BLANK**									
208	2	2	Front	**<RS**	DIR/LOC	ADB	Minor fade in black letters, significant paint peel on end, T,G						
			Back	**BLANK**		ADB							
209	1	2	Front	**<R**	DIR	ADB	Minor paint peel, some fade (milky) on black letters, T, G						
			Back	**BLANK**		ADB							
211	2	5	5 Side	**6**	RDR			Too far from EOP (50')				AC 150/5340-18E Ch.2.24	Table 2
		5	6 Side	**5**	RDR								
212	2	2	Front	**T>**	DIR		Paint peel on end, T, G	Too far from intersecting taxiway (230')				AC 150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
213	2	2	Front	**T6L-24R**	LOC/HOLD	ADB	Minor scratch						
			Back	**BLANK**		ADB							
214	2	2	Front	**RT>**	DIR/LOC	ADB	Good condition, paint chip on frame top right, T,G						
			Back	**BLANK**		ADB							
217	2	2	Front	**RT>**	LOC/DIR	ADB							
			Back	**BLANK**		ADB							
218	2	2	Front	**T<R>**	LOC/DIR	ADB		Panel joint color does not match background and appears like a message divider.				AC 150/5345-44H Sec.3.2.5.4	Figure 11
			Back	**BLANK**		ADB							
220	2	2	Front	**T>**	DIR	ADB	Minor fade on black letters, paint peel on end, T, G	Too far from intersecting taxiway (185')				AC 150/5340-18D Ch.1.13	Table 3

Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
220	2		Back	**BLANK**		ADB							
221	2	2	Front	**24R-6L.T**	HOLD								
		2	Back	**T.....**	LOC/OFZ								
222	2	2	Front	**<WT**	DIR/LOC			Too far from intersecting taxiway (160')				AC 150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
223	2	2	Front	**HOLD HERE...**	INFO								
			Back	**?**									
224	2	2	Front	**<TWW>**	LOC/DIR			Too far from intersecting taxiway (361')				AC 150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
225	2	2	Front	**T24R-6LT**	OFZ			Boundary Sign symbology should only be on 2 panels				AC 150/5345-44H Sec.3.2.5.2	Figure 8
		2	Back	**T.....**	LOC/HOLD								Table 10
226	2	2	Front	**T>**	DIR			Too far from intersecting taxiway (232')				AC 150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**									
229	3	5	6 Side	**5**	RDR			Too far from EOP (50')				AC 150/5340-18E Ch.2.24	Table 2
		5	5 Side	**9**	RDR								
230	3	2	Front	**R<U>**	LOC/DIR	ADB	Good panels, T, G	Too far from intersecting taxiway (138')	Dull			AC 150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**		ADB							
231	3	2	Front	**U<R>**	LOC/DIR	ADB	Panels good, paint peel at top, damage corner, top strip, bottom strip, T, G	Too far from intersecting taxiway (140'); 2022 (OPS Sign 31) Part of sign appears dim		Part of sign appears dim (Sign 31)		AC 150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**		ADB							
232	3	2	Front	**U6L-24R**	LOC/HOLD	ADB	Minor peeling on frame, T,G						
			Back	**BLANK**		ADB							
233	3	2	Front	**U>**	DIR	ADB	Paint peel on frame, flashing light blue on inspection port	Too far from intersecting taxiway (227')				AC 150/5340-18D Ch.1.13	Table 3
			Back	**BLANK**		ADB							

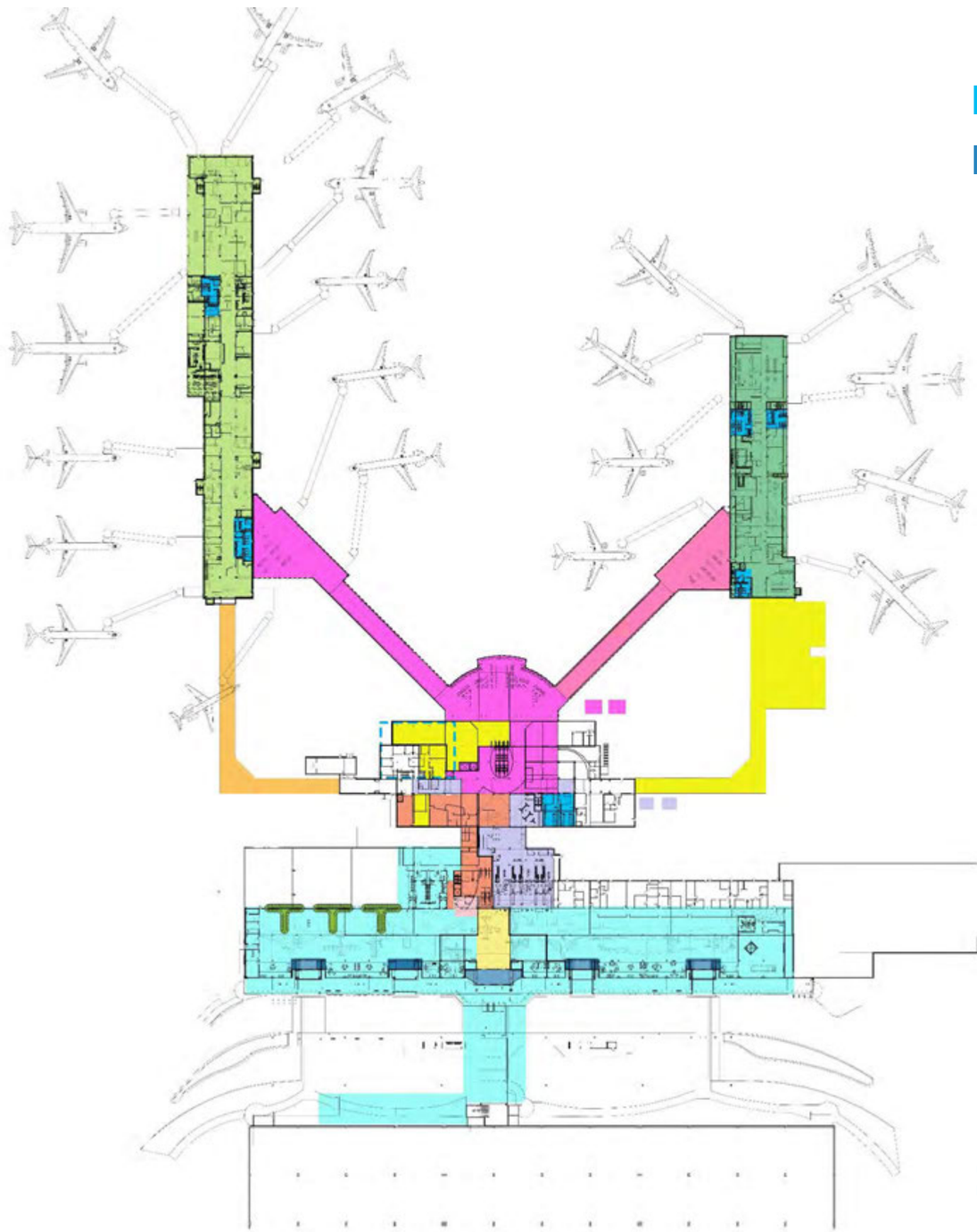
Sign #	Sheet	Size	Side	Sign Legend	Type	MANU.	2022 Field Note	Signage Deficiency Description	2022 Night assmt	OPS Assmt.	Photos	FAA AC Section	FAA AC Figure/Table
236	6,8	2	Front	**18-36**	HOLD	ADB							
			Back	**BLANK**		ADB							
237	5	5	6 Side	**6**	RDR	Siemens	Fading black surround (milky appearance						
		5	BLANK Side	**BLANK**	RDR	Siemens							
238	5	5	5 Side	**5**	RDR				Dull				
		5	BLANK Side	**BLANK**	RDR								
239	6	5	4 Side	**4**	RDR		Mower damage, loose - tighten bolts						
		5	BLANK Side	**BLANK**	RDR								
240	5	5	3 Side	**3**	RDR	ADB	Faded panel						
		5	BLANK Side	**BLANK**	RDR	ADB							
241	6	5	2 Side	**2**	RDR		Faded black		Dull				
		5	BLANK Side	**BLANK**	RDR								
242	6	5	1 Side	**1**	RDR		Loose						
		5	BLANK Side	**BLANK**	RDR								
243	6	2	Front	**H>**	DIR	ADB	Damage at bottom, some blotching on black letters						
			Back	**BLANK**		ADB							

Source: 2022 Notes and Night Assessment and are 2022 field assessment; OPS Assmt. from Airfield sign inspection August 2017 by Airport Operations, and Signage Deficienfy with no source descriptor is from the 2009 MOS Study

APPENDIX K:
TERMINAL MASTER PLAN

DAYTON INTERNATIONAL AIRPORT
TERMINAL MASTER PLAN

February 22, 2022



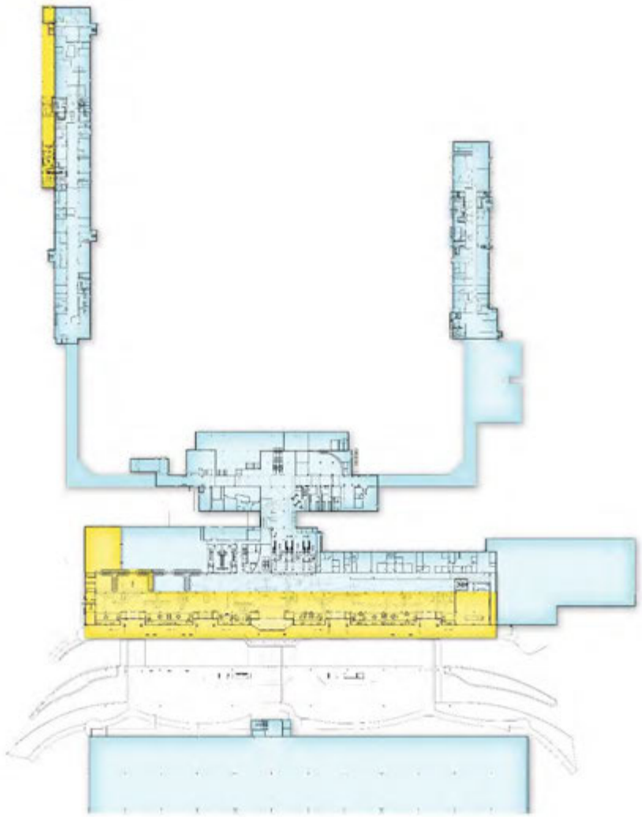
OVERVIEW OF PHASES

	Partial Roof Replacement	Completed 2012	$250,000
	Restroom Renovations	Completed 2012	$4,360,000
	Terminal Entrance Replacement	Completed 2015	$520,000
Phase I	Terminal Canopy and Renovation	Completed 2019	$30,700,000
	TOTAL COMPLETED PROJECTS		$35,800,000
Phase II	Public Circulation Enhancement, TSA	UC	$6,200,000
Current Funding Request			
Phase IIIa	Enhance Concourse A	2022	$14,000,000
Phase IIIb	Enhance Concourse B	2022	$8,820,000
Phase IIIc	Terminal Access Drive	2022	$2,570,000
Phase IVa	Concourse A Connector, Food Court, and Escalator Lobby	2023	$27,100,000
Phase IVb	Connector A Demolition	2023	$364,000
Phase IVc	Concourse B Connector	2024	$6,340,000
Phase IVd	Arrivals Bridge	2025	$5,220,000
Phase V	Skylight Replacement	2025	$7,580,000
Future Funding Requests			
Phase VI	Police Tenant Finish	2026	$7,260,000
Phase VII	Administrative Tower Modernization		
Phase VIII	Baggage Carousel Modernization		

Partial Roof Replacement - 2012

- Replace roof on west portion of terminal building
- Replace roof on north portion of concourse A

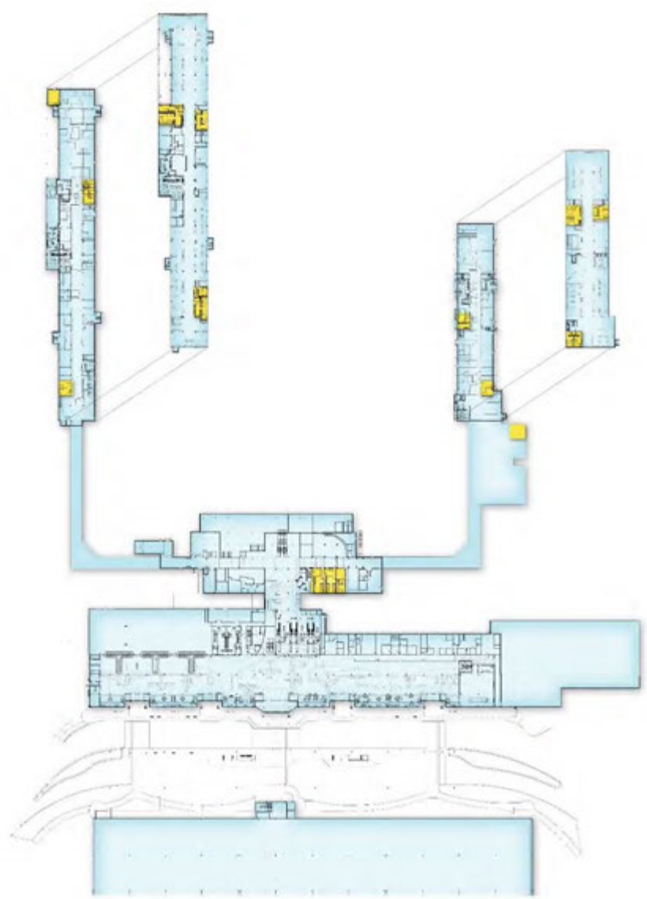
Total Cost **$250,000**



Restroom Renovations - 2012

- Remodel 1st floor public and airline tenant restrooms
- Alternate to remodel connector B restrooms
- Remodel 2nd floor public restrooms
- Alternate to remodel public restroom at west end of concourse B

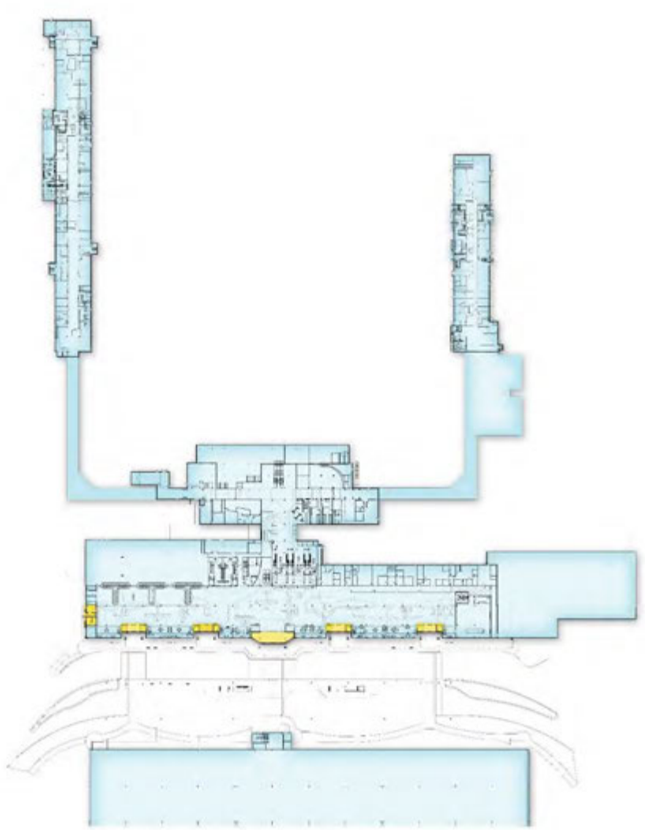
Total Cost **$4,360,000**



Terminal Entrance Replacement - 2015

- Replace (6) terminal entrances

Total Cost $520,000

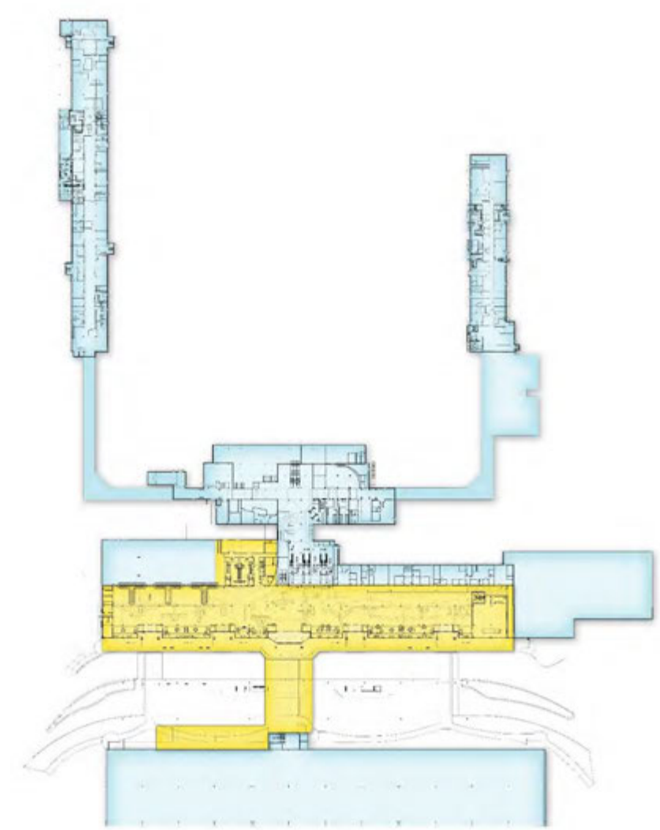


PHASE I

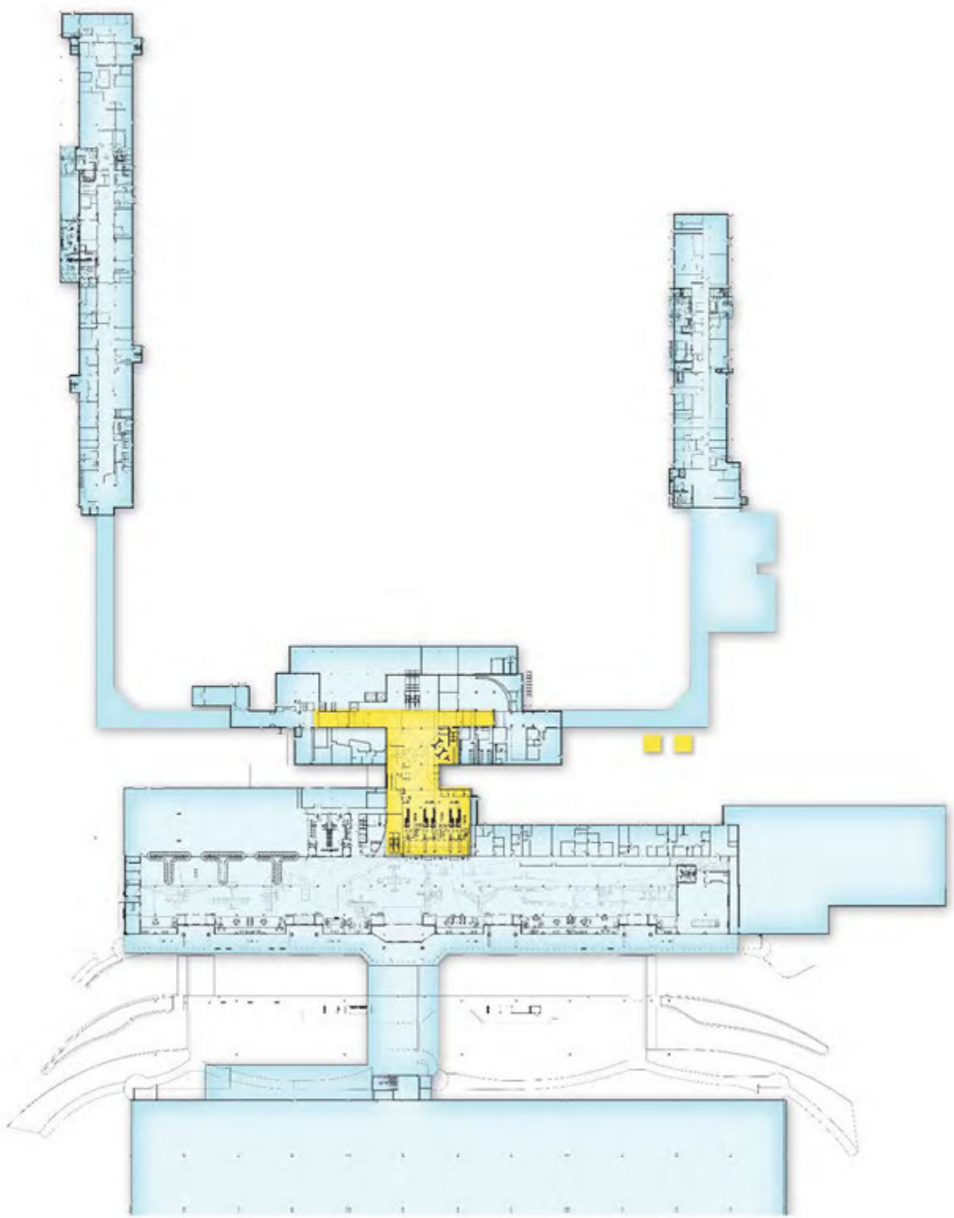
Terminal Canopy and Renovation - 2019

- Public entrance renovation
- Move RAC from terminal to garage
- Move Boston Stoker to kiosk
- Add HVAC
- Ticketing finishes renovation
- Baggage claim renovation

Total Cost $30,700,000



PHASE I



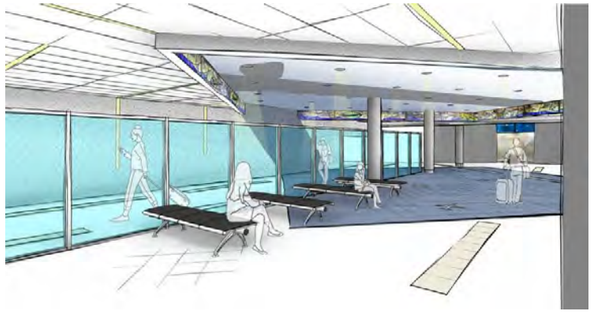
PHASE II

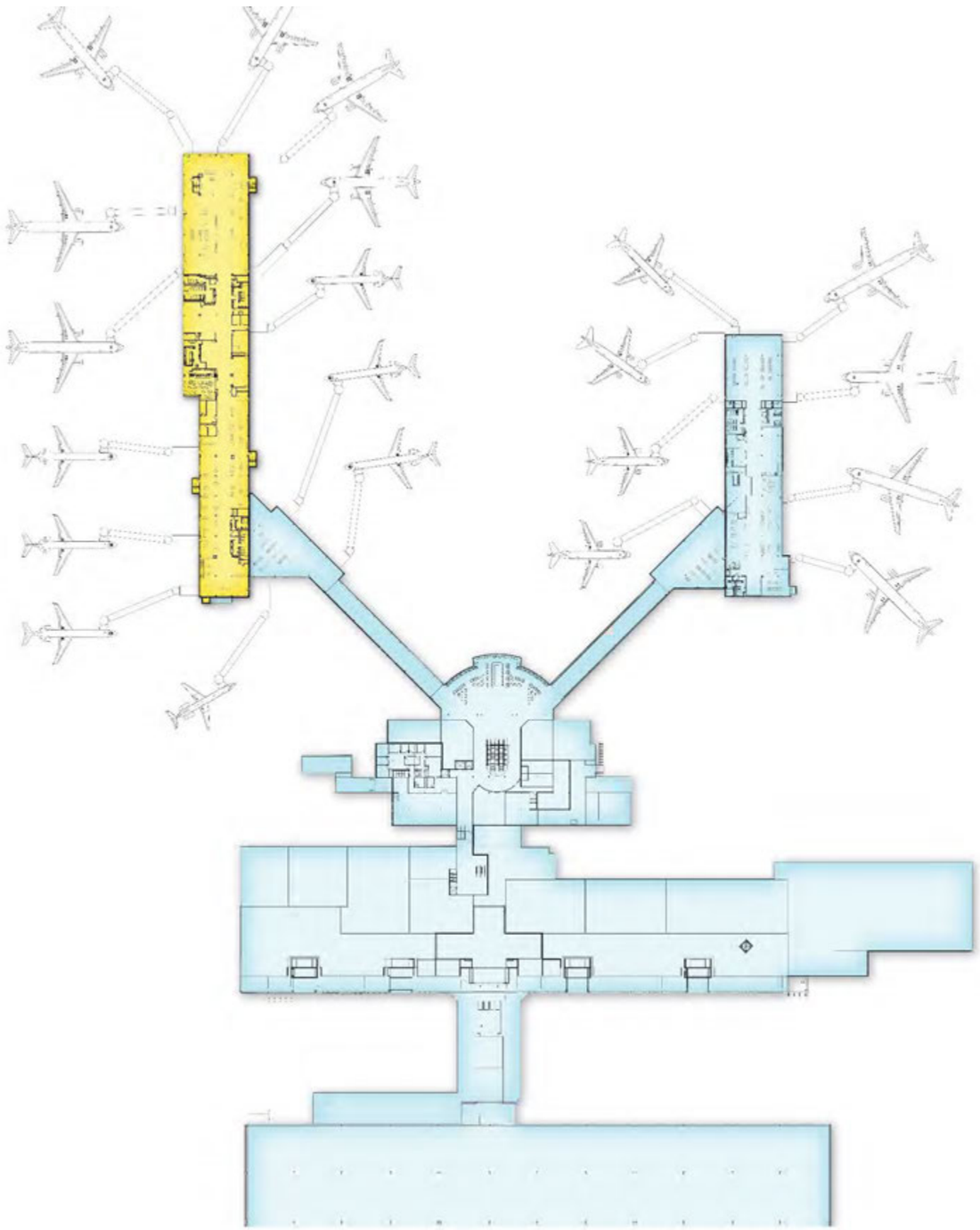
Public Circulation Enhancement, TSA

Currently under construction with completion in 2022

- **Roof replacement at concourses and portion of terminal**
- **Window replacement at concourse A**
- **TSA checkpoint renovation**
- **Cooling tower replacement**
- **Tuckpointing at firehouse and TSA bridge**

Contract Amount: $6,200,000

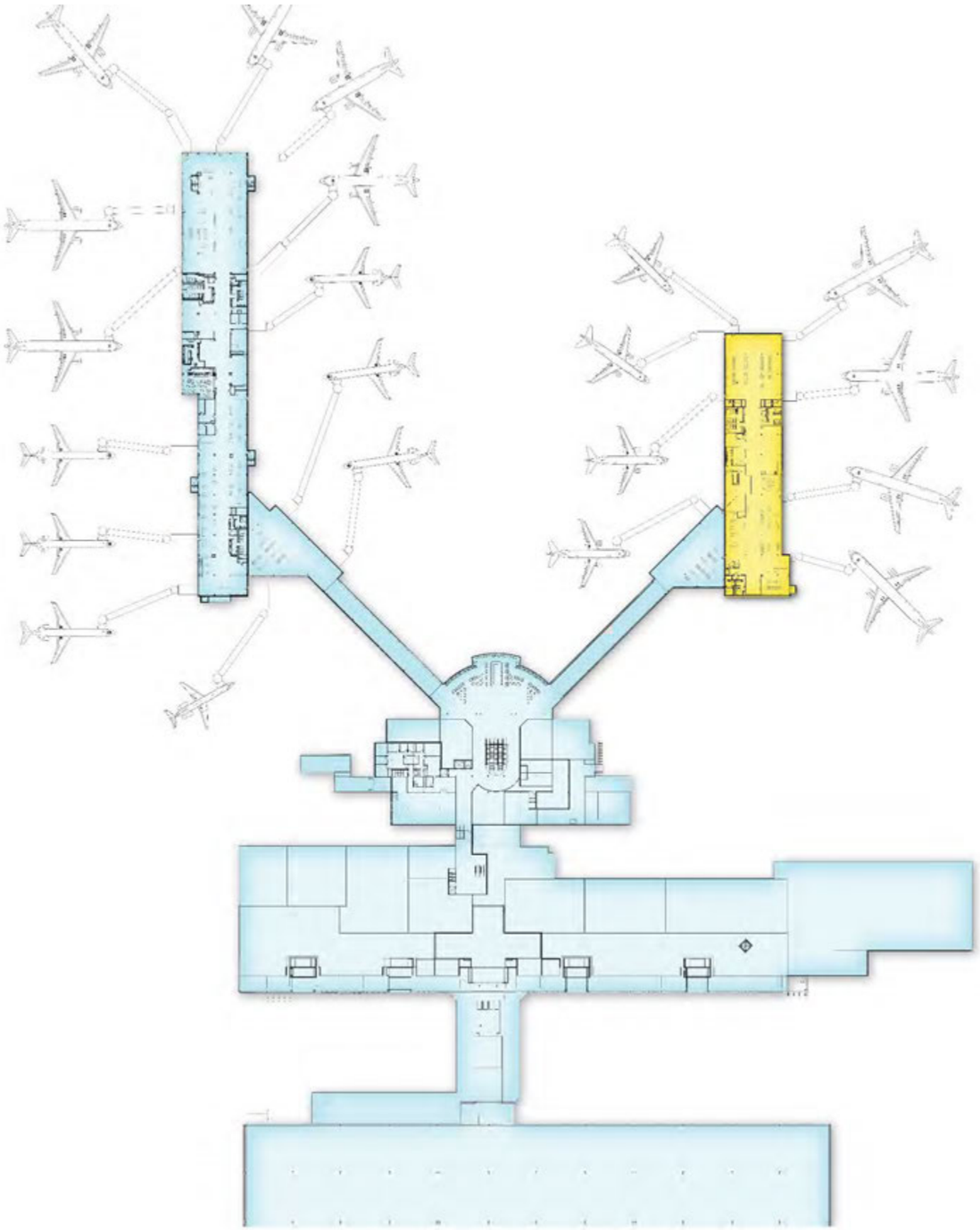




PHASE IIIa
Enhance Concourse A
2022

- **Renovate concourse**

Total Construction	$10,200,000
10% Owner Contingency	1,020,000
Soft Costs	2,920,000
Total	$14,200,000



PHASE IIIb
Enhance Concourse B
2022

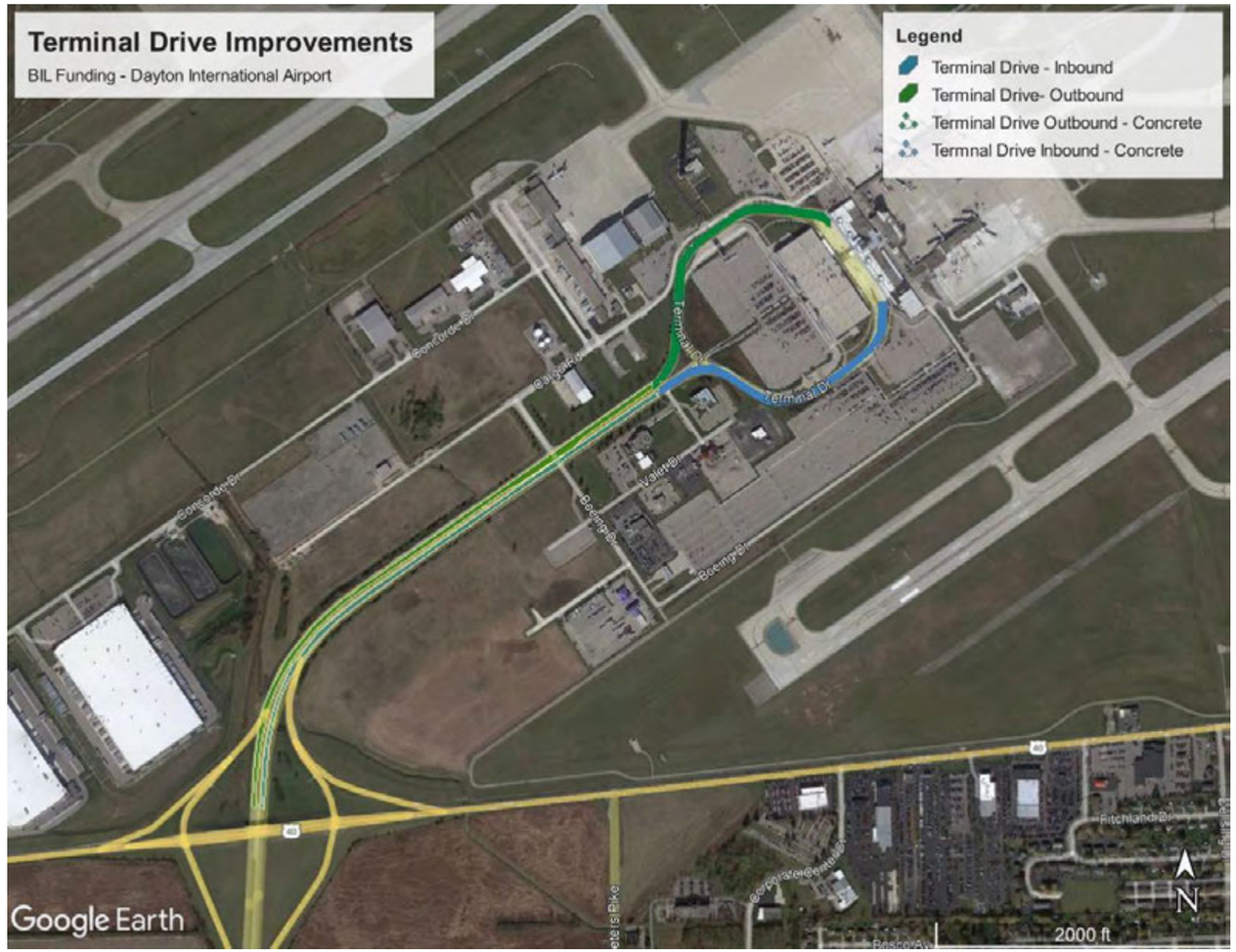
- **Renovate concourse**

Total Construction	$6,380,000
10% Owner Contingency	638,000
Soft Costs	1,820,000
Total	$8,440,000

PHASES IIIa & IIIb

Existing

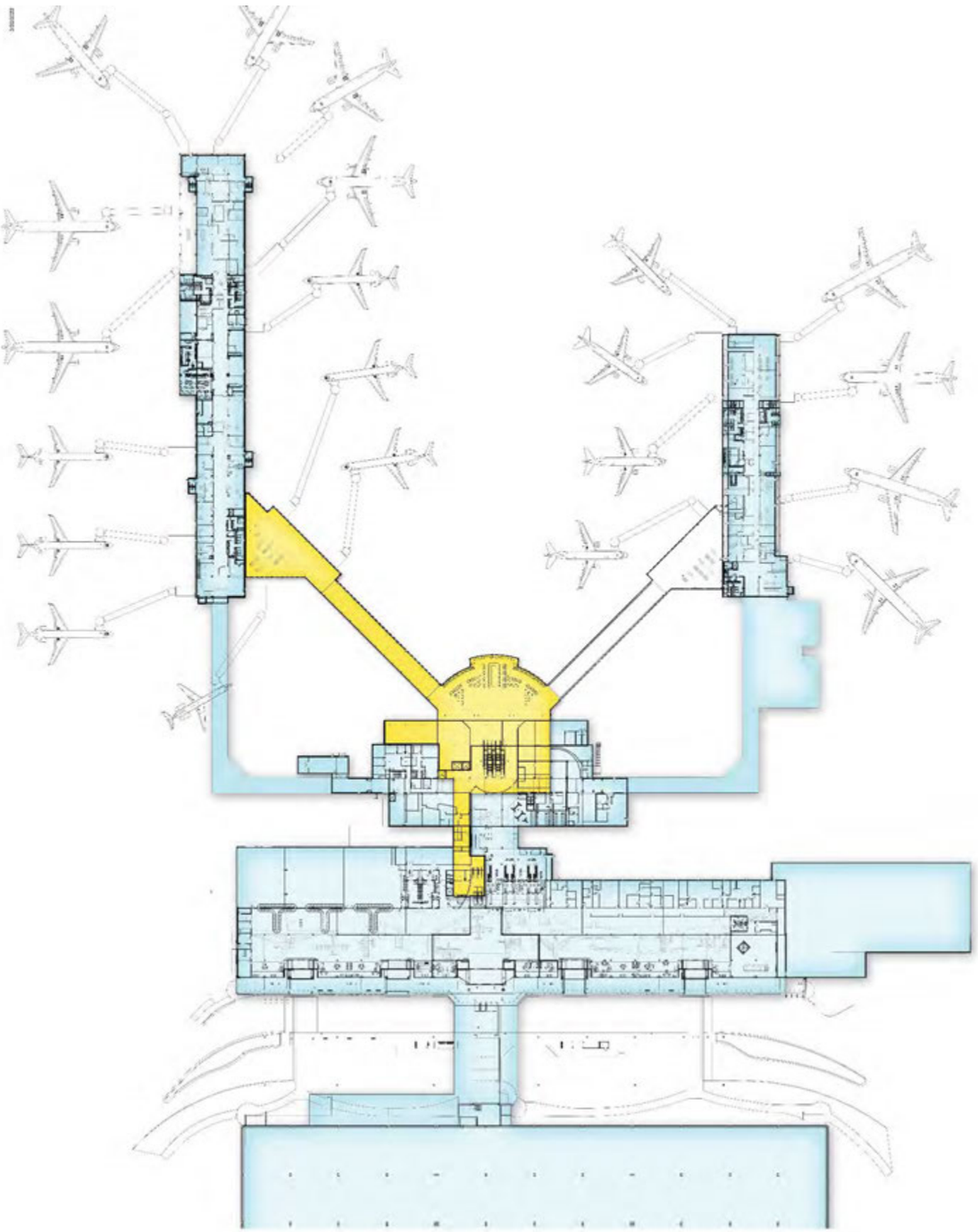
Proposed



PHASE IIIc
Terminal Access Drive
2022

- **Renovate concourse**

Total Construction	**$2,300,000**
Owner Contingency	**100,000**
Soft Costs	**270,000**
Total	**$1,370,000**



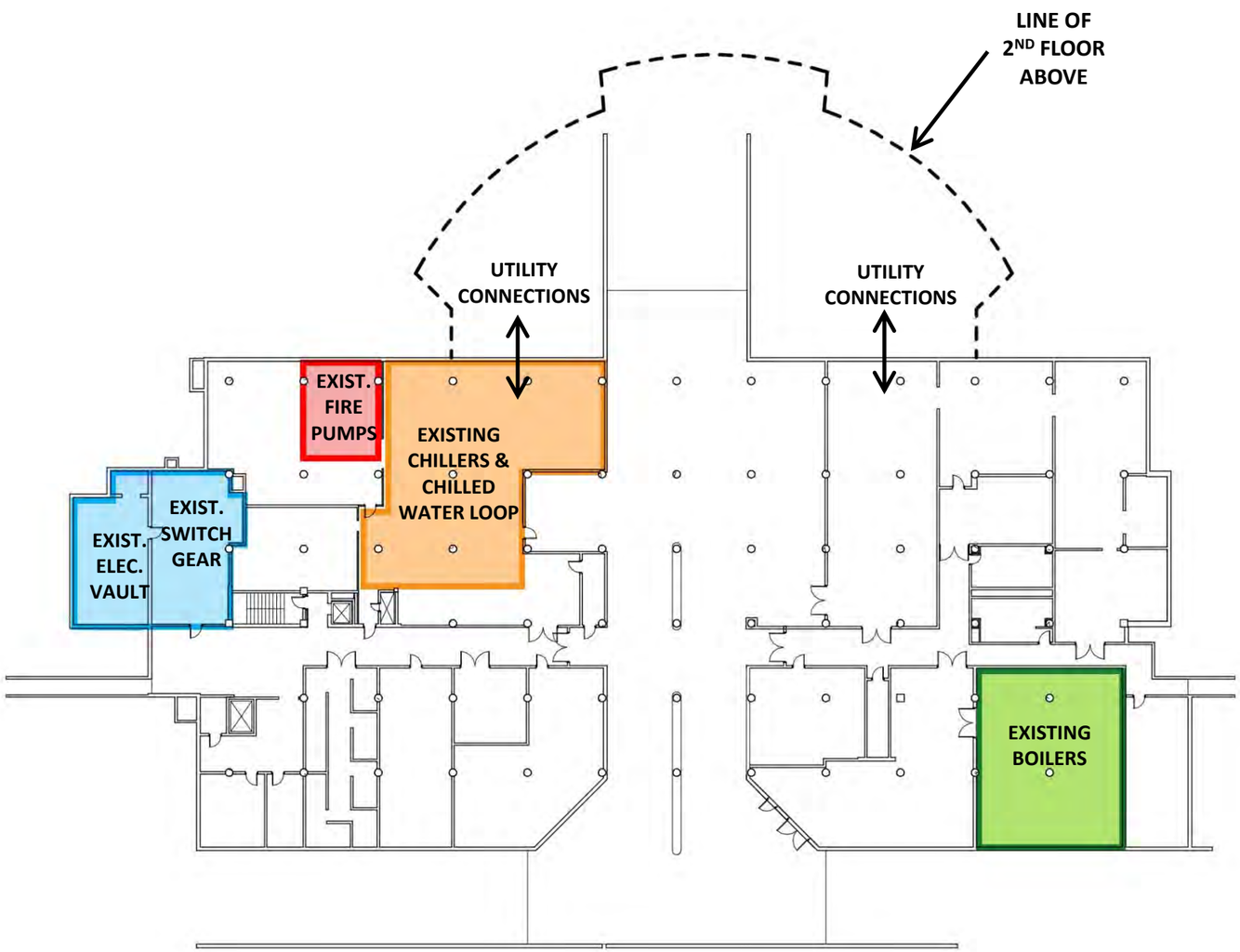
PHASE IVa – Overall Scope

Concourse A Connector, Food Court, and Escalator Lobby

2023

- **Site work allowance**
- **Construct hub addition including kitchen shell and equipment, restaurant shell, gift shop shell, and restrooms**
- **Construct escalator lobby including adding passenger elevator, tower elevator, freight elevator and (3) escalators**
- **Construct connector and gate hold addition**
- **Related mechanical and modernizing mechanical systems**

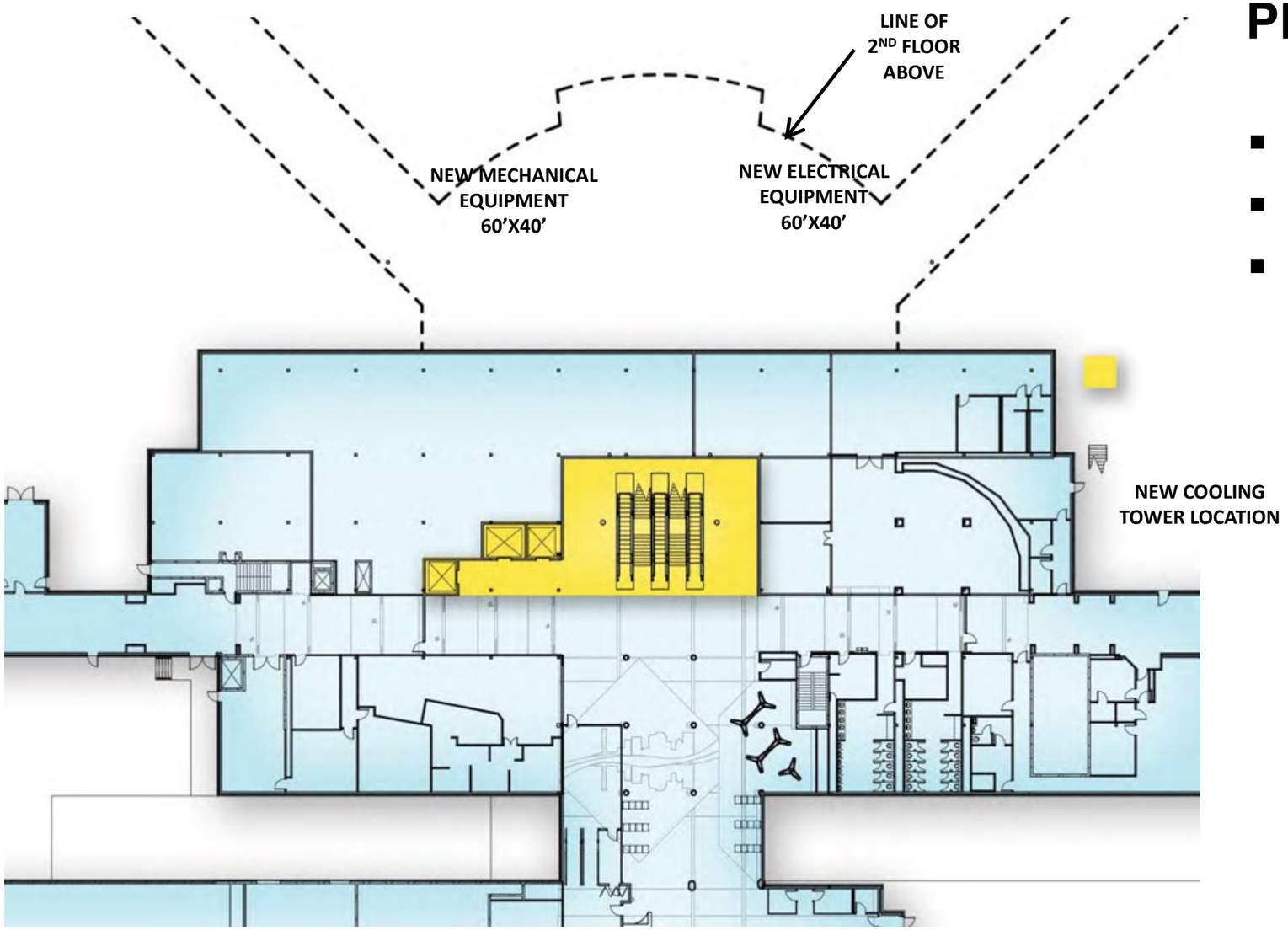
Estimated Cost: $24.5 - $26.7 million



BASEMENT LEVEL

PHASE IVa - Basement

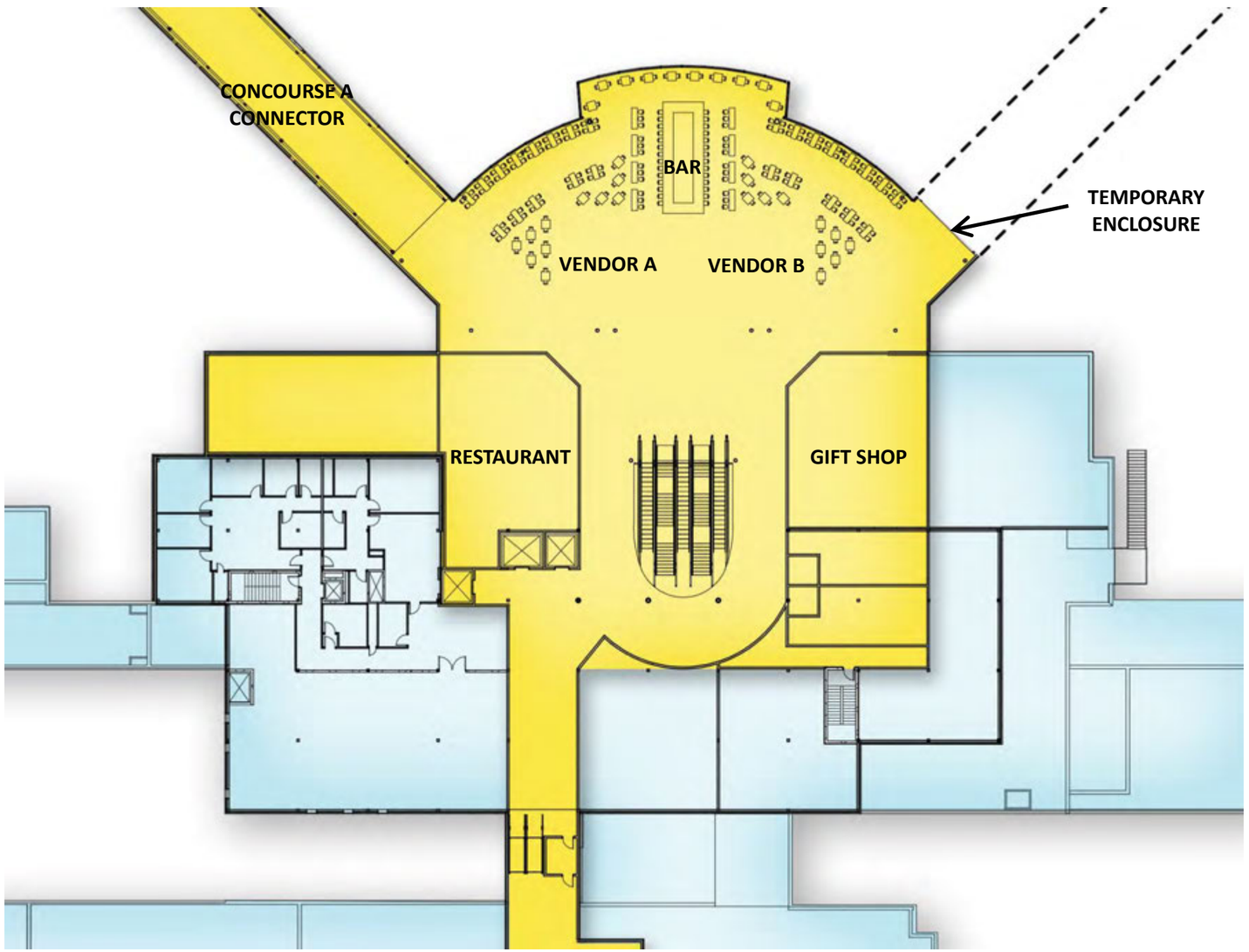
- Site work
- Foundations for hub addition
- Shell space for updated terminal mechanical equipment



FIRST FLOOR

PHASE IVa – 1st Floor

- Vertical circulation
- Mechanical space
- Mechanical, electrical, plumbing and fire protection infrastructure for addition



SECOND FLOOR

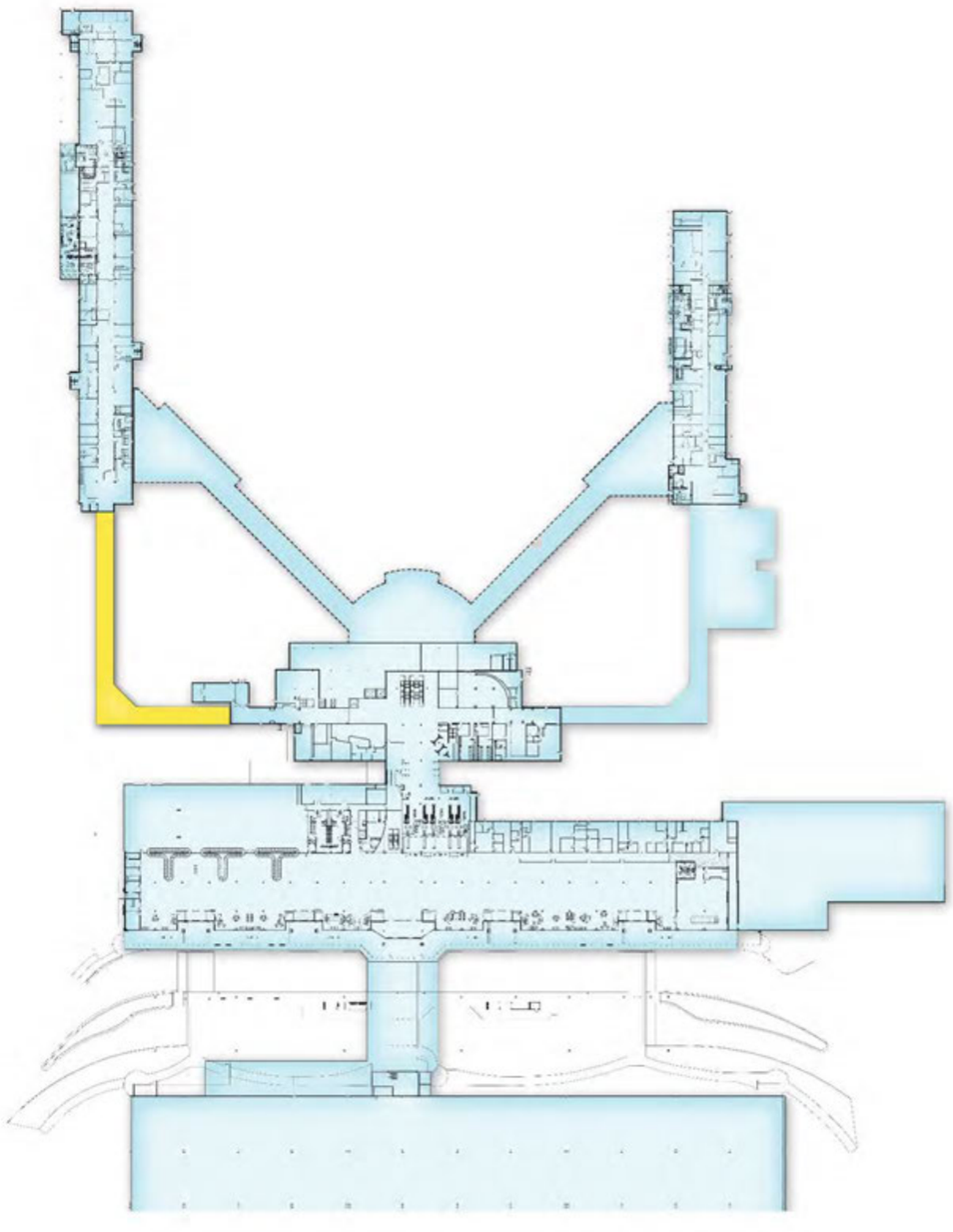
PHASE IVa – 2nd Floor

- Vertical circulation
- Food court and retail expansion
- Construct connector to Concourse A
- Mechanical, electrical, plumbing and fire protection for addition
- Temporary enclosure at concourse ~~A~~ B connector

PHASE IVa

New stair and escalators take travelers up to concessions immediately following security

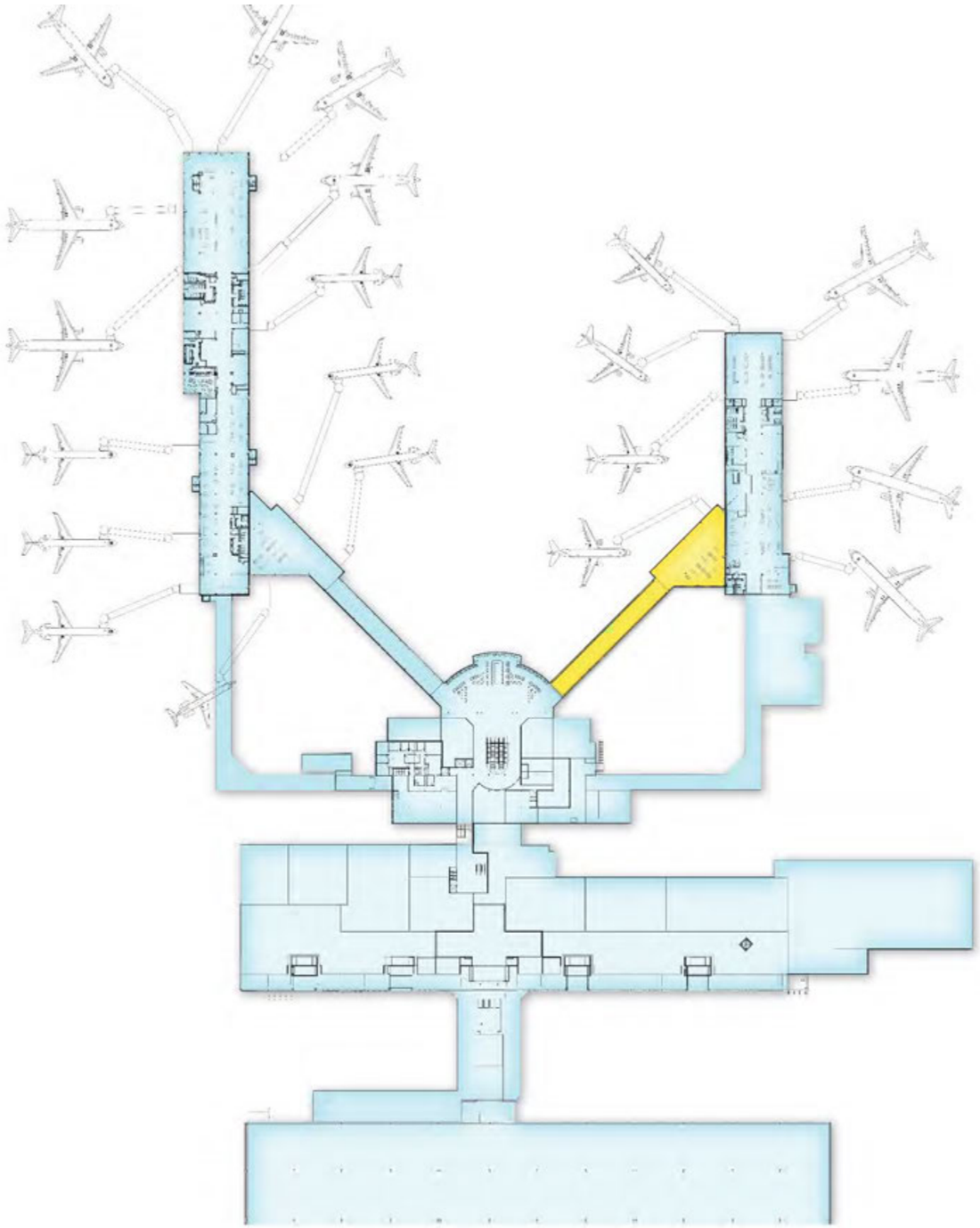
New centrally located concessions



PHASE IVb
Connector A Demolition
2023

- **Demolition of concourse A connector**

Estimated Cost: $335 - $364 thousand

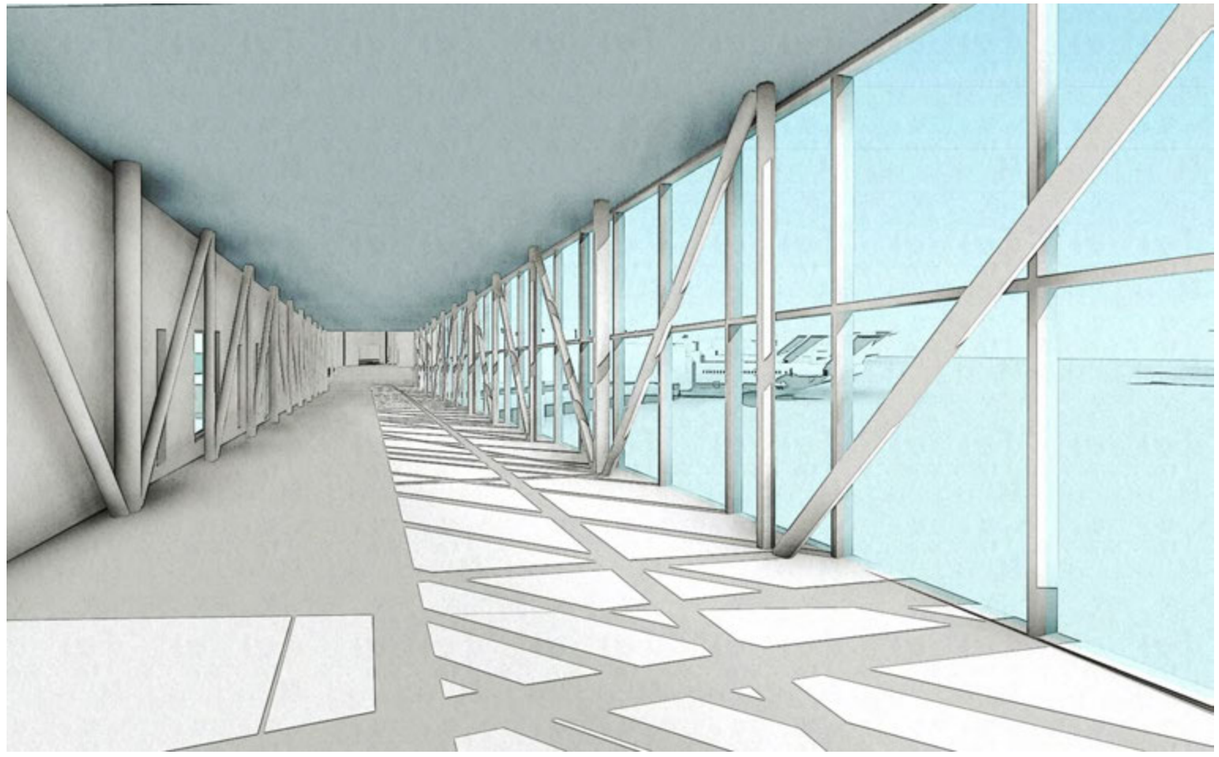


PHASE IVc
Concourse B Connector
2023

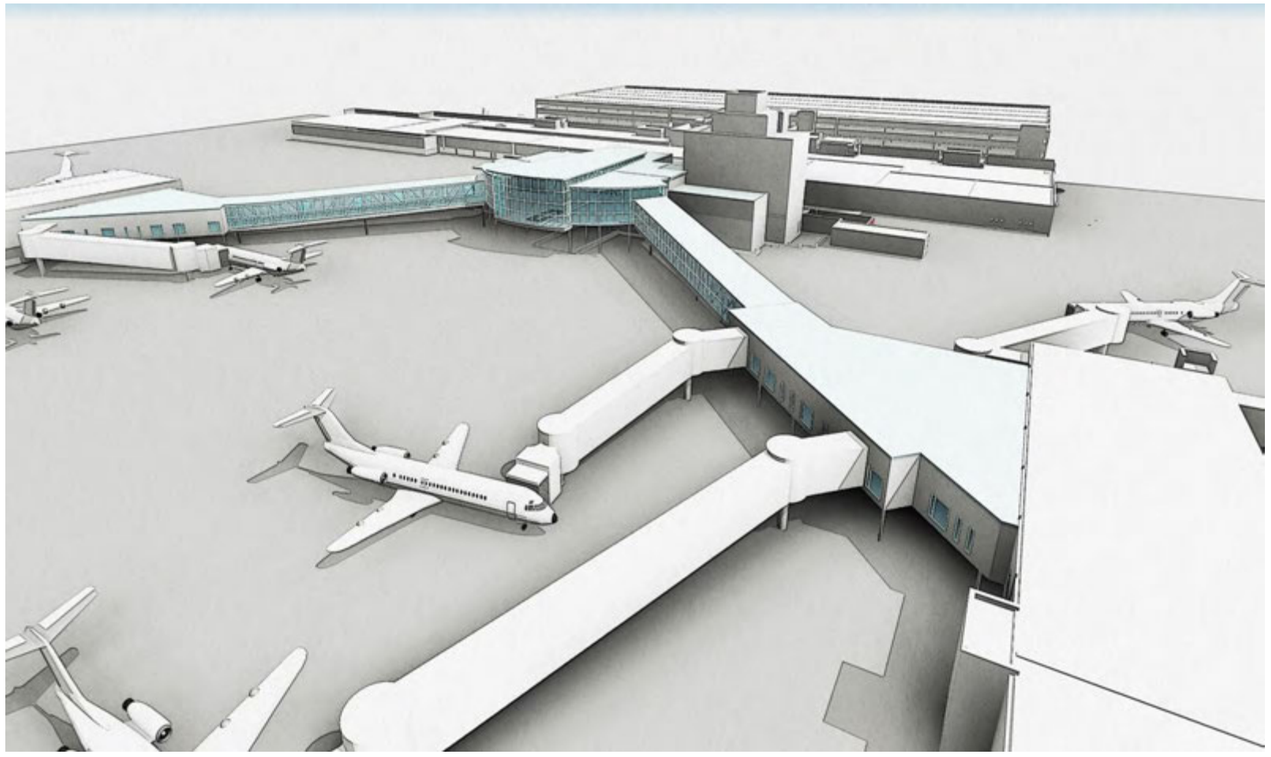
- Construct connector and gate hold addition
- Related mechanical

Estimated Cost: $5.82 - $6.34 million

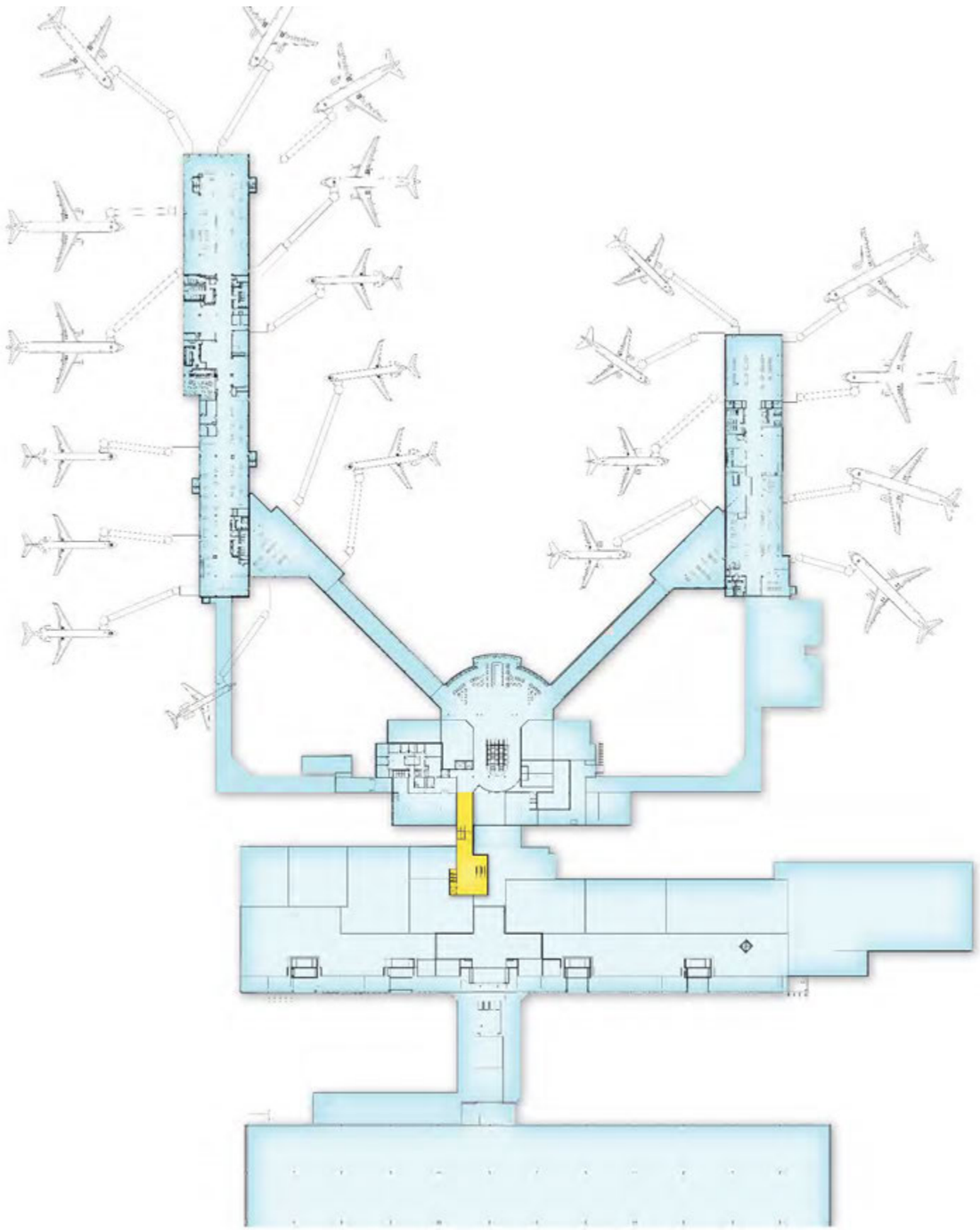
PHASE IVc



New connectors to each concourse provide view of airfield



Birdseye view of new connector and central concessions



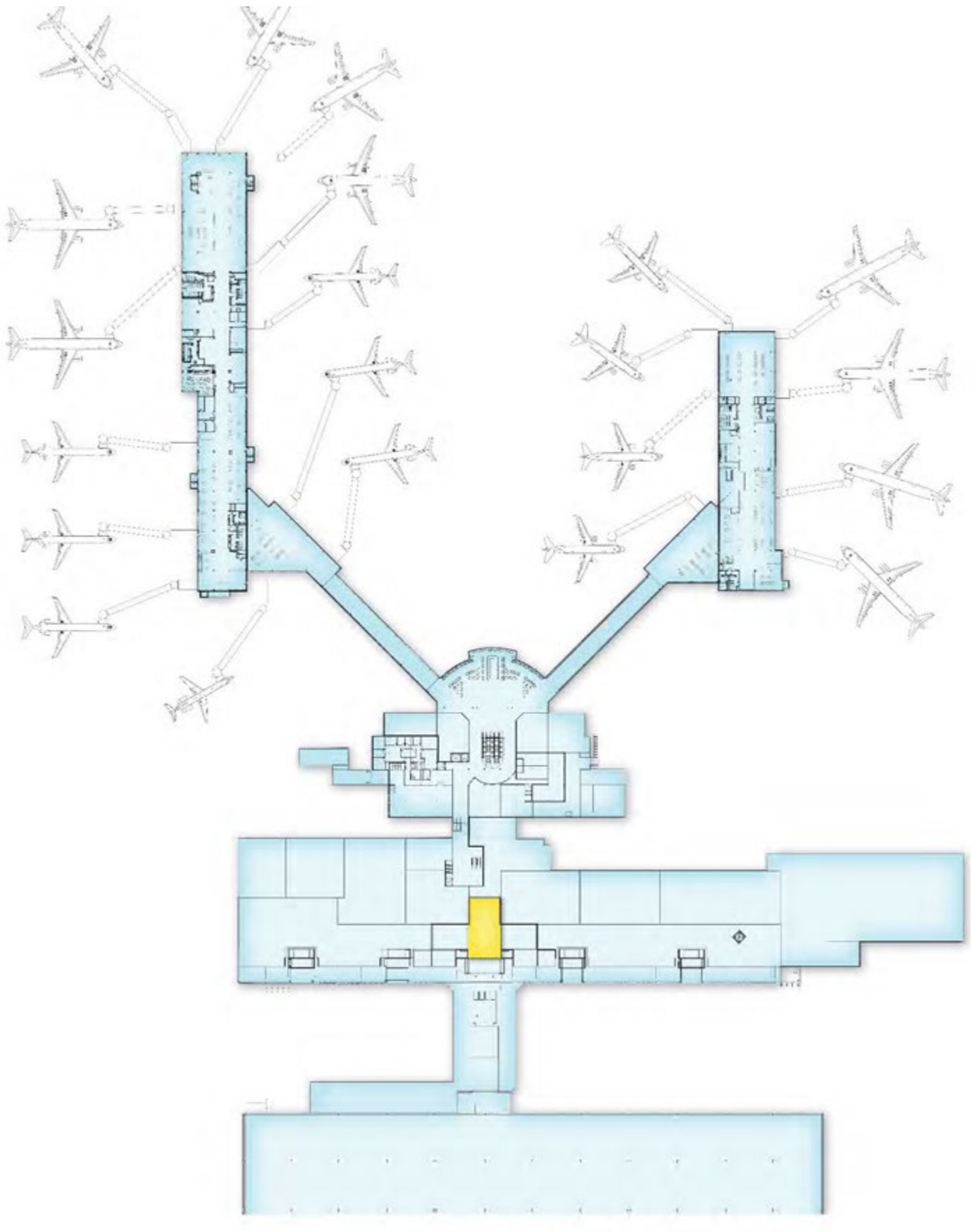
PHASE IVd

Bridge to Bag Claim

2025

- **Add baggage claim addition including elevator, (2) escalators, and breach control system**

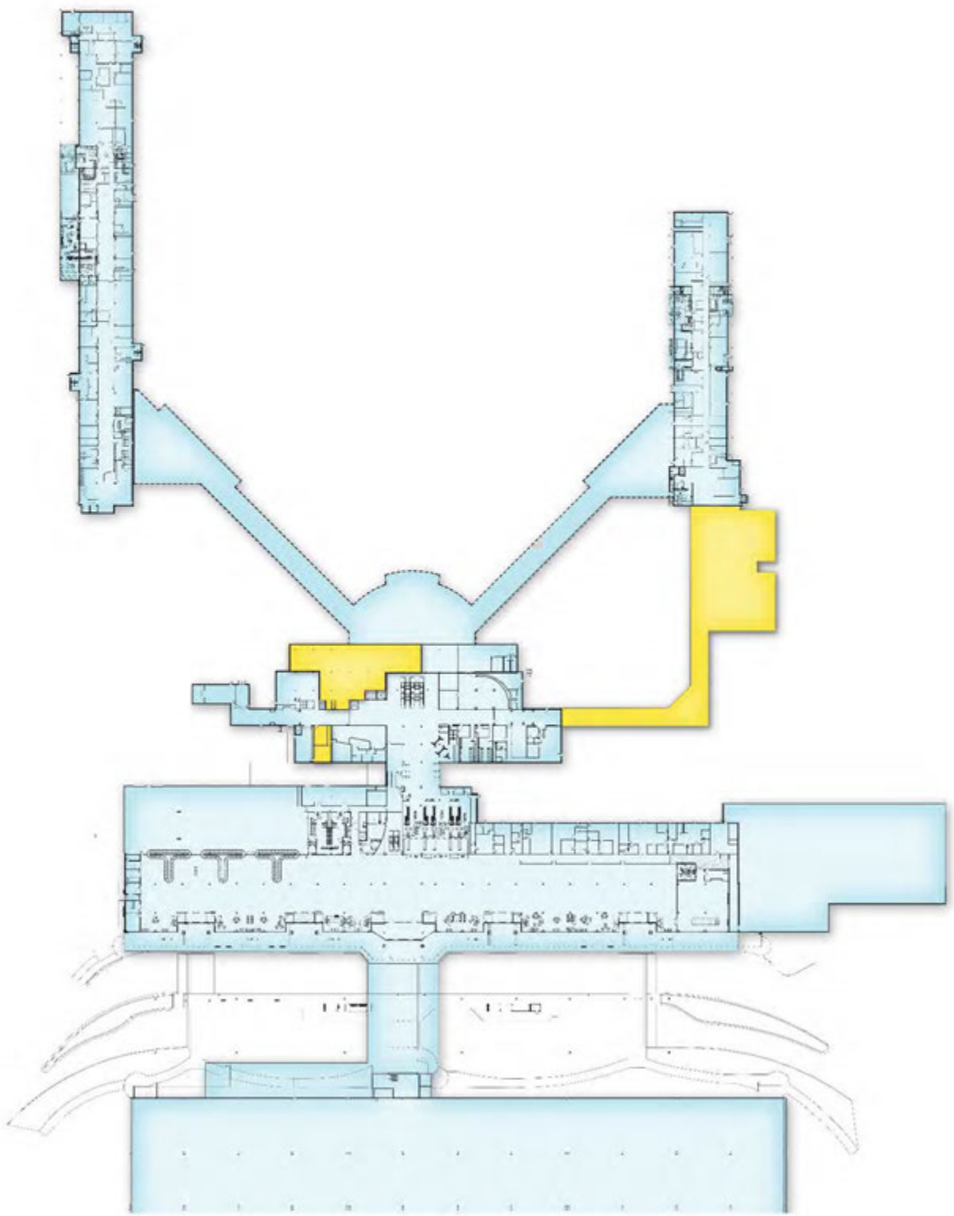
Estimated Cost: $4.91 - $5.22 million



PHASE V
Skylight Replacement
2025

- Replace large skylight
- Replace small skylight

Total Construction	$6,130,000
10% Owner Contingency	613,000
Soft Costs	837,000
Total	$7,580,000



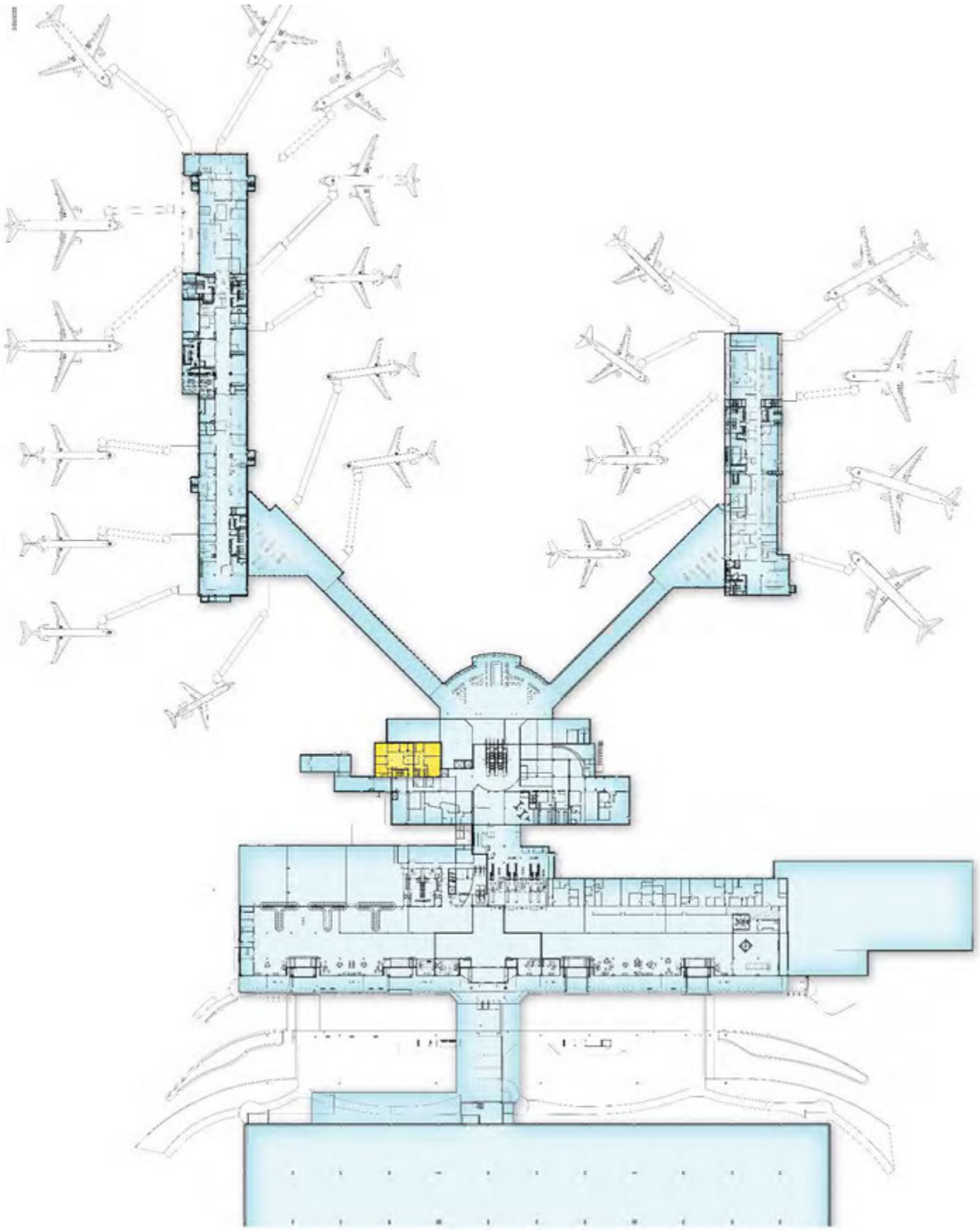
PHASE VI

Police Tenant Finish

2026

- Demolition of concourse B connector and police
- Shell and fit out for police tenant area
- Fit out for data center and rerouting data network
- Allowance for moving Delta

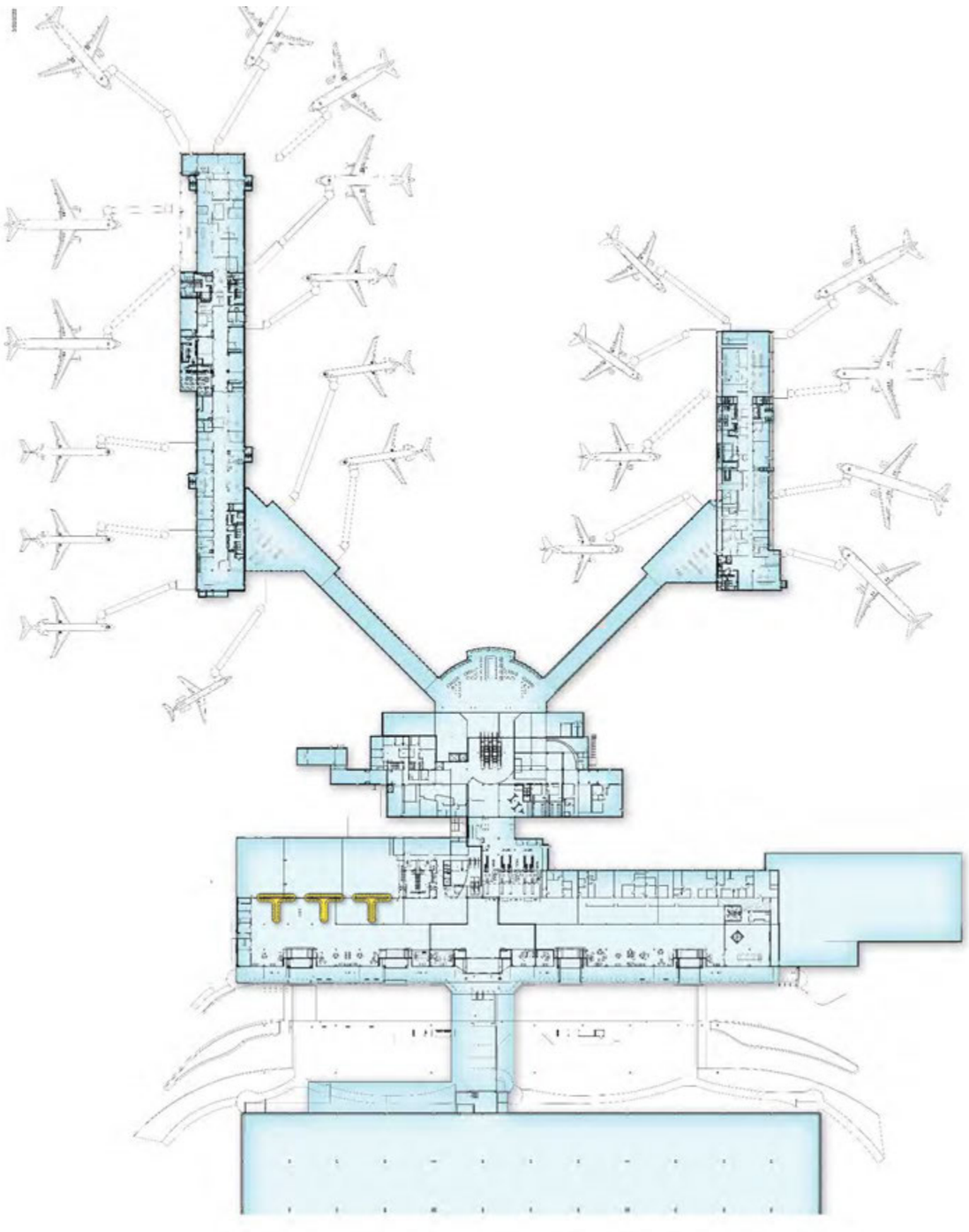
Estimated Cost: $6.67 - $7.26 million



PHASE VII
Administrative Tower Modernization

- **Modernize tower**

Estimated Total Cost **$8,920,000**



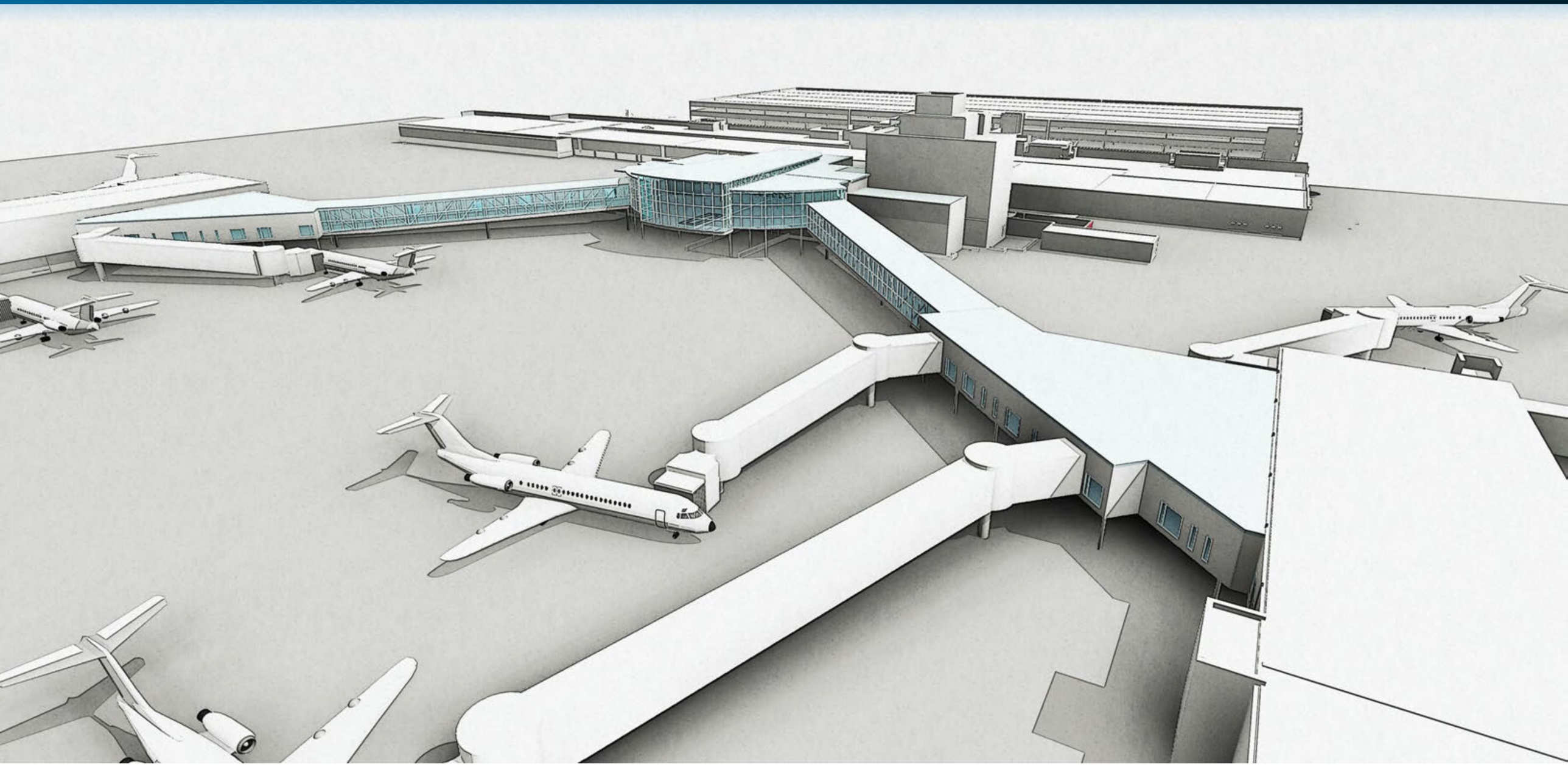
PHASE VIII

Baggage Carousel Modernization

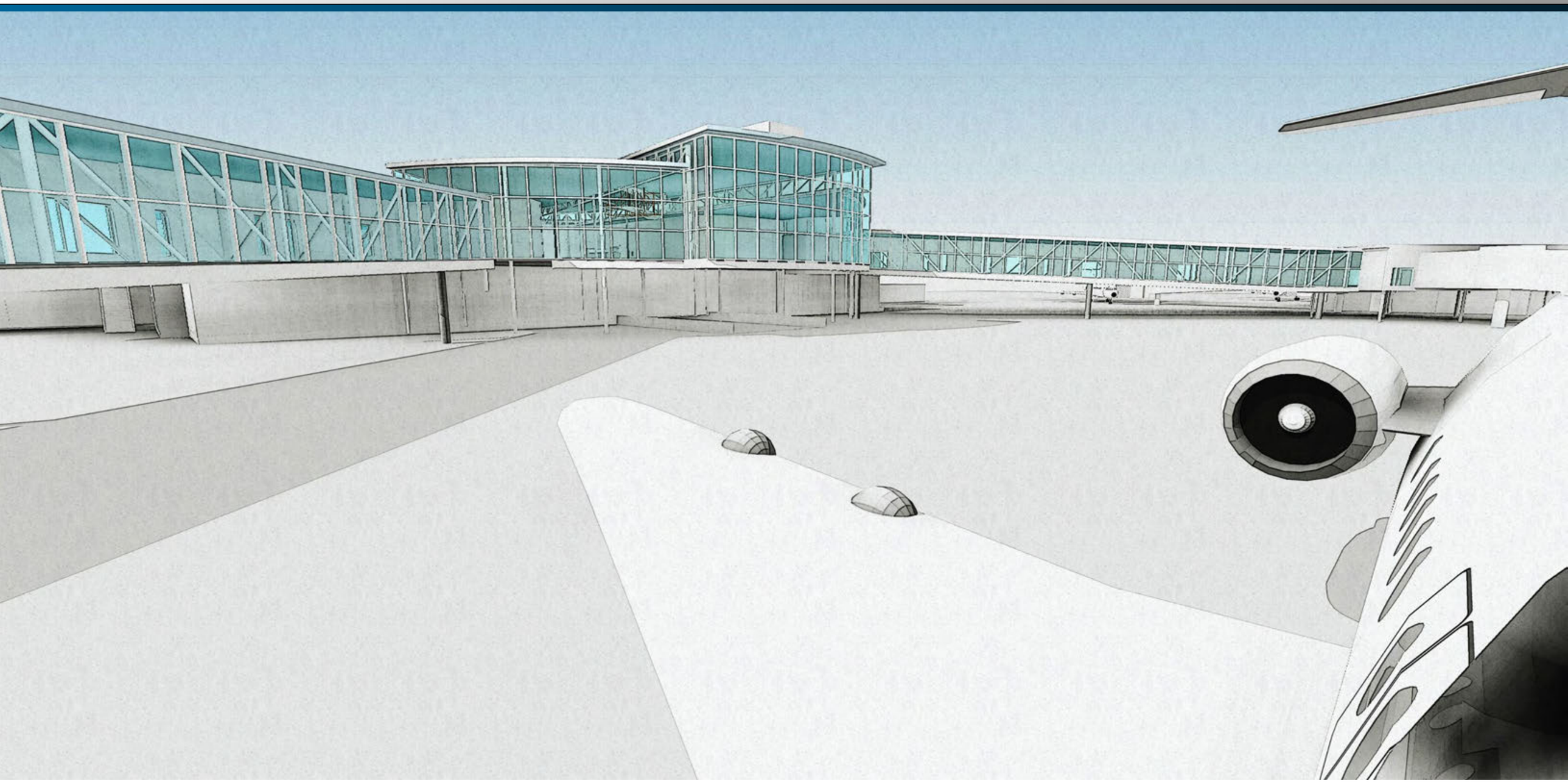
2028

- **Modernize baggage carousel**

Estimate Total Cost **$4,290,000**

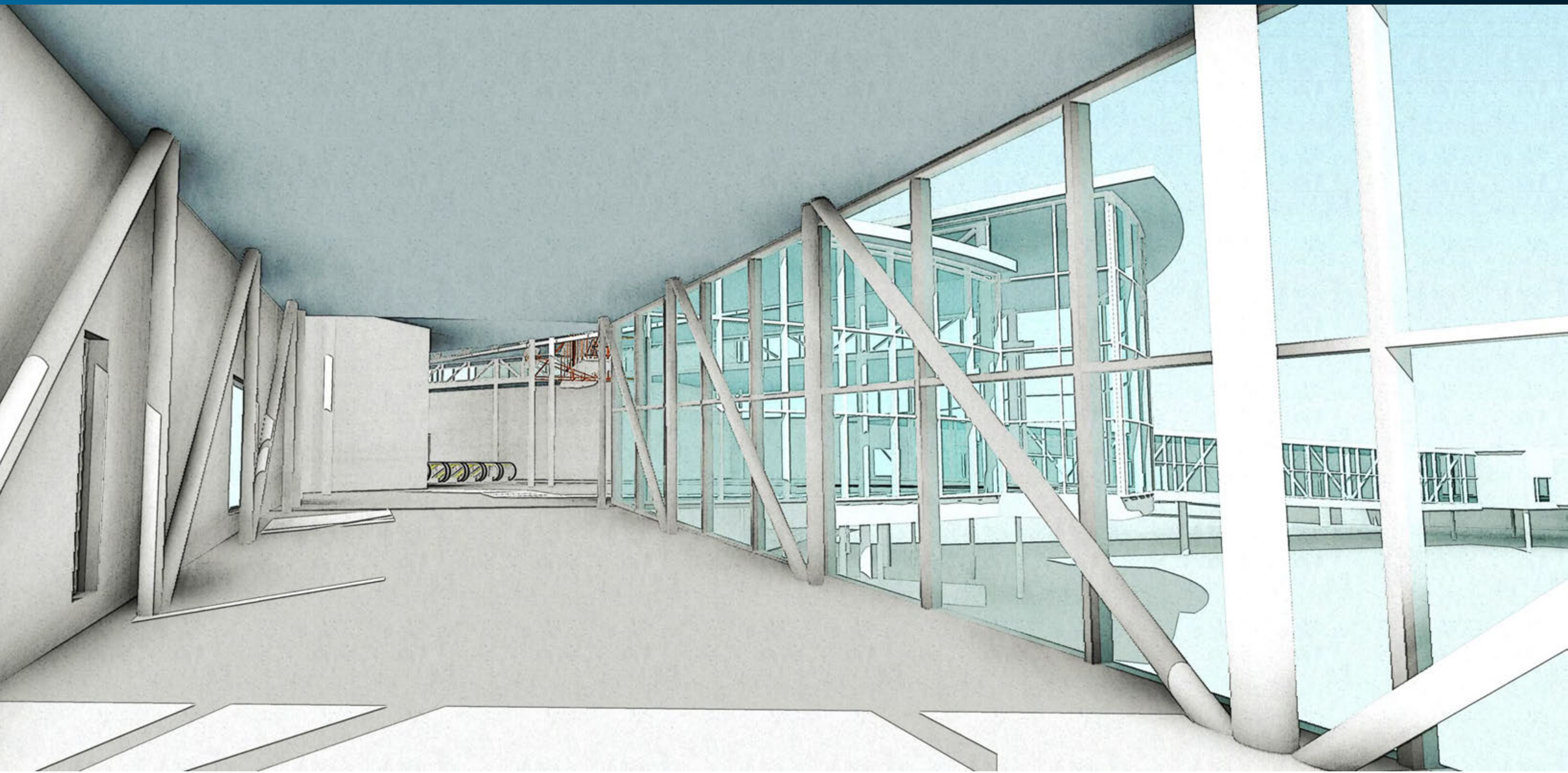


Exterior Birds Eye View



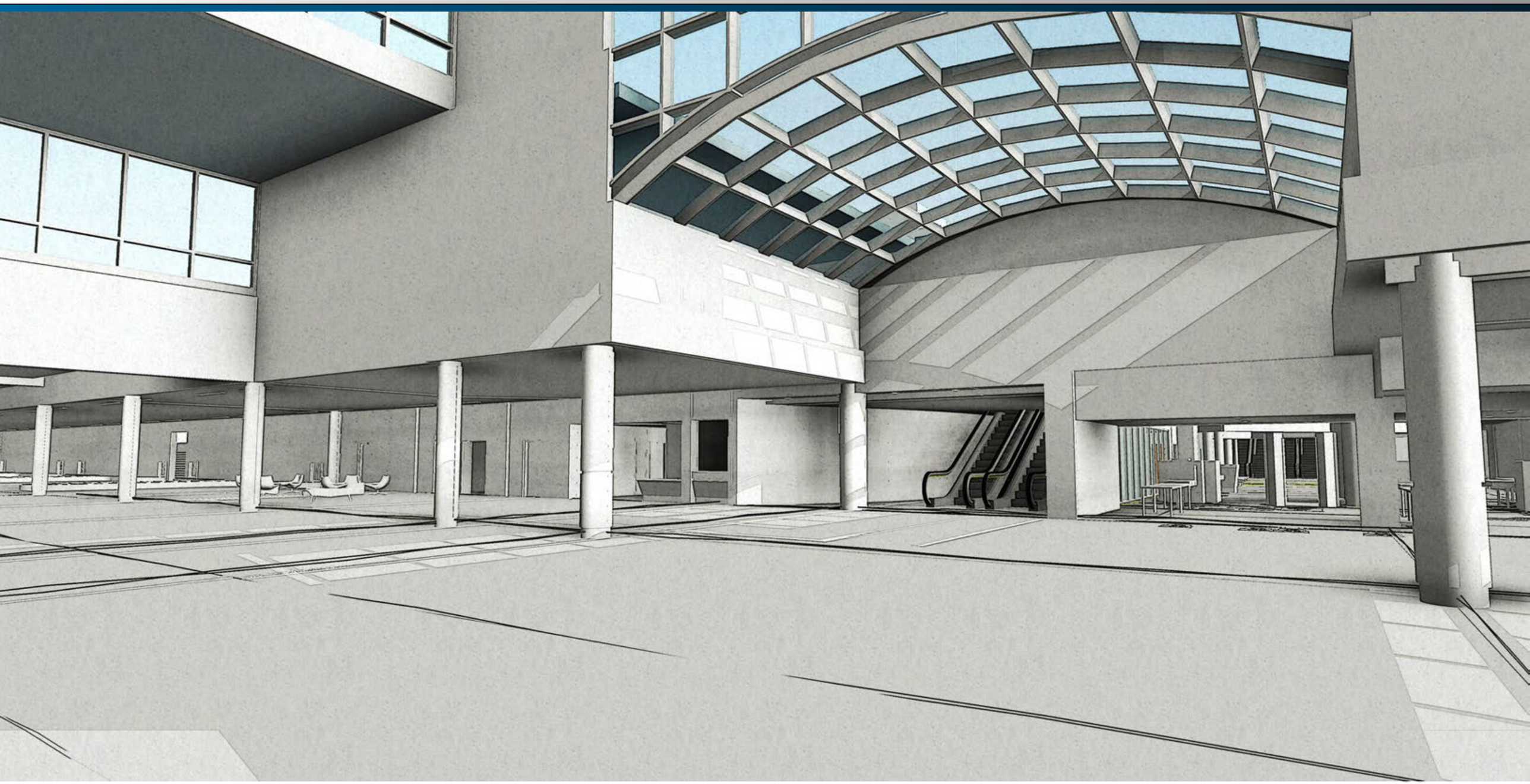
Exterior View

Grand Hub



Concourse Bridge

DAYTON INTERNATIONAL AIRPORT
TERMINAL MASTER PLAN



Arrival Escalators & Baggage Claim

Cost Estimate

Monday, March 28, 2022

Distribution By Year -	Full Scope	Portion for This Year	Inflation Rate Per Yr. Bid	FAA Share	DAY Share	Contingency	Totals	Total w/o Contingency	FAA	DAY
2022	Phase III - Concourse A Reno Second Floor	1	1	$ 7,911,490.88	$ 416,394.26	$ 753,202.28	$ 9,081,087.41			
	Phase III - Concourse B Reno Second Floor	1	1	$ 4,848,569.44	$ 255,187.87	$ 461,426.00	$ 5,565,183.30			
	Sub Total			**$ 12,760,060.32**	**$ 671,582.12**	**$ 1,214,628.28**	**$ 14,646,270.71**	**$ 13,431,642.44**	95.00%	5.00%
	Phase III - Concourse A Reno First Floor	1	1	$ 919,023.87	$ 2,096,438.13	$ 272,440.00	$ 3,287,902.00			
	Phase III - Concourse B Reno First Floor	1	1	$ 324,387.40	$ 1,684,203.34	$ 182,144.61	$ 2,190,735.36			
	Sub Total			**$ 1,243,411.27**	**$ 3,780,641.47**	**$ 454,584.61**	**$ 5,478,637.36**	**$ 5,024,052.74**	24.75%	75.25%
	Phase III - Concourse A Reno Second Floor add CMAR	1	1	$ 1,144,867.46	$ 60,256.18	$ -	$ 1,205,123.64			
	Phase III - Concourse B Reno Second Floor add CMAR	1	1	$ 701,367.52	$ 200,662.19	$ -	$ 902,029.71			
	Phase III - Concourse A Reno First Floor add CMAR	1	1	$ 132,383.55	$ 303,520.45	$ -	$ 435,904.00			
	Phase III - Concourse B Reno First Floor add CMAR	1	1	$ 63,913.81	$ 200,662.19	$ -	$ 264,576.00			
	Sub Total			**$ 2,042,532.33**	**$ 765,101.03**	**$ -**	**$ 2,807,633.35**	**$ 2,807,633.35**	72.75%	27.25%
	Terminal Access Drive	1	1	$ 2,341,750.00	$ 123,250.00	$ 100,000.00				
				$ 2,341,750.00	**$ 123,250.00**	**$ 100,000.00**	$ 2,565,000.00	**$ 2,465,000.00**		
	Phase IV Design Fees			$ 2,375,000.00	$ 125,000.00	$ -				
				$ 2,375,000.00	**$ 125,000.00**	**$ -**	$ 2,500,000.00	**$ 2,500,000.00**		
	CMAR Preconstruction Fees			$ 121,600.00	$ 6,400.00	$ -				
				$ 121,600.00	**$ 6,400.00**	**$ -**	$ 128,000.00	**$ 128,000.00**		
	Grand Total			$ 20,884,353.92	$ 5,471,974.62	$ 1,769,212.89	**$ 28,125,541.42**	**$ 26,356,328.54**	79.24%	20.76%

APPENDIX L:
ALTERNATIVE REVIEW

Dayton International Airport (DAY)

Airport Master Plan Update
Alternative Review Workshop

Dayton, Ohio

November 22, 2022

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INTERNATIONAL AIRPORT
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City of
Dayton, Ohio

Agenda

- Project Overview – Flow-Chart
- Facility Requirements
- Alternative Review
- Questions/Open Discussion

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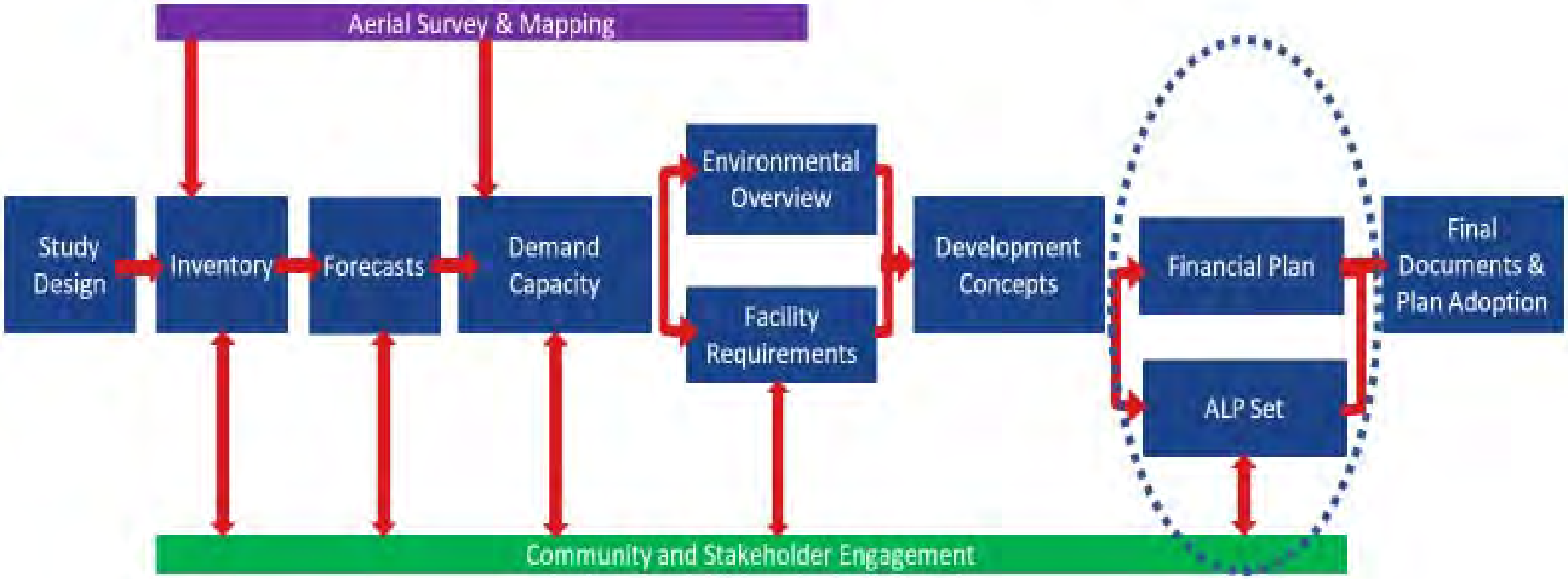
STATUS OF AIRPORT MASTER PLAN



City of Dayton, Ohio

Airport Inventory – No Build

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Facility Requirements

- Runways
  - Maintain three runways at current lengths and widths
  - Relocate Rwy 36 threshold to remove incompatible land uses from the RPZ
  - Mitigate Runway Hotspot
- Taxiways
  - Mitigate non-standard geometries
  - Align taxiways with runways, if shifted
- Landside Requirements
  - Identify aeronautical and non-aeronautical areas for development

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City of Dayton, Ohio

Workshop Topics

Topic	Recommendation
Implement numerous excess pavement reductions	Remove inner Twy W, E1, V, T, N
Address Geometry issues in the next year that are not impacted by alternatives	Relocation of Twy U Remove apron near perimeter road Reconfigure Twy B, D, H, M
Maintain Runway lengths and Widths	Maintain all three runways at current length and width
Decouple the runways	Decouple Rwy 6R-24L/18-36 (mitigate hotspot) and Rwy 6L-24R/18-36
Propose parallel Taxiway A	Extend to Runway 18 and extend down to Twy E
Relocate Twy U	Move to the east to correct ATC line of sight
Remove Twy E1	Remove as excess pavement
Rehabilitate Twy W full length	Yes, to serve the north side of the airfield
Rehabilitate Twy J, K, L configuration	Reconfigure the intersection with direct connections to Rwy 6L
Relocate Twy C offset at Center One	Relocate offset to allow more room at Center One and eliminate apron/taxiway connection
Provide adequate airfield pavement to support commercial terminal, cargo, MRO and FBO/GA needs	Identify areas for development
Provide effective ground access to terminal, rental car, and related areas along main access road	Identify areas for development
Provide future opportunities for aeronautical and non-aeronautical development	Identify areas for development

THE CITY OF DAYTON OHIO INCORPORATED A.D. 1805

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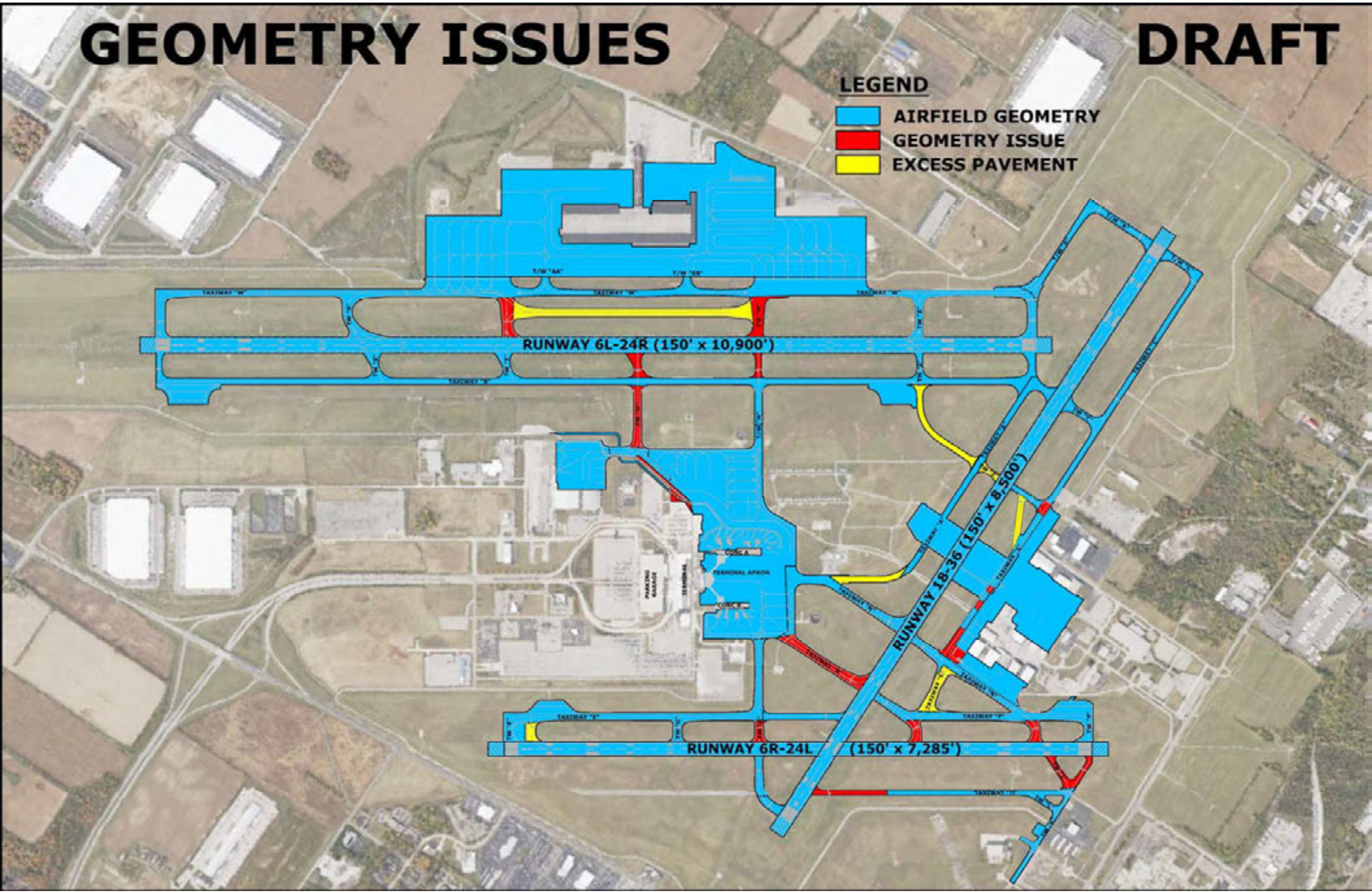
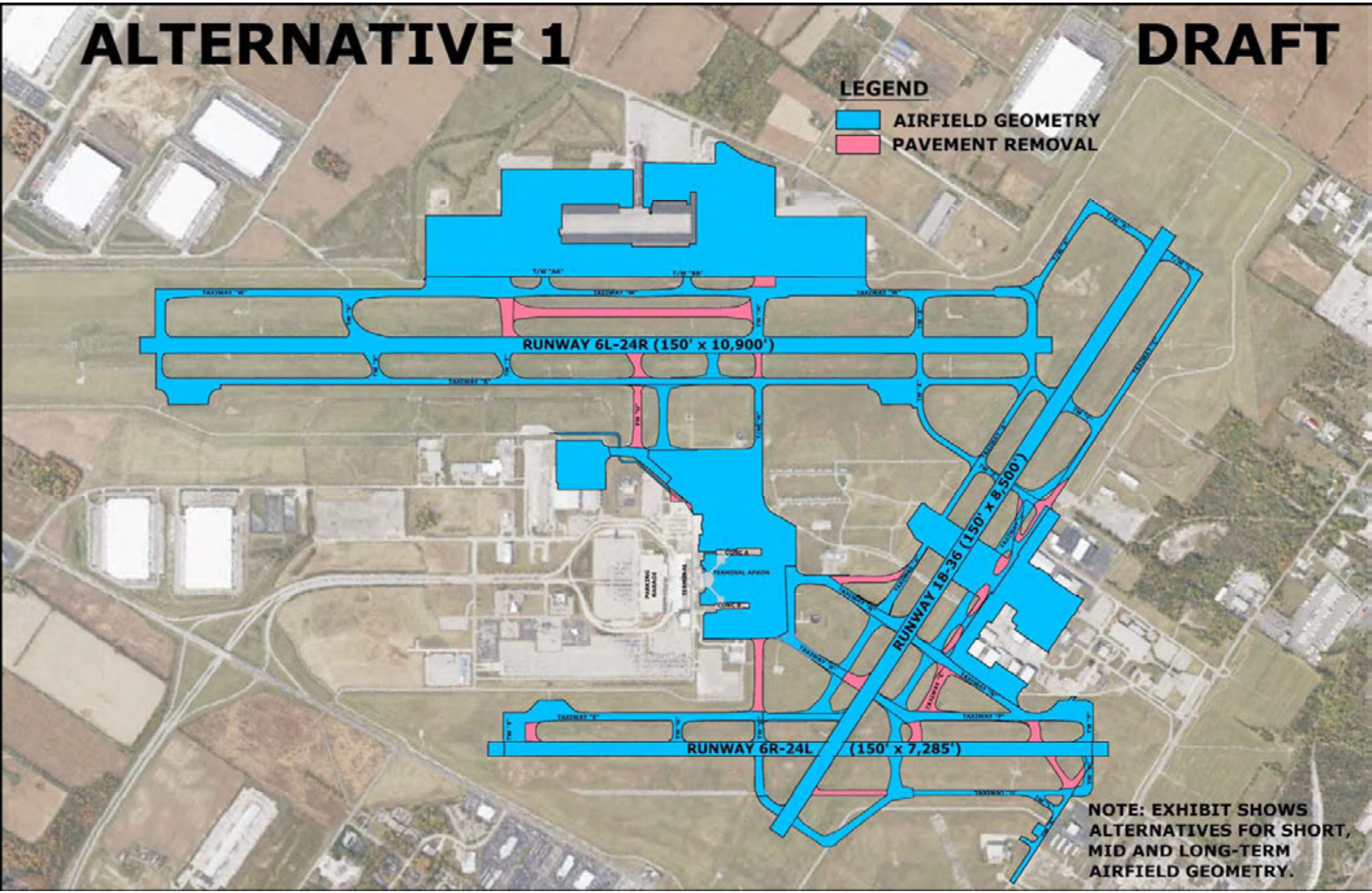
GEOMETRY ISSUES

DRAFT



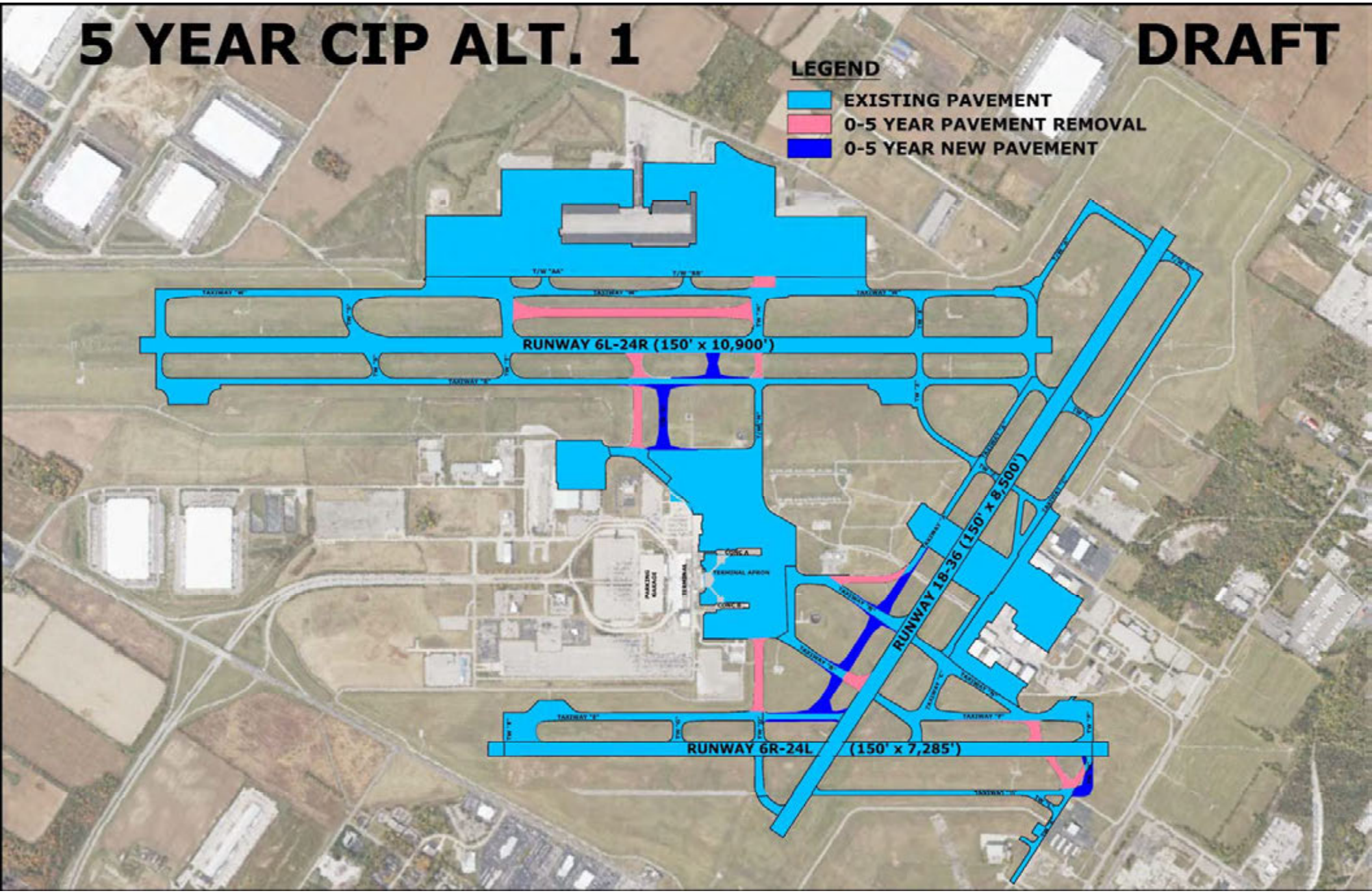
ALTERNATIVE 1

DRAFT



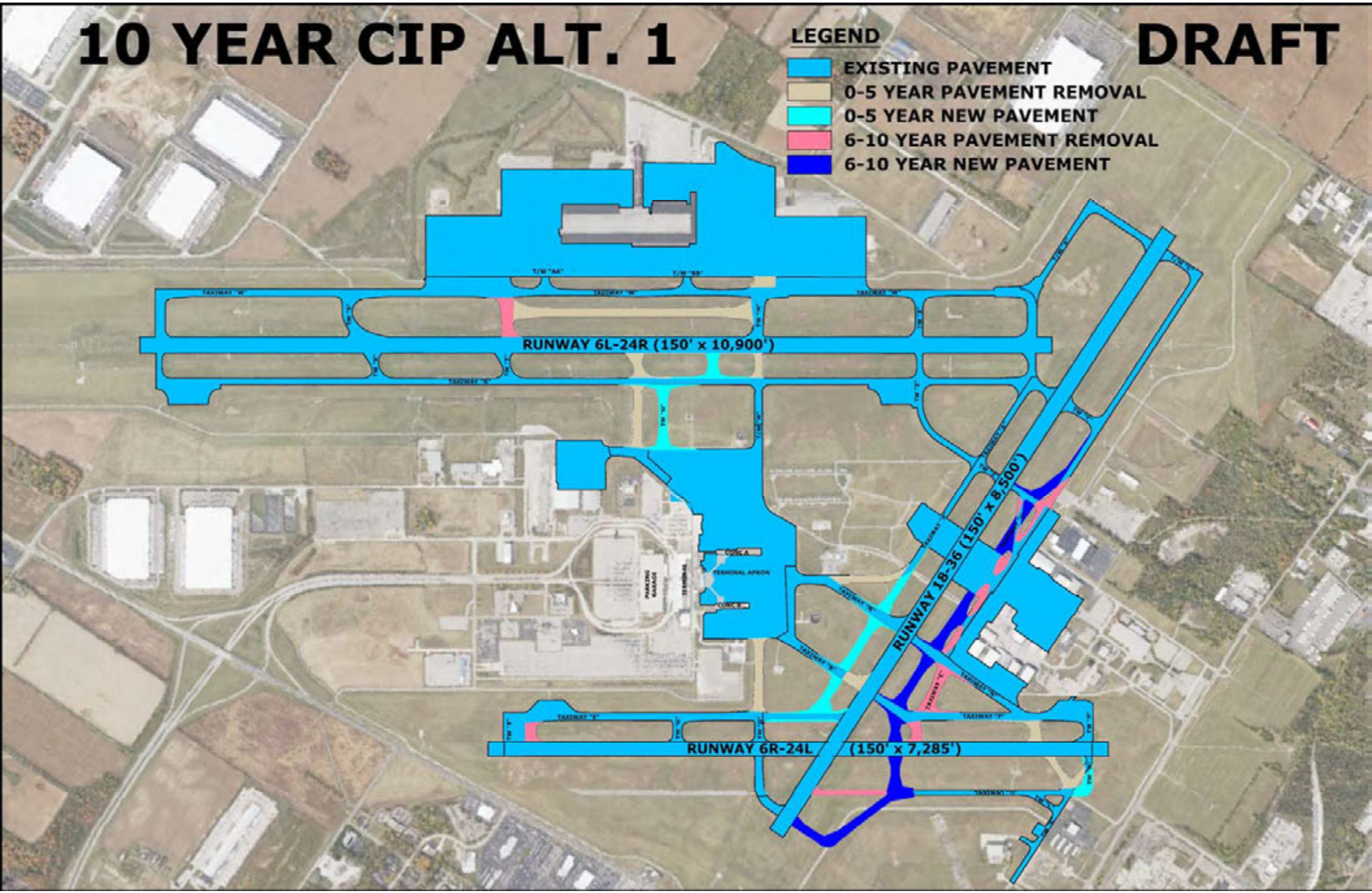
5 YEAR CIP ALT. 1

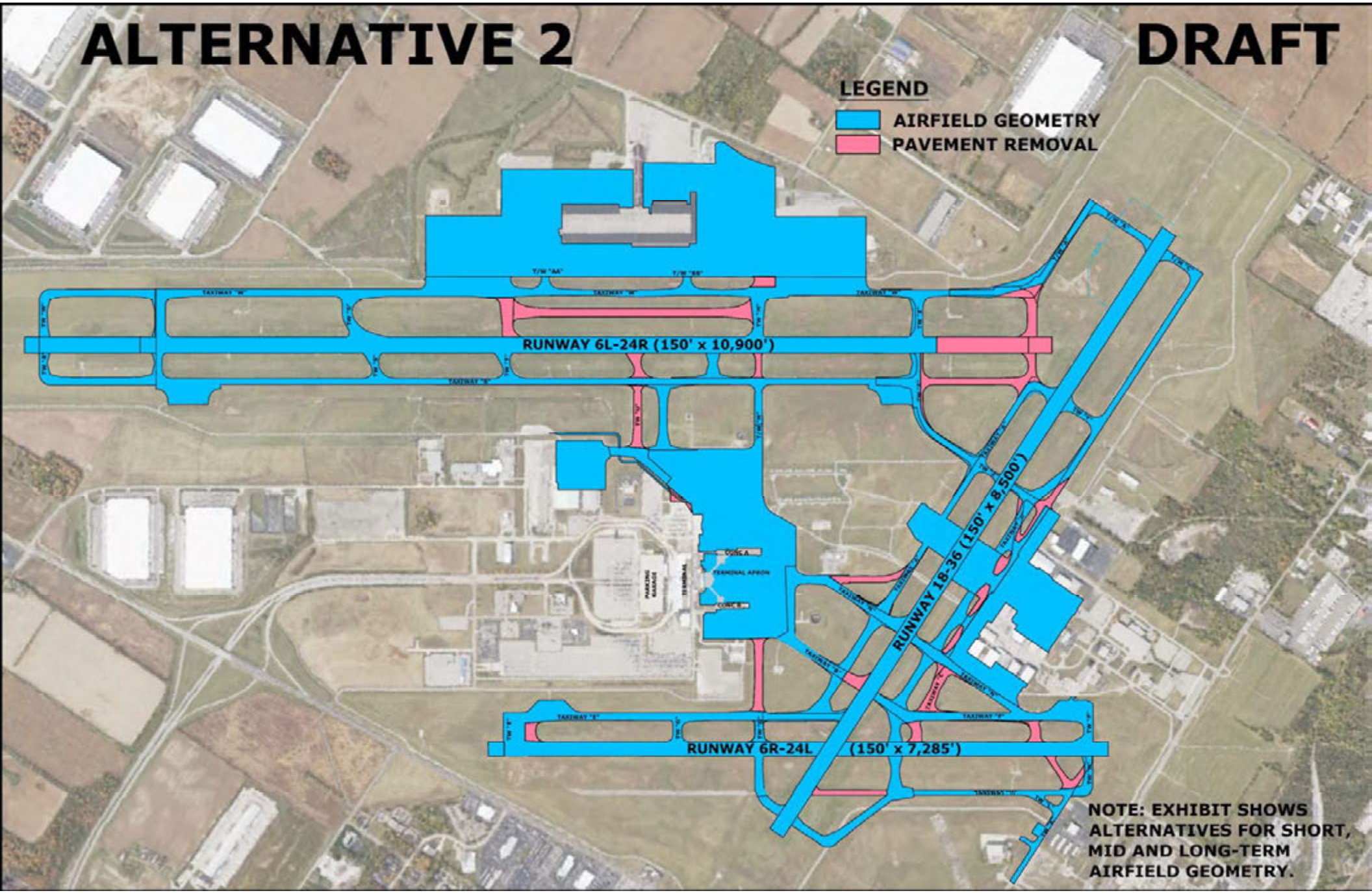
DRAFT



10 YEAR CIP ALT. 1

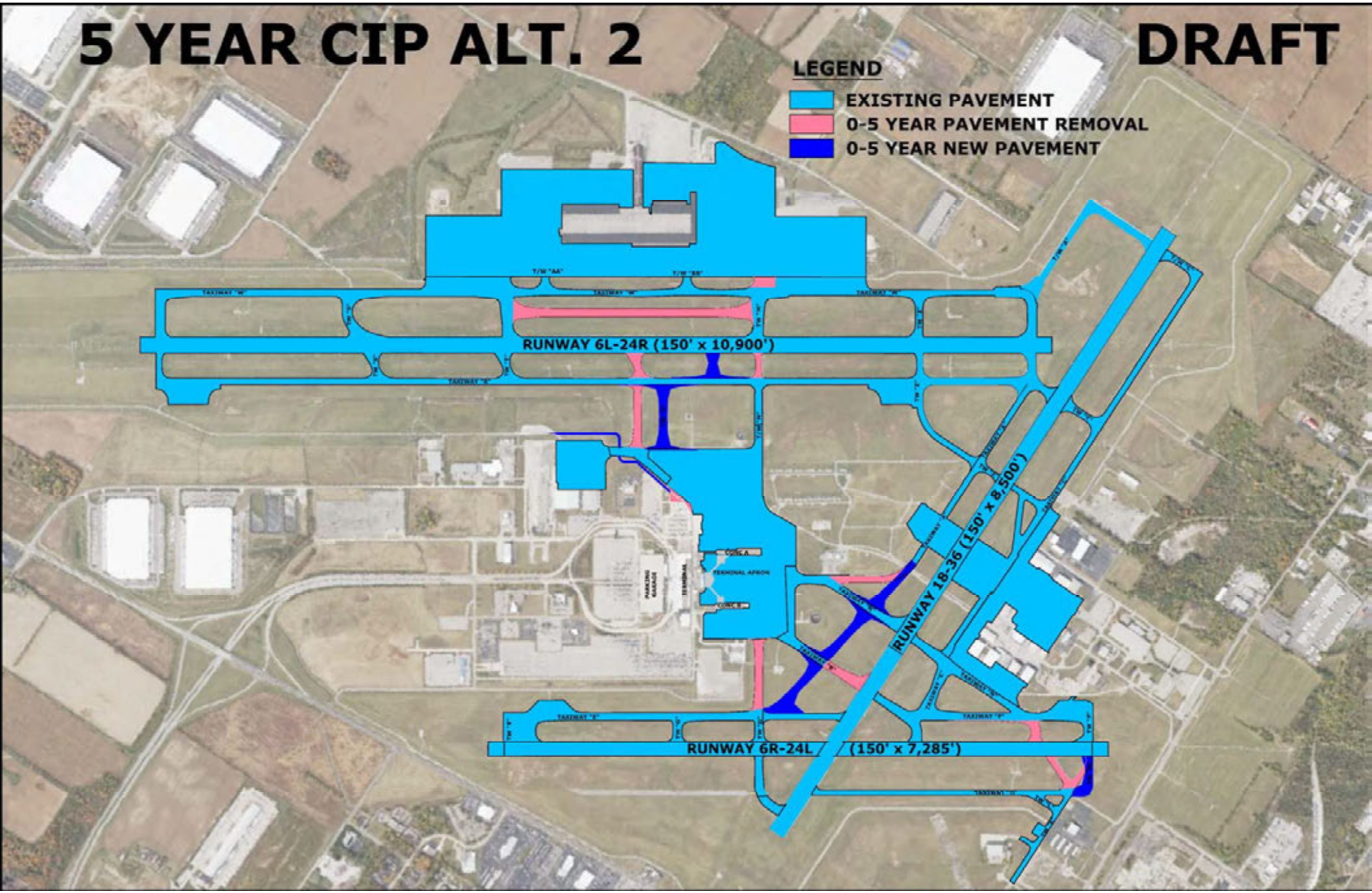
DRAFT




ALTERNATIVE 2
DRAFT
LEGEND
AIRFIELD GEOMETRY
PAVEMENT REMOVAL
RUNWAY 6L-24R (150' x 10,900')
RUNWAY 18-36 (150' x 8,500')
RUNWAY 6R-24L (150' x 7,285')
NOTE: EXHIBIT SHOWS ALTERNATIVES FOR SHORT, MID AND LONG-TERM AIRFIELD GEOMETRY.

5 YEAR CIP ALT. 2

DRAFT



10 YEAR CIP ALT. 2

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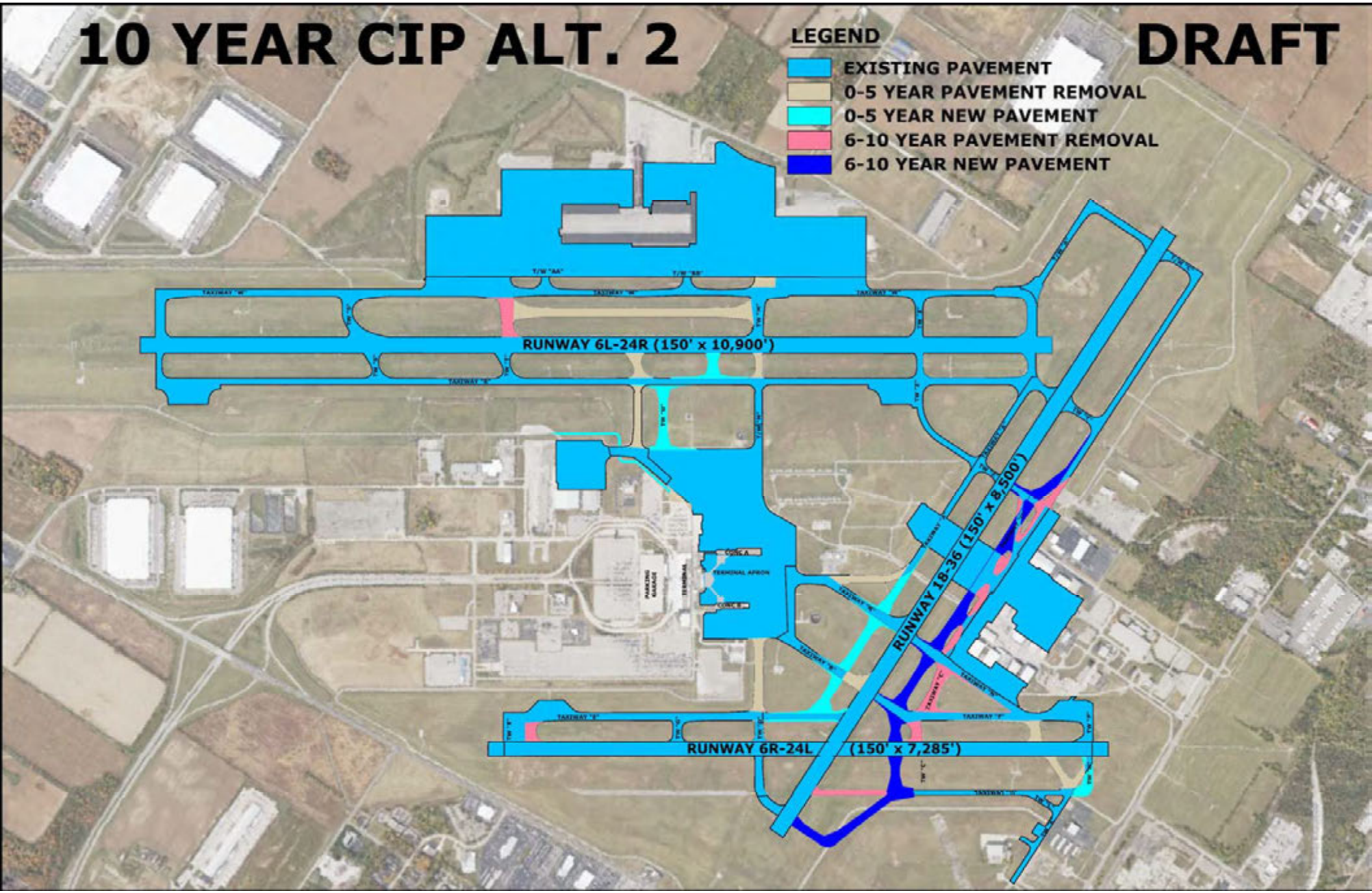
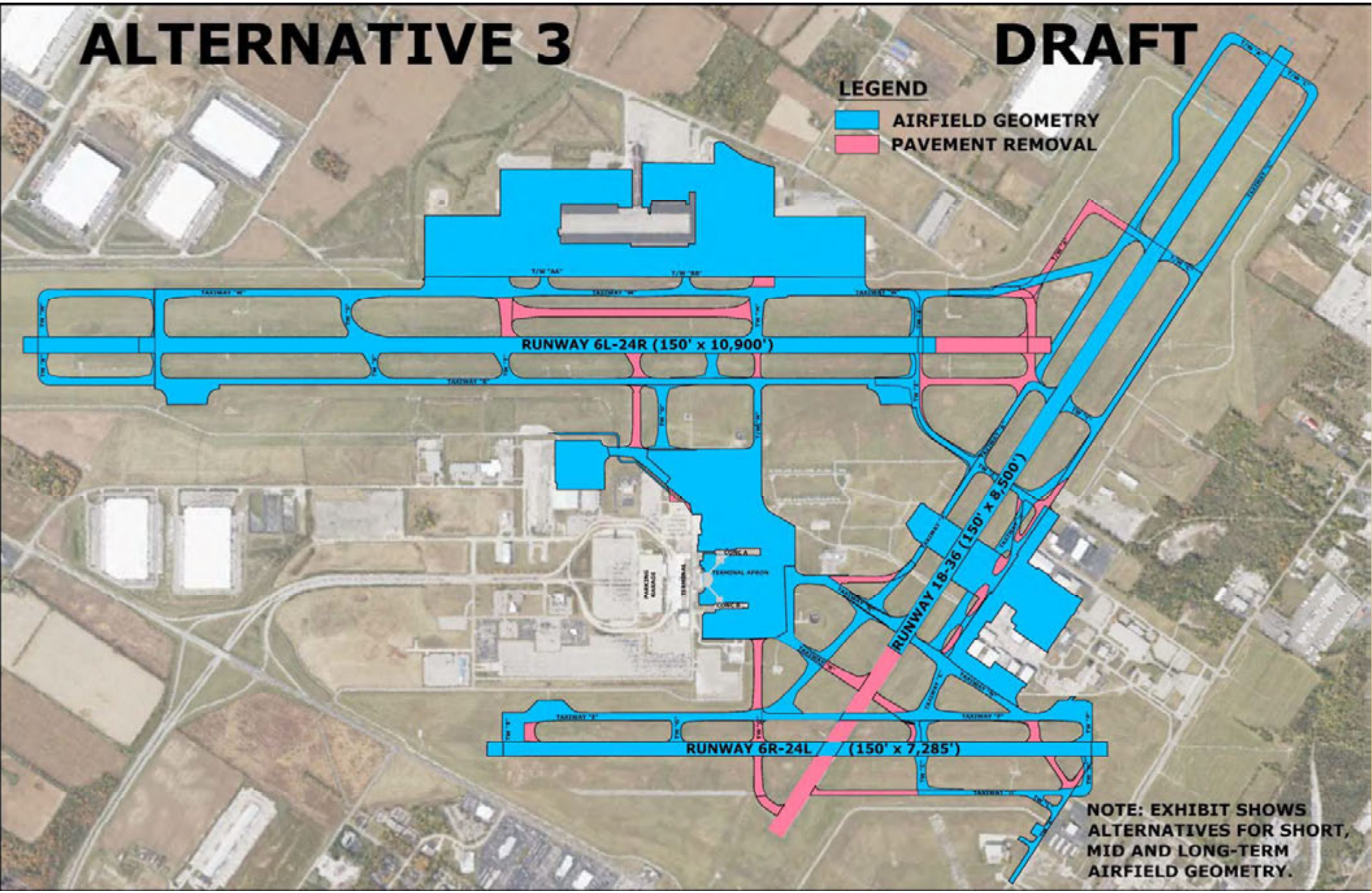
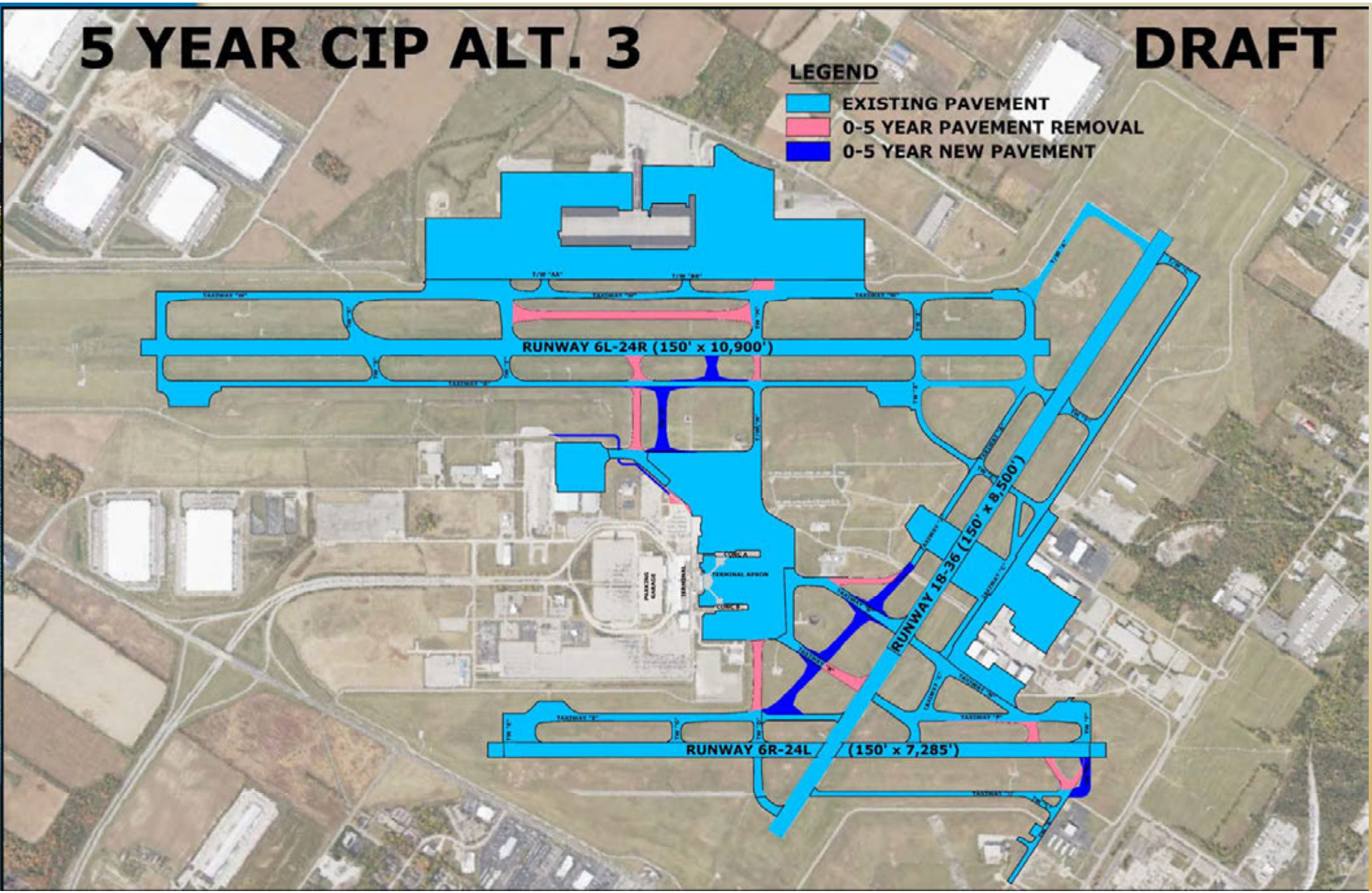



ALTERNATIVE 3
DRAFT
LEGEND
AIRFIELD GEOMETRY
PAVEMENT REMOVAL
RUNWAY 6L-24R (150' x 10,900')
RUNWAY 18-36 (150' x 8,500')
RUNWAY 6R-24L (150' x 7,285')
NOTE: EXHIBIT SHOWS ALTERNATIVES FOR SHORT, MID AND LONG-TERM AIRFIELD GEOMETRY.

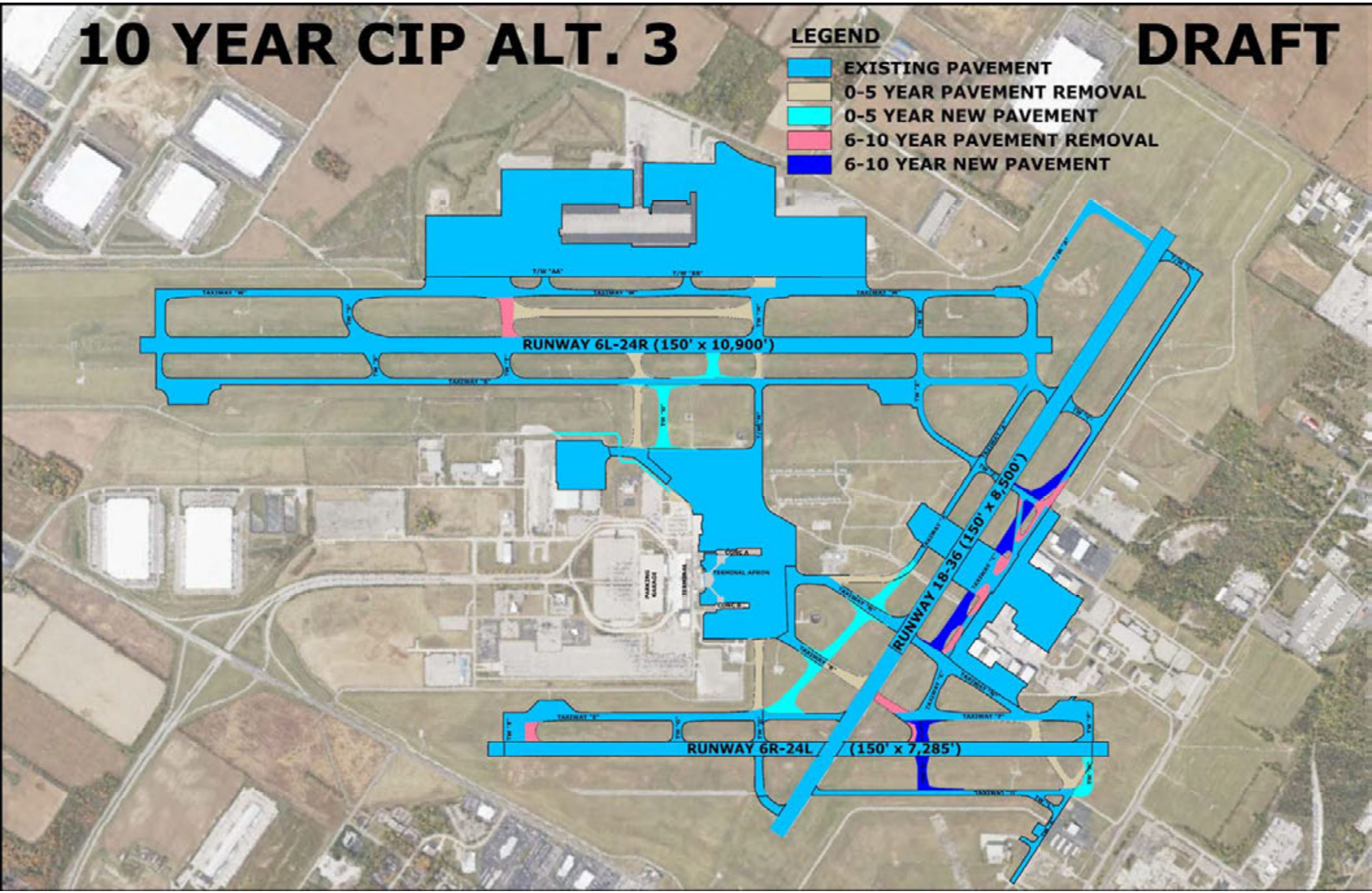
5 YEAR CIP ALT. 3

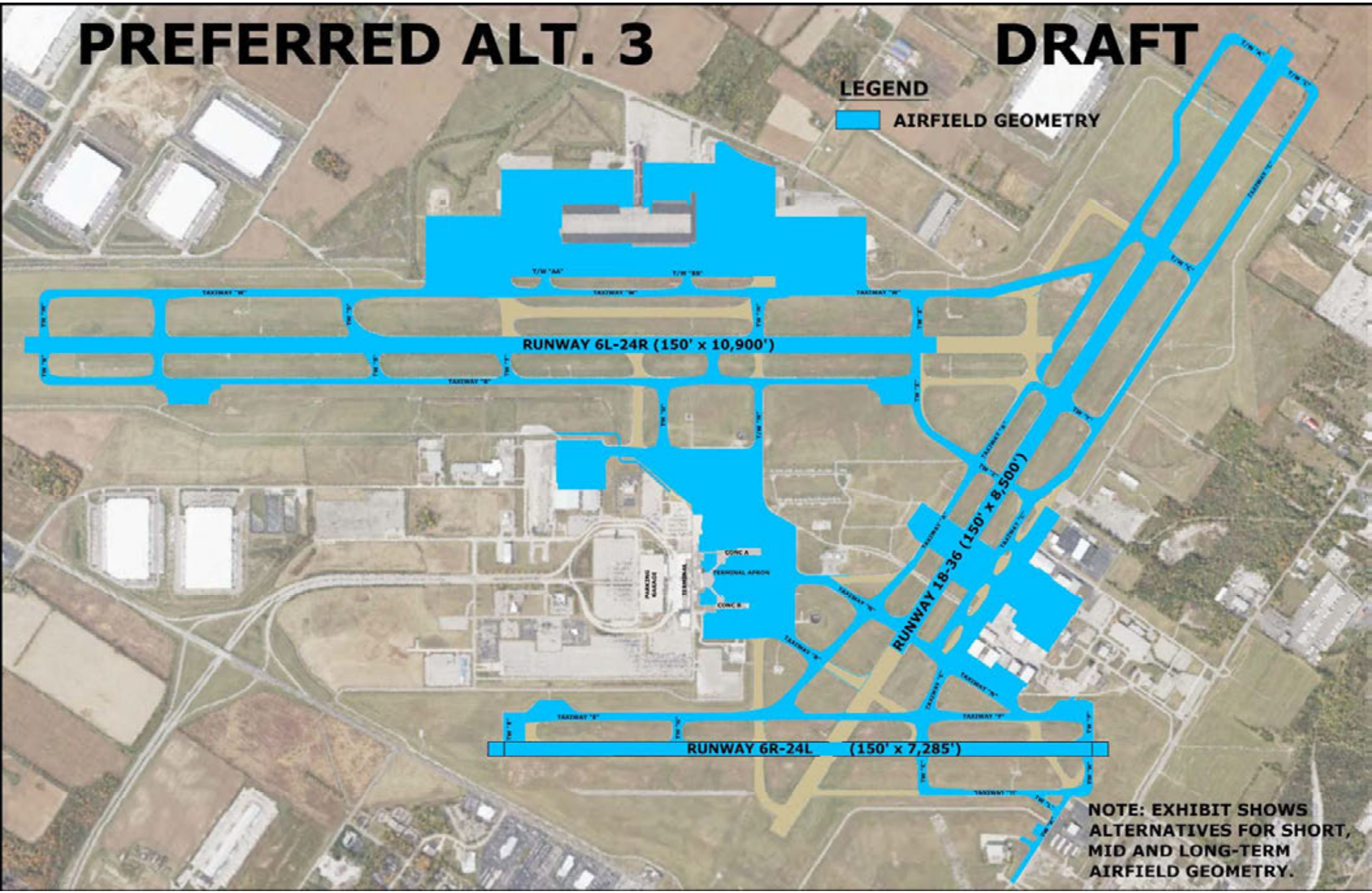
DRAFT



10 YEAR CIP ALT. 3

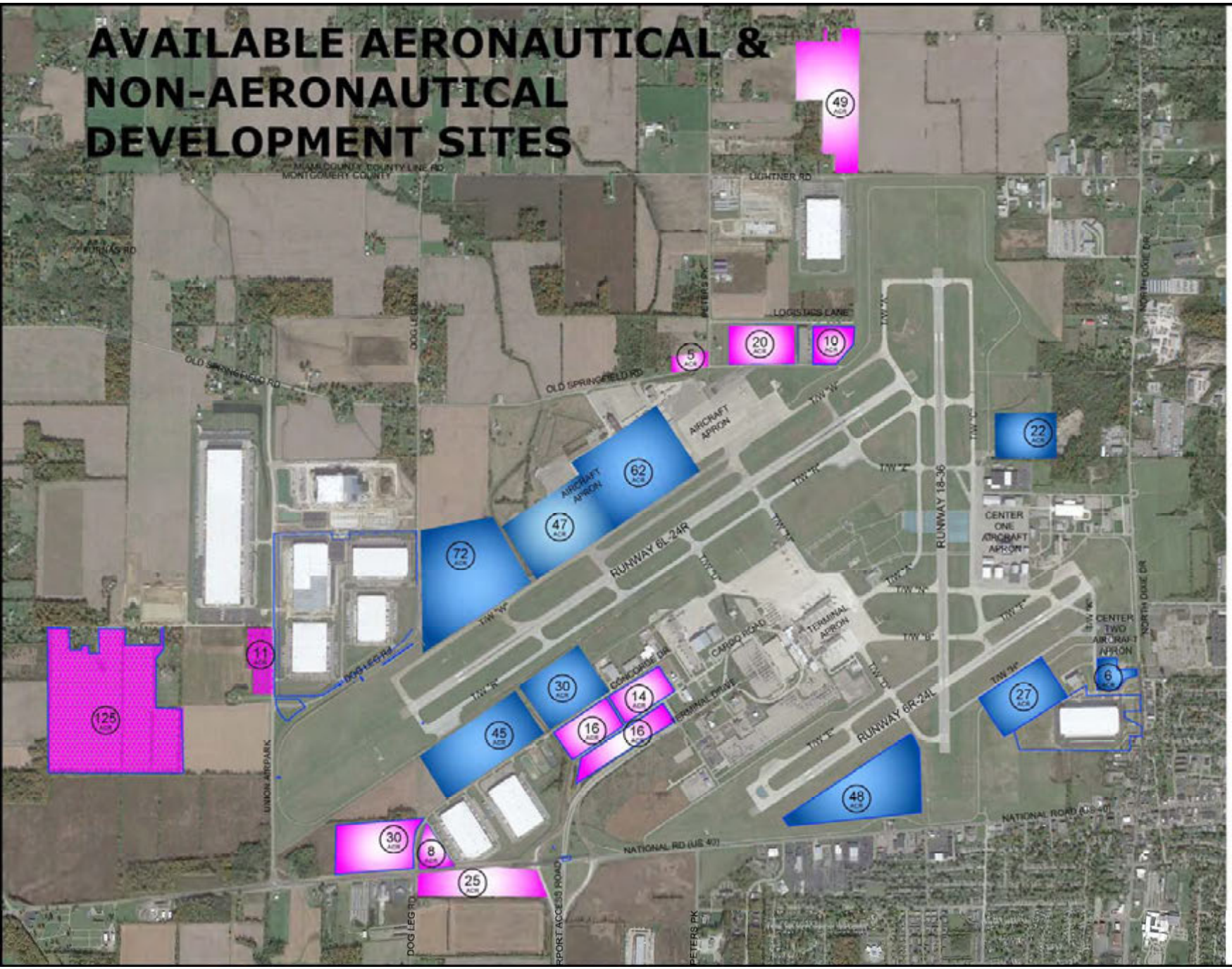
DRAFT




PREFERRED ALT. 3
DRAFT
LEGEND
AIRFIELD GEOMETRY
RUNWAY 6L-24R (150' x 10,900')
RUNWAY 18-36 (150' x 8,500')
RUNWAY 6R-24L (150' x 7,285')
NOTE: EXHIBIT SHOWS ALTERNATIVES FOR SHORT, MID AND LONG-TERM AIRFIELD GEOMETRY.

AVAILABLE AERONAUTICAL & NON-AERONAUTICAL DEVELOPMENT SITES

DRAFT



N

AVIATION AREA
364 ACRES TOTAL
DIRECT ACCESS VARIOUS

NON-AVIATION AREA
144 ACRES TOTAL
DIRECT ACCESS PETERS PIKE AND LIGHTNER ROAD

NON-AVIATION AREA (PENDING)
136 ACRES TOTAL
DIRECT ACCESS UNION AIRPARK & JACKSON ROAD

MIAMI CNTY.
49 ACRES TOTAL
DIRECT ACCESS LIGHTNER RD.

LEGEND

- AVIATION SITES
- NONAVIATION SITES
- NONAVIATION AREA (PENDING)

City of Dayton, Ohio

ACIP

- Confirm for inclusion in the ACIP
  - Twy H, J, K, L Realignment
  - Twy A realignment
  - Twy C realignment
  - Twy U realignment

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Next Steps

- Finalize Airport Layout Plan
- Finalize Capital Improvement Development
- Conduct Advisory Committee Meetings
- Submittal of draft to FAA

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Questions

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APPENDIX M:
AIRPORT LAYOUT PLAN SET

CONTRACT DRAWINGS FOR:

Airport Layout Plan

Dayton International Airport

July 2023

DAY-2018029

FAA AIP# 3-39-0029-086-2019

Prepared For:

City of Dayton
at Dayton International Airport
3600 Terminal Drive
Dayton, OH 45377

Prepared By:
Passero Associates, LLC.
PROJECT #: 20111339.0049

APPROVED BY THE CITY OF DAYTON

_____ _____
DATE

APPROVED BY (SPONSORING AUTHORITY'S REPRESENTATIVE)

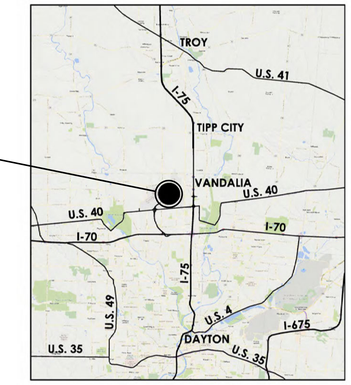
_____ _____
GILBERT B. TURNER DATE
AIRPORT DIRECTOR, DEPARTMENT OF AVIATION

OHIO DEPARTMENT OF TRANSPORTATION
James E. Bryant, Administrator, Office of Aviation

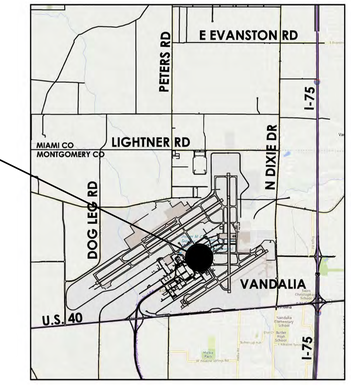
_____
_____

INDEX OF SHEETS: REVISION DATE

#	SHEET NAME
1	TITLE SHEET
2	DATA SHEET
3	EXISTING AIRPORT LAYOUT PLAN
4	FUTURE AIRPORT LAYOUT PLAN
5	ULTIMATE AIRPORT LAYOUT PLAN
6	ALP DATA TABLES
7	TERMINAL AREA PLAN
8	TERMINAL AREA PLAN: GENERAL AVIATION CENTER ONE
9	AIRPORT AIRSPACE PLAN: EXISTING & FUTURE
10	AIRPORT AIRSPACE PLAN EXTENDED LIMITS: EXISTING & FUTURE
11	AIRPORT AIRSPACE PLAN: ULTIMATE
12	AIRPORT AIRSPACE PLAN EXTENDED LIMITS: ULTIMATE
13	AIRSPACE OBSTRUCTION DATA
14	AIRSPACE PROFILE: RUNWAY 6L-24R
15	AIRSPACE PROFILE: RUNWAY 6L-24R
16	AIRSPACE PROFILE: RUNWAY 6R-24L
17	AIRSPACE PROFILE: RUNWAY 18-36
18	AIRSPACE PROFILE: RUNWAY 18-36
19	RUNWAY 6L: INNER APPROACH
20	RUNWAY 24R: INNER APPROACH
21	RUNWAY 24R: DEPARTURE PLAN
22	RUNWAY 6L: DEPARTURE PLAN
23	RUNWAY 6R: INNER APPROACH
24	RUNWAY 24L: INNER APPROACH
25	RUNWAY 24L: DEPARTURE
26	RUNWAY 6R: DEPARTURE
27	RUNWAY 36: INNER APPROACH
28	RUNWAY 18: INNER APPROACH
29	RUNWAY 18: DEPARTURE
30	RUNWAY 36: DEPARTURE
31	LAND USE MAP



VICINITY MAP



LOCATION MAP

OHIO COUNTY MAP

PASSERO ASSOCIATES
engineering architecture

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Submittal
DRAFT

Stamp

Client
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at Dayton International Airport
3600 Terminal Drive
Dayton, Ohio 45377

DAYTON INTERNATIONAL AIRPORT

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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

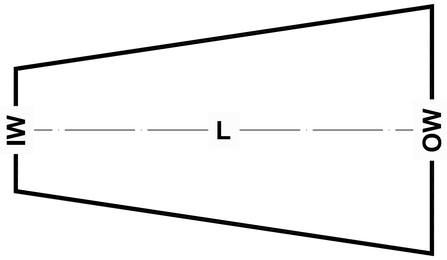
Date
JULY 2023

Drawing Title
TITLE

Drawing No.
1

F:\PASSERO\DAY\20111339.0049 DAY ALP\Drawings\Airport\01_TITLE.dwg Jul 13, 2023 - 11:41am

DAY - AIRPORT MASTER PLAN



RUNWAY PROTECTION ZONE (RPZ) DIAGRAM

RUNWAY PROTECTION ZONE (RPZ) TABLE

	EXISTING/FUTURE		ULTIMATE	
RUNWAY END	6L	24R	6L	24R
INNER WIDTH (IW)	1,000'	1,000'	1,000'	1,000'
OUTER WIDTH (OW)	1,750'	1,750'	1,750'	1,750'
LENGTH (L)	2,500'	2,500'	2,500'	2,500'
RUNWAY END	6R	24L	6R	24L
INNER WIDTH (IW)	1,000'	1,000'	1,000'	1,000'
OUTER WIDTH (OW)	1,510'	1,750'	1,510'	1,750'
LENGTH (L)	1,700'	2,500'	1,700'	2,500'
RUNWAY END	18	36	18	36
INNER WIDTH (IW)	1,000'	500'	1,000'	500'
OUTER WIDTH (OW)	1,750'	1,010'	1,750'	1,010'
LENGTH (L)	2,500'	1,700'	2,500'	1,700'

RUNWAY DATA TABLE

RUNWAY DATA	RUNWAY 6L–24R				RUNWAY 6R–24L				RUNWAY 18–36			
	EXISTING/FUTURE		ULTIMATE		EXISTING/FUTURE		ULTIMATE		EXISTING/FUTURE		ULTIMATE	
	RUNWAY 6L	RUNWAY 24R	RUNWAY 6L	RUNWAY 24R	RUNWAY 6R	RUNWAY 24L	RUNWAY 6R	RUNWAY 24L	RUNWAY 18	RUNWAY 36	RUNWAY 18	RUNWAY 36
RUNWAY DESIGN CODE (RDC)	C–IV–1200		C–IV–1200		C–IV–2400		C–IV–2400		C–IV–2400		C–IV–2400	
RUNWAY APPROACH REFERENCE CODE (APRC)	D–IV–1200	D–IV–2400; D–V–2400	D–IV–1200	D–IV–2400; D–V–2400	D–IV–4000; D–V–4000	D–IV–2400; D–V–2400	D–IV–4000; D–V–4000	D–IV–2400; D–V–2400	D–IV–2400; D–V–2400	D–IV–4000; D–V–4000	D–IV–2400; D–V–2400	D–IV–4000; D–V–4000
RUNWAY DEPARTURE REFERENCE CODE (DPRC)	D–IV; D–V	D–IV; D–V	D–IV; D–V	D–IV; D–V	D–IV; D–V	D–IV; D–V	D–IV; D–V	D–IV; D–V	D–IV; D–V	D–IV; D–V	D–IV; D–V	D–IV; D–V
TRUE BEARING (GEODETIC BEARING)	55.33°		55.33°		55.35°		55.35°		178.52°		178.52°	
CRITICAL AIRCRAFT	BOEING 757–200	BOEING 767–300	BOEING 767–300		BOEING 757–200	BOEING 767–300	BOEING 767–300		BOEING 757–200	BOEING 767–300	BOEING 767–300	
PAVEMENT STRENGTH & CONDITION												
STRENGTH BY WHEEL LOADING LBS (IN THOUSANDS)	100 (S); 210 (D); 583 (2D); 870 (2D/2D2)		100 (S); 210 (D); 583 (2D); 870 (2D/2D2)		100 (S); 210 (D); 583 (2D); 870 (2D/2D2)		100 (S); 210 (D); 583 (2D); 870 (2D/2D2)		100 (S); 210 (D); 583 (2D); 870 (2D/2D2)		100 (S); 210 (D); 583 (2D); 870 (2D/2D2)	
STRENGTH BY PCN	100/R/B/W/T		100/R/B/W/T		57/R/A/W/T		57/R/A/W/T		62/R/B/W/T		62/R/B/W/T	
SURFACE TYPE	ASPH–CONC–G		ASPH–CONC–G		CONC–G		CONC–G		ASPH–G		ASPH–G	
SURFACE TREATMENT	GROOVED		GROOVED		GROOVED		GROOVED		GROOVED		GROOVED	
EFFECTIVE RUNWAY GRADIENT (%)	0.02%		0.02%		0.05%		0.05%		0.19%		0.19%	
RUNWAY WIND COVERAGE (20 kt)	99.66%		99.66%		99.66%		99.66%		98.94%		98.94%	
RUNWAY DIMENSIONS	10,901' x 150'		10,901' x 150'		7,285' x 150'		7,285' x 150'		8,502' X 150'		8,200' X 150'	
RUNWAY END COORDINATES (NAD 83)												
LATITUDE	39° 53' 42.39" N	39° 54' 43.65" N	39° 53' 34.25" N	39° 54' 35.51" N	39° 53' 25.99" N	39° 54' 6.91" N	39° 53' 25.99" N	39° 54' 6.91" N	39° 55' 2.35" N	39° 53' 38.37" N	39° 55' 26.17" N	39° 54' 05.16" N
LONGITUDE	84° 14' 45.66" W	84° 12' 50.61" W	84° 15' 00.94" W	84° 13' 05.90" W	84° 13' 23.65" W	84° 12' 6.76" W	84° 13' 23.65" W	84° 12' 6.76" W	84° 12' 43.38" W	84° 12' 40.56" W	84° 12' 44.18" W	84° 12' 41.46" W
ELEVATION	997.9'	995.6'	997.0'	995.5'	1,005'	1,001.1'	1,005.6'	1,001.1'	990.7'	1,007.2'	984.0'	1005.1'
DISPLACED THRESHOLD COORDINATES (NAD 83)												
LATITUDE	N/A	N/A	N/A	N/A	N/A	N/A	39° 53' 27.59" N	N/A	N/A	N/A	N/A	N/A
LONGITUDE	N/A	N/A	N/A	N/A	N/A	N/A	84° 13' 20.64" W	N/A	N/A	N/A	N/A	N/A
RUNWAY END ELEVATION	N/A	N/A	N/A	N/A	N/A	N/A	1,005.6'	N/A	N/A	N/A	N/A	N/A
RUNWAY LIGHTING TYPE	HIRL		HIRL		HIRL		HIRL		HIRL		HIRL	
RUNWAY MARKING TYPE	PIR–G		PIR–G		PIR–G		PIR–G		PIR–G		PIR–G	
14 CFR PART 77 APPROACH CATEGORY	PIR (50:1) CAT III	PIR (50:1) CAT I	PIR (50:1) CAT III	PIR (50:1) CAT I	NPI (34:1)	PIR (50:1) CAT I	NPI (34:1)	PIR (50:1) CAT I	PIR (50:1) CAT I	NPI (34:1)	PIR (50:1) CAT I	PIR (50:1) CAT I
VISIBILITY MINIMUMS (RUNWAY VISUAL RANGE)	1200	2400	1200	2400	4000	2400	4000	2400	2400	4000	2400	4000
TYPE OF AERONAUTICAL SURVEY REQUIRED	VGS	VGS	VGS	VGS	VGS	VGS	VGS	VGS	VGS	VGS	VGS	VGS
RUNWAY DEPARTURE SURFACE REQUIRED	YES (40:1)	YES (40:1)	YES (40:1)	YES (40:1)	YES (40:1)	YES (40:1)	YES (40:1)	YES (40:1)	YES (40:1)	YES (40:1)	YES (40:1)	YES (40:1)
RUNWAY OBJECT FREE AREA (ROFA)												
WIDTH	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'
LENGTH PRIOR TO THRESHOLD	600'	600'	600'	600'	600'	600'	600'	600'	600'	600'	600'	600'
LENGTH BEYOND RUNWAY END	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'
RUNWAY SAFETY AREA (RSA)												
WIDTH	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'
LENGTH PRIOR TO THRESHOLD	600'	600'	600'	600'	600'	600'	600'	600'	600'	600'	600'	600'
LENGTH BEYOND RUNWAY END	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'
OBSTACLE FREE ZONE (OFZ) (WIDTH X LENGTH BEYOND END)	400' x 200'		400' x 200'		400' x 200'		400' x 200'		400' x 200'		400' x 200'	
PRECISION OBSTACLE FREE ZONE (POFZ)	800' x 200'		800' x 200'		N/A	800' x 200'	N/A	800' x 200'	800' x 200'	N/A	800' x 200'	800' x 200'
THRESHOLD SITING SURFACE (TSS)	34:1	34:1	34:1	34:1	34:1	34:1	34:1	34:1	34:1	34:1	34:1	34:1
PENETRATIONS TO TSS	–	–	–	–	–	–	–	–	–	–	–	–
VISUAL AND INSTRUMENT NAVAIDS	4–LIGHT PAPI; ALSF2 GS & LOC	4–LIGHT PAPI; MALSR; GS & LOC	4–LIGHT PAPI; ALSF2 GS & LOC	4–LIGHT PAPI; MALSR; GS & LOC	4–LIGHT PAPI; GPS	4–LIGHT PAPI; MALSR; LOC & GS	4–LIGHT PAPI; GPS	4–LIGHT PAPI; MALSR; LOC & GS	MALSR; LOC & GS	4–LIGHT PAPI; GPS	MALSR; LOC & GS	MALSR; 4 LIGHT PAPI; LOC & GS
TOUCHDOWN ZONE ELEVATION (TDZE)	997.7'	997.1'	997.1'	995.6'	1,009.1'	1,006.9'	1,006.0'	1,006.9'	995.5'	1,008.1'	982.5'	1,005.0'
HORIZONTAL/VERTICAL DATUM	NAD 83/NAVD 88		NAD 83/NAVD 88		NAD 83/NAVD 88		NAD 83/NAVD 88		NAD 83/NAVD 88		NAD 83/NAVD 88	

TAXIWAY DATA TABLE

	A		A1		B		C		C1		D		E		E1		F		G		H		J		K		L		M		N		P		R		R1		S		T		U		V		W		W1		Y		Z	
	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST**	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI	EXST	FUTR/ULTI
AIRPLANE DESIGN GROUP (ADG)*	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	3	3	N/A	3	3	3	N/A	5	5	4	4	4	4	4	4	4	4	5	5	5	5	4	4	4	N/A	5	5	5	5	4	4	4	4
TAXIWAY DESIGN GROUP (TDG)	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	4	4	5/6	N/A	4	4	5/6	N/A	5/6	5/6	5/6	5/6	N/A	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6	4	N/A	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6
TAXIWAY WIDTH	75'	75'	75'	75'	75'	75'	75'	75'	75'	75'	75'	75'	75'	75'	75'	75'	75'	75'	90'	90'	65'	65'	75'	N/A	65'	65'	75'	N/A	75'	75'	75'	75'	N/A	75'	75'	75'	75'	75'	100'	100'	100'	100'	100'	100'	72'	N/A	75'	75'	75'	75'	90'	90'	75'	75'
TAXIWAY/TAXILANE SAFETY AREA	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	N/A	171'	171'	171'	N/A	171'	171'	171'	171'	N/A	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	171'	N/A	171'	171'	171'	171'	171'	171'	171'	171'
TAXIWAY OBJECT FREE AREA	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	N/A	243'	243'	243'	N/A	243'	243'	243'	243'	N/A	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	243'	N/A	243'	243'	243'	243'	243'	243'	243'	243'
TAXILANE OBJECT FREE AREA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	N/A	MITL	MITL	MITL	N/A	MITL	MITL	MITL	MITL	N/A	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	N/A	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL
RUNWAY/TAXIWAY SEPARATION	400'	400'	400'	400'	N/A	N/A	400'	400'	400'	400'	N/A	N/A	400'	400'	N/A	N/A	400'	400'	N/A	N/A	400'	400'	400'	N/A	400'	400'	400'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	400'	400'	400'	400'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	400'	400'	400'	400'	N/A	N/A	N/A	N/A
TAXIWAY/FIXED OBJECT	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	N/A	121.5'	121.5'	121.5'	N/A	121.5'	121.5'	121.5'	121.5'	N/A	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	N/A	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'	121.5'
HOLDING POSITION RUNWAY SEPARATION	297'	297'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	258'	N/A	258'	258'	258'	N/A	297'	297'	258'	258'	N/A	297'	297'	297'	297'	297'	297'	297'	297'	297'	297'	297'	258'	N/A	297'	297'	297'	297'	258'	258'	297'	297'
TAXIWAY EDGE SAFETY MARGIN (TESM)	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	10'	10'	14'	N/A	10'	10'	14'	N/A	14'	14'	14'	14'	N/A	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	10'	N/A	14'	14'	14'	14'	14'	14'	14'	14'
TAXIWAY SHOULDER WIDTH	0	20'	0	0	12'	12'	0	20'	0	0	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	0	20'	0	N/A	0	20'	0	20'	12'	12'	12'	12'	0	20'	0	20'	0	0	12'	12'	12'	12'	12'	12'	0	N/A	12'	20'	12'	12'	0	0	0	0

* EXISTING ADG BASED ON GRANDFATHERED GEOMETRY FROM AC 150/5300.
** DECOMMISSIONED

ALL WEATHER				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
6–24 (BOTH)	88.6%	94.19%	98.36%	99.66%
18–36	85.97%	91.56%	96.6%	98.94%
COMBINED	95.19%	98.19%	99.49%	99.93%
IFR WEATHER (CEILING < 1000 FEET; VISIBILITY < 3 STATUTE MILES)				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
6–24 (BOTH)	83.3%	90.91%	96.89%	99.22%
18–36	84.93%	91%	96.31%	98.68%
COMBINED	93.23%	97.27%	99.09%	99.82%
VFR WEATHER (CEILING > 1000 FEET; VISIBILITY > 3 STATUTE MILES)				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
6–24 (BOTH)	89.37%	94.67%	98.57%	99.73%
18–36	85.95%	91.52%	96.57%	98.96%
COMBINED	95.41%	98.29%	99.54%	99.94%

NOTES:

1. COORDINATES AND ELEVATIONS FOR ARP, AND RUNWAY ENDS HAVE BEEN OBTAINED FROM DATA POINTS SUPPLIED BY AN AERIAL SURVEY PERFORMED BY WOOLPERT IN THE YEAR 2020.

2. PLEASE REFER TO THE APPROACH PLAN AND PROFILE SHEETS FOR DETAILS ON THE DISPOSITION OF OBSTACLES PENETRATING THRESHOLD SITING SURFACES.

3. WIND DATA OBTAINED FROM THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA), VIA THE FAA WIND DATA PAGE. Ten years of data was used between the period of 2010–2019.

AIRPORT DATA TABLE

AIRPORT DATA	EXISTING/FUTURE	ULTIMATE
AIRPORT ELEVATION (MSL)	1,009.1'	
AIRPORT REFERENCE POINT (ARP NAD 83)		
LATITUDE	39° 54' 08.57"	39° 54' 08.57"
LONGITUDE	84° 13' 09.75"	84° 13' 09.75"
MEAN MAX TEMPERATURE OF HOTTEST MONTH	84.8° F (July)	
AIRPORT TERMINAL AREA NAVAIDS	VOT; VOR/DME; AWOS	
AIRPORT REFERENCE CODE (ARC)	C–IV	
CRITICAL AIRCRAFT	BOEING 757–200	BOEING 767–300
TAXIWAY DESIGN GROUP	4	5
MISC. FACILITIES	ASOS/AWOS, ROTATING BEACON, TAXIWAY LIGHTING, LIGHTED WINDCONES, GS, LOC	
MAGNETIC VARIATION	6° 16' W CHANGING 0° 2' W PER YEAR	
DATE OF MAGNETIC DECLINATION	JUNE 2021 SOURCE: NATIONAL CENTER OF ENVIRONMENTAL INFORMATION (NCEI)	
NPIAS SERVICE LEVEL	COMMERCIAL SERVICE–PRIMARY	
STATE SERVICE LEVEL	AIR CARRIER	
FAA AIRPORT IDENTIFIER	DAY	

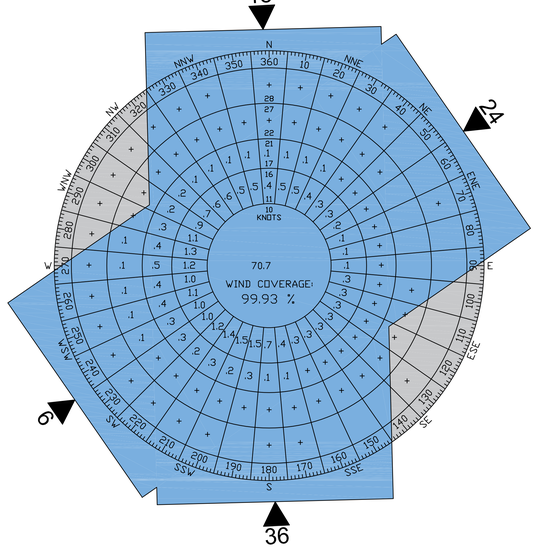
DECLARED DISTANCE TABLE

RUNWAY END	EXISTING/FUTURE				ULTIMATE			
	TORA	TODA	ASDA	LDA	TORA	TODA	ASDA	LDA
6L	10,901'	10,901'	10,901'	10,901'	10,901'	10,901'	10,901'	10,901'
24R	10,901'	10,901'	10,901'	10,901'	10,901'	10,901'	10,901'	10,901'
6R	7285'	7285'	6,946'	6,830'	7285'	7285'	6,946'	6,830'
24L	7285'	7285'	6,769'	6,769'	7285'	7285'	6,769'	6,769'
18	8502'	8502'	8502'	8502'	8200'	8200'	8200'	8200'
36	8502'	8502'	8502'	8502'	8200'	8200'	8200'	8200'

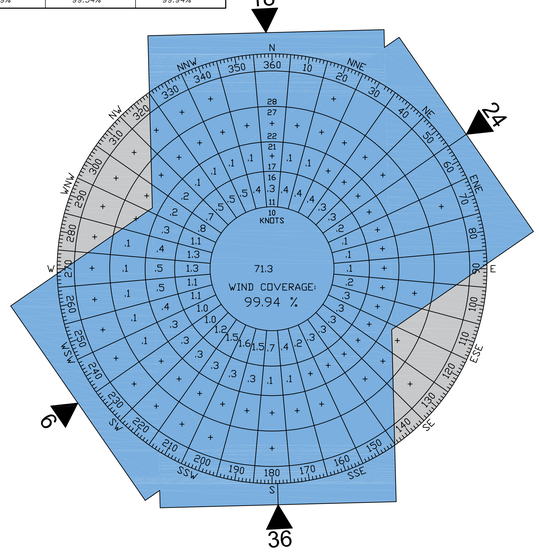
MODIFICATION OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA REGULATION	EXISTING CONDITIONS	PROPOSED ACTION	DATE OF FAA APPROVAL

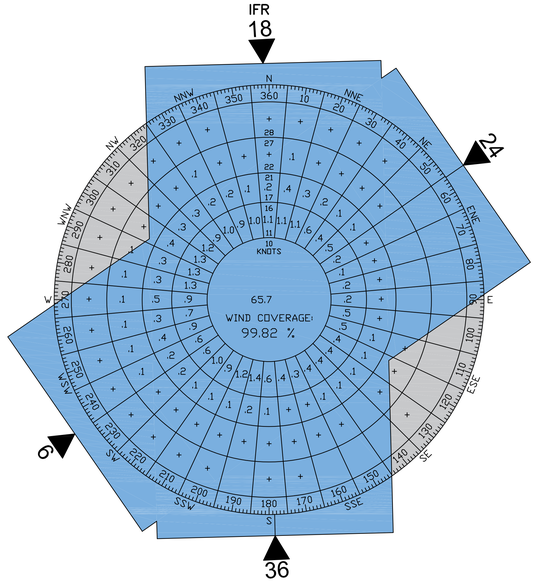
ALL WEATHER



VFR



IFR



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Submittal
DRAFT

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Client
City of Dayton
at Dayton International Airport
3600 Terminal Drive
Dayton, Ohio 45377

DAYTON INTERNATIONAL AIRPORT

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Fax: (305) 329-0693
Principal-in-Charge: Andrew M. Holesko
Project Manager: Jeffrey Bonecutter, P.E.
Designed by: Emily Bredestege
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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
DATA SHEET

Drawing No.
2

APRONS

NAME	AREA	DIMENSIONS	DIST. FROM RW 6L–24R	DIST. FROM RW 6R–24L	DIST. FROM RW 18–36
TERMINAL APRON	2,727,250 SF	1,290 X 2,350'	1,300'	1,385'	1,180'
MULTI–CARGO APRON	365,700 SF	567' X 610'	1,325'	3,680'	5,170'
NORTH CARGO APRON	5,220,400 SF	5,450' X 1,360'	645'	5,655'	3,275'
GA CENTER ONE APRON	1,202,400 SF	975' X 1,550'	2,660'	1,105'	730'
GA CENTER TWO APRON	57,500 SF	250' X 230'	5,700'	690'	2,810'
GA C1A	112,200 SF	290' X 415'	2,300'	2,715'	440'
GA C1B	110,935 SF	260' X 420'	2,300'	2,670'	0
GA C1C	256,960 SF	435' X 595'	2,700'	2,340'	0

HOLD PADS

NAME	AREA	DIMENSIONS	DIST. FROM RW 6L–24R	DIST. FROM RW 6R–24L	DIST. FROM RW 18–36
6L @ TW "R"	151,885 SF	400' X 200'	500'	6,220'	11,100'
TW "Z" @ TW "R"	129,060 SF	440' X 250'	500'	4,460'	1,920'
6R @ TW "E"	69,945 SF	310' X 149'	4,560'	440'	3,450'
24L @ TW "F"	71,780 SF	420' X 147'	4,560'	440'	2,450'

PERMANENT MONUMENTATION

DWG. REF. No.	MONUMENT NAME	ELEV. (FT)	SPC (sFT) SOURCE: www.ngs.noaa.gov		MONUMENT DESCRIPTION
			NORTHING	EASTING	
V10	VANDALIA (FBN & PACS)	997.56	695856.8563	1491486.8858	TRIANG. STA DISK–TOP OF CONC. MONU.
V14	VANDALIA AZ MK (CBN)	984.81	696879.1114	1492704.7281	AZ MK DISK–TOP OF CONC. MONU.
V15	DAYT A (CBN)	995.46	698388.8571	1490293.2712	STAINLESS STEEL ROD IN SLEEVE
V19	MOT 1097	964.44	704806.0785	1491434.7012	ALUMINUM ALLOY ROD IN SLEEVE
V21	ROY	983.37	704809.6426	1484060.1333	SURVEY DISK SURROUNDED BY CONC.
V22	CASTRO	997.38	695182.7104	1477030.7642	SURVEY DISK SURROUNDED BY CONC.
V23	PERO	999.33	692738.8278	1481825.3214	SURVEY DISK SURROUNDED BY CONC.
V24	PERO AZ MK	1001.08	692404.2784	1482762.0119	SURVEY DISK SURROUNDED BY CONC.
V25	HENDERSON	1001.63	692877.0108	1489096.0291	SURVEY DISK SURROUNDED BY CONC.
V29	DIA 1	1001.94	697336.0542	1486923.9432	SURVEY DISK SURROUNDED BY CONC.
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V32	TIM AZ MK	915.60	704785.0420	1495026.2908	SURVEY DISK SURROUNDED BY CONC.

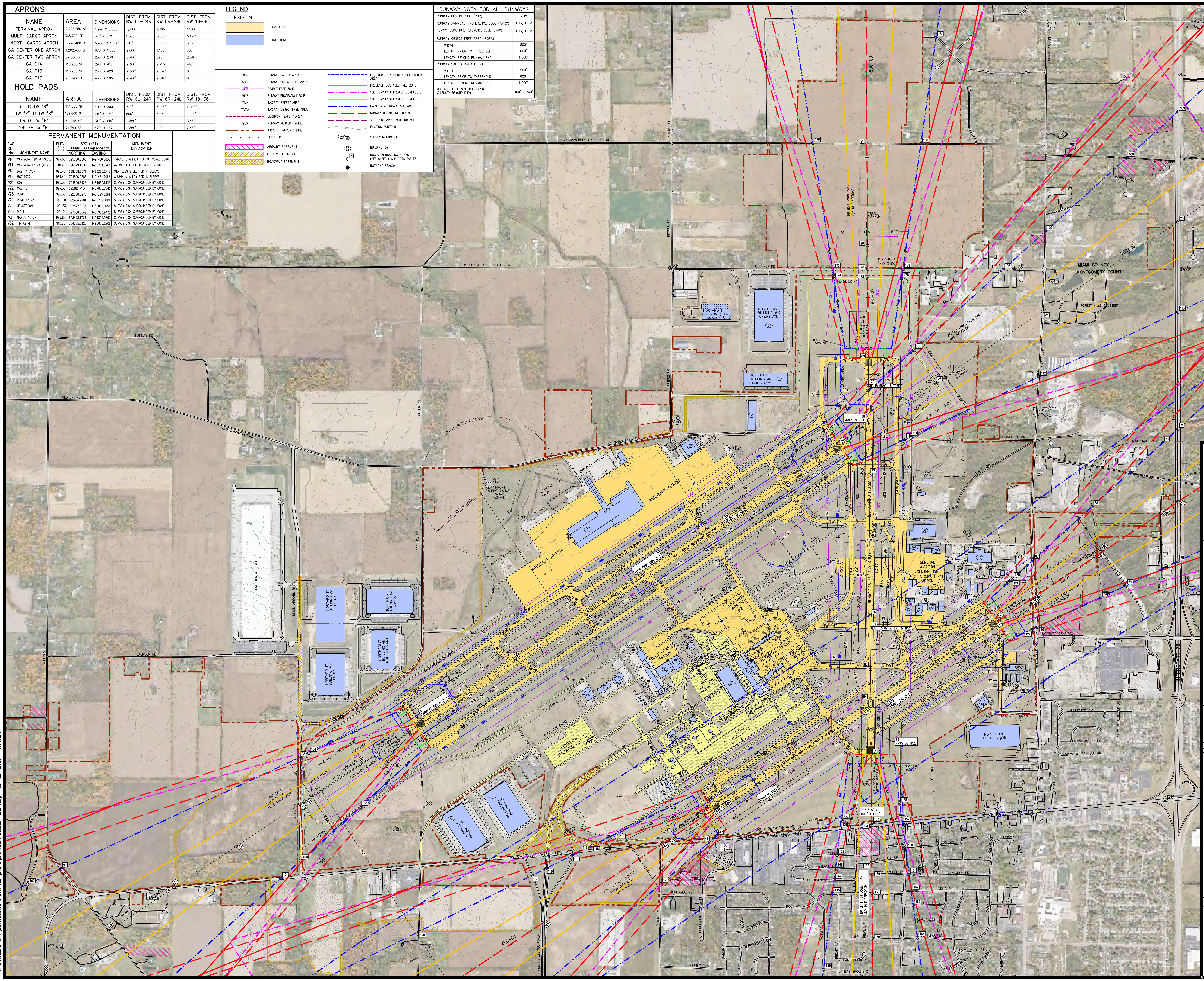
LEGEND

EXISTING

- PAVEMENT
- STRUCTURE
- RSA – RUNWAY SAFETY AREA
- ROFA – RUNWAY OBJECT FREE AREA
- OFZ – OBJECT FREE ZONE
- RPZ – RUNWAY PROTECTION ZONE
- TSA – TAXIWAY SAFETY AREA
- TOFA – TAXIWAY OBJECT FREE AREA
- VERTIPORT SAFETY AREA
- RVZ – RUNWAY VISIBILITY ZONE
- AIRPORT PROPERTY LINE
- FENCE LINE
- AIRPORT EASEMENT
- UTILITY EASEMENT
- ROADWAY EASEMENT
- ILS, LOCALIZER, GLIDE SLOPE CRITICAL AREA
- PRECISION OBSTACLE FREE ZONE
- 13B RUNWAY APPROACH SURFACE 5
- 13B RUNWAY APPROACH SURFACE 6
- PART 77 APPROACH SURFACE
- RUNWAY DEPARTURE SURFACE
- VERTIPORT APPROACH SURFACE
- 980 EXISTING CONTOUR
- V## SURVEY MONUMENT
- (10) BUILDING ID#
- 5 ROAD/RAILROAD DATA POINT (SEE SHEET 6: ALP DATA TABLES)
- ROTATING BEACON

RUNWAY DATA FOR ALL RUNWAYS

RUNWAY DESIGN CODE (RDC)	C–IV
RUNWAY APPROACH REFERENCE CODE (APRC)	D–IV; D–V
RUNWAY DEPARTURE REFERENCE CODE (DPRC)	D–IV; D–V
RUNWAY OBJECT FREE AREA (ROFA)	
WIDTH	800'
LENGTH PRIOR TO THRESHOLD	600'
LENGTH BEYOND RUNWAY END	1,000'
RUNWAY SAFETY AREA (RSA)	
WIDTH	500'
LENGTH PRIOR TO THRESHOLD	600'
LENGTH BEYOND RUNWAY END	1,000'
OBSTACLE FREE ZONE (OFZ) (WIDTH X LENGTH BEYOND END)	400' x 200'



PA PASSERO ASSOCIATES engineering architecture

LWC INCORPORATED

Submittal: DRAFT

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Principal-in-Charge: Andrew M. Holesko
Project Manager: Jeffrey Bonecutter, P.E.
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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No. 20111339.0049

Date JULY 2023

Drawing Title
EXISTING ALP

Drawing No. **3**

APRONS

NAME	AREA	DIMENSIONS	DIST. FROM RW 6L–24R	DIST. FROM RW 6R–24L	DIST. FROM RW 18–36
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HOLD PADS

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TW "Z" @ TW "R"	129,060 SF	440' X 250'	500'	4,460'	1,920'
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24L @ TW "F"	71,780 SF	420' X 147'	4,560'	440'	2,450'

PERMANENT MONUMENTATION

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V25	HENDERSON	1001.63	692877.0108	1489096.0291	SURVEY DISK SURROUNDED BY CONC.
V29	DA 1	1001.94	697338.0543	1488023.9432	SURVEY DISK SURROUNDED BY CONC.
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LEGEND

EXISTING | DEMO | FUTURE

PAVEMENT
STRUCTURE
FUTURE AVIATION DEVELOPMENT
FUTURE NON–AVIATION DEVELOPMENT

RSA — RUNWAY SAFETY AREA
ROFA — RUNWAY OBJECT FREE AREA
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BUILDING ID#
ROAD/RAILROAD DATA POINT (SEE SHEET 6:ALP DATA TABLES)
ROTATING BEACON

NOTE:
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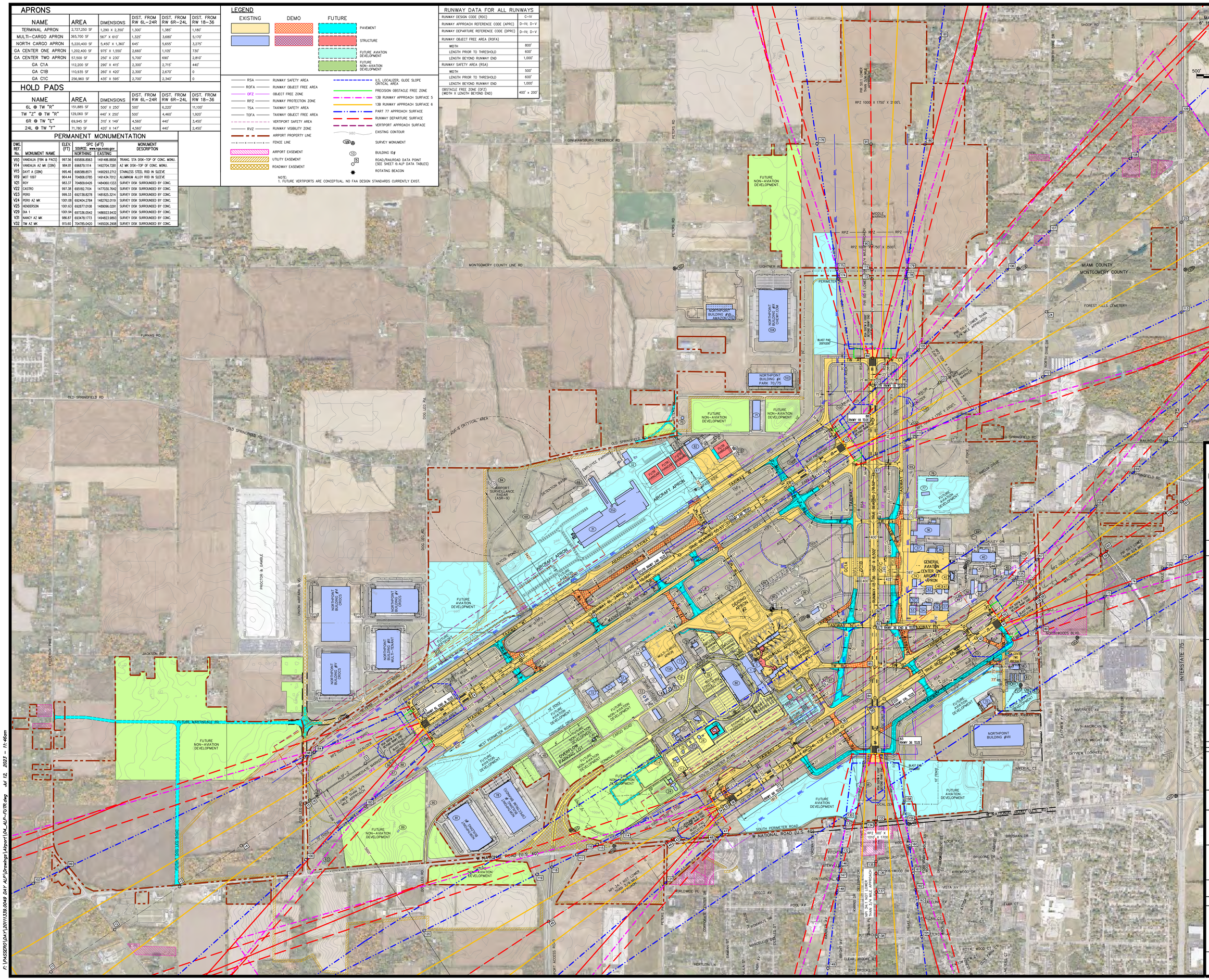

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
FUTURE ALP

Drawing No.
4

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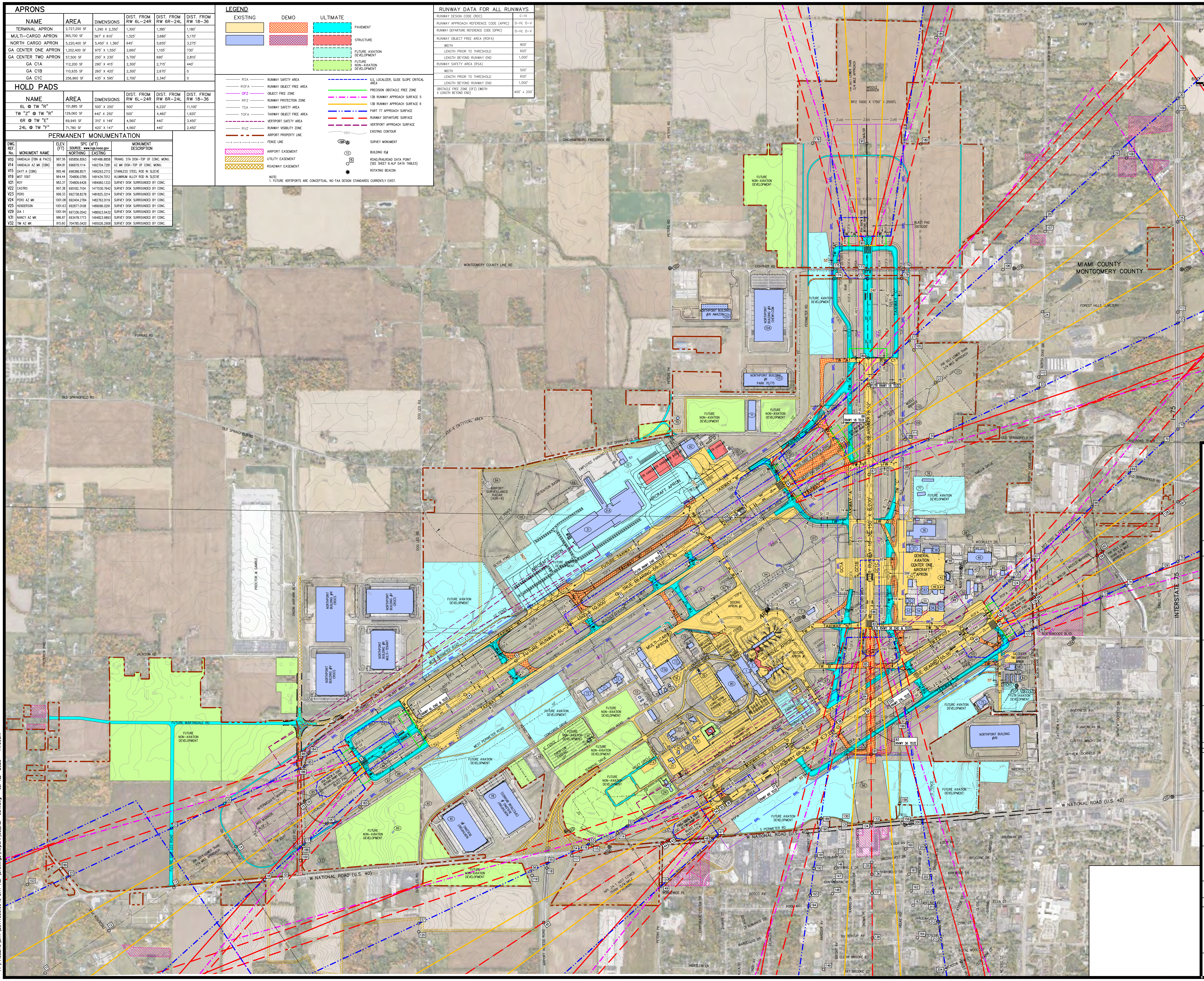
DAY – AIRPORT MASTER PLAN



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LEGEND

EXISTING — DEMO — ULTIMATE

PAVEMENT
STRUCTURE
FUTURE AVIATION DEVELOPMENT
FUTURE NON-AVIATION DEVELOPMENT

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PRECISION OBSTACLE FREE ZONE
13B RUNWAY APPROACH SURFACE 5
13B RUNWAY APPROACH SURFACE 6
PART 77 APPROACH SURFACE
RUNWAY DEPARTURE SURFACE
VERTIPORT APPROACH SURFACE
980 — EXISTING CONTOUR
V## — SURVEY MONUMENT
10 — BUILDING ID#
5 — ROAD/RAILROAD DATA POINT (SEE SHEET 6: ALP DATA TABLES)
ROTATING BEACON

NOTE:
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RUNWAY DATA FOR ALL RUNWAYS

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RUNWAY DEPARTURE REFERENCE CODE (DPRC)	D-IV; D-V
RUNWAY OBJECT FREE AREA (ROFA)	
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LENGTH PRIOR TO THRESHOLD	600'
LENGTH BEYOND RUNWAY END	1,000'
RUNWAY SAFETY AREA (RSA)	
WIDTH	500'
LENGTH PRIOR TO THRESHOLD	600'
LENGTH BEYOND RUNWAY END	1,000'
OBSTACLE FREE ZONE (OFZ) (WIDTH X LENGTH BEYOND END)	400' x 200'

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engineering architecture

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
ULTIMATE ALP

Drawing No.
5

DAY – AIRPORT MASTER PLAN

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STRUCTURES/BUILDINGS/FACILITIES

BLDG NO.	ELEV. MSL	DESCRIPTION
1	1110.0	ADMINISTRATION/TERMINAL BUILDING
2	1034.6	B CONCOURSE
3	1034.3	A CONCOURSE
5	1100.0	ROTATING BEACON
6	1024.6	WRIGHT BROS. GROUND VEHICLE MAINTENANCE
7	1028.2	AIRPORT RESCUE FIRE FIGHTING (ARFF)
8	1013.3	AIRFIELD ELECTRICAL VAULT
9	1027.1	AIR CARGO BUILDING
9A	1015.0	AIR CARGO BUILDING
10	--	AIR CARGO BUILDING (Federal Express)
11	--	MULTI-TENANT
12	--	FEDERAL EXPRESS WAREHOUSE
13	1023.9	FUEL FARM (WBA)
14	1014.7	OFFICE BUILDING
15	1013.1	OFFICE BUILDING
16	1021.9	(DELTA) GROUND SERVICE GSE
18	1020.5	WAREHOUSE (Airport Properties)
22	1029.3	PSA TRAINING FACILITY
23	1029.2	PSA AIRLINES OFFICE BUILDING
24	1013.7	RENTAL CAR FACILITY (Hertz)
25	1021.4	RENTAL CAR FACILITY (AVIS/BUDGET)
26	1018.1	RENTAL CAR FACILITY (ENTERPRISE& ALAMO)
27	1012.6	RENTAL CAR FACILITY (AVIS/BUDGET)
28	1017.0	RENTAL CAR FACILITY (NATIONAL)
29	1018.6	RENTAL CAR FACILITY (AMERICAN TOWING)
31	1029.8	AIR CARGO BUILDING (Air Commerce, LLC.)
31A	1156.7	TOWER (Air Commerce, LLC.)
32	1027.4	DART TRUCKING
36	1023.0	REYNOLDS & REYNOLDS
37	1009.2	HANGAR A
38	1027.4	FBO HANGAR (Wright Brothers Aero)
39	--	AUTO PARKING EXIT BOOTHS
40	1021.7	SRE BUILDING
42	1017.7	USATS/Customs
43	1012.6	OFFICE BUILDING (CRYSTAL CLEAN)
44	1012.5	CITY ELECTRICAL SHOP
45	1014.0	AIRPORT SAND STORAGE FACILITY
46	1024.6	HANGAR #7
47	1031.4	HANGAR #6
48	--	CENTRALIZED GLYCOL EQUALIZATION BASIN
49	1008.1	PUMP STATION - FIRE PUMP HOUSE
50	1017.7	AIRPORT MAINTENANCE BUILDING
51	1026.7	AIRPORT MAINTENANCE BUILDING
52	1036.2	FBO HANGAR (Stevens Aviation)
53	1043.7	FBO HANGAR (Stevens Aviation)
54	1043.7	FBO HANGAR (Stevens Aviation)
55	1014.1	FBO OFFICE BUILDING (Stevens Aviation)
56	1044.5	HANGAR #4
57	1035.6	HANGAR #5
58	1025.0	FBO HANGAR (Aviation Sales)
59	1011.8	T-HANGAR (Aviation Sales)
60	1010.8	T-HANGAR (Aviation Sales)
61	1010.0	T-HANGAR (Aviation Sales)
62	1009.4	T-HANGAR (Aviation Sales)
66	--	FUEL FARM (A.S.I.)
67	--	FUEL FARM (Wright Brothers Aero)
69	1010.1	OIL SEPARATOR
70	1134.0	WATER TOWER
71	--	WAREHOUSE
72	1030.5	UNITED STATES POST OFFICE
73	--	HANGAR (PSA)
73A	1056.5	PSA AIRCRAFT MAINTENANCE HANGAR
74	1028.7	HANGAR #8
75	1053.2	CFA HANGAR
76	1016.0	AIRSHOW STORAGE
77	1004.0	FIELD MAINTENANCE STORAGE
78	-	NORTHPOINT BUILDING #I (SPECTRUM BRANDS)
79	1245.1	AIR TRAFFIC CONTROL TOWER
80	1055.5	PARKING STRUCTURE
81	-	NORTHPOINT BUILDING #II
82	1087.0	SNC HANGAR
83	-	HANGAR #9
84	-	AIRPORT SURVEILLANCE RADAR (ASR-9)
85	-	NAVAID EQUIPMENT BUILDING
86	1006.1	NAVAID EQUIPMENT BUILDING
87	-	NAVAID EQUIPMENT BUILDING
88	-	NAVAID EQUIPMENT BUILDING
89	-	RESIDENCE
90	-	EXPLOSIVE BUNKER
91	-	PARKING LOT WELCOME BUILDING
92	-	TOTAL ORGANIC CONTENT (T.O.C.) BUILDING
93	-	RESIDENCE
94	-	AIRSHOW CHALETS
95	-	AIRSHOW CHALETS
96	-	RTR BUILDING
97	1014.2	RTR BUILDING
98	-	NAVAID EQUIPMENT BUILDING
99	-	AIRSHOW ENTRANCE
100	-	CANOPY
101	1009.7	NAVAID EQUIPMENT BUILDING
102	-	NORTHPOINT BUILDING #VII
103	-	NORTHPOINT BUILDING #X
104	-	NORTHPOINT BUILDING #IX
105	-	NAVAID EQUIPMENT BUILDING
106	-	NAVAID EQUIPMENT BUILDING
107	-	-
108	-	NAVAID EQUIPMENT BUILDING
109	-	NAVAID EQUIPMENT BUILDING
110	-	NAVAID EQUIPMENT BUILDING
111	-	NAVAID EQUIPMENT BUILDING
112	-	NAVAID EQUIPMENT BUILDING
113	-	ECONOMY LOT BOOTHS/CANOPY
114	-	BOOTH
115	-	-
-	-	-

DAY DATA TABLE

POINT #	DESCRIPTION	ELEVATION	LATITUDE	LONGITUDE	TRAVERSEWAY ADJUSTMENT
1	AIRPORT REFERENCE POINT	1009.00	N039° 54' 08.57"	W084° 13' 09.75"	N/A
2	FUTR RUNWAY 6L END	997.00	N039° 53' 34.25"	W084° 15' 00.94"	N/A
3	RNWY 6L END & TDZE	997.90	N039° 53' 42.39"	W084° 14' 45.66"	N/A
4	HIGH POINT ELEV	997.43	N039° 53' 49.42"	W084° 14' 32.47"	N/A
5	LOW POINT ELEV	996.79	N039° 53' 56.76"	W084° 14' 18.69"	N/A
6	HIGH POINT ELEV	996.71	N039° 54' 06.80"	W084° 13' 59.84"	N/A
7	LOW POINT ELEV	996.66	N039° 54' 11.34"	W084° 13' 51.31"	N/A
8	FUTR RNWY 24R TDZE	998.33	N039° 54' 19.77"	W084° 13' 35.48"	N/A
9	FUTR RUNWAY 24R END	995.50	N039° 54' 35.51"	W084° 13' 05.90"	N/A
10	EXST RUNWAY 24R END	995.60	N039° 54' 43.65"	W084° 12' 50.62"	N/A
11	U.S. 40	940.00	N039° 52' 48.68"	W084° 16' 26.43"	955
12	FREDERICK PIKE	985.00	N039° 52' 57.91"	W084° 16' 09.12"	1000
13	U.S. 40/FUTR DOG LEG RD INTERSECTION	994.00	N039° 53' 07.31"	W084° 15' 51.49"	1009
14	FUTR W PERIMETER RD	988.00	N039° 53' 16.26"	W084° 15' 34.71"	1003
15	DOG LEG RD	976.00	N039° 53' 25.52"	W084° 15' 17.33"	991
16	W PERIMETER RD	980.00	N039° 53' 26.19"	W084° 15' 16.07"	995
17	FUTR W PERIMETER RD	968.00	N039° 53' 17.04"	W084° 15' 16.02"	983
18	U.S. 40	972.00	N039° 53' 09.36"	W084° 15' 26.64"	987
19	FREDERICK PIKE	990.00	N039° 52' 47.02"	W084° 15' 57.50"	1005
20	FUTR W PERIMETER RD	999.00	N039° 53' 25.35"	W084° 15' 38.02"	114
21	FUTR DOG LEG RD	995.00	N039° 53' 19.88"	W084° 15' 52.48"	1010
22	FREDERICK PIKE	978.00	N039° 53' 09.12"	W084° 16' 20.92"	993
23	EAST PERIMETER RD	978.00	N039° 54' 57.42"	W084° 12' 24.75"	993
24	N DIXIE DR	964.00	N039° 55' 12.87"	W084° 11' 55.70"	979
25	INTERSTATE 75	910.00	N039° 55' 32.39"	W084° 11' 19.00"	927
26	GINGHAMSBURG RD	870.00	N039° 55' 45.27"	W084° 10' 54.77"	885
27	EAST PERIMETER RD	982.00	N039° 55' 06.17"	W084° 12' 32.20"	997
28	N DIXIE DRIVE	946.00	N039° 55' 32.70"	W084° 11' 55.47"	961
29	GINGHAMSBURG RD	925.00	N039° 55' 45.87"	W084° 11' 37.23"	940
30	INTERSTATE 75	900.00	N039° 55' 58.56"	W084° 11' 19.66"	917
31	ACCESS ROAD	985.00	N039° 54' 45.26"	W084° 12' 26.55"	1000
32	N DIXIE DR	968.00	N039° 54' 56.59"	W084° 11' 56.51"	983
33	INTERSTATE 75	925.00	N039° 55' 10.95"	W084° 11' 18.47"	942
34	RUNWAY 6R DISPLACED THRESHOLD	1004.98	N039° 53' 25.99"	W084° 13' 23.65"	N/A
35	HIGH POINT ELEV	1005.61	N039° 53' 26.58"	W084° 13' 22.54"	N/A
36	RUNWAY 6R END	1005.60	N039° 53' 27.59"	W084° 13' 20.64"	N/A
37	RNWY 6R TDZE	1009.06	N039° 53' 35.35"	W084° 13' 06.05"	N/A
38	LOW POINT ELEV	1006.85	N039° 53' 44.01"	W084° 12' 49.79"	N/A
39	HIGH POINT ELEV	1007.32	N039° 53' 47.83"	W084° 12' 42.62"	N/A
40	HIGH POINT ELEV	1004.00	N039° 54' 03.33"	W084° 12' 13.48"	N/A
41	RUNWAY 24L END	1000.59	N039° 54' 06.91"	W084° 12' 06.76"	N/A
42	HIGH POINT ELEV	1000.63	N039° 54' 07.26"	W084° 12' 06.09"	N/A
43	SOUTH PERIMETER RD	1010.00	N039° 53' 19.45"	W084° 13' 35.92"	1025
44	U.S. 40	1010.00	N039° 53' 18.56"	W084° 13' 37.60"	1025
45	AIRPORT ACCESS RD	1004.00	N039° 53' 01.46"	W084° 14' 09.71"	1021
46	DOG LEG RD	990.00	N039° 52' 43.21"	W084° 14' 43.97"	1005
47	SOUTH PERIMETER RD	1005.83	N039° 53' 20.51"	W084° 13' 22.52"	1021
48	U.S. 40	1008.43	N039° 53' 19.62"	W084° 13' 23.74"	1024
49	PETERS PIKE	1006.00	N039° 53' 09.58"	W084° 13' 37.63"	1021
50	AIRPORT ACCESS RD	1008.00	N039° 52' 46.84"	W084° 14' 09.08"	1025
51	DOG LEG RD	970.00	N039° 52' 21.95"	W084° 14' 43.48"	985
52	SOUTH PERIMETER RD	1003.00	N039° 53' 22.19"	W084° 13' 47.24"	1018
53	AIRPORT ACCESS RD	1002.00	N039° 53' 18.21"	W084° 13' 57.79"	1019
54	U.S. 40	1012.00	N039° 53' 16.48"	W084° 14' 02.36"	1027
55	AIRPORT ACCESS RD	1002.00	N039° 53' 13.95"	W084° 14' 09.04"	1019
56	AIRPORT ACCESS RD	1006.00	N039° 53' 12.23"	W084° 14' 13.59"	1023
57	DOG LEG RD	990.00	N039° 53' 00.76"	W084° 14' 43.95"	1005
58	N DIXIE DRIVE	988.00	N039° 54' 12.33"	W084° 11' 56.56"	1003
59	RAILROAD TRACKS	974.00	N039° 54' 21.43"	W084° 11' 39.47"	997
60	RAILROAD TRACKS	970.00	N039° 54' 22.25"	W084° 11' 37.92"	993
61	INTERSTATE 75	948.00	N039° 54' 33.11"	W084° 11' 17.51"	965
62	OLD SPRINGFIELD RD	944.00	N039° 54' 36.79"	W084° 11' 10.58"	959
63	OLD SPRINGFIELD RD	915.00	N039° 54' 43.24"	W084° 10' 58.45"	930
64	RAILROAD TRACKS	910.00	N039° 54' 47.49"	W084° 10' 50.46"	933
65	CASSEL ROAD	900.00	N039° 54' 54.94"	W084° 10' 36.45"	915
66	OLD SPRINGFIELD RD	860.00	N039° 55' 00.85"	W084° 10' 25.34"	875
67	N DIXIE DR	987.00	N039° 54' 20.19"	W084° 11' 57.09"	1002
68	RAILROAD TRACKS	968.00	N039° 54' 31.76"	W084° 11' 41.07"	991
69	OLD SPRINGFIELD RD	954.00	N039° 54' 39.05"	W084° 11' 30.98"	969
70	RAILROAD TRACKS	938.00	N039° 54' 45.56"	W084° 11' 21.97"	961
71	INTERSTATE 75	920.00	N039° 54' 48.51"	W084° 11' 17.89"	937
72	FROST RD	850.00	N039° 55' 24.33"	W084° 10' 28.27"	865
73	RAILROAD TRACKS	978.00	N039° 54' 12.57"	W084° 11' 38.20"	1001
74	RAILROAD TRACKS	970.00	N039° 54' 15.16"	W084° 11' 31.35"	993
75	INTERSTATE 75	954.00	N039° 54' 20.51"	W084° 11' 17.16"	971
76	CASSEL RD	910.00	N039° 54' 39.28"	W084° 10' 27.41"	925
77	RAILROAD TRACKS	900.00	N039° 54' 42.42"	W084° 10' 19.07"	923
78	RAILROAD TRACKS	830.00	N039° 54' 45.85"	W084° 10' 09.97"	853
79	FROST RD	850.00	N039° 55' 14.07"	W084° 10' 27.91"	865
80	N DIXIE DR	988.00	N039° 54' 05.99"	W084° 11' 55.64"	1003
81	EXST RUNWAY 36 END	1007.15	N039° 53' 38.37"	W084° 12' 40.56"	N/A
82	ULTI RNWY 36 END & TDZE	1005.10	N039° 54' 05.16"	W084° 12' 41.46"	N/A
83	RNWY 36 TDZE	1008.07	N039° 53' 43.55"	W084° 12' 40.73"	N/A
84	LOW POINT ELEV	1007.15	N039° 53' 50.22"	W084° 12' 40.96"	N/A
85	HIGH POINT ELEV	1008.00	N039° 53' 56.74"	W084° 12' 41.18"	N/A
86	LOW POINT ELEV	1000.63	N039° 54' 07.76"	W084° 12' 41.55"	N/A
87	LOW POINT ELEV	992.68	N039° 54' 37.64"	W084° 12' 42.55"	N/A
88	RNWY 18 TDZE	995.19	N039° 54' 49.20"	W084° 12' 42.94"	N/A
89	EXST RUNWAY 18 END	990.64	N039° 55' 02.35"	W084° 12' 43.38"	N/A
90	ULTI RUNWAY 18 END	984.00	N039° 55' 26.17"	W084° 12' 44.18"	N/A
91	GINGHAMSBURG FREDERICK RD	976.00	N039° 55' 47.75"	W084° 12' 44.91"	991
92	EVANSTON RD	970.00	N039° 56' 40.30"	W084° 12' 46.68"	985
93	EVANSTON RD	956.00	N039° 56' 40.49"	W084° 12' 26.81"	971
94	MICHAELS RD	950.00	N039° 57' 06.89"	W084° 12' 22.57"	965
95	EVANSTON RD	970.00	N039° 56' 40.06"	W084° 13' 06.62"	985
96	MICHAELS RD	970.00	N039° 57' 06.52"	W084° 12' 47.56"	985
97	MICHAELS RD	970.00	N039° 57' 06.15"	W084° 13' 12.60"	985
98	DOG LEG ROAD	991.00	N039° 53' 35.38"	W084° 15' 17.73"	1012
99	FREDERICK PIKE	978.00	N039° 53' 10.85"	W084° 16' 22.68"	993
100	DOG LEG RD	962.00	N039° 53' 13.54"	W084° 15' 16.83"	977

DAY DATA TABLE

POINT #	DESCRIPTION	ELEVATION	LATITUDE	LONGITUDE	TRAVERSEWAY ADJUSTMENT
101	U.S. 40	964.00	N039° 53' 09.71"	W084° 15' 22.12"	979
102	FREDERICK PIKE	990.00	N039° 52' 45.39"	W084° 15' 55.73"	1005
103	PATTYS RD	966.00	N039° 53' 07.38"	W084° 16' 31.78"	981
104	PATTYS RD	940.00	N039° 53' 02.77"	W084° 16' 43.94"	955
105	NORTH PERIMETER RD	980.00	N039° 55' 04.22"	W084° 12' 30.87"	995
106	LIGHTNER RD	966.00	N039° 55' 21.60"	W084° 12' 06.79"	981
107	N DIXIE DR	953.00	N039° 55' 29.83"	W084° 11' 55.41"	968
108	GINGHAMSBURG RD	920.00	N039° 55' 45.73"	W084° 11' 33.39"	935
109	INTERSTATE 75	900.00	N039° 55' 55.69"	W084° 11' 19.59"	917
110	ACCESS ROAD	990.00	N039° 54' 45.23"	W084° 12' 32.88"	1005
111	EAST PERIMETER RD	988.00	N039° 54' 45.81"	W084° 12' 31.34"	1003
112	N DIXIE DR	970.00	N039° 54' 59.01"	W084° 11' 56.38"	985
113	INTERSTATE 75	925.00	N039° 55' 13.29"	W084° 11' 18.52"	942
114	SOUTH PERIMETER RD	1002.00	N039° 53' 20.72"	W084° 13' 49.85"	1017
115	AIRPORT ACCESS ROAD	1002.00	N039° 53' 17.98"	W084° 13' 56.68"	1019
116	U.S. 40	1007.00	N039° 53' 16.67"	W084° 13' 59.92"	1022
117	AIRPORT ACCESS RD	1011.00	N039° 53' 15.73"	W084° 14' 02.28"	1028
118	AIRPORT ACCESS ROAD	1001.00	N039° 53' 12.99"	W084° 14' 09.09"	1018
119	AIRPORT ACCESS ROAD	1005.00	N039° 53' 11.38"	W084° 14' 13.10"	1022
120	DOG LEG RD	989.00	N039° 52' 58.99"	W084° 14' 43.95"	1004
121	PETERS PIKE	1006.00	N039° 53' 10.11"	W084° 13' 37.63"	1021
122	AIRPORT ACCESS ROAD	1010.00	N039° 52' 48.33"	W084° 14' 09.28"	1027
123	DOG LEG RD	970.00	N039° 52' 24.73"	W084° 14' 43.56"	985
124	EAST PERIMETER	992.00	N039° 54' 15.68"	W084° 12' 03.34"	1007
125	WRIGHT DR	991.00	N039° 54' 16.22"	W084° 12' 02.57"	1006
126	EAST PERIMETER RD	989.00	N039° 54' 11.85"	W084° 11' 57.47"	1004
127	EAST PERIMETER RD	990.00	N039° 54' 05.48"	W084° 11' 57.00"	1005
128	ENGLE RD	955.00	N039° 54' 30.63"	W084° 11' 22.16"	970
129	ENGLE RD	957.00	N039° 54' 18.77"	W084° 11' 21.76"	972
130	SOUTH PERIMETER RD	1004.00	N039° 53' 24.35"	W084° 12' 48.43"	1019
131	U.S. 40	1004.00	N039° 53' 22.59"	W084° 12' 48.66"	1019
132	FITCHLAND DR	1005.00	N039° 53' 16.89"	W084° 12' 49.39"	1020
133	SOUTH PERIMETER RD	1004.00	N039° 53' 24.01"	W084° 12' 40.08"	1019
134	U.S. 40	1004.00	N039° 53' 23.29"	W084° 12' 40.05"	1019
135	GREENHURST DR	1004.00	N039° 53' 15.51"	W084° 12' 39.79"	1019
136	KIRKWOOD DR	1002.00	N039° 53' 12.98"	W084° 12' 39.71"	1017
137	POOL AVE	1000.00	N039° 53' 08.99"	W084° 12' 39.57"	1015
138	BUTTERCUP AVE	1000.00	N039° 52' 59.49"	W084° 12' 39.25"	1015
139	W ALKALINE ST	1000.00	N039° 52' 46.27"	W084° 12' 38.81"	1015
140	ESTELLE DR	1004.00	N039° 52' 42.61"	W084° 12' 38.69"	1019
141	MARICLAIRE AVE	1004.00	N039° 52' 35.64"	W084° 12' 38.45"	1019
142	ROLAND ST	1004.00	N039° 52' 24.41"	W084° 12' 38.07"	1019
143	STONE QUARRY RD	1004.00	N039° 52' 18.27"	W084° 12' 37.87"	1019
144	MULBERRY RD	1000.00	N039° 52' 02.07"	W084° 12' 37.32"	1015
145	INTERSTATE 70	1000.00	N039° 51' 52.61"	W084° 12' 37.01"	1017
146	STEWVILLE DR	1005.00	N039° 53' 14.13"	W084° 12' 49.74"	1020
147	CONTINENTAL CT	1006.00	N039° 53' 11.64"	W084° 12' 50.06"	1021
148	POOL AVE	1004.00	N039° 53' 08.73"	W084° 12' 50.44"	1019
149	RANDLER AVE	1004.00	N039° 52' 52.65"	W084° 12' 52.50"	1019
150	W ALKALINE ST	1004.00	N039° 52' 45.87"	W084° 12' 53.37"	1019
151	HEATHER CT	1004.00	N039° 52' 42.55"	W084° 12' 53.79"	1019
152	WOODVIEW CT	1004.00	N039° 52' 38.67"	W084° 12' 54.29"	1019
153	SUSSEX PL	1004.00	N039° 52' 34.15"	W084° 12' 54.87"	1019
154	NORTHEDGE DR	1004.00	N039° 52' 31.10"	W084° 12' 55.26"	1019
155	NORWICH RD	1004.00	N039° 52' 21.00"	W084° 12' 56.55"	1019
156	STONE QUARRY RD	1004.00	N039° 52' 17.70"	W084° 12' 56.98"	1019
157	MULBERRY RD	1000.00	N039° 52' 01.71"	W084° 12' 59.03"	1015
158	SOUTH PERIMETER RD	1003.00	N039° 53' 28.10"	W084° 12' 32.43"	1018
159	U.S. 40	1000.00	N039° 53' 23.99"	W084° 12' 31.62"	1015
160	HELKE RD	1002.00	N039° 53' 18.49"	W084° 12' 30.54"	1017
161	KIRKWOOD DR	1000.00	N039° 53' 13.16"	W084° 12' 29.49"	1015
162	VISTA AVE	1000.00	N039° 53' 09.63"	W084° 12' 28.80"	1015
163	ADELINE AVE	999.00	N039° 53' 06.58"	W084° 12' 28.20"	1014
164	BUTTERCUP AVE	990.00	N039° 52' 59.76"	W084° 12' 26.86"	1005
165	W ALKALINE SPRINGS RD	997.00	N039° 52' 48.79"	W084° 12' 24.70"	1012
166	CRESTHILL AVE	995.00	N039° 52' 40.71"	W084° 12' 23.12"	1010
167	ALLANHURST AVE	1000.00	N039° 52' 31.47"	W084° 12' 21.30"	1015
168	TREE LANE	1000.00	N039° 52' 27.42"	W084° 12' 20.51"	1015
169	WOODLAND MEADOWS DR	1000.00	N039° 52' 24.21"	W084° 12' 19.88"	1015
170	STONE QUARRY RD	1000.00	N039° 52' 18.71"	W084° 12' 18.80"	1015
171	MULBERRY RD	1000.00	N039° 52' 04.84"	W084° 12' 16.07"	1015
172	PERIMETER RD	984.00	N039° 55' 19.15"	W084° 12' 43.95"	999
173	LIGHTNER RD	984.00	N039° 55' 21.13"	W084° 12' 44.01"	999
174	PERIMETER RD	986.00	N039° 55' 18.97"	W084° 12' 53.25"	1001
175	LIGHTNER RD	986.00	N039° 55' 21.00"	W084° 12' 53.72"	1001
176	GINGHAMSBURG FREDERICK RD	980.00	N039° 55' 47.60"	W084° 12' 59.82"	995
177	EVANSTON RD	970.00	N039° 56' 39.99"	W084° 13' 11.84"	985
178	PERIMETER RD	978.00	N039° 55' 19.32"	W084° 12' 34.65"	993
179	LIGHTNER RD	978.00	N039° 55' 21.29"	W084° 12' 34.33"	993
180	GINGHAMSBURG FREDERICK RD	973.00	N039° 55' 47.90"	W084° 12' 30.06"	988
181	KENT RD	964.00	N039° 56' 10.49"	W084° 12' 26.43"	979
182	EVANSTON RD	955.00	N039° 56' 40.55"	W084° 12' 21.60"	970
183	WEST PERIMETER RD	989.00	N039° 53' 25.17"	W084° 15' 00.75"	1004
184	WEST PERIMETER RD	990.00	N039° 53' 36.37"	W084° 15' 15.13"	1005
185	WEST PERIMETER RD	986.00	N039° 53' 33.59"	W084° 15' 16.23"	1001
186	DOG LEG RD	987.00	N039° 53' 33.06"	W084° 15' 17.62"	1002
187	WEST PERIMETER RD	988.00	N039° 53' 21.50"	W084° 15' 09.85"	1003
188	DOG LEG RD	967.00	N039° 53' 16.40"	W084° 15' 16.90"	982
189	SOUTH PERIMETER RD	1004.00	N039° 53' 24.60"	W084° 12' 53.98"	1019
190	U.S. 40	1005.00	N039° 53' 22.13"	W084° 12' 54.37"	1020
191	FITCHLAND DR	1006.00	N039° 53' 16.71"	W084° 12' 55.24"	1021
192	STEWVILLE DR	1007.00	N039° 53' 13.95"	W084° 12' 55.69"	1022
193	RANDLER DR	1007.00	N039° 53' 08.36"	W084° 12' 56.58"	1022
194	POOL AVE	1006.00	N039° 53' 06.03"	W084° 12' 56.96"	1021
195	ALKALINE ST	1012.00	N039° 52' 45.66"	W084° 13' 00.22"	1027
196	CROYDON CT	1012.00	N039° 52' 40.98"	W084° 13' 00.98"	1027
197	HENLEY CT	1012.00	N039° 52' 37.88"	W084° 13' 01.47"	1027
198	WESTON CT	1012.00	N039° 52' 34.05"	W084° 13' 02.09"	1027
199	SOUTH PERIMETER RD	1004.00	N039° 53' 45.22"	W084° 12' 30.83"	1019
200	U.S. 40	999.00	N039° 53' 24.45"	W084° 12' 26.07"	1014

DAY DATA TABLE

POINT #	DESCRIPTION	ELEVATION	LATITUDE	LONGITUDE	TRAVERSEWAY ADJUSTMENT
201	KOCH AVE	995.00	N039° 53' 19.16"	W084° 12' 24.86"	1010
202	KIRKWOOD DR	1000.00	N039° 53' 12.96"	W084° 12' 23.44"	1015
203	VISTA AVE	998.00	N039° 53' 09.76"	W084° 12' 22.71"	1013
204	ATTICA ST	978.00	N039° 52' 53.10"	W084° 12' 18.89"	993
205	W ALKALINE SPRINGS RD	972.00	N039° 52' 49.21"	W084° 12' 18.00"	987
206	CRESTHILL AVE	965.00	N039° 52' 42.29"	W084° 12' 16.41"	980
207	ALLANHURST AVE	980.00	N039° 52' 39.16"	W084° 12' 15.70"	995
208	TOPTON DR	995.00	N039° 52' 35.30"	W084° 12' 14.81"	1010
209	ECHO VALLEY DR	985.00	N039° 52' 31.36"	W084° 12' 13.91"	1000
210	TREE LANE	995.00	N039° 52' 27.67"	W084° 12' 13.06"	1010
211	ADELINE AVE	996.00	N039° 53' 06.73"	W084° 12' 22.01"	1011
212	HIALEAH CT	992.00	N039° 53' 03.27"	W084° 12' 21.22"	1007
213	BUTTERCUP AVE	986.00	N039° 52' 59.67"	W084° 12' 20.40"	1001

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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No. 20111339.0049

Date JULY 2023

Drawing Title
ALP DATA TABLES

Drawing No. **6**

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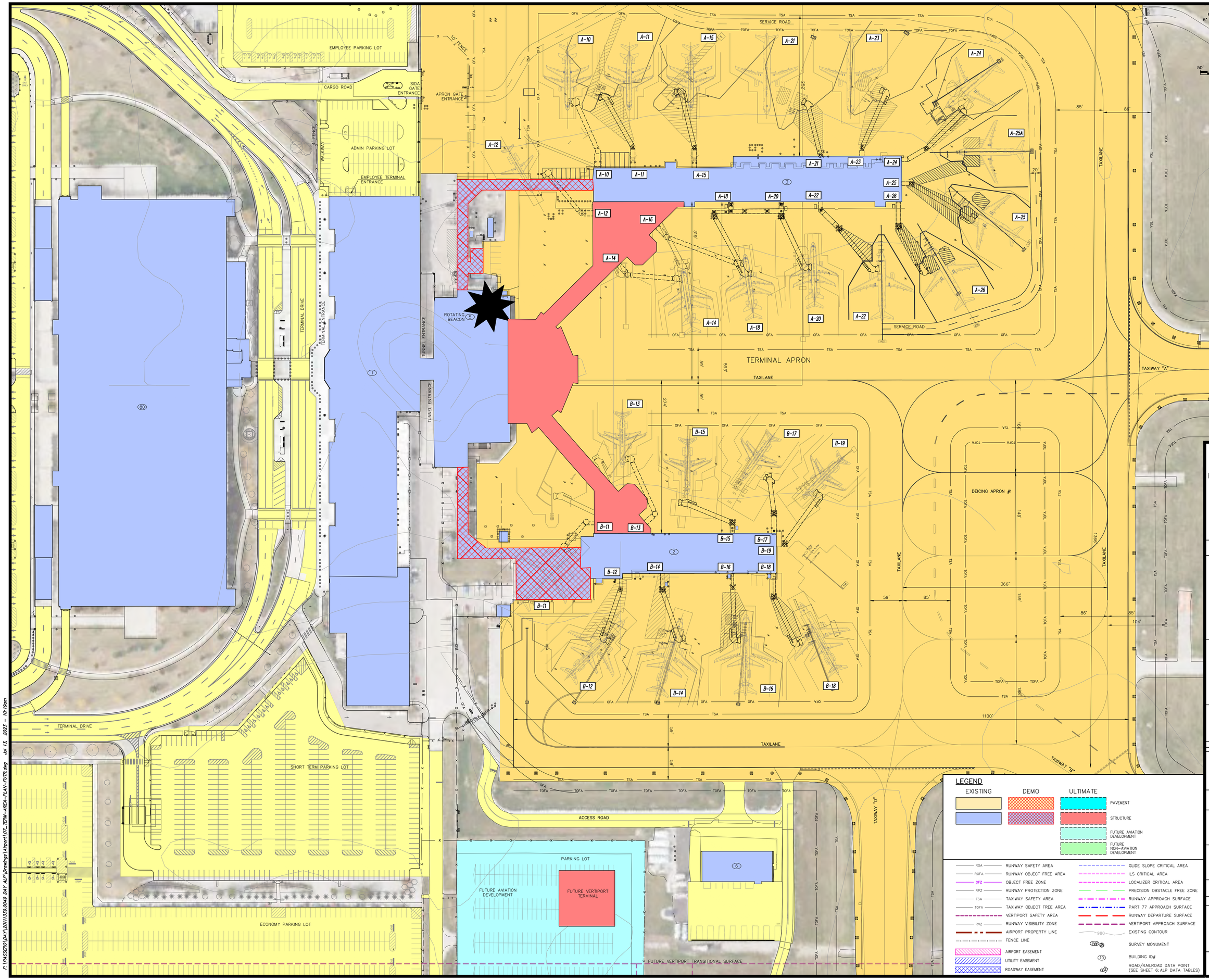

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Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
TERMINAL AREA PLAN

Drawing No.
7

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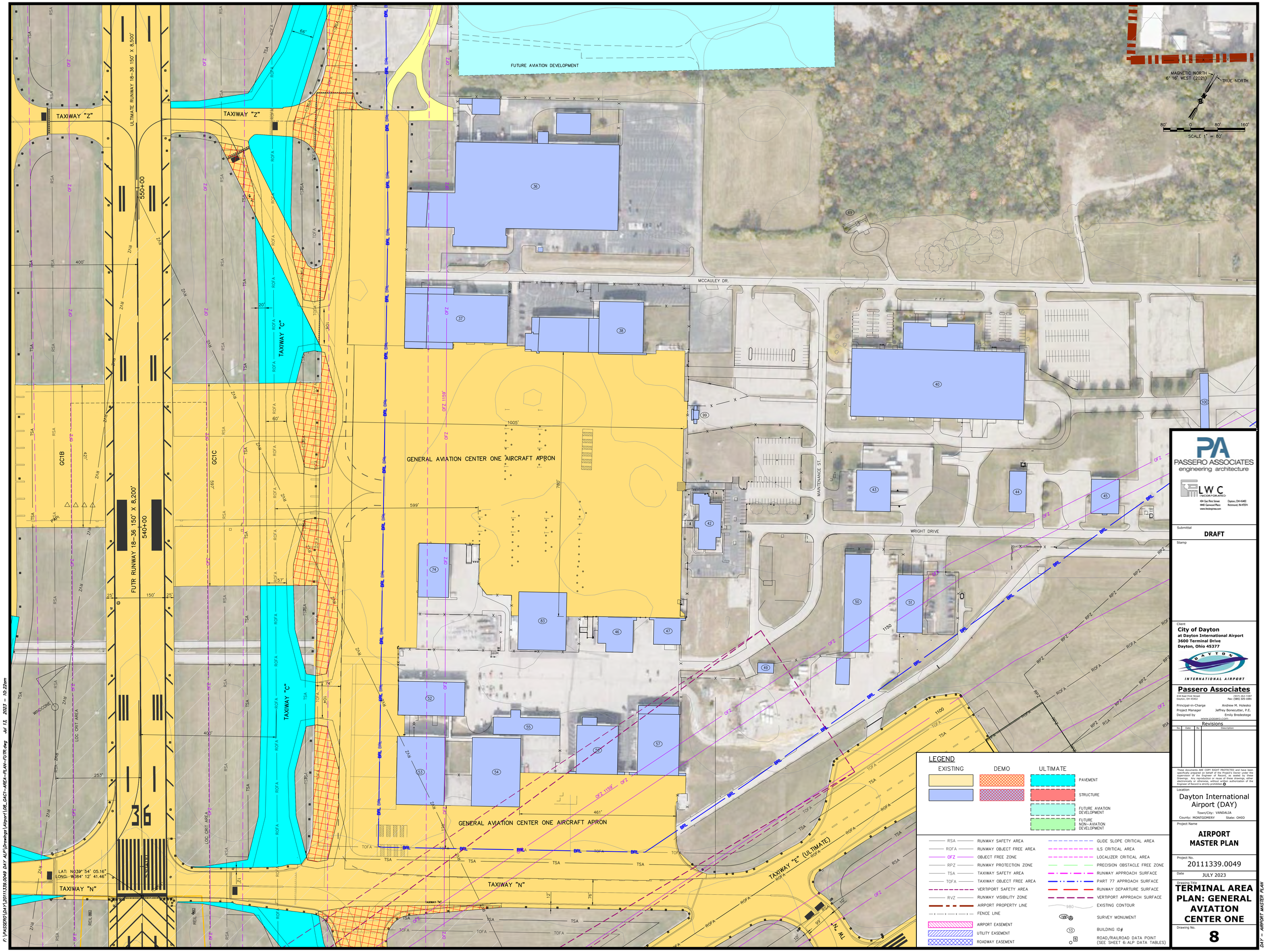
DAY - AIRPORT MASTER PLAN



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DAY - AIRPORT MASTER PLAN

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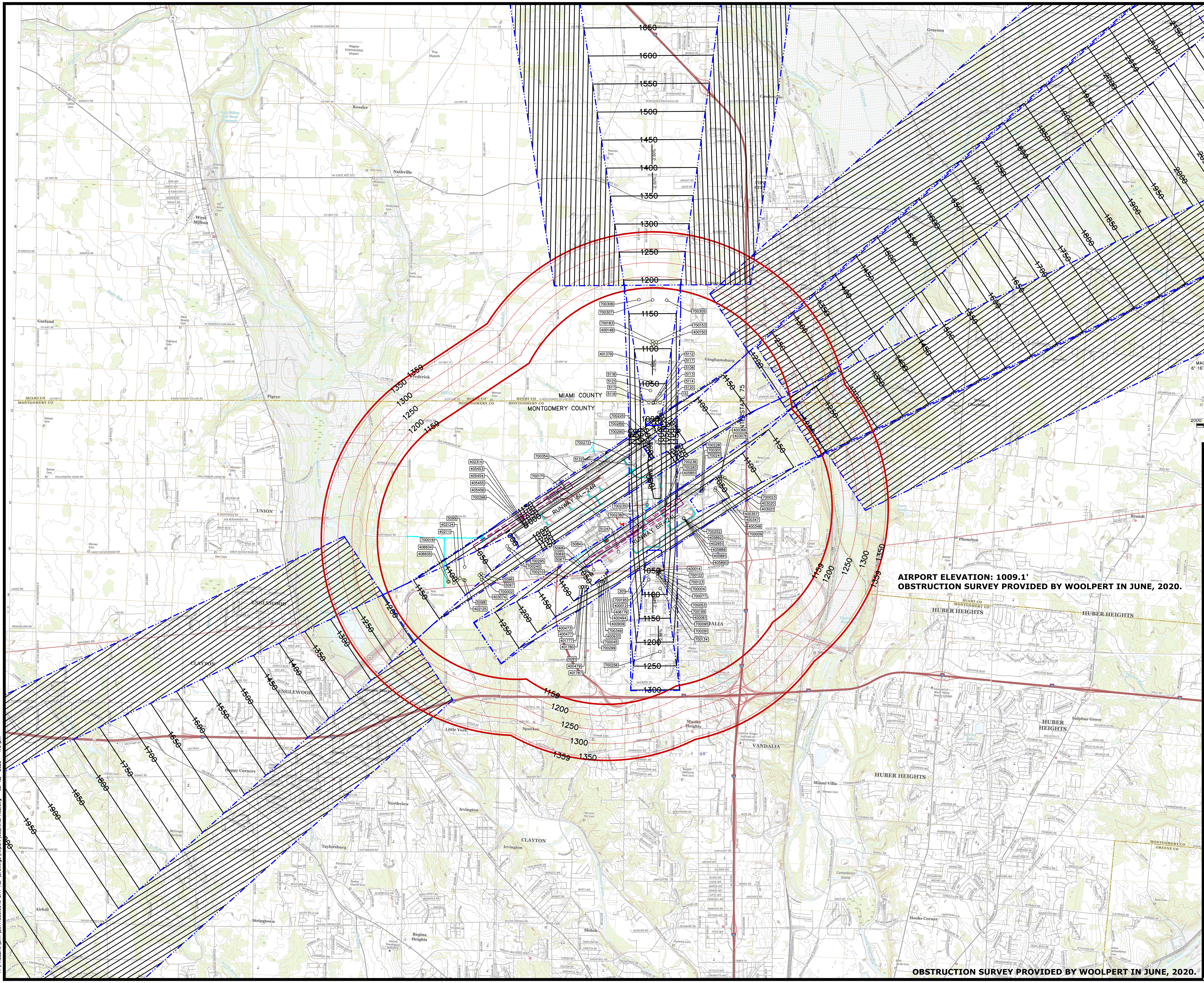
Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
TERMINAL AREA PLAN: GENERAL AVIATION CENTER ONE

Drawing No.
8



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County: MONTGOMERY State: OHIO

Project Name

AIRPORT MASTER PLAN

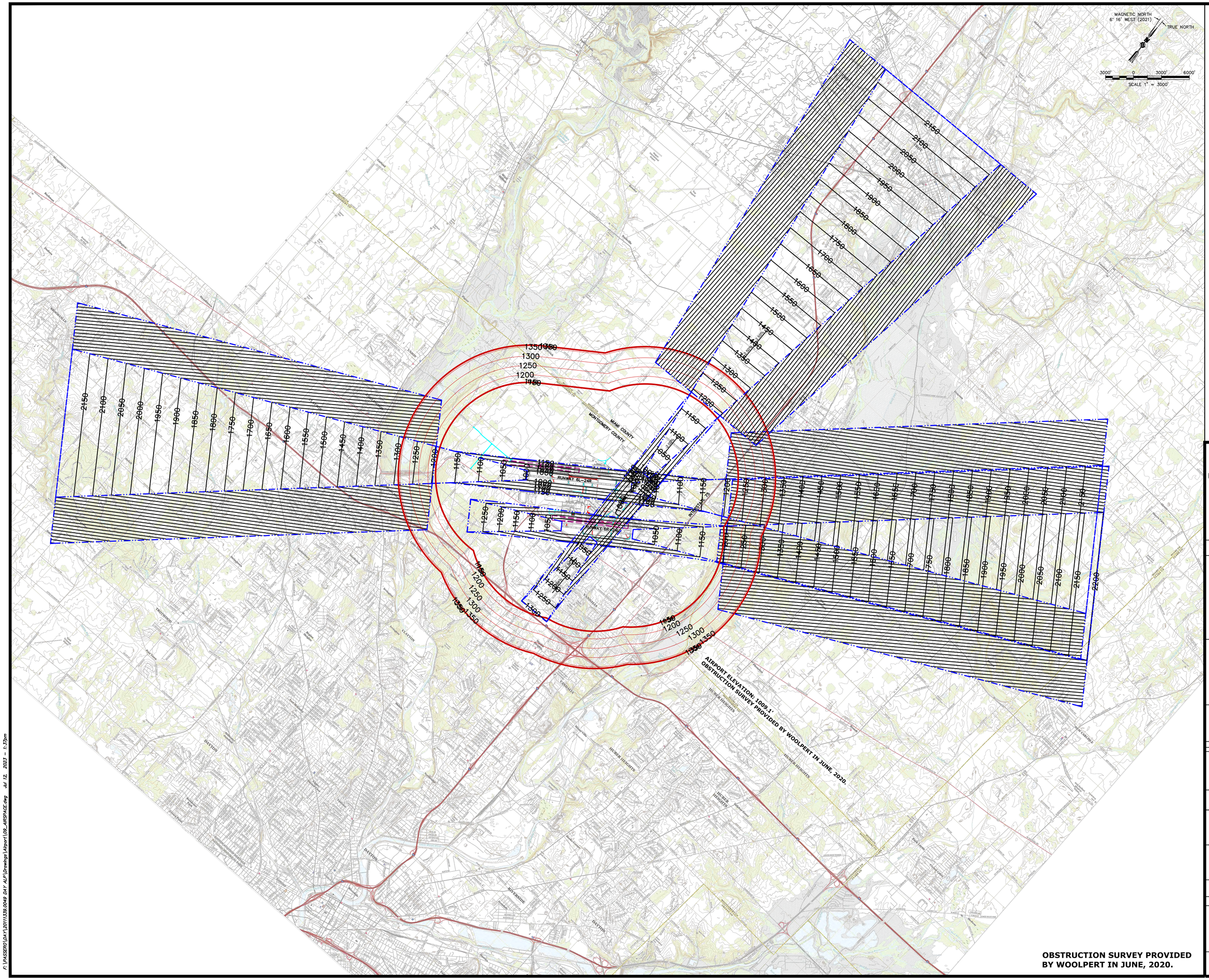
Project No.
20111339.0049

Date
JULY 2023

Drawing Title

AIRSPACE PLAN EXISTING & FUTURE

Drawing No.
9



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County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
AIRPORT AIRSPACE PLAN EXTENDED LIMITS: EXISTING & FUTURE

Drawing No.
10

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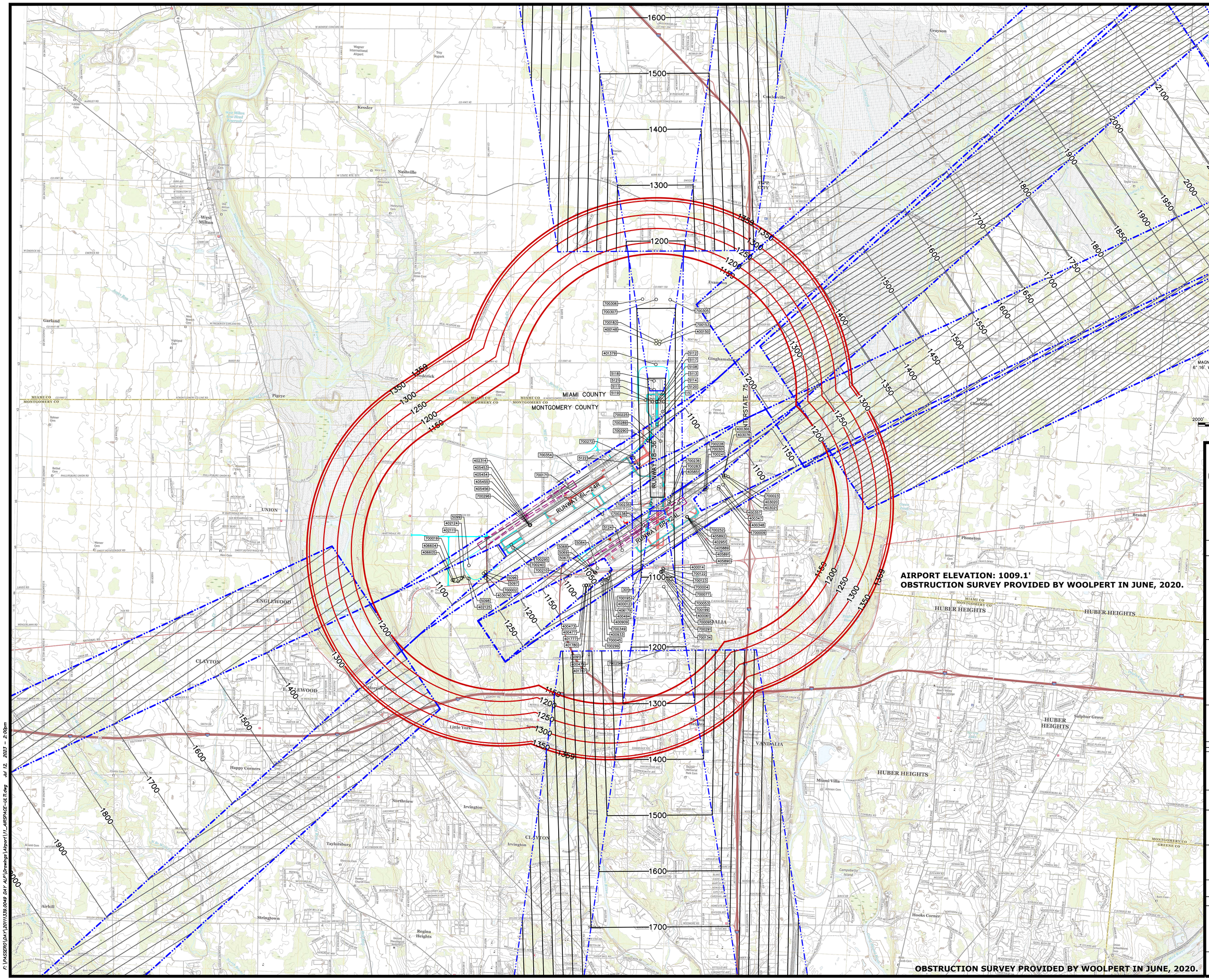
DAY – AIRPORT MASTER PLAN



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Dayton International Airport (DAY)

Town/City: VANDALIA
County: MONTGOMERY
State: OHIO

Project Name

AIRPORT MASTER PLAN

Project No.

20111339.0049

Date

JULY 2023

Drawing Title

AIRSPACE PLAN ULTIMATE

Drawing No.

11

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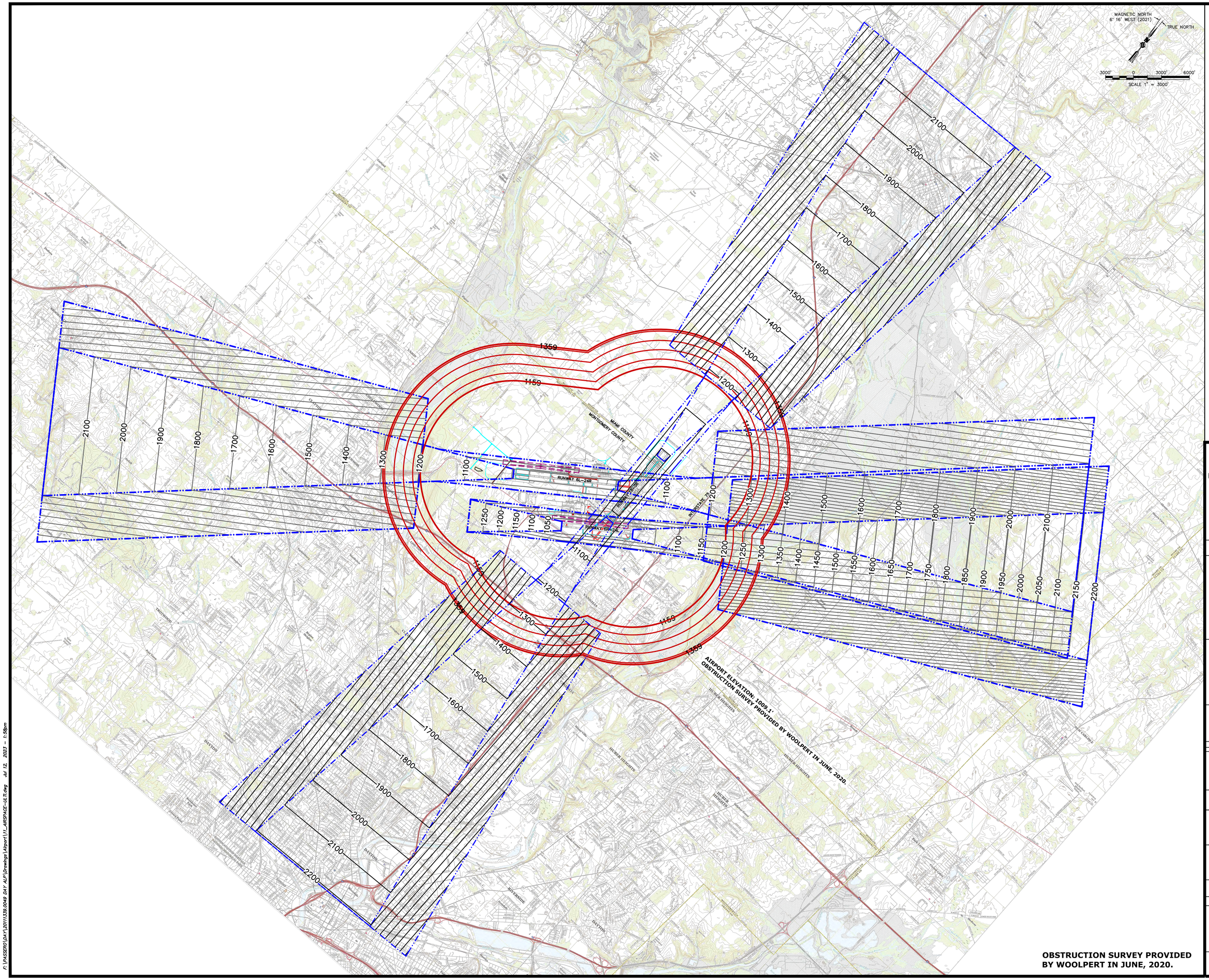
DAY - AIRPORT MASTER PLAN



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Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
AIRPORT AIRSPACE PLAN EXTENDED LIMITS: ULTIMATE

Drawing No.
12

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DAY - AIRPORT MASTER PLAN

2008 OBSTRUCTION NOT SHOWN: STATUS										
OBJECT ID (2008)	CURRENT OBJECT STATUS	DESCRIPTION (2008)	OBJECT ELEV (2008)	PT77 SURFACE (2008)	PENETRATION (2008)	EASTING	NORTHING	(W)LATITUDE DD-MM-SS.ssss	(N)LONGITUDE DD-MM-SS.ssss	DISPOSITION (2008)
69	REMOVED	TREE CLUSTER	1049.0	APPR-INNR_6R	28.8	1484446.4339	692214.0900	W39-53-16.1692	N84-13-30.3117	TO BE REMOVED
73	REMOVED	TREE	1048.0	APPR-INNR-TRANS_6R	11.2	1484992.2511	692327.1384	W39-53-17.3893	N84-13-23.3384	TO BE REMOVED OR LOWERED
78	REMOVED	TREE	1039.0	APPR-INNR-TRANS_6R	6.6	1485165.0841	692481.7884	W39-53-18.9499	N84-13-21.1593	TO BE REMOVED OR LOWERED
207 - KDAY0008	REMOVED	TREE	1061.0	APPR-INNR_6R	26.1	1483839.2083	691804.7607	W39-53-12.0100	N84-13-38.0000	TO BE REMOVED OR LOWERED
209 - KDAY0010	REMOVED	TREE	1063.0	APPR-INNR-TRANS_6R	13.4	1484497.9618	691884.2631	W39-53-12.9200	N84-13-29.5700	TO BE REMOVED OR LOWERED
239 - KDAY0042	RELOCATED	OL ON WSK	1007.0	PRIM_6L-24R	10.0	1479583.2023	695887.1721	W39-53-51.5400	N84-14-33.6000	FIXED BY FUNCTION; TO BE RELOCATED & OBSTRUCTION LIGHTED
74 - KDAY0018	REMOVED	TREE	1061.0	APPR-INNR-TRANS_6R	24.3	1485031.6354	692354.7944	W39-53-17.6700	N84-13-22.8400	TO BE REMOVED OR LOWERED
A1	RELOCATED	SERVICE RD. (N)	1020.1	APPR-INNR_6R	15.7	1485068.9394	692706.6043	W39-53-21.1532	N84-13-22.4476	CONTROLLED ACCESS

OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

DAY DATA TABLE													
POINT #	DESCRIPTION	OBJECT ELEV	GROUND ELEV	LATITUDE	LONGITUDE	PART 77 ELEV EXST/FUTR	HEIGHT ABOVE EXST	DISPOSITION EXST/FUTR	PART 77 ELEV ULTIMATE	HEIGHT ABOVE FUTR	DISPOSITION ULTIMATE	2008 OBJECT ID#
15	AIR LITE APPR	992.00	989	N039° 55' 04.43"	W084° 12' 43.45"	990.9; 18 APPR	N/A	N/A	990.9; 18 APPR	1.1	RELOCATE	15
301	CELL TOWER	1130.00	1004	N039° 53' 24.09"	W084° 12' 54.59"	1130.0; 18 APPR	N/A	N/A	1089.6; 18 TRANS	40.4	FAA AIRSPACE REQUESTED; CLEARS TERPS	301
5067	POLE	1029.64	1008	N039° 53' 18.25"	W084° 13' 36.95"	1037.3; 6R APPR	N/A	N/A	1037.3; 6R APPR	N/A	N/A	N/A
5068	POLE	1027.31	1008	N039° 53' 18.89"	W084° 13' 37.62"	1037.5; 6R APPR	N/A	N/A	1037.5; 6R APPR	N/A	N/A	N/A
5069	POLE	1029.05	1008	N039° 53' 18.83"	W084° 13' 38.13"	1038.5; 6R APPR	N/A	N/A	1038.5; 6R APPR	N/A	N/A	N/A
5084	OL ON DME	1024.96	1006	N039° 53' 21.81"	W084° 13' 35.59"	1028.7; 6R APPR	N/A	N/A	1028.7; 6R APPR	N/A	N/A	N/A
5091	TREE	1074.19	1004	N039° 53' 09.68"	W084° 13' 43.17"	1063.5; 6R APPR	10.7	TRIM/REMOVE	1063.5; 6R APPR	10.7	TRIM/REMOVE	N/A
5096	TREE	1065.52	968	N039° 53' 17.57"	W084° 15' 18.41"	1064.4; 6L APPR	N/A	N/A	1034.4; 6L APPR	31.1	TRIM/REMOVE	N/A
5097	TREE	1065.11	969	N039° 53' 16.55"	W084° 15' 20.10"	1067.8; 6L APPR	N/A	N/A	1037.9; 6L APPR	27.2	TRIM/REMOVE	212 - KDAY0013
5098	TREE	1081.24	987	N039° 53' 12.63"	W084° 15' 33.21"	1089.1; 6L APPR	N/A	N/A	1059.3; 6L APPR	21.9	TRIM/REMOVE	N/A
5099	TREE	1058.92	992	N039° 53' 22.03"	W084° 15' 33.66"	1078.9; 6L APPR	N/A	N/A	1049.0; 6L APPR	9.9	TRIM/REMOVE	N/A
5108	AIRFIELD LIGHT - MALSR	1000.21	984	N039° 55' 20.14"	W084° 12' 43.97"	1022.8; 18 APPR	N/A	N/A	984.9; 18 PRIM	15.3	LIGHT	N/A
5111	FENCE	996.37	984	N039° 55' 20.49"	W084° 12' 47.92"	1023.5; 18 APPR	N/A	N/A	984.7 18 PRIM	11.7	LIGHT	N/A
5112	FENCE	996.13	984	N039° 55' 20.54"	W084° 12' 44.01"	1023.5; 18 APPR	N/A	N/A	984.8; 18 PRIM	11.3	LIGHT	N/A
5113	FENCE	992.15	982	N039° 55' 20.58"	W084° 12' 41.80"	1023.5; 18 APPR	N/A	N/A	984.8; 18 PRIM	7.4	LIGHT	N/A
5114	FENCE	989.90	980	N039° 55' 20.64"	W084° 12' 37.77"	1023.4; 18 APPR	N/A	N/A	984.6; 18 PRIM	5.3	LIGHT	N/A
5117	TREE	1030.90	980	N039° 55' 26.62"	W084° 12' 38.01"	1035.5; 18 APPR	N/A	N/A	982.6; 18 PRIM	48.3	TRIM/REMOVE	N/A
5118	TREE	1037.50	982	N039° 55' 35.10"	W084° 12' 46.90"	1053.1; 18 APPR	N/A	N/A	996.2; 18 APPR	41.3	TRIM/REMOVE	N/A
5119	TREE	1033.42	986	N039° 55' 21.33"	W084° 12' 54.38"	1032.0; 18 TRANS	1.4	TRIM/REMOVE	1028.7; 18 TRANS	4.7	TRIM/REMOVE	N/A
5120	ANTENNA ON BUILDING	998.20	982	N039° 55' 13.52"	W084° 12' 38.51"	1009.1; 18 APPR	N/A	N/A	987.1; 18 APPR	11.1	LIGHT	N/A
5121	TREE	1026.02	983	N039° 55' 28.86"	W084° 12' 46.65"	1040.4; 18 APPR	N/A	N/A	983.6; 18 APPR	42.4	TRIM/REMOVE	N/A
5122	OL ON WSK	1001.76	992	N039° 54' 35.96"	W084° 12' 59.30"	995.5; 6L PRIM	6.3	LIGHT	1000.5; 24R APPR	1.3	LIGHT	N/A
5124	OL ON WSK	1013.42	1002	N039° 53' 34.80"	W084° 13' 13.08"	1008.0; 6R PRIM	5.4	LIGHT	1008.0; 6R PRIM	5.4	LIGHT	N/A
400012	TREE	1069.70	1004	N039° 53' 15.66"	W084° 12' 44.94"	1068.6; 36 APPR	1.1	TRIM/REMOVE	1101.1; 36 APPR	N/A	N/A	N/A
400014	TREE	1049.16	1004	N039° 53' 22.67"	W084° 12' 35.37"	1048.3; 36 APPR	0.9	TRIM/REMOVE	1087.3; 36 APPR	N/A	N/A	N/A
400061	TREE	1058.69	1004	N039° 53' 19.86"	W084° 12' 37.32"	1056.5; 36 APPR	2.2	TRIM/REMOVE	1092.1; 36 APPR	N/A	N/A	N/A
400148	TREE	1062.91	976	N039° 56' 01.53"	W084° 12' 45.70"	1106.5; 18 APPR	N/A	N/A	1049.6; 18 APPR	13.3	TRIM/REMOVE	N/A
400150	TREE	1062.49	976	N039° 56' 01.19"	W084° 12' 42.66"	1105.7; 18 APPR	N/A	N/A	1048.8; 18 APPR	13.7	TRIM/REMOVE	N/A
400347	TREE	1054.92	978	N039° 54' 21.02"	W084° 11' 45.54"	1040.5; 24L APPR	14.4	TRIM/REMOVE	1040.5; 24L APPR	14.4	TRIM/REMOVE	N/A
400348	TREE	1047.49	978	N039° 54' 19.66"	W084° 11' 45.86"	1038.5; 24L APPR	9.0	TRIM/REMOVE	1038.5; 24L APPR	9.0	TRIM/REMOVE	N/A
400357	TREE	1048.02	973	N039° 54' 22.56"	W084° 11' 41.84"	1047.0; 24L APPR	1.0	TRIM/REMOVE	1047.0; 24L APPR	1.0	TRIM/REMOVE	N/A
400366	TREE	1063.76	968	N039° 54' 28.81"	W084° 11' 41.37"	1054.8; 24L APPR	9.0	TRIM/REMOVE	1054.8; 24L APPR	9.0	TRIM/REMOVE	N/A
400473	TREE	1053.11	1004	N039° 53' 09.40"	W084° 13' 47.65"	1072.4; 6R APPR	N/A	N/A	1072.4; 6R APPR	N/A	N/A	N/A
400477	TREE	1070.44	1004	N039° 53' 09.46"	W084° 13' 45.84"	1068.9; 6R APPR	1.5	TRIM/REMOVE	1068.9; 6R APPR	1.5	TRIM/REMOVE	N/A
400479	TREE	1060.95	1004	N039° 53' 09.65"	W084° 13' 41.28"	1060.0; 6R APPR	1.0	TRIM/REMOVE	1060.0; 6R APPR	1.0	TRIM/REMOVE	N/A
400494	TREE	1032.13	1004	N039° 53' 17.45"	W084° 13' 24.31"	1034.7; 6R TRANS	N/A	N/A	1034.7; 6R TRANS	N/A	N/A	N/A
400909	TREE	1074.17	1006	N039° 53' 14.67"	W084° 13' 25.45"	1063.2; 6R TRANS	11.0	TRIM/REMOVE	1063.2; 6R TRANS	11.0	TRIM/REMOVE	N/A
400933	TREE	1059.03	1007	N039° 53' 13.72"	W084° 13' 28.42"	1058.6; 6R TRANS	0.4	TRIM/REMOVE	1058.6; 6R TRANS	0.4	TRIM/REMOVE	N/A
401379	TREE	1059.70	977	N039° 55' 46.73"	W084° 12' 45.47"	1076.5; 18 APPR	N/A	N/A	1019.7; 18 APPR	40.0	TRIM/REMOVE	N/A
401777	TREE	1070.13	1004	N039° 53' 09.66"	W084° 13' 45.41"	1067.8; 6R APPR	2.3	TRIM/REMOVE	1067.8; 6R APPR	2.3	TRIM/REMOVE	N/A
401780	TREE	1069.72	1004	N039° 53' 09.55"	W084° 13' 45.17"	1067.5; 6R APPR	2.2	TRIM/REMOVE	1067.5; 6R APPR	2.2	TRIM/REMOVE	N/A
401787	TREE	1057.76	1004	N039° 53' 09.60"	W084° 13' 41.06"	1059.7; 6R APPR	N/A	N/A	1059.7; 6R APPR	N/A	N/A	N/A
402111	TREE	1092.69	992	N039° 53' 12.56"	W084° 15' 40.15"	1098.1; 6L APPR	N/A	N/A	1068.2; 6L APPR	24.5	TRIM/REMOVE	N/A
402124	TREE	1078.82	992	N039° 53' 14.00"	W084° 15' 37.72"	1093.3; 6L APPR	N/A	N/A	1063.5; 6L APPR	15.3	TRIM/REMOVE	N/A
402125	TREE	1075.37	988	N039° 53' 12.95"	W084° 15' 34.37"	1090.2; 6L APPR	N/A	N/A	1060.4; 6L APPR	15.0	TRIM/REMOVE	N/A
402314	ANTENNA	1004.05	992	N039° 53' 51.58"	W084° 14' 37.72"	997.5; 6L PRIM	6.5	LIGHT	997.5; 6L PRIM	6.5	LIGHT	N/A
402951	BUILDING	1009.50	1000	N039° 53' 59.33"	W084° 12' 14.19"	1004.0; 6R PRIM	5.5	LIGHT	1004.0; 6R PRIM	5.5	LIGHT	N/A
403020	TREE	1060.11	966	N039° 54' 29.13"	W084° 11' 39.62"	1057.4; 24L APPR	2.7	TRIM/REMOVE	1057.4; 24L APPR	2.7	TRIM/REMOVE	N/A
403021	TREE	1060.11	968	N039° 54' 28.01"	W084° 11' 41.08"	1054.3; 24L APPR	5.8	TRIM/REMOVE	1054.3; 24L APPR	5.8	TRIM/REMOVE	N/A
403074	TREE	1070.37	962	N039° 53' 13.34"	W084° 15' 17.97"	1068.7; 6L APPR	1.7	TRIM/REMOVE	1060.4; 6L TRANS	10.0	TRIM/REMOVE	N/A
403076	TREE	1056.24	968	N039° 54' 29.49"	W084° 11' 41.38"	1055.6; 24L APPR	0.6	TRIM/REMOVE	1055.6; 24L APPR	0.6	TRIM/REMOVE	N/A
405453	BUILDING	1000.75	992	N039° 53' 51.20"	W084° 14' 38.34"	997.5; 6L PRIM	3.3	LIGHT	997.5; 6L PRIM	3.3	LIGHT	N/A
405454	BUILDING	1000.75	992	N039° 53' 51.10"	W084° 14' 38.25"	997.5; 6L PRIM	3.3	LIGHT	997.5; 6L PRIM	3.3	LIGHT	N/A
405455	BUILDING	1000.75	992	N039° 53' 51.25"	W084° 14' 38.25"	997.5; 6L PRIM	3.3	LIGHT	997.5; 6L PRIM	3.3	LIGHT	N/A
405456	BUILDING	1000.75	992	N039° 53' 51.15"	W084° 14' 38.16"	997.5; 6L PRIM	3.3	LIGHT	997.5; 6L PRIM	3.3	LIGHT	N/A
405851	BUILDING	1047.56	1001	N039° 54' 08.96"	W084° 12' 22.07"	1053.8; 18 TRANS	N/A	N/A	1147.6; 18 TRANS	N/A	N/A	253 - KDAY0054
405889	BUILDING	1009.73	1000	N039° 53' 59.33"	W084° 12' 14.28"	1004.0; 6R PRIM	5.7	LIGHT	1004.0; 6R PRIM	5.7	LIGHT	N/A
405890	BUILDING	1009.73	1000	N039° 53' 59.26"	W084° 12' 14.22"	1004.0; 6R PRIM	5.7	LIGHT	1004.0; 6R PRIM	5.7	LIGHT	N/A
405891	BUILDING	1009.73	1000	N039° 53' 59.40"	W084° 12' 14.15"	1004.0; 6R PRIM	5.7	LIGHT	1004.0; 6R PRIM	5.7	LIGHT	N/A
405892	BUILDING	1009.73	1000	N039° 53' 59.33"	W084° 12' 14.09"	1004.0; 6R PRIM	5.7	LIGHT	1004.0; 6R PRIM	5.7	LIGHT	N/A
406179	PRIMARY ROAD	1004.98	1004	N039° 53' 19.68"	W084° 13' 23.72"	1010.0; 6R TRANS	10.0	FAA AIRSPACE REQUESTED, CLEARS TERPS	1010.0; 6R TRANS	10.0	FAA AIRSPACE REQUESTED, CLEARS TERPS	A3
406604	TREE	1090.32	990	N039° 53' 11.46"	W084° 15' 47.55"	1108.8; 6L APPR	N/A	N/A	1079.0; 6L APPR	11.3	TRIM/REMOVE	N/A
406605	TREE	1096.37	990	N039° 53' 11.29"	W084° 15' 48.58"	1110.3; 6L APPR	N/A	N/A	1080.5; 6L APPR	15.9	TRIM/REMOVE	N/A
700002	TREE; 39-027457	1072.12	964	N039° 53' 15.22"	W084° 15' 18.26"	1066.9; 6L APPR	5.2	TRIM/REMOVE	1038.4; 6L TRANS	33.7	TRIM/REMOVE	N/A
700004	TREE; 39-027459	1054.80	1004	N039° 53' 20.48"	W084° 12' 35.96"	1054.7; 36 APPR	0.1	TRIM/REMOVE	1091.7; 36 APPR	N/A	N/A	N/A
700009	TREE; 39-027478	1052.32	980	N039° 54' 11.14"	W084° 11' 39.78"	1047.5; 6R TRANS	4.8	TRIM/REMOVE	1047.5; 6R TRANS	4.8	TRIM/REMOVE	103 - KDAY0055
700019	TREE; 39-027907	1098.94	993	N039° 53' 10.59"	W084° 15' 43.20"	1104.3; 6L APPR	N/A	N/A	1074.4; 6L APPR	24.5	TRIM/REMOVE	205 - KDAY0006
700023	TREE; 39-029877	1038.71	964	N039° 54' 28.29"	W084° 11' 37.22"	1059.5; 24L APPR	N/A	N/A	1059.5; 24L APPR	N/A	N/A	262 - KDAY0065
700045	TREE; 39-030813	1063.46	1008	N039° 53' 13.51"	W084° 13' 30.15"	1051.5; 6R TRANS	12.1	TRIM/REMOVE	1051.5; 6R TRANS	12.1	TRIM/REMOVE	59
700053	TREE; 39-040412	1073.77	1003	N039° 53' 17.45"	W084° 12' 32.93"	1064.0; 36 APPR	10.0	TRIM/REMOVE	1098.0; 36 APPR	N/A	N/A	N/A
700077	TREE; 39-040601	1097.70	1000	N039° 53' 15.05"	W084° 12' 28.01"	1091.9; 36 APPR	5.8	TRIM/REMOVE	1103.0; 36 APPR	N/A	N/A	N/A
700095	TREE; 39-041917	1067.59	1004	N039° 53' 17.78"	W084° 12' 37.09"	1062.7; 36 APPR	4.9	TRIM/REMOVE	1097.1; 36 APPR	N/A	N/A	N/A
700122	TREE; 39-044392	1058.51	1004	N039° 53' 22.05"	W084° 12' 34.89"	1050.2; 36 APPR	8.3	TRIM/REMOVE	1088.6; 36 APPR	N/A	N/A	N/A
700123	TREE; 39-044393	1063.87	1004	N039° 53' 20.84"	W084° 12' 35.28"	1053.7; 36 APPR	10.2	TRIM/REMOVE	1091.0; 36 APPR	N/A	N/A	N/A
700134	TREE; 39-045768	1098.52	1000	N039° 53' 09.59"	W084° 12' 34.34"	1108.5; 36 APPR	N/A	N/A	1113.8; 36 APPR	N/A	N/A	N/A
700153	TREE; 39-046860	1073.80	976	N039° 56' 03.15"	W084° 12' 42.21"	1109.6; 18 APPR	N/A	N/A	1052.8; 18 APPR	21.0	TRIM/REMOVE	N/A
700171	OL ON CONTROL_TOWER; 39-047967	1251.56	997	N039° 54' 00.10"	W084° 13' 31.93"	1159.0; HORZ	91.4	FAA AIRSPACE REQUIRED	1159.0; HORZ	91.4	FAA AIRSPACE REQUIRED	300
700183	TREE; 39-047146	1073.39	976	N039° 56' 03.65"	W084° 12' 45.47"	1110.7; 18 APPR	N/A	TRIM/REMOVE	1053.9; 18 APPR	19.5	TRIM/REMOVE	N/A
700195	TREE; 39-049122	1074.19	1004	N039° 53' 18.34"	W084° 12' 46.82"	1060.6; 36 APPR	13.6	TRIM/REMOVE	1095.6; 36 APPR	N/A	N/A	N/A
700199	TREE; 39-048351	1079.55	1004	N039° 53' 20.38"	W084° 12' 36.98"	1055.0; 36 APPR	24.6	TRIM/REMOVE	1091.9; 36 APPR	N/A	N/A	N/A
700210	POLE	1060.57	1008	N039° 53' 16.04"	W084° 14' 00.75"	1085.9; 6R APPR	N/A	N/A	1085.9; 6R APPR	N/A	N/A	N/A
700225	WSK RWY 18; 39-025677	1001.39	990	N039° 54' 52.53"	W084° 12' 39.86"	995.0; 18 PRIM 1015.8; 24R APPR	6.4 N/A	LIGHT N/A	995.0; 18 PRIM 1044.5; 24R APPR	6.4 N/A	LIGHT N/A	N/A
700228	POLE; 39-025669	1025.95	988	N039° 54' 18.76"	W084° 11' 58.77"	1020.9; 24L APPR	5.1	LIGHT	1020.9; 24L APPR	5.1	LIGHT	95 - KDAY0062
700235	POLE; 39-025748	1012.00	1001	N039° 54' 08.37"	W084° 12' 47.65"	1010.2; 18 PRIM	1.8	LIGHT	1001.9; 18 PRIM	10.1	LIGHT	108 - KDAY0053
700236	BUILDING; 39-025749	1049.44	1000	N039° 54' 09.94"	W084° 12' 31.02"	1122.6; 18 TRANS	26.8	LIGHT	1047.8; 18 TRANS	1.6	LIGHT	N/A
700238	COMMUNICATION TOWER - RTR	1079.96	1004	N039° 53' 52.96"	W084° 12' 54.05"	1068.9; 6R TRANS 1081.0; 18 TRANS	11.1 N/A	LIGHT N/A	1068.9; 6R TRANS 1077.0; 18 TRANS	11.1 3.0	LIGHT LIGHT	240 - KDAY0043
700240	BUILDING; 39-025754	1006.12	994	N039° 53' 35.00"	W084° 14' 53.39"	1012.3; 6L APPR	N/A	N/A	996.5; 6L PRIM	9.6	LIGHT	234 - KDAY0037
700241	UTILITY LINE; 39-025755	1017.26	988	N039° 54' 20.31"	W084° 11' 56.45"	1025.7; 24L APPR	N/A	N/A	1025.7; 24L APPR	N/A	N/A	260 - KDAY0063
700252	GLIDESLOPE; 39-025740	1032.00	1000	N039° 53' 59.43"	W084° 12' 14.07"	1004.0; 6R APPR	28.0	LIGHT	1004.0; 6R APPR	28.0	LIGHT	243 - KDAY0045
700256	COMMUNICATION TOWER; 39-025745	1158.34	1010	N039° 52' 25.02"	W084° 12' 33.56"	1219.9; 36 APPR	N/A	N/A	1204.0; 36 APPR	N/A	N/A	200 - KDAY0001
700272	GLIDESLOPE; 39-025731	1034.17	992	N039° 54' 40.59"	W084° 13' 04.22"	995.5; 6L PRIM	39.7	LIGHT	999.5; 24R APPR	34.7	LIGHT	266 - KDAY0069
700283	BUILDING; 39-025719	1049.44	1000	N039° 54' 07.99"	W084° 12' 31.02"	1099.4; 18 TRANS	N/A	N/A	1048.1; 18 TRANS	1.3	LIGHT	250 - KDAY0051
700289	POLE; 39-025736	1008.00	990	N039° 54' 52.25"	W084° 12' 49.40"	1003.7; 18 PRIM 1017.9; 6L TRANS	4.3 N/A	LIGHT N/A	1003.7; 18 PRIM 1032.0; 24R APPR	4.3 N/A	LIGHT N/A	N/A
700290	GLIDESLOPE; 39-025737	1019.00	990	N039° 54' 52.56"	W084° 12' 51.38"	1016.1; 18 TRANS 1034.3; 6L TRANS	2.9 N/A	LIGHT N/A	1016.1; 18 TRANS 1034.3; 6L TRANS	2.9 N/A	LIGHT N/A	271 - KDAY0073
700291	TANK; 39-025705	1145.14	984	N039° 52' 56.97"	W084° 12' 20.31"	1192.3; 36 TRANS	N/A	N/A	1139.9; 36 APPR	5.2	LIGHT	203 - KDAY0004
700295	AIRFIELD LIGHT - MALSR	1004.89	994	N039° 53' 37.36"	W084° 14' 55.11"	1011.8; 6L APPR	N/A	N/A	997.0 6L PRIM	7.9	LIGHT	236 - KDAY0039
700296	GLIDESLOPE; 39-025710	1038.30	992	N039° 53' 51.15"	W084° 14' 38.48"	997.5; 6L PRIM	40.8	LIGHT	997.5; 6L PRIM	40.8	LIGHT	238 - KDAY0041
700299	BUILDING; 39-025714	1060.31	1008	N039° 53' 10.93"	W084° 13' 31.04"	1078.9; 6R TRANS	N/A	N/A	1078.9; 6R TRANS	N/A	N/A	206 - KDAY0007
700301	POLE; 39-025679	1020.56	987	N039° 54' 18.88"	W084° 11' 57.59"	1022.6; 24L APPR	N/A	N/A	1022.6; 24L APPR	N/A	N/A	96
700305	POWER TRANSMISSION LINE	1115.87	963	N039° 56' 32.74"	W084° 12' 33.48"	1169.1; 18 APPR	N/A	N/A	1112.3; 18 APPR	3.6	LIGHT	277 - KDAY0083
700306	POWER TRANSMISSION LINE	1122.47	970	N039° 56' 32.78"	W084° 12' 58.85"	1170.2; 18 APPR	N/A	N/A	1113.4; 18 APPR	9.1	LIGHT	279 - KDAY0085
700307	POWER TRANSMISSION LINE	1121.24	970	N039° 56' 32.75"	W084° 12' 46.28"	1169.7; 18 APPR	N/A	N/A	1112.8; 18 APPR	8.4	LIGHT	278 - KDAY0084
700349	TREE; 39-067837	1078.56	1007	N039° 53' 13.67"	W084° 13' 26.66"	1069.0; 6R TRANS	9.5	TRIM/REMOVE	1069.0; 6R TRANS	9.5	TRIM/REMOVE	210 - KDAY0011
700354	CONTROL_TOWER; 39-025741	1156.69	992	N039° 54' 29.60"	W084° 13' 54.52"	1163.8; 6L TRANS	N/A	N/A	1163.8; 6L TRANS	N/A	N/A	263 - KDAY0066

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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
AIRSPACE OBSTRUCTION DATA

Drawing No.
13

DAY - AIRPORT MASTER PLAN

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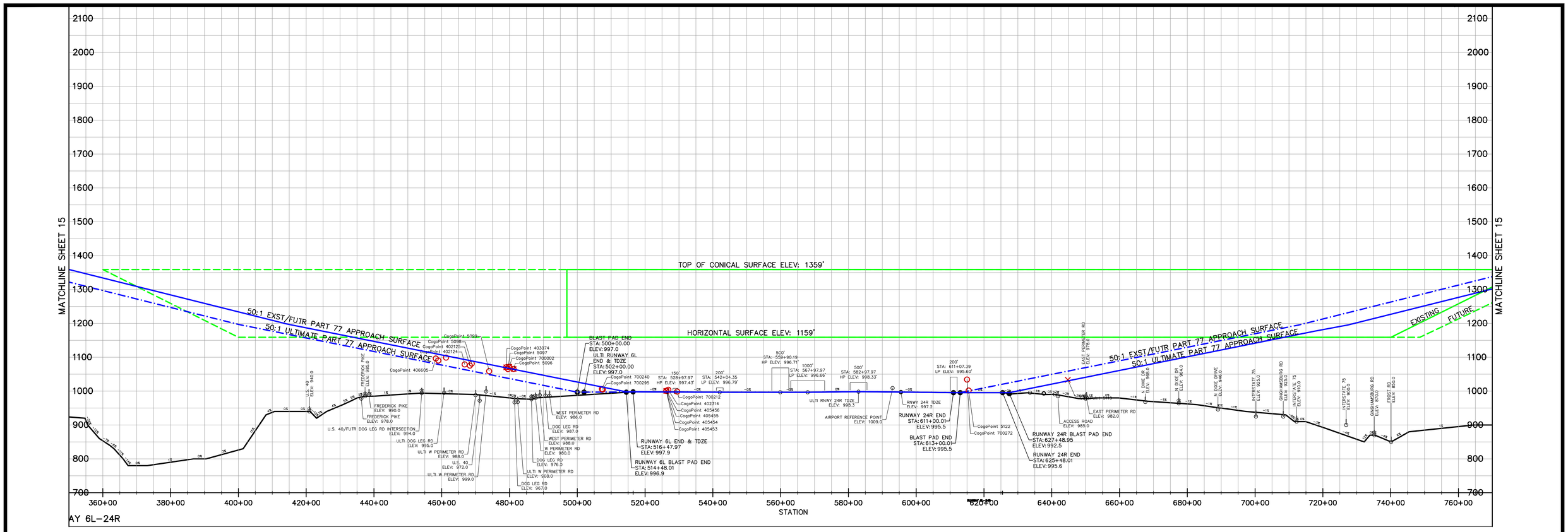

RUNWAY 6L-24R PART 77 SURFACE

RUNWAY 6L APPROACH SURFACE OBSTRUCTIONS												
PT #	DESCRIPTION	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	ULTI PART 77 ELEV	HEIGHT ABOVE ULPART 77 SURF	ULTIMATE PART 77 SURF	ULTI 13B APPR ELEV	HEIGHT ABOVE ULT13B APPR SURF	DISPOSITION
5096	TREE	1065.52	692517.71	1476024.37	968	1034.61	30.91	6L APPR	1052.30	13.22	TRIM/REMOVE
5097	TREE	1065.11	692417.66	1475890.87	969	1037.94	27.17	6L APPR	1057.20	7.91	TRIM/REMOVE
5098	TREE	1081.24	692040.59	1474861.56	987	1059.26	21.98	6L APPR	1088.56	N/A	TRIM/REMOVE
5099	TREE	1058.92	692992.52	1474844.91	992	1049.01	9.91	6L APPR	1073.49	N/A	TRIM/REMOVE
TREE CLUSTER: 39 TREES ABOVE PART 77 SURFACE											
402111	TREE	1092.69	692044.45	1474320.88	992	1068.23	24.46	6L APPR	1101.75	N/A	TRIM/REMOVE
402124	TREE	1078.82	692186.18	1474512.55	992	1063.47	15.35	6L APPR	1094.75	N/A	TRIM/REMOVE
406604	TREE	1090.32	691943.95	1473741.31	994	1079.00	11.32	6L APPR	1117.59	N/A	TRIM/REMOVE
406605	TREE	1096.37	691929.12	1473661.11	994	1080.50	15.87	6L APPR	1119.79	N/A	TRIM/REMOVE
700019	TREE	1098.94	691849.46	1474078.70	993	1074.42	24.52	6L APPR	1110.86	N/A	TRIM/REMOVE
402125	TREE	1075.37	692075.34	1474772.10	988	1060.37	15.00	6L APPR	1090.19	N/A	TRIM/REMOVE
402314	ANTENNA	1004.05	695897.88	1479261.94	992	997.48	6.57	PRIM	N/A	N/A	FRANGIBLE
403074	TREE	1070.37	692089.39	1476050.61	962	1060.38	9.99	TRANS	N/A	N/A	TRIM/REMOVE
405453	BUILDING	1000.75	695860.13	1479212.98	992	997.51	3.24	PRIM	N/A	N/A	RELOCATE
405454	BUILDING	1000.75	695850.03	1479219.80	992	997.51	3.24	PRIM	N/A	N/A	RELOCATE
405455	BUILDING	1000.75	695864.81	1479219.92	992	997.50	3.25	PRIM	N/A	N/A	RELOCATE
405456	BUILDING	1000.75	695854.72	1479226.74	992	997.50	3.25	PRIM	N/A	N/A	RELOCATE
700002	TREE	1072.12	692280.63	1476031.63	964	1038.35	33.77	TRANS	N/A	N/A	TRIM/REMOVE
700212	PAPI	998.70	695806.61	1479635.94	994	997.35	1.35	PRIM	N/A	N/A	FRANGIBLE
700240	BUILDING	1006.12	694244.18	1478008.71	994	996.52	9.6	PRIM	N/A	N/A	RELOCATE
700295	MALSR	1004.89	694485.34	1477879.03	994	996.99	7.9	PRIM	N/A	N/A	FRANGIBLE
700296	GLIDESLOPE	1038.30	695855.54	1479201.93	992	997.51	40.79	PRIM	N/A	N/A	FRANGIBLE

RUNWAY 6L APPROACH SURFACE TRAVERSEWAYS											
**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	ULTI PART 77 ELEV	HEIGHT ABOVE U.PART 77 SURF	ULTIMATE PART 77 SURF	13B APPR ELEV	HEIGHT ABOVE 13B APPR SURF	DISPOSITION
11	W NATIONAL RD	957	N039° 52' 48.68"	W084° 16' 26.43"	940	1155.04	N/A	6L APPR	1229.41	N/A	N/A
12	FREDERICK PIKE	1000	N039° 52' 57.91"	W084° 16' 09.12"	985	1122.25	N/A	6L APPR	1181.19	N/A	N/A
13	FUTR DOG LEG RD	1009	N039° 53' 07.31"	W084° 15' 51.49"	994	1089.53	N/A	6L APPR	1133.08	N/A	N/A
14	FUTR W PERIMETER RD	1003	N039° 53' 16.28"	W084° 15' 34.71"	988	1057.00	N/A	6L APPR	1085.24	N/A	N/A
15	DOG LEG RD	991	N039° 53' 25.52"	W084° 15' 17.33"	976	1024.06	N/A	6L APPR	1036.80	N/A	N/A
16	W PERIMETER RD	995	N039° 53' 26.19"	W084° 15' 16.07"	980	1021.67	N/A	6L APPR	1033.22	N/A	N/A
17	FUTR W PERIMETER RD	983	N039° 53' 17.04"	W084° 15' 16.02"	968	1032.15	N/A	6L APPR	1048.70	N/A	N/A
18	U.S. 40/FUTR DOG LEG RD.	987	N039° 53' 09.36"	W084° 15' 26.64"	972	1088.79	N/A	6L APPR	1131.98	N/A	N/A
19	FREDERICK PIKE	1005	N039° 52' 47.02"	W084° 15' 57.50"	990	1119.89	N/A	6L APPR	1177.72	N/A	N/A
20	FUTR W PERIMETER RD	1014	N039° 53' 25.35"	W084° 15' 38.02"	999	1050.78	N/A	6L APPR	1176.09	N/A	N/A
21	FUTR DOG LEG RD	1010	N039° 53' 19.88"	W084° 15' 52.48"	995	1075.61	N/A	6L APPR	1112.60	N/A	N/A
22	FREDERICK PIKE	993	N039° 53' 09.12"	W084° 16' 20.92"	978	1124.47	N/A	6L APPR	1184.45	N/A	N/A
185	W PERIMETER RD	1001	N039° 53' 09.12"	W084° 16' 20.92"	986	1013.36	N/A	6L APPR	N/A	N/A	N/A
186	DOG LEG RD	1002	N039° 53' 09.12"	W084° 16' 20.92"	987	1015.74	N/A	6L APPR	N/A	N/A	N/A
187	W PERIMETER RD	1003	N039° 53' 09.12"	W084° 16' 20.92"	988	1019.10	N/A	6L APPR	N/A	N/A	N/A
188	DOG LEG RD	982	N039° 53' 09.12"	W084° 16' 20.92"	967	1034.01	N/A	6L APPR	1051.43	N/A	N/A

RUNWAY 24R APPROACH SURFACE OBSTRUCTIONS												
PT #	DESCRIP	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B APPR ELEV	HEIGHT ABOVE 13B APPR SURF	DISPOSITION
5122	OL ON WSK	1001.76	700240.44	1487016.40	992	1000.51	1.25	24R APPR	1002.85	N/A	FRANGIBLE
700272	GLIDESLOPE	1034.17	700716.06	1486642.41	992	999.54	34.63	24R APPR	N/A	N/A	FRANGIBLE

RUNWAY 24R APPROACH SURFACE TRAVERSEWAYS											
**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B APPR ELEV	HEIGHT ABOVE 13B APPR SURF	DISPOSITION
23	EAST PERIMETER RD	993	N039° 54' 57.42"	W084° 12' 24.75"	978	1069.50	N/A	24R APPR	1104.31	N/A	N/A
24	N DIXIE DR	979	N039° 55' 12.87"	W084° 11' 55.70"	964	1124.51	N/A	24R APPR	1185.21	N/A	N/A
25	INTERTATE 75	927	N039° 55' 32.39"	W084° 11' 19.00"	910	1194.02	N/A	24R APPR	1287.42	N/A	N/A
26	GINGHAMSBURG RD	885	N039° 55' 45.27"	W084° 10' 54.77"	870	1250.99	N/A	24R APPR	N/A	N/A	N/A
27	EAST PERIMETER RD	997	N039° 55' 06.17"	W084° 12' 32.20"	982	1070.02	N/A	24R APPR	1105.07	N/A	N/A
28	N DIXIE DRIVE	961	N039° 55' 32.70"	W084° 11' 55.47"	946	1147.62	N/A	24R APPR	1219.19	N/A	N/A
29	GINGHAMSBURG RD	940	N039° 55' 45.87"	W084° 11' 37.23"	925	1186.16	N/A	24R APPR	1275.87	N/A	N/A
30	INTERTATE 75	917	N039° 55' 58.56"	W084° 11' 19.66"	900	1230.20	N/A	24R APPR	N/A	N/A	N/A
31	ACCESS ROAD	1000	N039° 54' 45.26"	W084° 12' 26.55"	985	1053.20	N/A	24R APPR	1080.33	N/A	N/A
32	N DIXIE DR	983	N039° 54' 56.59"	W084° 11' 56.51"	968	1104.75	N/A	24R APPR	1156.15	N/A	N/A
33	INTERTATE 75	942	N039° 55' 10.95"	W084° 11' 18.47"	925	1170.04	N/A	24R APPR	1252.15	N/A	N/A

AIRPORT ELEVATION: 1009.1
OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

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engineering architecture

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Submittal
DRAFT

Stamp

Client
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DAYTON INTERNATIONAL AIRPORT

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Principal-in-Charge: Andrew M. Holesko
Project Manager: Jeffrey Bonecutter, P.E.
Designed by: Emily Bredestege
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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

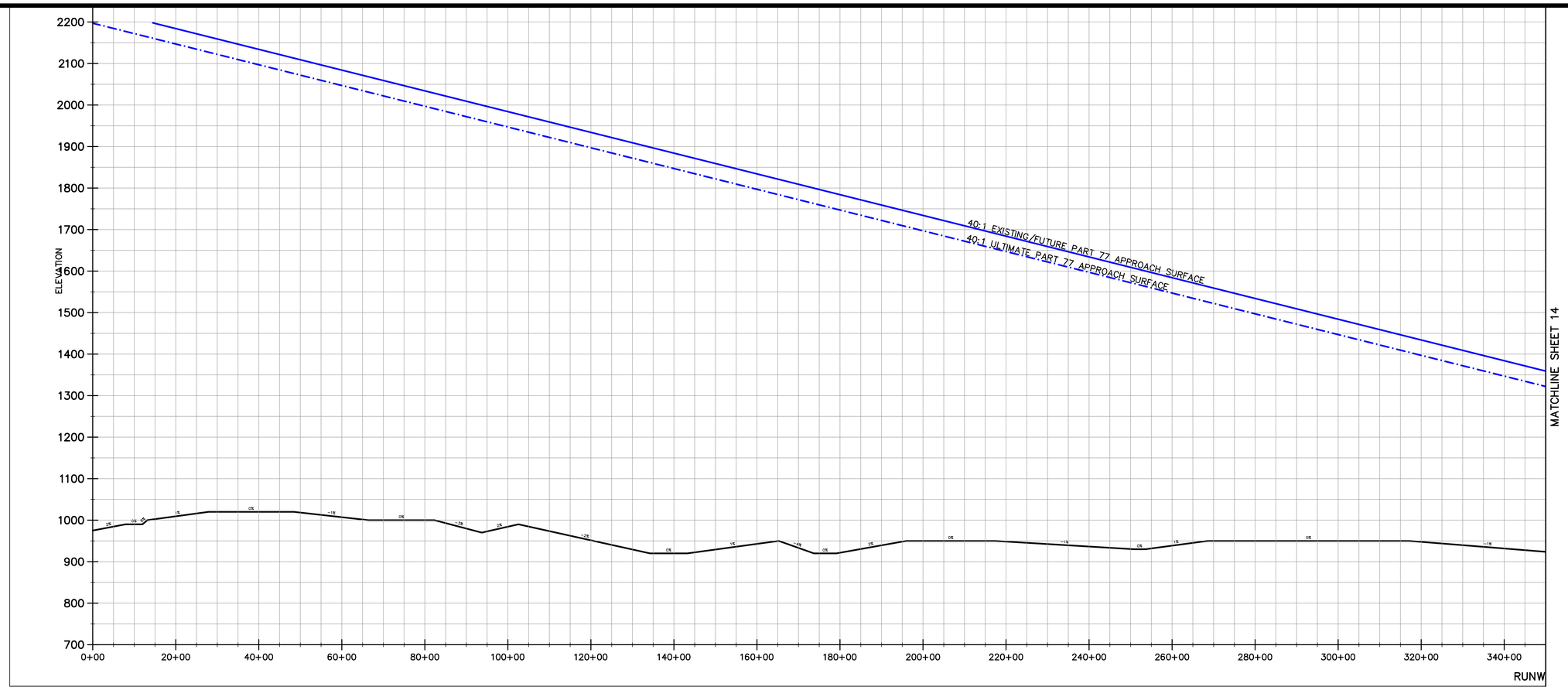
Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

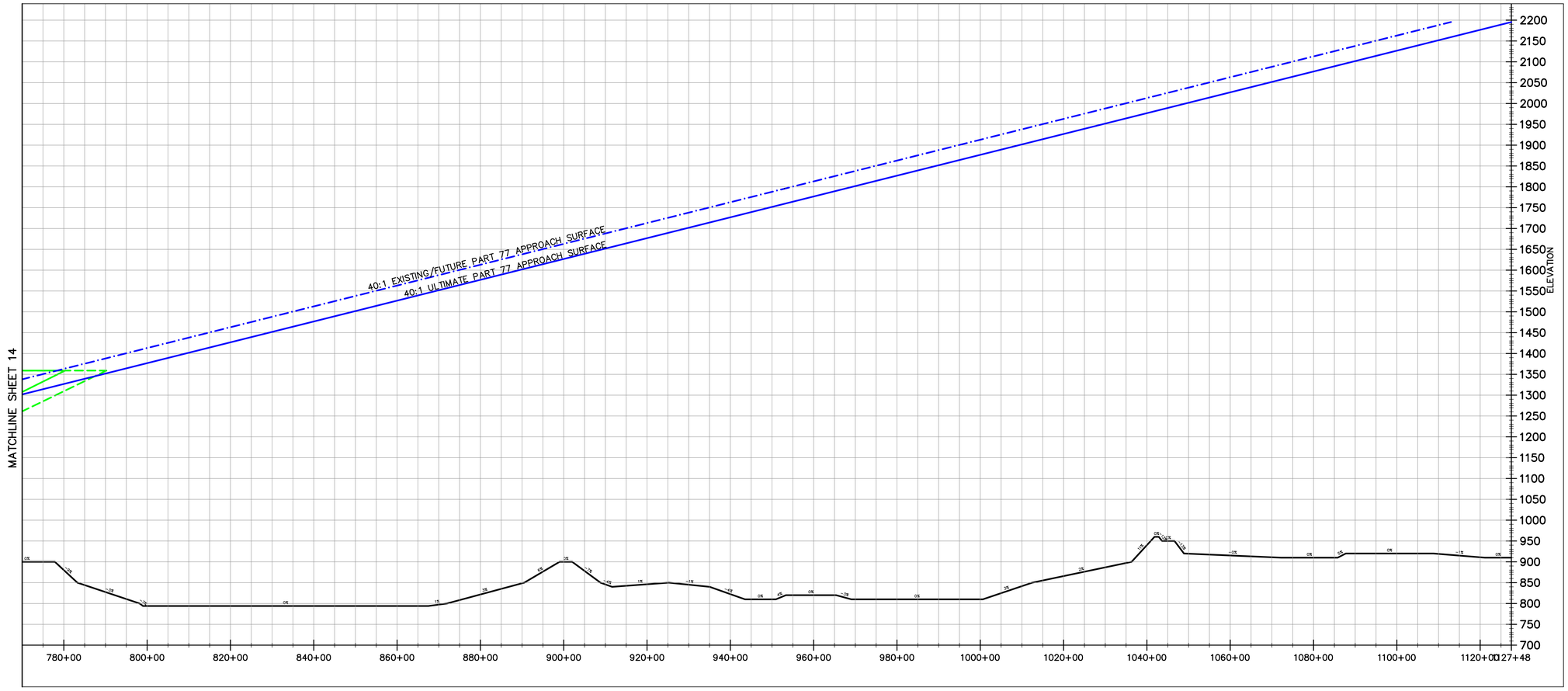
Date
JULY 2023

Drawing Title
AIRSPACE PROFILE: RUNWAY 6L-24R

Drawing No.
14



RUNWAY 6L PART 77 SURFACE



RUNWAY 24R PART 77 SURFACE

AIRPORT ELEVATION: 1009.1
OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
AIRSPACE PROFILE: RUNWAY 6L-24R

Drawing No.
15

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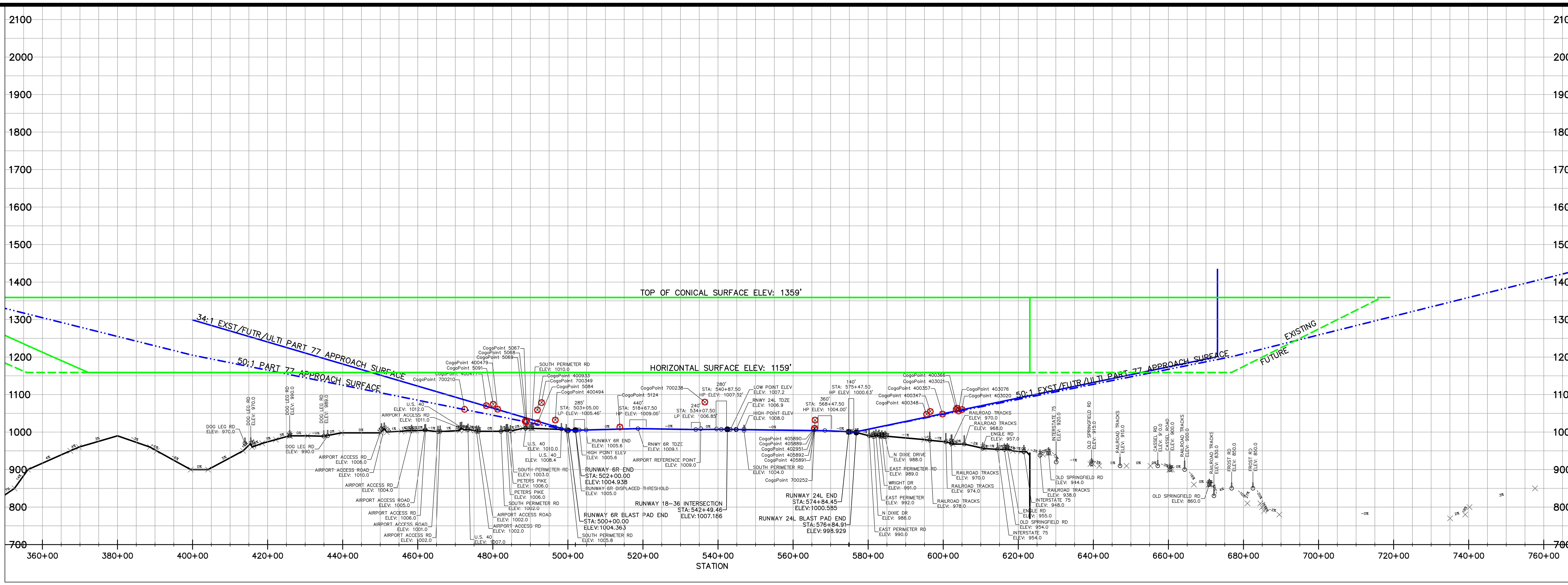
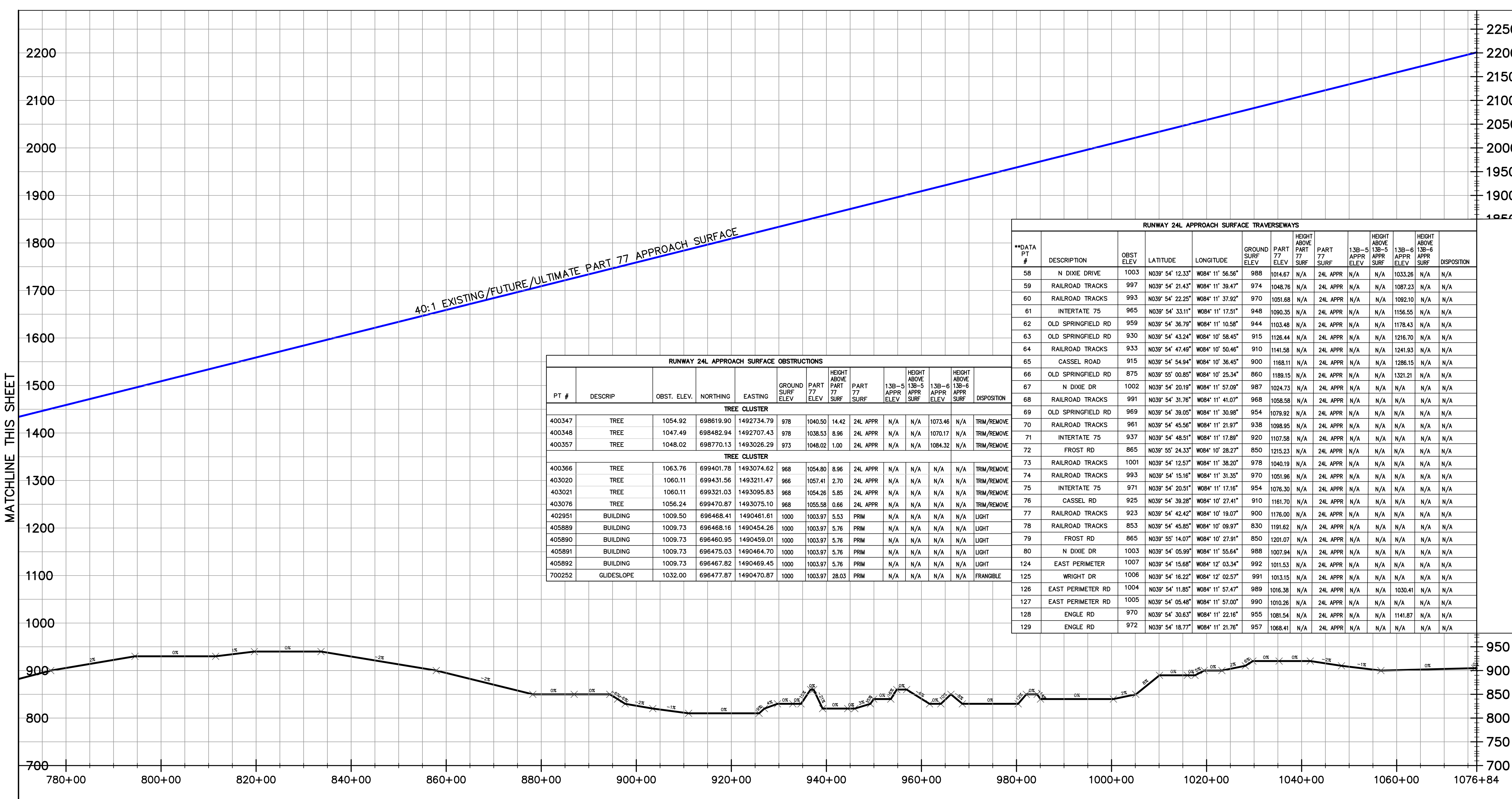


RUNWAY 6R-24L PART 77 SURFACE

RUNWAY 6R APPROACH SURFACE OBSTRUCTIONS													
PT #	DESCRIP	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B-5 APPR ELEV	HEIGHT ABOVE 13B-5 APPR SURF	13B-6 APPR ELEV	HEIGHT ABOVE 13B-6 APPR SURF	DISPOSITION
5067	POLE	1029.64	692434.96	1483933.32	1008	1026.93	2.71	6R APPR	N/A	N/A	1048.23	N/A	LIGHT
5068	POLE	1027.31	692500.45	1483881.79	1008	1027.06	0.25	6R APPR	N/A	N/A	1048.45	N/A	LIGHT
5069	POLE	1029.05	692495.41	1483842.63	1008	1027.77	1.28	6R APPR	N/A	N/A	1049.63	N/A	LIGHT
5084	OL ON DME	1024.96	692792.60	1484046.07	1006	1021.10	3.86	6R APPR	N/A	N/A	1038.51	N/A	FRANGIBLE
TREE CLUSTER													
5091	TREE	1074.19	691576.99	1483431.62	1004	1044.78	29.41	6R APPR	1063.50	–	N/A	N/A	TRIM/REMOVE
400473	TREE	1053.11	691554.79	1483082.07	1004	1050.85	2.26	6R APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
400477	TREE	1070.44	691558.60	1483223.32	1004	1048.45	21.99	6R APPR	1068.91	1.53	N/A	N/A	TRIM/REMOVE
400479	TREE	1060.95	691570.96	1483578.69	1004	1042.39	18.56	6R APPR	1060.00	0.95	N/A	N/A	TRIM/REMOVE
401777	TREE	1070.13	691577.90	1483256.96	1004	1047.68	22.45	6R APPR	1067.77	2.36	N/A	N/A	TRIM/REMOVE
401780	TREE	1069.72	691566.98	1483275.51	1004	1047.49	22.23	6R APPR	1067.49	2.23	N/A	N/A	TRIM/REMOVE
401787	TREE	1057.76	691565.29	1483595.76	1004	1057.76	15.59	6R APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
5124	OL ON WSK	1013.42	694073.49	1485825.10	1002	1007.96	5.46	PRIM	N/A	N/A	N/A	N/A	FRANGIBLE
400494	TREE	1032.13	692334.59	1484916.43	1004	1030.38	1.75	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
TREE CLUSTER													
400651	TREE	1042.71	692113.43	1484688.69	1007	1038.28	4.43	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
400659	TREE	1048.07	692025.92	1484572.32	1007	1039.30	8.77	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
400903	TREE	1070.04	691945.60	1484834.07	1007	1069.78	0.26	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
400933	TREE	1059.03	691963.73	1484589.28	1007	1048.02	11.01	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
700349	TREE	1078.56	691956.20	1484726.16	1007	1059.88	18.68	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
700210	POLE	1060.57	692246.38	1482073.85	1008	1060.00	0.57	TRANS	N/A	N/A	N/A	N/A	LIGHT
700238	COMM. TOWER	1079.96	695881.91	1487342.92	1004	1068.94	11.02	TRANS	N/A	N/A	N/A	N/A	LIGHT

RUNWAY 6R APPROACH SURFACE TRAVERSEWAYS													
**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B APPR ELEV	HEIGHT ABOVE 13B APPR SURF	13B-6 APPR ELEV	HEIGHT ABOVE 13B-6 APPR SURF	DISPOSITION
43	SOUTH PERIMETER RD	1024	N039° 53' 19.45"	W084° 13' 35.92"	1009	1024.24	N/A	6R APPR	N/A	N/A	1043.75	N/A	N/A
44	U.S. 40	1025	N039° 53' 18.56"	W084° 13' 37.60"	1010	1027.42	N/A	6R APPR	N/A	N/A	1049.05	N/A	N/A
45	AIRPORT ACCESS RD	1021	N039° 53' 01.46"	W084° 14' 09.71"	1004	1088.28	N/A	6R APPR	N/A	N/A	1150.47	N/A	N/A
46	DOG LEG RD	1005	N039° 52' 43.21"	W084° 14' 43.97"	990	1153.21	N/A	6R APPR	N/A	N/A	1258.70	N/A	N/A
47	SOUTH PERIMETER RD	1019	N039° 53' 20.51"	W084° 13' 22.52"	1004	1005.83	13.2	6R APPR	N/A	N/A	N/A	N/A	CONTROLLED ACCESS
48	U.S. 40	1019	N039° 53' 19.62"	W084° 13' 23.74"	1004	1008.43	11.6	6R APPR	N/A	N/A	N/A	N/A	FAA AIRSPACE REQUESTED (CLEAR TERPS)
49	PETERS PIKE	1021	N039° 53' 09.58"	W084° 13' 37.63"	1006	1037.80	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
50	AIRPORT ACCESS RD	1025	N039° 52' 46.84"	W084° 14' 09.08"	1008	1104.29	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
51	DOG LEG RD	985	N039° 52' 21.95"	W084° 14' 43.48"	970	1177.05	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
52	SOUTH PERIMETER RD	1018	N039° 53' 22.19"	W084° 13' 47.24"	1003	1035.60	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
53	AIRPORT ACCESS RD	1019	N039° 53' 18.21"	W084° 13' 57.79"	1002	1053.71	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
54	U.S. 40	1027	N039° 53' 16.48"	W084° 14' 02.36"	1012	1061.56	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
55	AIRPORT ACCESS RD	1019	N039° 53' 13.95"	W084° 14' 09.04"	1002	1073.04	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
56	AIRPORT ACCESS RD	1023	N039° 53' 12.23"	W084° 14' 13.59"	1006	1080.84	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
57	DOG LEG RD	1005	N039° 53' 00.76"	W084° 14' 43.95"	990	1132.98	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
114	SOUTH PERIMETER RD	1017	N039° 53' 20.72"	W084° 13' 49.85"	1002	1040.64	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
115	AIRPORT ACCESS ROAD	1019	N039° 53' 17.98"	W084° 13' 56.68"	1002	1052.55	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
116	U.S. 40	1022	N039° 53' 16.67"	W084° 13' 59.92"	1007	1058.21	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
117	AIRPORT ACCESS RD	1028	N039° 53' 15.73"	W084° 14' 02.28"	1011	1062.33	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
118	AIRPORT ACCESS ROAD	1018	N039° 53' 12.99"	W084° 14' 09.09"	1001	1074.21	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
119	AIRPORT ACCESS ROAD	1022	N039° 53' 11.38"	W084° 14' 13.10"	1005	1081.21	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
120	DOG LEG RD	1004	N039° 52' 58.99"	W084° 14' 43.95"	989	1135.03	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
121	PETERS PIKE	1021	N039° 53' 10.11"	W084° 13' 37.63"	1006	1037.18	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
122	AIRPORT ACCESS ROAD	1027	N039° 52' 48.33"	W084° 14' 09.28"	1010	1102.83	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
123	DOG LEG RD	985	N039° 52' 24.73"	W084° 14' 43.56"	970	1173.95	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A



RUNWAY 24L APPROACH SURFACE OBSTRUCTIONS													
PT #	DESCRIP	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B-5 APPR ELEV	HEIGHT ABOVE 13B-5 APPR SURF	13B-6 APPR ELEV	HEIGHT ABOVE 13B-6 APPR SURF	DISPOSITION
TREE CLUSTER													
400347	TREE	1054.92	698619.90	1492734.79	978	1040.50	14.42	24L APPR	N/A	N/A	1073.46	N/A	TRIM/REMOVE
400348	TREE	1047.49	698482.94	1492707.43	978	1038.53	8.96	24L APPR	N/A	N/A	1070.17	N/A	TRIM/REMOVE
400357	TREE	1048.02	698770.13	1493026.29	973	1048.02	1.00	24L APPR	N/A	N/A	1084.32	N/A	TRIM/REMOVE
TREE CLUSTER													
400366	TREE	1063.76	699401.78	1493074.62	968	1054.80	8.96	24L APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
403020	TREE	1060.11	699431.56	1493211.47	966	1057.41	2.70	24L APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
403021	TREE	1060.11	699321.03	1493095.83	968	1054.26	5.85	24L APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
403076	TREE	1056.24	699470.87	1493075.10	968	1055.58	0.66	24L APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
402951	BUILDING	1009.50	696468.41	1490461.61	1000	1003.97	5.53	PRIM	N/A	N/A	N/A	N/A	LIGHT
405889	BUILDING	1009.73	696468.16	1490454.26	1000	1003.97	5.76	PRIM	N/A	N/A	N/A	N/A	LIGHT
405890	BUILDING	1009.73	696460.95	1490459.01	1000	1003.97	5.76	PRIM	N/A	N/A	N/A	N/A	LIGHT
405891	BUILDING	1009.73	696475.03	1490464.70	1000	1003.97	5.76	PRIM	N/A	N/A	N/A	N/A	LIGHT
405892	BUILDING	1009.73	696467.82	1490469.45	1000	1003.97	5.76	PRIM	N/A	N/A	N/A	N/A	LIGHT
700252	GLIDESLOPE	1032.00	696477.87	1490470.87	1000	1003.97	28.03	PRIM	N/A	N/A	N/A	N/A	FRANGIBLE

RUNWAY 24L APPROACH SURFACE TRAVERSEWAYS													
**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B-5 APPR ELEV	HEIGHT ABOVE 13B-5 APPR SURF	13B-6 APPR ELEV	HEIGHT ABOVE 13B-6 APPR SURF	DISPOSITION
58	N DIXIE DRIVE	1003	N039° 54' 12.33"	W084° 11' 56.56"	988	1014.67	N/A	24L APPR	N/A	N/A	1033.26	N/A	N/A
59	RAILROAD TRACKS	997	N039° 54' 21.43"	W084° 11' 39.47"	974	1048.76	N/A	24L APPR	N/A	N/A	1087.23	N/A	N/A
60	RAILROAD TRACKS	993	N039° 54' 22.25"	W084° 11' 37.92"	970	1051.68	N/A	24L APPR	N/A	N/A	1092.10	N/A	N/A
61	INTERTATE 75	965	N039° 54' 33.11"	W084° 11' 17.51"	948	1090.35	N/A	24L APPR	N/A	N/A	1156.55	N/A	N/A
62	OLD SPRINGFIELD RD	959	N039° 54' 36.79"	W084° 11' 10.58"	944	1103.48	N/A	24L APPR	N/A	N/A	1178.43	N/A	N/A
63	OLD SPRINGFIELD RD	930	N039° 54' 43.24"	W084° 10' 58.45"	915	1126.44	N/A	24L APPR	N/A	N/A	1216.70	N/A	N/A
64	RAILROAD TRACKS	933	N039° 54' 47.49"	W084° 10' 50.46"	910	1141.58	N/A	24L APPR	N/A	N/A	1241.93	N/A	N/A
65	CASSEL ROAD	915	N039° 54' 54.94"	W084° 10' 36.45"	900	1168.11	N/A	24L APPR	N/A	N/A	1286.15	N/A	N/A
66	OLD SPRINGFIELD RD	875	N039° 55' 00.85"	W084° 10' 25.34"	860	1189.15	N/A	24L APPR	N/A	N/A	1321.21	N/A	N/A
67	N DIXIE DR	1002	N039° 54' 20.19"	W084° 11' 57.09"	987	1024.73	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
68	RAILROAD TRACKS	991	N039° 54' 31.76"	W084° 11' 41.07"	968	1058.58	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
69	OLD SPRINGFIELD RD	969	N039° 54' 39.05"	W084° 11' 30.98"	954	1079.92	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
70	RAILROAD TRACKS	961	N039° 54' 45.56"	W084° 11' 21.97"	938	1098.95	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
71	INTERTATE 75	937	N039° 54' 48.51"	W084° 11' 17.89"	920	1107.58	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
72	FROST RD	865	N039° 55' 24.33"	W084° 10' 28.27"	850	1215.23	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
73	RAILROAD TRACKS	1001	N039° 54' 12.57"	W084° 11' 38.20"	978	1040.19	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
74	RAILROAD TRACKS	993	N039° 54' 15.16"	W084° 11' 31.35"	970	1051.96	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
75	INTERTATE 75	971	N039° 54' 20.51"	W084° 11' 17.16"	954	1076.30	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
76	CASSEL RD	925	N039° 54' 39.28"	W084° 10' 27.41"	910	1161.70	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
77	RAILROAD TRACKS	923	N039° 54' 42.42"	W084° 10' 19.07"	900	1176.00	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
78	RAILROAD TRACKS	853	N039° 54' 45.85"	W084° 10' 09.97"	830	1191.62	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
79	FROST RD	865	N039° 55' 14.07"	W084° 10' 27.91"	850	1201.07	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
80	N DIXIE DR	1003	N039° 54' 05.99"	W084° 11' 55.64"	988	1007.94	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
124	EAST PERIMETER	1007	N039° 54' 15.68"	W084° 12' 03.34"	992	1011.53	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
125	WRIGHT DR	1006	N039° 54' 16.22"	W084° 12' 02.57"	991	1013.15	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
126	EAST PERIMETER RD	1004	N039° 54' 11.85"	W084° 11' 57.47"	989	1016.38	N/A	24L APPR	N/A	N/A	1030.41	N/A	N/A
127	EAST PERIMETER RD	1005	N039° 54' 05.48"	W084° 11' 57.00"	990	1010.26	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
128	ENGLE RD	970	N039° 54' 30.63"	W084° 11' 22.16"	955	1081.54	N/A	24L APPR	N/A	N/A	1141.87	N/A	N/A
129	ENGLE RD	972	N039° 54' 18.77"	W084° 11' 21.76"	957	1068.41	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A

RUNWAY 24L PART 77 SURFACE

AIRPORT ELEVATION: 1009.1
OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

PASSERO ASSOCIATES
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DAYTON INTERNATIONAL AIRPORT

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Revisions			
No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
AIRSPACE PROFILE: RUNWAY 6R-24L

Drawing No.
16

DAY – AIRPORT MASTER PLAN

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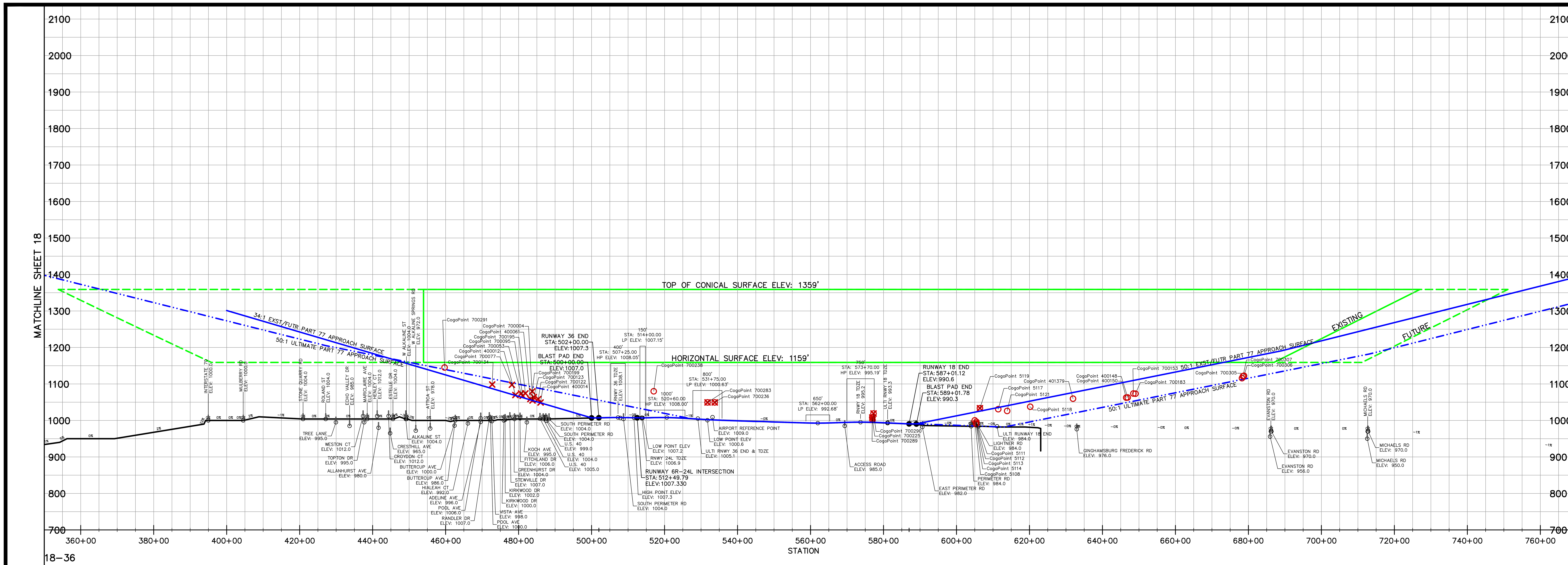

RUNWAY 18-36 PART 77 SURFACE

RUNWAY 18 PART 77 APPROACH SURFACE OBSTRUCTIONS

PT #	DESCRIPTION	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	ULTI PART 77 ELEV	HEIGHT ABOVE U.PART 77 SURF	ULTIMATE PART 77 SURF		DISPOSITION
5108	AIRFIELD LIGHT – MALSR	1000.21	704687.31	1488295.83	984	985.54	14.67	PRIM		LIGHT
5111	FENCE	996.37	704728.93	1487988.81	984	985.40	10.97	PRIM		RELOCATE
5112	FENCE	996.13	704727.92	1488293.30	984	985.42	10.71	PRIM		RELOCATE
5113	FENCE	992.15	704728.80	1488465.90	982	985.42	6.73	PRIM		RELOCATE
5114	FENCE	989.90	704728.79	1488779.67	980	985.21	4.69	PRIM		RELOCATE
5117	TREE	1030.90	705333.80	1488772.85	980	983.41	47.49	PRIM		TRIM/REMOVE
5118	TREE	1037.50	706205.50	1488096.23	982	990.19	47.31	18 APPR		TRIM/REMOVE
5119	TREE	1033.42	704822.92	1487487.21	986	1028.72	4.7	TRANS		TRIM/REMOVE
5120	ANTENNA ON BUILDING	998.20	704009.91	1488708.16	982	987.43	10.77	PRIM		LIGHTED
5121	TREE	1026.02	705573.04	1488103.48	983	982.71	43.31	PRIM		TRIM/REMOVE
400148	TREE	1062.91	708877.42	1488240.83	976	1043.60	19.31	18 APPR		TRIM/REMOVE
400150	TREE	1062.49	708838.61	1488476.69	976	1042.79	19.70	18 APPR		TRIM/REMOVE
401379	TREE	1059.70	707379.11	1488229.85	977	1013.64	46.06	18 APPR		TRIM/REMOVE
700153	TREE	1073.80	709035.75	1488515.29	976	1046.73	27.07	18 APPR		TRIM/REMOVE
700183	TREE	1073.39	709091.00	1488262.54	976	1047.87	25.52	18 APPR		TRIM/REMOVE
700225	WSK RWY 18	1001.39	701888.25	1488562.98	990	994.96	6.43	18 APPR		LIGHT
700289	POLE	1008.00	701873.69	1487819.36	990	994.99	13.01	PRIM		LIGHT
700290	GLIDESLOPE	1019.00	701907.98	1487665.70	990	1016.12	2.88	TRANS		LIGHT
700305	POWER TRANSMISSION LINE	1115.87	712016.68	1489252.04	963	1106.25	9.62	18 APPR		LIGHT
700306	POWER TRANSMISSION LINE	1122.47	712058.18	1487276.70	970	1107.35	15.12	18 APPR		LIGHT
700307	POWER TRANSMISSION LINE	1121.24	712036.95	1488255.33	970	1106.79	14.45	18 APPR		LIGHT

RUNWAY 18 PART 77 APPROACH SURFACE TRAVERSEWAYS

**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	ULTI PART 77 ELEV	HEIGHT ABOVE U.PART 77 SURF	ULTIMATE PART 77 SURF	EXST PART 77 ELEV	HEIGHT ABOVE EXST PART 77 SURF	DISPOSITION
91	GINGHAMSBURG FREDERICK RD	991	N039° 55' 47.75"	W084° 12' 44.91"	976	1015.69	N/A	18 APPR	1078.56	N/A	N/A
92	EVANSTON RD	985	N039° 56' 40.30"	W084° 12' 46.68"	970	1122.08	N/A	18 APPR	1184.95	N/A	N/A
93	EVANSTON RD	971	N039° 56' 40.49"	W084° 12' 26.81"	956	1121.65	N/A	18 APPR	1184.52	N/A	N/A
94	MICHAELS RD	965	N039° 57' 06.89"	W084° 12' 22.57"	950	1174.91	N/A	18 APPR	1249.56	N/A	N/A
95	EVANSTON RD	985	N039° 56' 40.06"	W084° 13' 06.62"	970	1122.39	N/A	18 APPR	1185.26	N/A	N/A
96	MICHAELS RD	985	N039° 57' 06.52"	W084° 12' 47.56"	970	1175.14	N/A	18 APPR	1249.85	N/A	N/A
97	MICHAELS RD	985	N039° 57' 06.15"	W084° 13' 12.60"	970	1175.42	N/A	18 APPR	1250.19	N/A	N/A
172	PERIMETER RD	999	N039° 55' 19.15"	W084° 12' 43.95"	984	985.87	14	18 APPR	1020.65	N/A	RELOCATE
173	LIGHTNER RD	999	N039° 55' 21.13"	W084° 12' 44.01"	984	985.22	14	18 APPR	1024.68	N/A	RELOCATE

RUNWAY 36 PART 77 APPROACH SURFACE OBSTRUCTIONS

PT #	DESCRIPTION	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	EXST PART 77 ELEV	HEIGHT ABOVE XPART 77 SURF	PART 77 SURF		DISPOSITION
400012	TREE	1069.70	692095.18	1487981.15	1004	1068.56	1.14	APPR		TRIM/REMOVE
400014	TREE	1049.16	692790.30	1488740.91	1004	1048.27	0.89	APPR		TRIM/REMOVE
400033	TREE	1070.57	692041.21	1489243.75	1000	1083.58	N/A	TRANS		TRIM/REMOVE
400061	TREE	1058.69	692508.95	1488583.04	1004	1056.52	2.17	APPR		TRIM/REMOVE
700004	TREE	1054.80	692569.86	1488690.85	1004	1054.75	0.05	APPR		TRIM/REMOVE
700053	TREE	1073.77	692258.33	1488921.18	1003	1063.96	9.81	APPR		TRIM/REMOVE
700074	TREE	1064.29	692304.70	1489071.58	1002	1062.62	N/A	APPR		TRIM/REMOVE
700077	TREE	1097.70	692008.32	1489299.66	1000	1091.92	5.78	TRANS		TRIM/REMOVE
700095	TREE	1067.59	692297.72	1488597.01	1004	1062.73	4.86	APPR		TRIM/REMOVE
700122	TREE	1058.51	692726.56	1488776.72	1004	1050.16	8.35	APPR		TRIM/REMOVE
700123	TREE	1063.87	692605.03	1488744.19	1004	1053.72	10.15	APPR		TRIM/REMOVE
700134	TREE	1098.52	691465.21	1488795.73	1000	1087.26	11.26	APPR		TRIM/REMOVE
700195	TREE	1074.19	692368.78	1487840.27	1004	1060.49	13.7	APPR		TRIM/REMOVE
700199	TREE	1079.55	692560.81	1488610.81	1004	1055.00	24.55	APPR		TRIM/REMOVE
700200	TREE	1065.52	692279.67	1488683.09	1004	1063.28	2.24	APPR		TRIM/REMOVE
700225	WSK RWY 18	1001.39	701888.25	1488562.98	990	994.96	6.43	PRIM		LIGHT
700236	BUILDING	1049.44	697566.37	1489170.37	1000	1047.84	1.6	TRANS		LIGHT
700238	COMM. TOWER-RTR	1079.96	695881.91	1487342.92	1004	1076.96	3.0	TRANS		LIGHT
700283	BUILDING	1049.44	697369.10	1489166.78	1000	1048.13	1.31	TRANS		LIGHT
700289	POLE	1008.00	701873.69	1487819.36	990	1003.68	4.32	PRIM		LIGHT
700290	GLIDESLOPE	1019.00	701907.98	1487665.70	990	1016.12	2.88	TRANS		LIGHT
700291	TANK	1145.14	690167.68	1489865.57	984	1139.91	5.23	36 APPR		LIGHT

RUNWAY 36 PART 77 APPROACH SURFACE TRAVERSEWAYS

**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	ULTI PART 77 ELEV	HEIGHT ABOVE ULTI PART 77 SURF	ULTI PART 77 SURF	EXST PART 77 ELEV	HEIGHT ABOVE EXST PART 77 SURF	DISPOSITION
133	SOUTH PERIMETER RD	1019	N039° 53' 24.01"	W084° 12' 40.08"	1004	1084.41	N/A	36 APPR	1044.01	N/A	N/A
134	U.S. 40	1019	N039° 53' 23.29"	W084° 12' 40.05"	1004	1085.85	N/A	36 APPR	1046.14	N/A	N/A
135	GREENHURST DR	1019	N039° 53' 15.51"	W084° 12' 39.79"	1004	1101.61	N/A	36 APPR	1069.32	N/A	N/A
136	KIRKWOOD DR	1017	N039° 53' 12.98"	W084° 12' 39.71"	1002	1106.74	N/A	36 APPR	1076.85	N/A	N/A
137	POOL AVE	1015	N039° 53' 08.99"	W084° 12' 39.57"	1000	1114.80	N/A	36 APPR	1088.72	N/A	N/A
138	BUTTERCUP AVE	1015	N039° 52' 59.49"	W084° 12' 39.25"	1000	1134.05	N/A	36 APPR	1117.02	N/A	N/A
139	W ALKALINE ST	1015	N039° 52' 46.27"	W084° 12' 38.81"	1000	1160.80	N/A	36 APPR	1156.35	N/A	N/A
140	ESTELLE DR	1019	N039° 52' 42.61"	W084° 12' 38.69"	1004	1168.21	N/A	36 APPR	1167.25	N/A	N/A
141	MARICLAIRE AVE	1019	N039° 52' 35.64"	W084° 12' 38.45"	1004	1182.32	N/A	36 APPR	1188.00	N/A	N/A
142	ROLAND ST	1019	N039° 52' 24.41"	W084° 12' 38.07"	1004	1205.06	N/A	36 APPR	1221.45	N/A	N/A
143	STONE QUARRY RD	1019	N039° 52' 18.27"	W084° 12' 37.87"	1004	1220.58	N/A	36 APPR	1239.72	N/A	N/A
144	MULBERRY RD	1015	N039° 52' 02.07"	W084° 12' 37.32"	1000	1261.57	N/A	36 APPR	1287.94	N/A	N/A
145	INTERSTATE 70	1017	N039° 51' 52.61"	W084° 12' 37.01"	1000	1285.51	N/A	36 APPR	N/A	N/A	N/A
189	SOUTH PERIMETER RD	1019	N039° 53' 24.60"	W084° 12' 53.98"	1004	1082.66	N/A	36 APPR	1103.72	N/A	N/A
190	U.S. 40	1020	N039° 53' 22.13"	W084° 12' 54.37"	1005	1087.63	N/A	36 APPR	1111.92	N/A	N/A
191	FITCHLAND DR	1021	N039° 53' 16.71"	W084° 12' 55.24"	1006	1091.56	N/A	36 APPR	1129.95	N/A	N/A
192	STEWVILLE DR	1022	N039° 53' 13.95"	W084° 12' 55.69"	1007	1104.12	N/A	36 APPR	1139.12	N/A	N/A
193	RANDLER DR	1022	N039° 53' 08.36"	W084° 12' 56.58"	1007	1115.40	N/A	36 APPR	1157.71	N/A	N/A
194	POOL AVE	1021	N039° 53' 06.03"	W084° 12' 56.96"	1006	1120.10	N/A	36 APPR	1165.46	N/A	N/A
195	ALKALINE ST	1027	N039° 52' 45.66"	W084° 13' 00.22"	1012	1161.17	N/A	36 APPR	N/A	N/A	N/A
196	CROYDON CT	1027	N039° 52' 40.98"	W084° 13' 00.98"	1012	1170.61	N/A	36 APPR	N/A	N/A	N/A
197	HENLEY CT	1027	N039° 52' 37.88"	W084° 13' 01.47"	1012	1176.87	N/A	36 APPR	N/A	N/A	N/A
198	WESTON CT	1027	N039° 52' 34.05"	W084° 13' 02.09"	1012	1184.58	N/A	36 APPR	N/A	N/A	N/A
199	SOUTH PERIMETER RD	1019	N039° 53' 45.22"	W084° 12' 30.83"	1004	1041.86	N/A	36 APPR	1047.24	N/A	N/A
200	U.S. 40	1014	N039° 53' 24.45"	W084° 12' 26.07"	999	1084.07	N/A	36 APPR	1106.05	N/A	N/A
201	KOCH AVE	1010	N039° 53' 19.16"	W084° 12' 24.86"	995	1094.82	N/A	36 APPR	1123.78	N/A	N/A
202	KIRKWOOD DR	1015	N039° 53' 12.96"	W084° 12' 23.44"	1000	1107.43	N/A	36 APPR	1144.57	N/A	N/A
203	VISTA AVE	1013	N039° 53' 09.76"	W084° 12' 22.71"	998	1113.92	N/A	36 APPR	1155.28	N/A	N/A
204	ATTICA ST	993	N039° 52' 53.10"	W084° 12' 18.89"	978	1147.78	N/A	36 APPR	1211.12	N/A	N/A
205	W ALKALINE SPRINGS RD	987	N039° 52' 49.21"	W084° 12' 18.00"	972	1155.69	N/A	36 APPR	1224.16	N/A	N/A
206	CRESTHILL AVE	980	N039° 52' 42.29"	W084° 12' 16.41"	965	1169.76	N/A	36 APPR	N/A	N/A	N/A
207	ALLANHURST AVE	995	N039° 52' 39.16"	W084° 12' 15.70"	980	1176.11	N/A	36 APPR	N/A	N/A	N/A
208	TOPTON DR	1010	N039° 52' 35.30"	W084° 12' 14.81"	995	1183.96	N/A	36 APPR	N/A	N/A	N/A
209	ECHO VALLEY DR	1000	N039° 52' 31.36"	W084° 12' 13.91"	985	1191.98	N/A	36 APPR	N/A	N/A	N/A
210	TREE LANE	1010	N039° 52' 27.67"	W084° 12' 13.06"	995	1199.47	N/A	36 APPR	N/A	N/A	N/A
211	ADELINE AVE	1011	N039° 53' 06.73"	W084° 12' 22.01"	996	1120.08	N/A	36 APPR	1165.44	N/A	N/A
212	HIALEAH CT	1007	N039° 53' 03.27"	W084° 12' 21.22"	992	1127.13	N/A	36 APPR	1177.06	N/A	N/A
213	BUTTERCUP AVE	1001	N039° 52' 59.67"	W084° 12' 20.40"	986	1134.44	N/A	36 APPR	1189.11	N/A	N/A

AIRPORT ELEVATION: 1009.1
OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

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DAYTON INTERNATIONAL AIRPORT

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No.	Date	By	Description

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Location: Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name: **AIRPORT MASTER PLAN**

Project No.: 20111339.0049

Date: JULY 2023

Drawing Title: **AIRSPACE PROFILE: RUNWAY 18-36**

Drawing No.: **17**

DAY – AIRPORT MASTER PLAN

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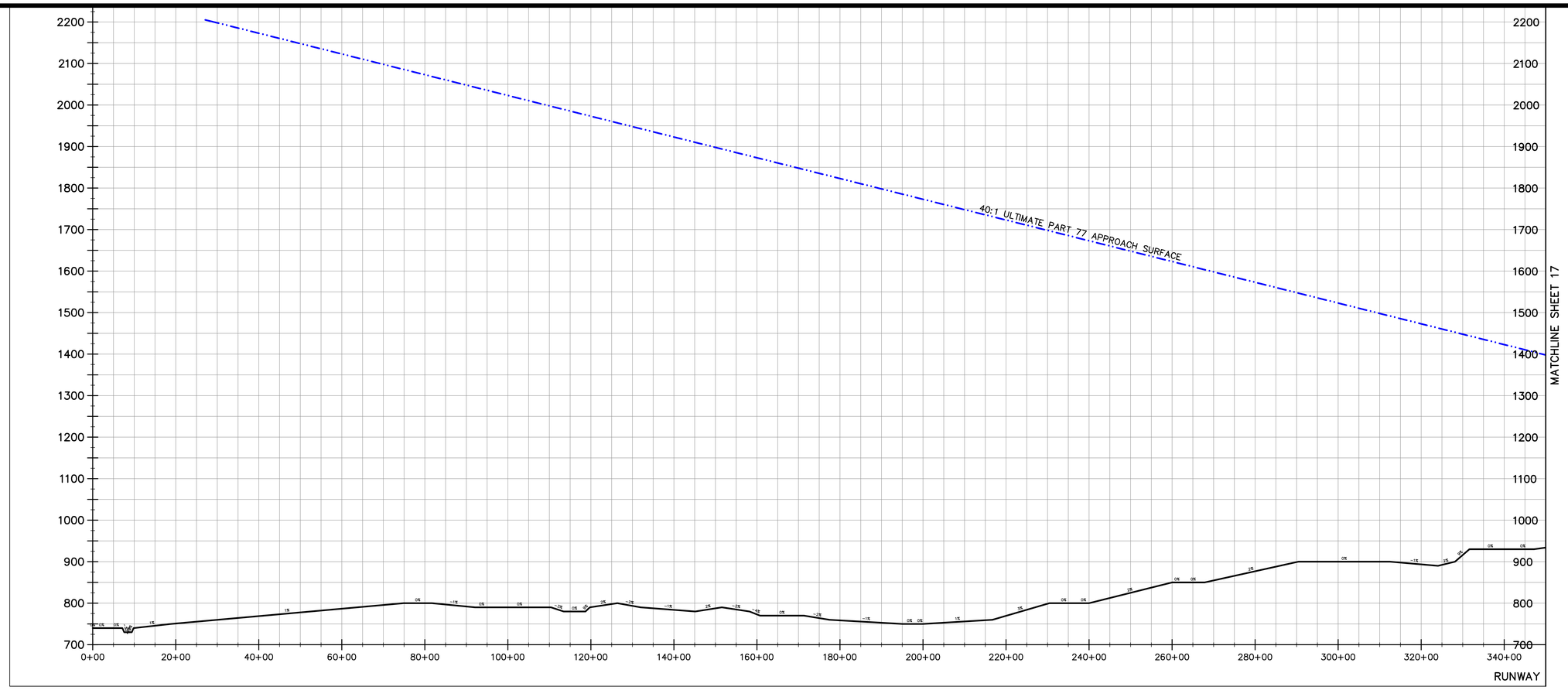
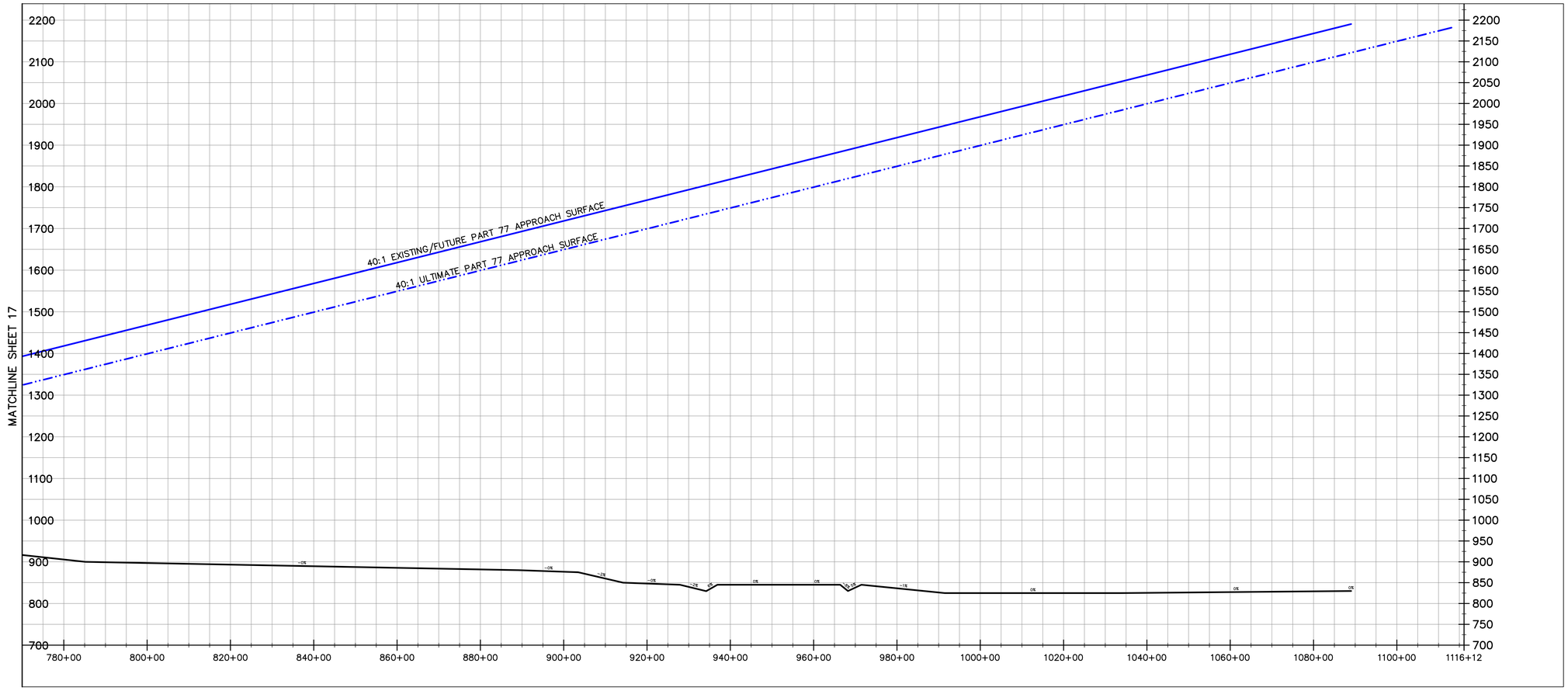


RUNWAY 36 PART 77 APPROACH



RUNWAY 18 PART 77 APPROACH

AIRPORT ELEVATION: 1009.1
OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

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Principal-in-Charge: Andrew M. Holesko
Project Manager: Jeffrey Bonecutter, P.E.
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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
AIRSPACE PROFILE: RUNWAY 18-36

Drawing No.
18

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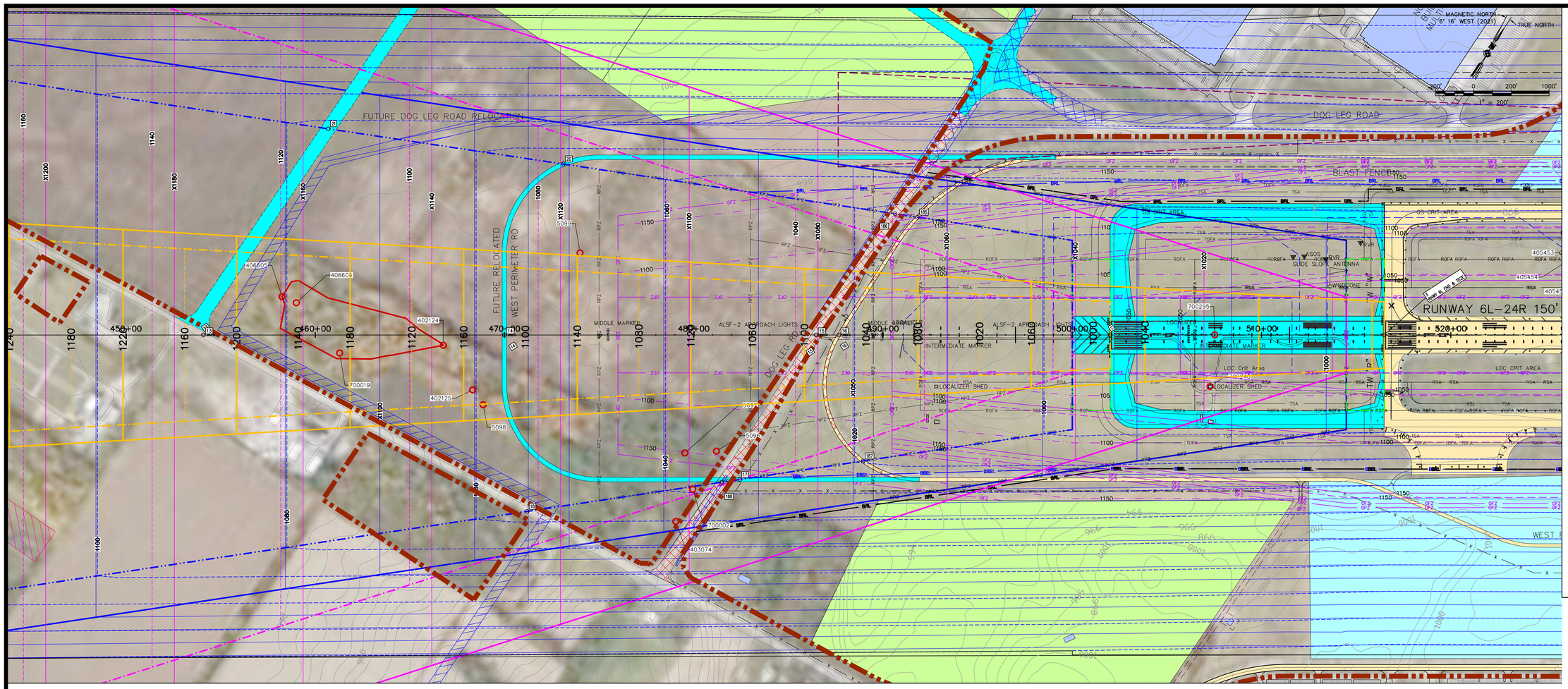
DAY – AIRPORT MASTER PLAN



LEGEND

- PART 77 SURFACE
- PART 77 EXST/FUTR CONTOUR
- PART 77 ULTIMATE CONTOUR
- 13B APPROACH SURFACE 5
- 13B APPROACH EXST/FUTR CONTOUR
- 13B APPROACH ULTI CONTOUR
- 13B APPROACH SURFACE 6
- 13B APPROACH EXST/FUTR CONTOUR
- 13B APPROACH ULTI CONTOUR
- EXISTING GROUND CONTOUR
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- OFZ — OBJECT FREE ZONE
- EXISTING OBJECT FREE ZONE
- FUTURE OBJECT FREE ZONE
- ULTIMATE OBJECT FREE ZONE
- OFZ EXISTING CONTOUR
- OFZ FUTURE CONTOUR
- OFZ ULTIMATE CONTOUR
- RPZ — RUNWAY PROTECTION ZONE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- AIRPORT PROPERTY LINE
- FENCE LINE
- GLIDE SLOPE CRITICAL AREA
- ILS CRITICAL AREA
- POFZ
- ROAD/RAILROAD DATA POINT (SEE SHEET 6: ALP DATA TABLES)
- 10001 — OBSTRUCTION DATA POINT (SEE TABLE ON THIS SHEET)

FUTR/ULTI

- FUTURE/ULTIMATE PAVEMENT
- FUTURE STRUCTURE
- FUTURE AVIATION DEVELOPMENT
- FUTURE NON-AVIATION DEVELOPMENT

EXISTING

- PAVEMENT
- STRUCTURE

DEMO

- PAVEMENT

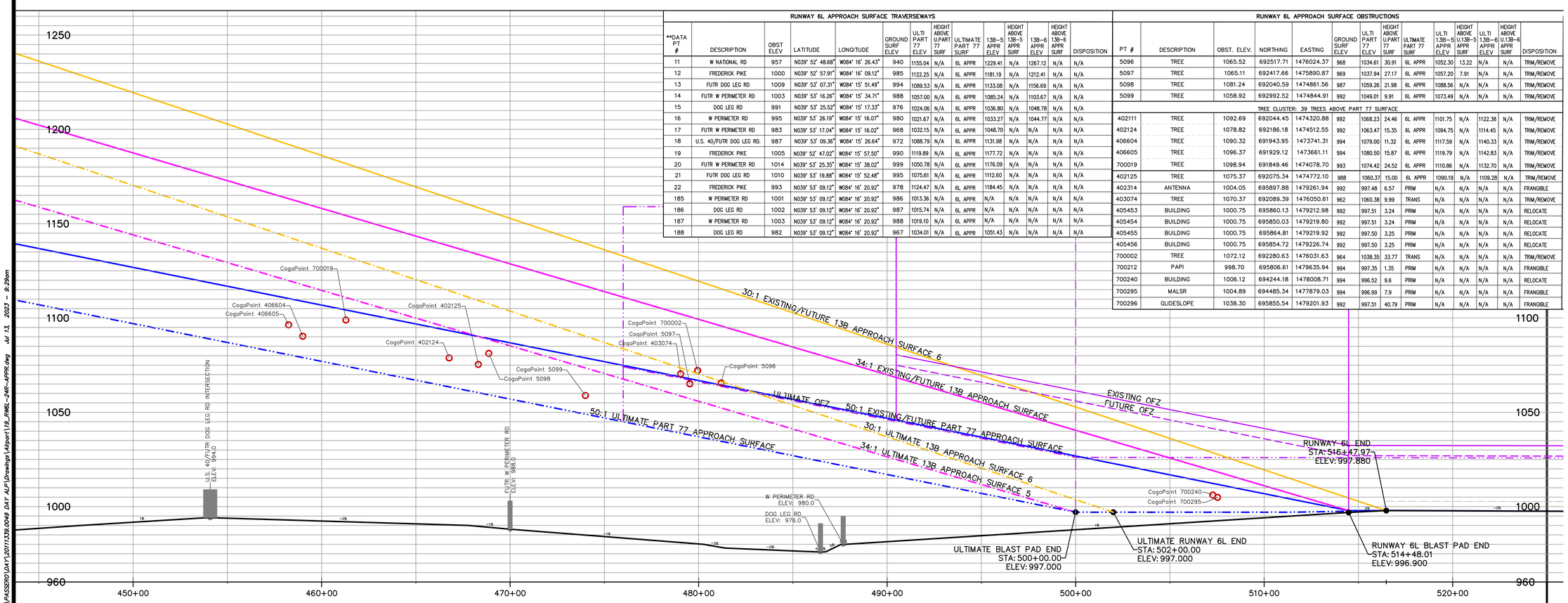
- AIRPORT HELD EASEMENT
- UTILITY EASEMENT
- HIGHWAY EASEMENT

RUNWAY 6L APPROACH SURFACE TRAVERSEWAYS

**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	ULTI PART 77 ELEV	HEIGHT ABOVE U.PART 77 SURF	ULTIMATE PART 77 SURF	13B–5 APPR ELEV	HEIGHT ABOVE 13B–5 APPR SURF	13B–6 APPR ELEV	HEIGHT ABOVE 13B–6 APPR SURF	DISPOSITION
11	W NATIONAL RD	957	N039° 52' 48.68"	W084° 16' 26.43"	940	1155.04	N/A	6L APPR	1229.41	N/A	1267.12	N/A	N/A
12	FREDERICK PIKE	1000	N039° 52' 57.91"	W084° 16' 09.12"	985	1122.25	N/A	6L APPR	1181.19	N/A	1212.41	N/A	N/A
13	FUTR DOG LEG RD	1009	N039° 53' 07.31"	W084° 15' 51.49"	994	1089.53	N/A	6L APPR	1133.08	N/A	1156.69	N/A	N/A
14	FUTR W PERIMETER RD	1003	N039° 53' 16.26"	W084° 15' 34.71"	988	1057.00	N/A	6L APPR	1085.24	N/A	1103.67	N/A	N/A
15	DOG LEG RD	991	N039° 53' 25.52"	W084° 15' 17.33"	976	1024.06	N/A	6L APPR	1036.80	N/A	1048.78	N/A	N/A
16	W PERIMETER RD	995	N039° 53' 26.19"	W084° 15' 16.07"	980	1021.67	N/A	6L APPR	1033.27	N/A	1044.77	N/A	N/A
17	FUTR W PERIMETER RD	983	N039° 53' 17.04"	W084° 15' 16.02"	968	1032.15	N/A	6L APPR	1048.70	N/A	N/A	N/A	N/A
18	U.S. 40/FUTR DOG LEG RD.	987	N039° 53' 09.36"	W084° 15' 26.64"	972	1088.79	N/A	6L APPR	1131.98	N/A	N/A	N/A	N/A
19	FREDERICK PIKE	1005	N039° 52' 47.02"	W084° 15' 57.50"	990	1119.89	N/A	6L APPR	1177.72	N/A	N/A	N/A	N/A
20	FUTR W PERIMETER RD	1014	N039° 53' 25.35"	W084° 15' 38.02"	999	1050.78	N/A	6L APPR	1176.09	N/A	N/A	N/A	N/A
21	FUTR DOG LEG RD	1010	N039° 53' 19.88"	W084° 15' 52.48"	995	1075.61	N/A	6L APPR	1112.60	N/A	N/A	N/A	N/A
22	FREDERICK PIKE	993	N039° 53' 09.12"	W084° 16' 20.92"	978	1124.47	N/A	6L APPR	1184.45	N/A	N/A	N/A	N/A
185	W PERIMETER RD	1001	N039° 53' 09.12"	W084° 16' 20.92"	986	1013.36	N/A	6L APPR	N/A	N/A	N/A	N/A	N/A
186	DOG LEG RD	1002	N039° 53' 09.12"	W084° 16' 20.92"	987	1015.74	N/A	6L APPR	N/A	N/A	N/A	N/A	N/A
187	W PERIMETER RD	1003	N039° 53' 09.12"	W084° 16' 20.92"	988	1019.10	N/A	6L APPR	N/A	N/A	N/A	N/A	N/A
188	DOG LEG RD	982	N039° 53' 09.12"	W084° 16' 20.92"	967	1034.01	N/A	6L APPR	1051.43	N/A	N/A	N/A	N/A

RUNWAY 6L APPROACH SURFACE OBSTRUCTIONS

PT #	DESCRIPTION	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	ULTI PART 77 ELEV	HEIGHT ABOVE U.PART 77 SURF	ULTIMATE PART 77 SURF	ULTI 13B–5 APPR ELEV	HEIGHT ABOVE U.13B–5 APPR SURF	ULTI 13B–6 APPR ELEV	HEIGHT ABOVE U.13B–6 APPR SURF	DISPOSITION
5096	TREE	1065.52	692517.71	1476024.37	968	1034.61	30.91	6L APPR	1052.30	13.22	N/A	N/A	TRIM/REMOVE
5097	TREE	1065.11	692417.66	1475890.87	969	1037.94	27.17	6L APPR	1057.20	7.91	N/A	N/A	TRIM/REMOVE
5098	TREE	1081.24	692040.59	1474861.56	987	1059.26	21.98	6L APPR	1088.56	N/A	N/A	N/A	TRIM/REMOVE
5099	TREE	1058.92	692992.52	1474844.91	992	1049.01	9.91	6L APPR	1073.49	N/A	N/A	N/A	TRIM/REMOVE
TREE CLUSTER: 39 TREES ABOVE PART 77 SURFACE													
402111	TREE	1092.69	692044.45	1474320.88	992	1068.23	24.46	6L APPR	1101.75	N/A	1122.38	N/A	TRIM/REMOVE
402124	TREE	1078.82	692186.18	1474512.55	992	1063.47	15.35	6L APPR	1094.75	N/A	1114.45	N/A	TRIM/REMOVE
406604	TREE	1090.32	691943.95	1473741.31	994	1079.00	11.32	6L APPR	1117.59	N/A	1140.33	N/A	TRIM/REMOVE
406605	TREE	1096.37	691929.12	1473661.11	994	1080.50	15.87	6L APPR	1119.79	N/A	1142.83	N/A	TRIM/REMOVE
700019	TREE	1098.94	691849.46	1474078.70	993	1074.42	24.52	6L APPR	1110.86	N/A	1132.70	N/A	TRIM/REMOVE
402125	TREE	1075.37	692075.34	1474772.10	988	1060.37	15.00	6L APPR	1090.19	N/A	1109.28	N/A	TRIM/REMOVE
402314	ANTENNA	1004.05	695897.88	1479261.94	992	997.48	6.57	PRIM	N/A	N/A	N/A	N/A	FRANGIBLE
403074	TREE	1070.37	692089.39	1476050.61	962	1060.38	9.99	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
405453	BUILDING	1000.75	695860.13	1479212.98	992	997.51	3.24	PRIM	N/A	N/A	N/A	N/A	RELOCATE
405454	BUILDING	1000.75	695850.03	1479219.80	992	997.51	3.24	PRIM	N/A	N/A	N/A	N/A	RELOCATE
405455	BUILDING	1000.75	695864.81	1479219.92	992	997.50	3.25	PRIM	N/A	N/A	N/A	N/A	RELOCATE
405456	BUILDING	1000.75	695854.72	1479226.74	992	997.50	3.25	PRIM	N/A	N/A	N/A	N/A	RELOCATE
700002	TREE	1072.12	692280.63	1476031.63	964	1038.35	33.77	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
700212	PAPI	998.70	695806.61	1479635.94	994	997.35	1.35	PRIM	N/A	N/A	N/A	N/A	FRANGIBLE
700240	BUILDING	1006.12	694244.18	1478008.71	994	996.52	9.6	PRIM	N/A	N/A	N/A	N/A	RELOCATE
700295	MALSR	1004.89	694485.34	1477879.03	994	996.99	7.9	PRIM	N/A	N/A	N/A	N/A	FRANGIBLE
700296	GLIDESLOPE	1038.30	695855.54	1479201.93	992	997.51	40.79	PRIM	N/A	N/A	N/A	N/A	FRANGIBLE



OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

PASSERO ASSOCIATES engineering architecture

LWC INCORPORATED

Submittal: **DRAFT**

Stamp

Client
City of Dayton
at Dayton International Airport
3600 Terminal Drive
Dayton, Ohio 45377

DAYTON INTERNATIONAL AIRPORT

Passero Associates
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Fax: (585) 325-1691
Principal-in-Charge: Andrew M. Holesko
Project Manager: Jeffrey Bonecutter, P.E.
Designed by: Emily Bredestege
www.passero.com

Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No. 20111339.0049

Date JULY 2023

Drawing Title
RUNWAY 6L INNER APPROACH

Drawing No. **19**

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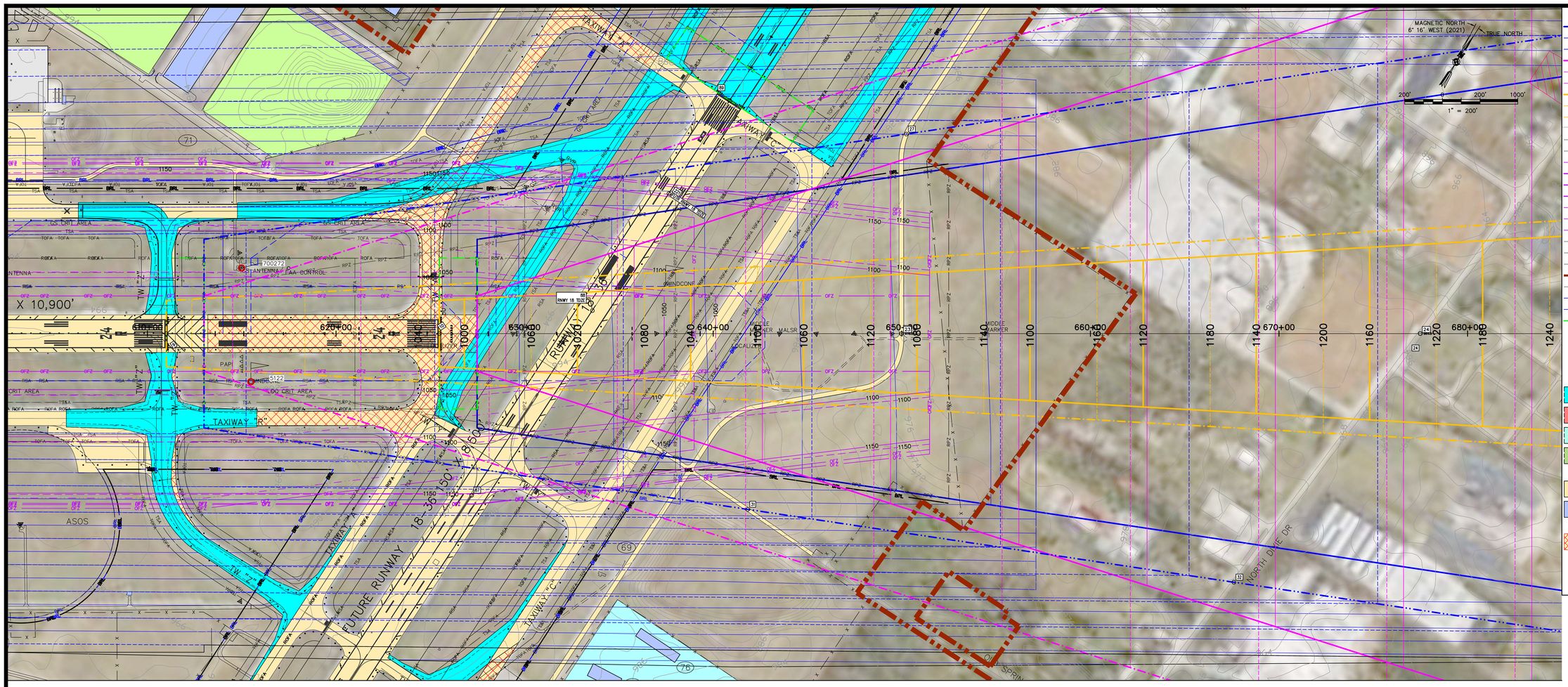
DAY – AIRPORT MASTER PLAN



LEGEND

- PART 77 SURFACE
- PART 77 EXST/FUTR CONTOUR
- PART 77 ULTIMATE CONTOUR
- 13B APPROACH SURFACE 5
- 13B APPROACH EXST/FUTR CONTOUR
- 13B APPROACH ULTI CONTOUR
- 13B APPROACH SURFACE 6
- 13B APPROACH EXST/FUTR CONTOUR
- 13B APPROACH ULTI CONTOUR
- 990 EXISTING GROUND CONTOUR
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- OFZ OBJECT FREE ZONE
- EXISTING OBJECT FREE ZONE
- FUTURE OBJECT FREE ZONE
- ULTIMATE OBJECT FREE ZONE
- OFZ EXISTING CONTOUR
- OFZ FUTURE CONTOUR
- OFZ ULTIMATE CONTOUR
- RPZ RUNWAY PROTECTION ZONE
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- AIRPORT PROPERTY LINE
- X FENCE LINE
- GLIDE SLOPE CRITICAL AREA
- ILS CRITICAL AREA
- POFZ
- 5 ROAD/RAILROAD DATA POINT (SEE SHEET 6: ALP DATA TABLES)
- 10001 OBSTRUCTION DATA POINT (SEE TABLE ON THIS SHEET)

FUTR/ULTI

- FUTURE/ULTIMATE PAVEMENT
- FUTURE STRUCTURE
- FUTURE AVIATION DEVELOPMENT
- FUTURE NON-AVIATION DEVELOPMENT

EXISTING

- PAVEMENT
- STRUCTURE

DEMO

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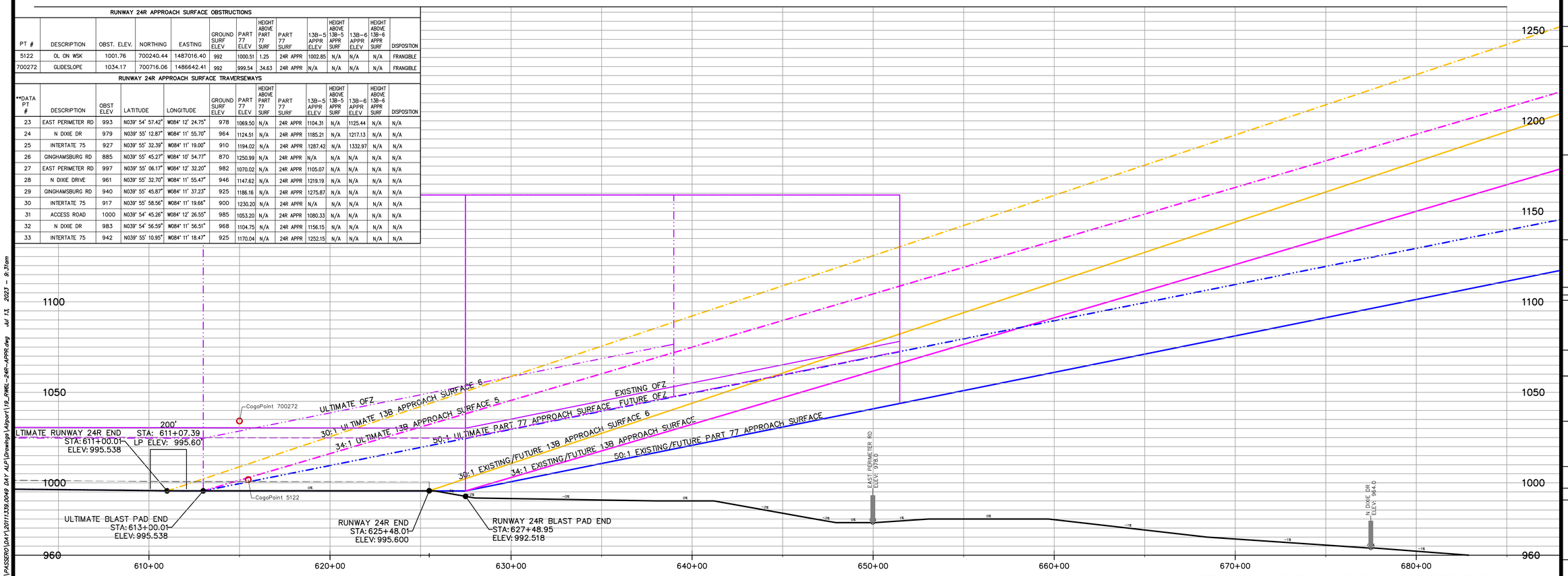
- UTILITY EASEMENT
- HIGHWAY EASEMENT

RUNWAY 24R APPROACH SURFACE OBSTRUCTIONS

PT #	DESCRIPTION	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B-5 APPR ELEV	HEIGHT ABOVE 13B-5 APPR SURF	13B-6 APPR ELEV	HEIGHT ABOVE 13B-6 APPR SURF	DISPOSITION
5122	OL ON WSK	1001.76	700240.44	1487016.40	992	1000.51	1.25	24R APPR	1002.85	N/A	N/A	N/A	FRANGIBLE
700272	GLIDESLOPE	1034.17	700716.06	1486642.41	992	999.54	34.63	24R APPR	N/A	N/A	N/A	N/A	FRANGIBLE

RUNWAY 24R APPROACH SURFACE TRAVERSEWAYS

**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B-5 APPR ELEV	HEIGHT ABOVE 13B-5 APPR SURF	13B-6 APPR ELEV	HEIGHT ABOVE 13B-6 APPR SURF	DISPOSITION
23	EAST PERIMETER RD	993	N039° 54' 57.42"	W084° 12' 24.75"	978	1069.50	N/A	24R APPR	1104.31	N/A	1125.44	N/A	N/A
24	N DIXIE DR	979	N039° 55' 12.87"	W084° 11' 55.70"	964	1124.51	N/A	24R APPR	1185.21	N/A	1217.13	N/A	N/A
25	INTERTATE 75	927	N039° 55' 32.39"	W084° 11' 19.00"	910	1194.02	N/A	24R APPR	1287.42	N/A	1332.97	N/A	N/A
26	GINGHAMSBURG RD	885	N039° 55' 45.27"	W084° 10' 54.77"	870	1250.99	N/A	24R APPR	N/A	N/A	N/A	N/A	N/A
27	EAST PERIMETER RD	997	N039° 55' 06.17"	W084° 12' 32.20"	982	1070.02	N/A	24R APPR	1105.07	N/A	N/A	N/A	N/A
28	N DIXIE DRIVE	961	N039° 55' 32.70"	W084° 11' 55.47"	946	1147.62	N/A	24R APPR	1219.19	N/A	N/A	N/A	N/A
29	GINGHAMSBURG RD	940	N039° 55' 45.87"	W084° 11' 37.23"	925	1186.16	N/A	24R APPR	1275.87	N/A	N/A	N/A	N/A
30	INTERTATE 75	917	N039° 55' 58.56"	W084° 11' 19.66"	900	1230.20	N/A	24R APPR	N/A	N/A	N/A	N/A	N/A
31	ACCESS ROAD	1000	N039° 54' 45.26"	W084° 12' 26.55"	985	1053.20	N/A	24R APPR	1080.33	N/A	N/A	N/A	N/A
32	N DIXIE DR	983	N039° 54' 56.59"	W084° 11' 56.51"	968	1104.75	N/A	24R APPR	1156.15	N/A	N/A	N/A	N/A
33	INTERTATE 75	942	N039° 55' 10.95"	W084° 11' 18.47"	925	1170.04	N/A	24R APPR	1252.15	N/A	N/A	N/A	N/A



OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

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engineering architecture

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Submittal
DRAFT

Stamp

Client
City of Dayton
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3600 Terminal Drive
Dayton, Ohio 45377

DAYTON INTERNATIONAL AIRPORT

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Principal-in-Charge: Andrew M. Holesko
Project Manager: Jeffrey Bonecutter, P.E.
Designed by: Emily Bredestege
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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

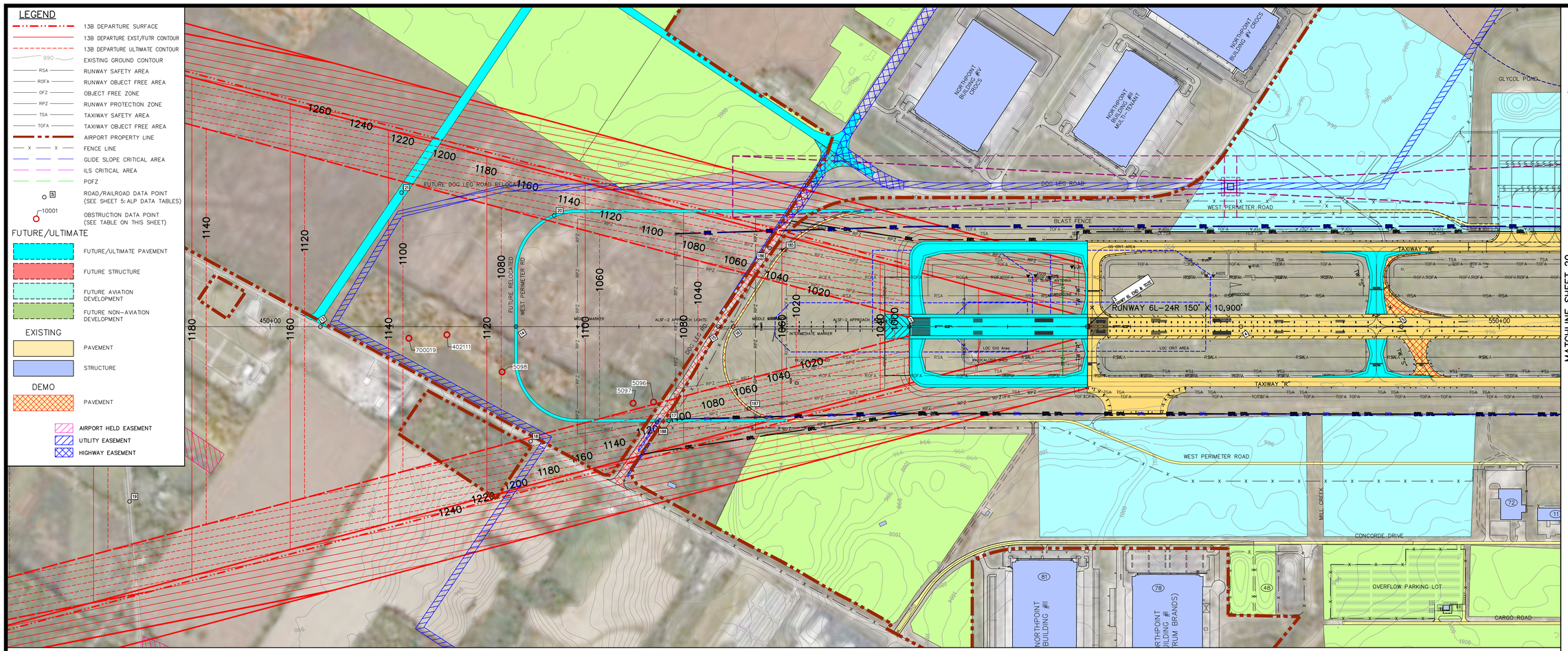
Project Name
AIRPORT MASTER PLAN

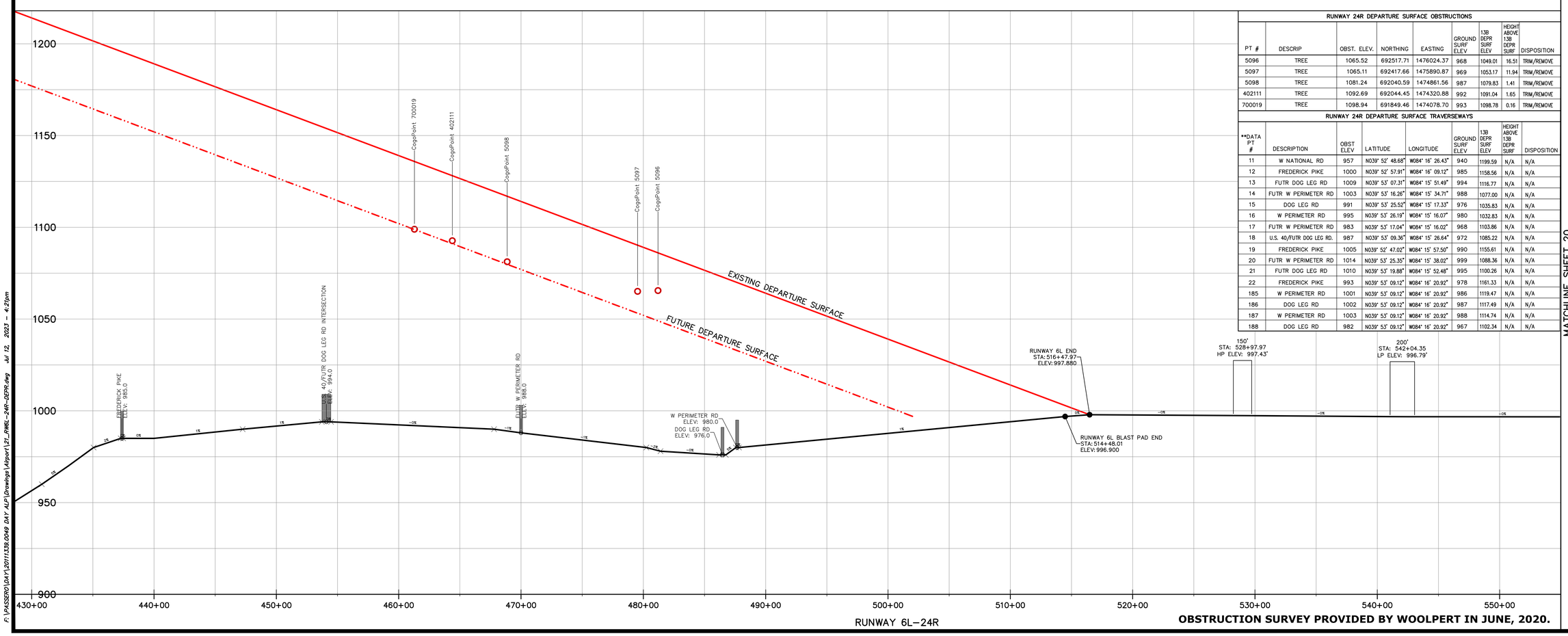
Project No.
20111339.0049

Date
JULY 2023

Drawing Title
RUNWAY 24R INNER APPROACH

Drawing No.
20





RUNWAY 24R DEPARTURE SURFACE OBSTRUCTIONS

PT #	DESCRIP	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	13B DEPR SURF ELEV	HEIGHT ABOVE 13B DEPR SURF	DISPOSITION
5096	TREE	1065.52	692517.71	1476024.37	968	1049.01	16.51	TRIM/REMOVE
5097	TREE	1065.11	692417.66	1475890.87	969	1053.17	11.94	TRIM/REMOVE
5098	TREE	1081.24	692040.59	1474861.56	987	1079.83	1.41	TRIM/REMOVE
402111	TREE	1092.69	692044.45	1474320.88	992	1091.04	1.65	TRIM/REMOVE
700019	TREE	1098.94	691849.46	1474078.70	993	1098.78	0.16	TRIM/REMOVE

RUNWAY 24R DEPARTURE SURFACE TRAVERSEWAYS

**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	13B DEPR SURF ELEV	HEIGHT ABOVE 13B DEPR SURF	DISPOSITION
11	W NATIONAL RD	957	N039° 52' 48.68"	W084° 16' 26.43"	940	1199.59	N/A	N/A
12	FREDERICK PIKE	1000	N039° 52' 57.91"	W084° 16' 09.12"	985	1158.56	N/A	N/A
13	FUTR DOG LEG RD	1009	N039° 53' 07.31"	W084° 15' 51.49"	994	1116.77	N/A	N/A
14	FUTR W PERIMETER RD	1003	N039° 53' 16.26"	W084° 15' 34.71"	988	1077.00	N/A	N/A
15	DOG LEG RD	991	N039° 53' 25.52"	W084° 15' 17.33"	976	1035.83	N/A	N/A
16	W PERIMETER RD	995	N039° 53' 26.19"	W084° 15' 16.07"	980	1032.83	N/A	N/A
17	FUTR W PERIMETER RD	983	N039° 53' 17.04"	W084° 15' 16.02"	968	1103.86	N/A	N/A
18	U.S. 40/FUTR DOG LEG RD.	987	N039° 53' 09.36"	W084° 15' 26.64"	972	1085.22	N/A	N/A
19	FREDERICK PIKE	1005	N039° 52' 47.02"	W084° 15' 57.50"	990	1155.61	N/A	N/A
20	FUTR W PERIMETER RD	1014	N039° 53' 25.35"	W084° 15' 38.02"	999	1088.36	N/A	N/A
21	FUTR DOG LEG RD	1010	N039° 53' 19.88"	W084° 15' 52.48"	995	1100.26	N/A	N/A
22	FREDERICK PIKE	993	N039° 53' 09.12"	W084° 16' 20.92"	978	1161.33	N/A	N/A
185	W PERIMETER RD	1001	N039° 53' 09.12"	W084° 16' 20.92"	986	1119.47	N/A	N/A
186	DOG LEG RD	1002	N039° 53' 09.12"	W084° 16' 20.92"	987	1117.49	N/A	N/A
187	W PERIMETER RD	1003	N039° 53' 09.12"	W084° 16' 20.92"	988	1114.74	N/A	N/A
188	DOG LEG RD	982	N039° 53' 09.12"	W084° 16' 20.92"	967	1102.34	N/A	N/A

OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

MATCHLINE SHEET 20

PASSERO ASSOCIATES engineering architecture

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www.lwcinc.com

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Principal-in-Charge: Andrew M. Holesko
Project Manager: Jeffrey Bonecutter, P.E.
Designed by: Emily Bredestege
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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
RUNWAY 24R INNER DEPARTURE

Drawing No.
21

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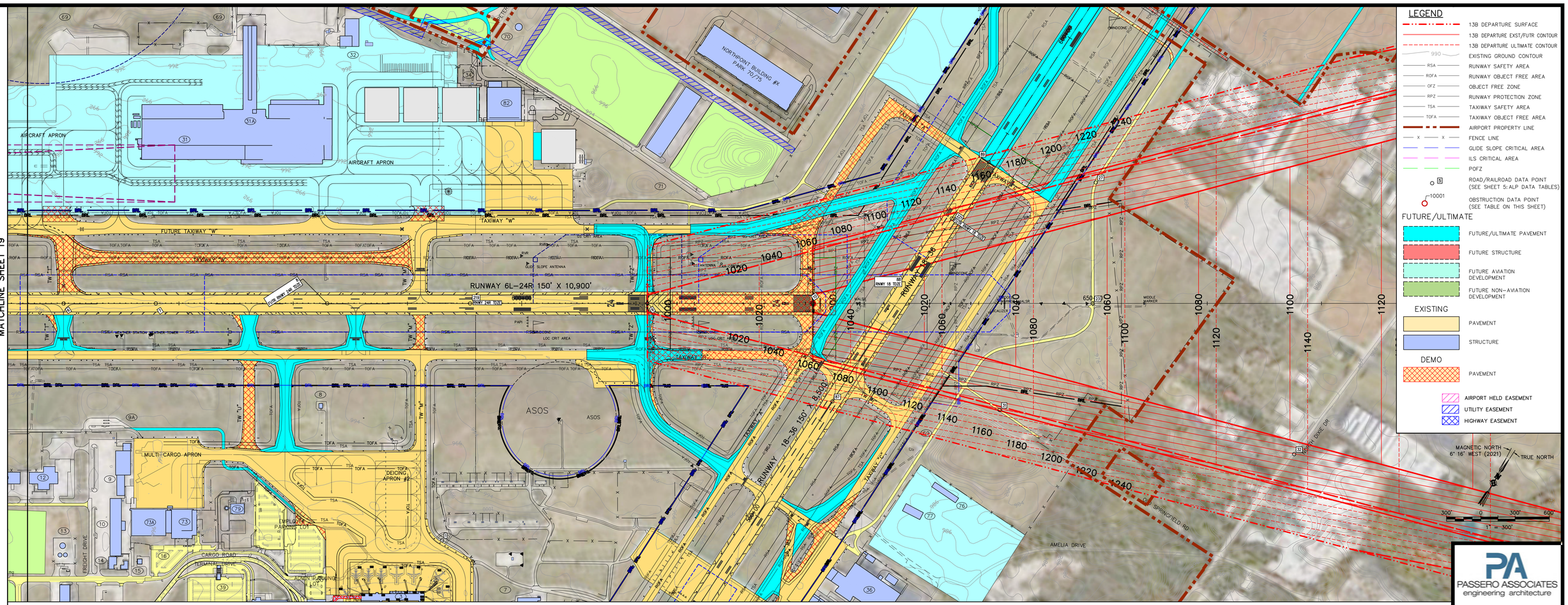
DAY - AIRPORT MASTER PLAN

MATCHLINE SHEET 19



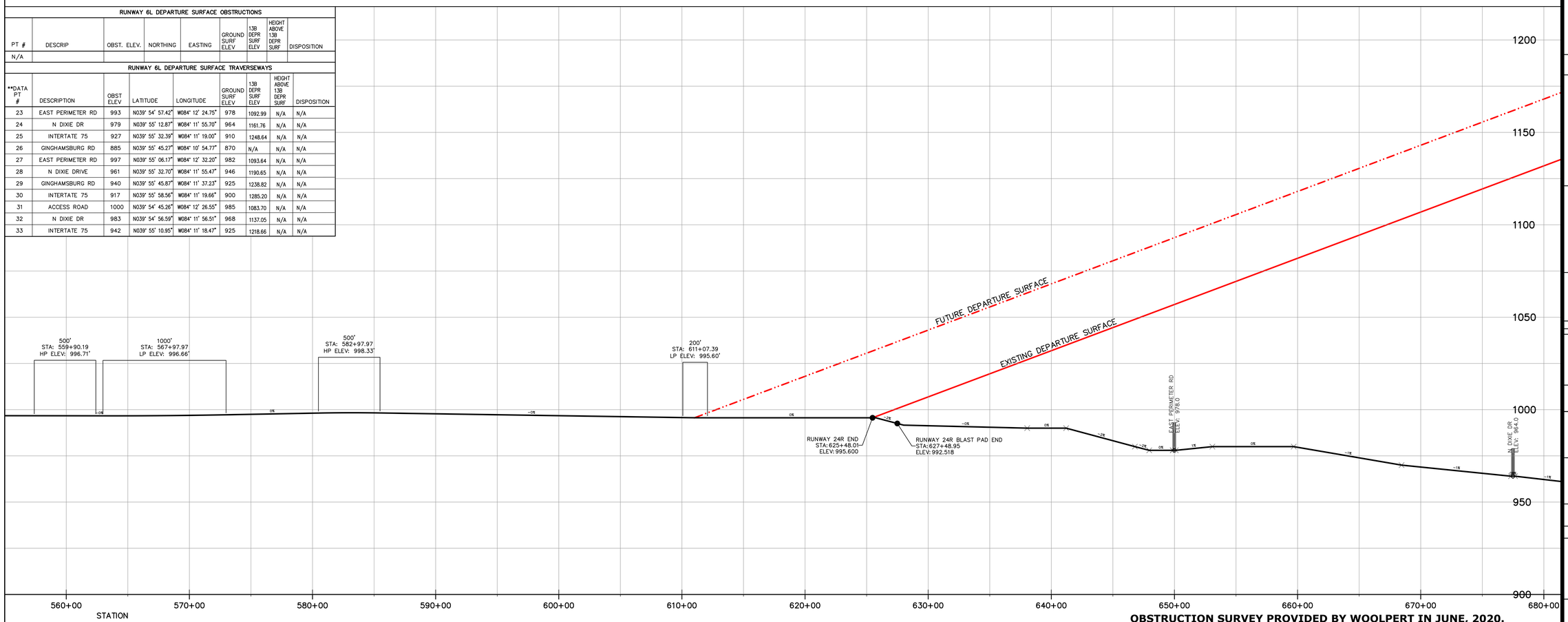
MATCHLINE SHEET 19

RUNWAY 6L DEPARTURE SURFACE OBSTRUCTIONS

PT #	DESCRIP	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	13B DEPR SURF ELEV	HEIGHT ABOVE 13B DEPR SURF	DISPOSITION
N/A								

RUNWAY 6L DEPARTURE SURFACE TRAVERSEWAYS

**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	13B DEPR SURF ELEV	HEIGHT ABOVE 13B DEPR SURF	DISPOSITION
23	EAST PERIMETER RD	993	N039° 54' 57.42"	W084° 12' 24.75"	978	1092.99	N/A	N/A
24	N DIXIE DR	979	N039° 55' 12.87"	W084° 11' 55.70"	964	1161.76	N/A	N/A
25	INTERTATE 75	927	N039° 55' 32.39"	W084° 11' 19.00"	910	1248.64	N/A	N/A
26	GINGHAMSBURG RD	885	N039° 55' 45.27"	W084° 10' 54.77"	870	N/A	N/A	N/A
27	EAST PERIMETER RD	997	N039° 55' 06.17"	W084° 12' 32.20"	982	1093.64	N/A	N/A
28	N DIXIE DRIVE	961	N039° 55' 32.70"	W084° 11' 55.47"	946	1190.65	N/A	N/A
29	GINGHAMSBURG RD	940	N039° 55' 45.87"	W084° 11' 37.23"	925	1238.82	N/A	N/A
30	INTERTATE 75	917	N039° 55' 58.56"	W084° 11' 19.66"	900	1285.20	N/A	N/A
31	ACCESS ROAD	1000	N039° 54' 45.26"	W084° 12' 26.55"	985	1083.70	N/A	N/A
32	N DIXIE DR	983	N039° 54' 56.59"	W084° 11' 56.51"	968	1137.05	N/A	N/A
33	INTERTATE 75	942	N039° 55' 10.95"	W084° 11' 18.47"	925	1218.66	N/A	N/A



OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
RUNWAY 6L INNER DEPARTURE

Drawing No.
22

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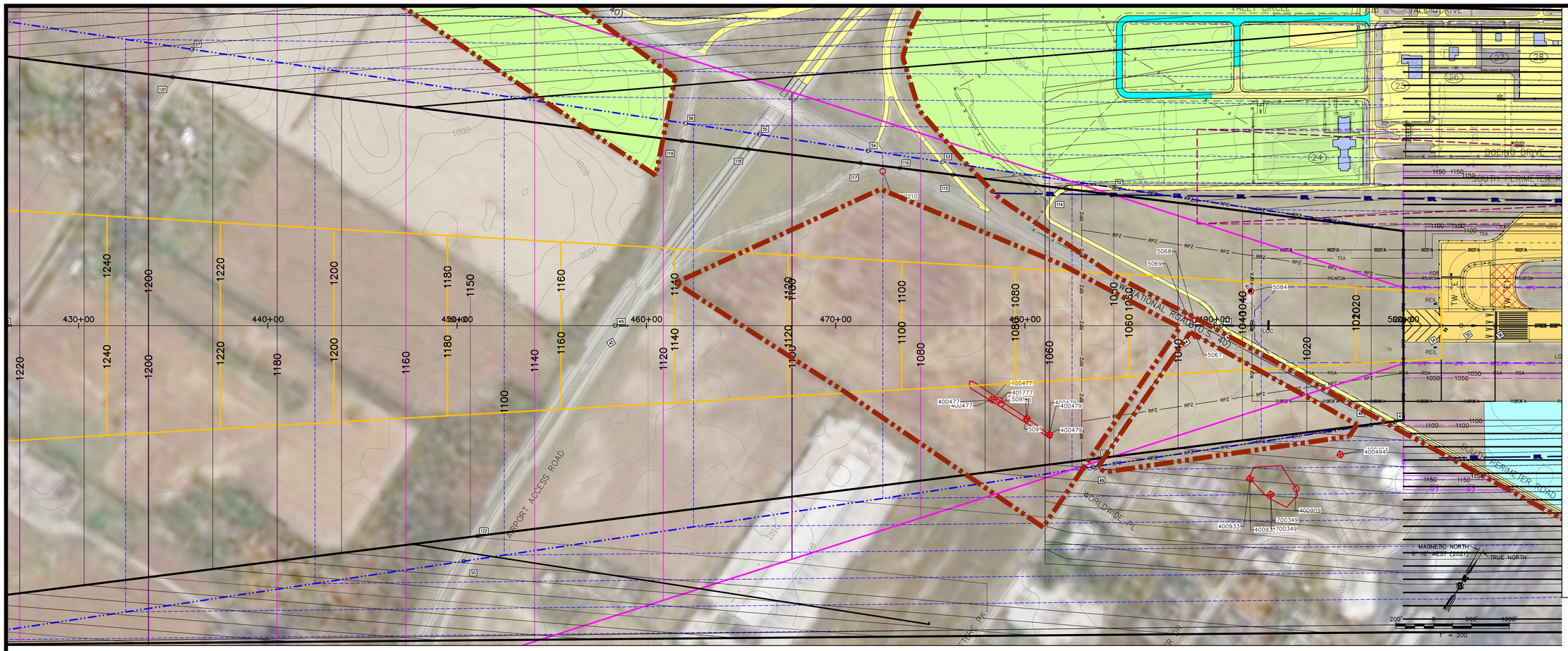
DAY - AIRPORT MASTER PLAN



LEGEND

- PART 77 SURFACE
- PART 77 EXST/FUTR CONTOUR
- PART 77 ULTIMATE CONTOUR
- 13B APPROACH SURFACE 5
- 13B APPROACH EXST/FUTR CONTOUR
- 13B APPROACH ULTI CONTOUR
- 13B APPROACH SURFACE 6
- 13B APPROACH EXST/FUTR CONTOUR
- 13B APPROACH ULTI CONTOUR
- EXISTING GROUND CONTOUR
- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE AREA
- OBJECT FREE ZONE
- EXISTING OBJECT FREE ZONE
- FUTURE OBJECT FREE ZONE
- ULTIMATE OBJECT FREE ZONE
- OFZ EXISTING CONTOUR
- OFZ FUTURE CONTOUR
- OFZ ULTIMATE CONTOUR
- RUNWAY PROTECTION ZONE
- TAXIWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA
- AIRPORT PROPERTY LINE
- FENCE LINE
- GLIDE SLOPE CRITICAL AREA
- ILS CRITICAL AREA
- POFZ
- ROAD/RAILROAD DATA POINT (SEE SHEET 6: ALP DATA TABLES)
- OBSTRUCTION DATA POINT (SEE TABLE ON THIS SHEET)

FUTR/ULTI

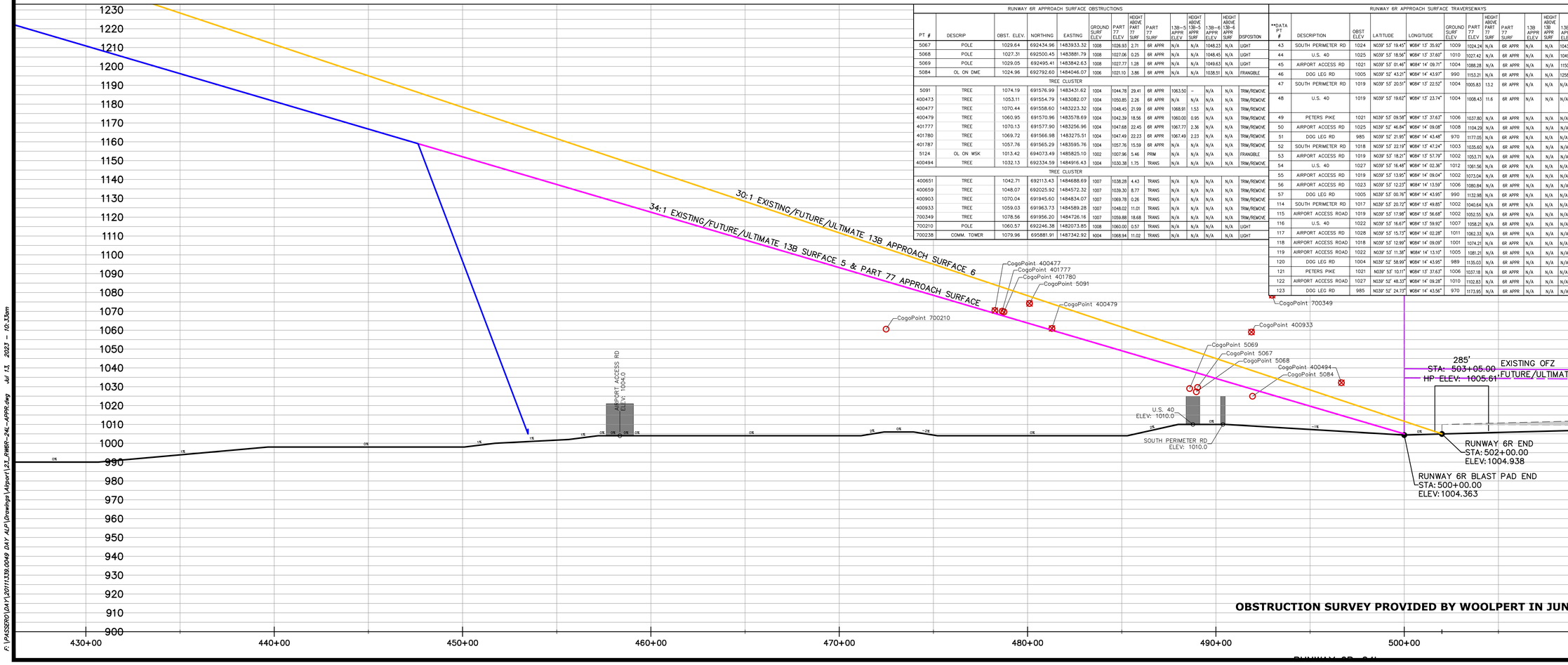
- FUTURE/ULTIMATE PAVEMENT
- FUTURE STRUCTURE
- FUTURE AVIATION DEVELOPMENT
- FUTURE NON-AVIATION DEVELOPMENT

EXISTING

- PAVEMENT
- STRUCTURE

DEMO

- PAVEMENT
- AIRPORT HELD EASEMENT
- UTILITY EASEMENT
- HIGHWAY EASEMENT



OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

RUNWAY 6R APPROACH SURFACE OBSTRUCTIONS

PT #	DESCRIP	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B–5 APPR ELEV	HEIGHT ABOVE 13B–5 APPR SURF	13B–6 APPR ELEV	HEIGHT ABOVE 13B–6 APPR SURF	DISPOSITION
5067	POLE	1029.64	692434.96	1483933.32	1008	1026.93	2.71	6R APPR	N/A	N/A	1048.23	N/A	LIGHT
5068	POLE	1027.31	692500.45	1483881.79	1008	1027.06	0.25	6R APPR	N/A	N/A	1048.45	N/A	LIGHT
5069	POLE	1029.05	692495.41	1483842.63	1008	1027.77	1.28	6R APPR	N/A	N/A	1049.63	N/A	LIGHT
5084	OL ON DME	1024.96	692792.60	1484046.07	1006	1021.10	3.86	6R APPR	N/A	N/A	1038.51	N/A	FRANGIBLE
TREE CLUSTER													
5091	TREE	1074.19	691576.99	1483431.62	1004	1044.78	29.41	6R APPR	1063.50	–	N/A	N/A	TRIM/REMOVE
400473	TREE	1053.11	691554.79	1483082.07	1004	1050.85	2.26	6R APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
400477	TREE	1070.44	691558.60	1483223.32	1004	1048.45	21.99	6R APPR	1068.91	1.53	N/A	N/A	TRIM/REMOVE
400479	TREE	1060.95	691570.96	1483578.69	1004	1042.39	18.56	6R APPR	1060.00	0.95	N/A	N/A	TRIM/REMOVE
401777	TREE	1070.13	691577.90	1483256.96	1004	1047.68	22.45	6R APPR	1067.77	2.36	N/A	N/A	TRIM/REMOVE
401780	TREE	1069.72	691566.98	1483275.51	1004	1047.49	22.23	6R APPR	1067.49	2.23	N/A	N/A	TRIM/REMOVE
401787	TREE	1057.76	691565.29	1483595.76	1004	1057.76	15.59	6R APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
5124	OL ON WSK	1013.42	694073.49	1485825.10	1002	1007.96	5.46	PRM	N/A	N/A	N/A	N/A	FRANGIBLE
400494	TREE	1032.13	692334.59	1484916.43	1004	1030.38	1.75	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
TREE CLUSTER													
400651	TREE	1042.71	692113.43	1484688.69	1007	1038.28	4.43	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
400659	TREE	1048.07	692025.92	1484572.32	1007	1039.30	8.77	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
400903	TREE	1070.04	691945.60	1484834.07	1007	1069.78	0.26	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
400933	TREE	1059.03	691963.73	1484589.28	1007	1048.02	11.01	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
700349	TREE	1078.56	691956.20	1484726.16	1007	1059.88	18.68	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
700210	POLE	1060.57	692246.38	1482073.85	1008	1060.00	0.57	TRANS	N/A	N/A	N/A	N/A	LIGHT
700238	COMM. TOWER	1079.96	695881.91	1487342.92	1004	1068.94	11.02	TRANS	N/A	N/A	N/A	N/A	LIGHT

RUNWAY 6R APPROACH SURFACE TRAVERSEWAYS

**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B APPR ELEV	HEIGHT ABOVE 13B APPR SURF	13B–6 APPR ELEV	HEIGHT ABOVE 13B–6 APPR SURF	DISPOSITION
43	SOUTH PERIMETER RD	1024	N039° 53' 19.45"	W084° 13' 35.92"	1009	1024.24	N/A	6R APPR	N/A	N/A	1043.75	N/A	N/A
44	U.S. 40	1025	N039° 53' 18.56"	W084° 13' 37.60"	1010	1027.42	N/A	6R APPR	N/A	N/A	1049.05	N/A	N/A
45	AIRPORT ACCESS RD	1021	N039° 53' 01.46"	W084° 14' 09.71"	1004	1088.28	N/A	6R APPR	N/A	N/A	1150.47	N/A	N/A
46	DOG LEG RD	1005	N039° 52' 43.21"	W084° 14' 43.97"	990	1153.21	N/A	6R APPR	N/A	N/A	1258.70	N/A	N/A
47	SOUTH PERIMETER RD	1019	N039° 53' 20.51"	W084° 13' 22.52"	1004	1005.83	13.2	6R APPR	N/A	N/A	N/A	N/A	CONTROLLED ACCESS
48	U.S. 40	1019	N039° 53' 19.63"	W084° 13' 23.74"	1004	1008.43	11.6	6R APPR	N/A	N/A	N/A	N/A	FAA AIRSPACE REQUESTED (CLEAR TERPS)
49	PETERS PIKE	1021	N039° 53' 09.58"	W084° 13' 37.63"	1006	1037.80	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
50	AIRPORT ACCESS RD	1025	N039° 52' 46.84"	W084° 14' 09.08"	1008	1104.29	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
51	DOG LEG RD	985	N039° 52' 21.95"	W084° 14' 43.48"	970	1177.05	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
52	SOUTH PERIMETER RD	1018	N039° 53' 22.19"	W084° 13' 47.24"	1003	1035.60	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
53	AIRPORT ACCESS RD	1019	N039° 53' 18.21"	W084° 13' 57.79"	1002	1053.71	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
54	U.S. 40	1027	N039° 53' 16.48"	W084° 14' 02.36"	1012	1061.56	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
55	AIRPORT ACCESS RD	1019	N039° 53' 13.95"	W084° 14' 09.04"	1002	1073.04	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
56	AIRPORT ACCESS RD	1023	N039° 53' 12.23"	W084° 14' 13.59"	1006	1080.84	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
57	DOG LEG RD	1005	N039° 53' 00.76"	W084° 14' 43.95"	990	1132.98	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
114	SOUTH PERIMETER RD	1017	N039° 53' 20.72"	W084° 13' 49.85"	1002	1040.64	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
115	AIRPORT ACCESS ROAD	1019	N039° 53' 17.98"	W084° 13' 56.68"	1002	1052.55	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
116	U.S. 40	1022	N039° 53' 16.67"	W084° 13' 59.92"	1007	1058.21	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
117	AIRPORT ACCESS RD	1028	N039° 53' 15.73"	W084° 14' 02.28"	1011	1062.33	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
118	AIRPORT ACCESS ROAD	1018	N039° 53' 12.99"	W084° 14' 09.09"	1001	1074.21	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
119	AIRPORT ACCESS ROAD	1022	N039° 53' 11.38"	W084° 14' 13.10"	1005	1081.21	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
120	DOG LEG RD	1004	N039° 52' 58.99"	W084° 14' 43.95"	989	1135.03	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
121	PETERS PIKE	1021	N039° 53' 10.11"	W084° 13' 37.63"	1006	1037.18	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
122	AIRPORT ACCESS ROAD	1027	N039° 52' 48.33"	W084° 14' 09.28"	1010	1102.83	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A
123	DOG LEG RD	985	N039° 52' 24.73"	W084° 14' 43.56"	970	1173.95	N/A	6R APPR	N/A	N/A	N/A	N/A	N/A

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Principal-in-Charge: Andrew M. Holesko
Project Manager: Jeffrey Bonecutter, P.E.
Designed by: Emily Bredestege
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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
RUNWAY 6R INNER APPROACH

Drawing No.
23

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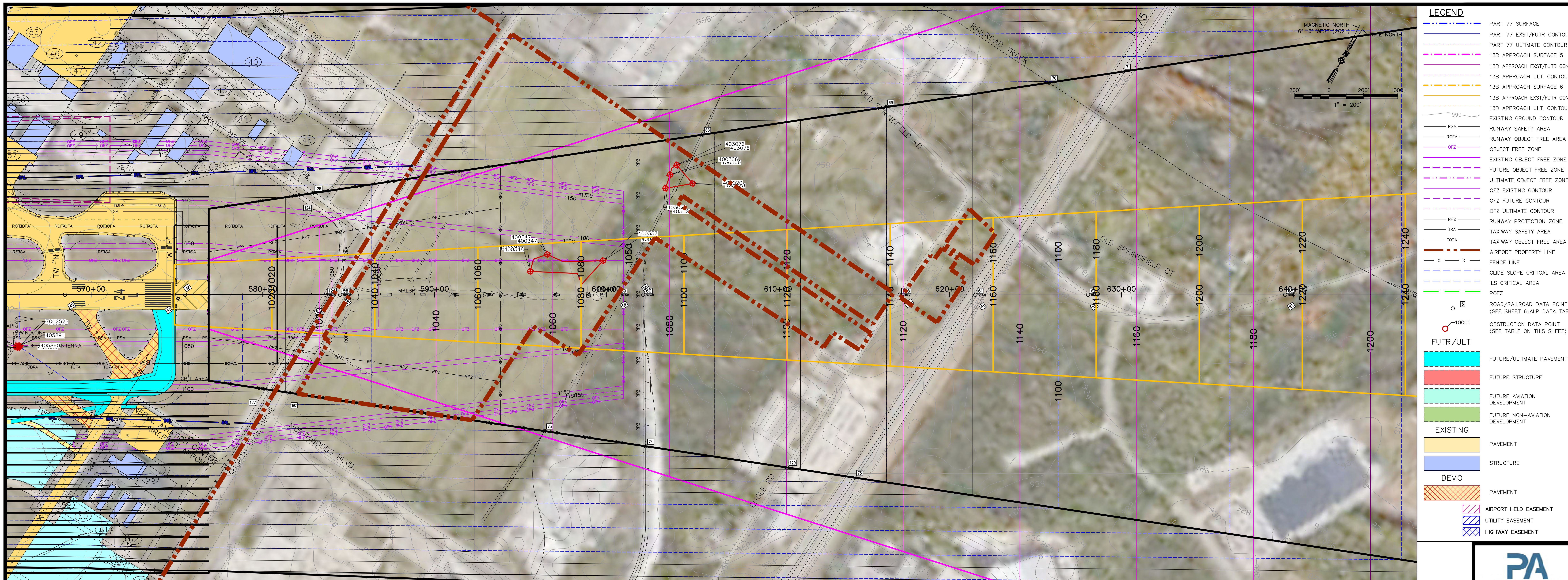
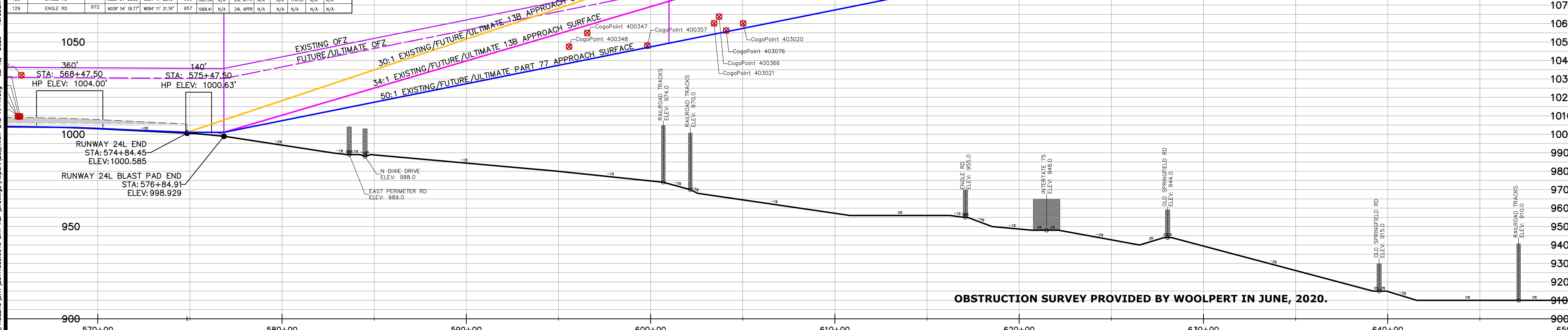
DAY – AIRPORT MASTER PLAN



RUNWAY 24L APPROACH SURFACE TRAVERSEWAYS													
**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B-5 APPR ELEV	HEIGHT ABOVE 13B-5 APPR SURF	13B-6 APPR ELEV	HEIGHT ABOVE 13B-6 APPR SURF	DISPOSITION
58	N DIXIE DRIVE	1003	N039° 54' 12.33"	W084° 11' 56.56"	988	1014.67	N/A	24L APPR	N/A	N/A	1033.26	N/A	N/A
59	RAILROAD TRACKS	997	N039° 54' 21.43"	W084° 11' 39.47"	974	1048.76	N/A	24L APPR	N/A	N/A	1087.23	N/A	N/A
60	RAILROAD TRACKS	993	N039° 54' 22.25"	W084° 11' 37.92"	970	1051.68	N/A	24L APPR	N/A	N/A	1092.10	N/A	N/A
61	INTERTATE 75	965	N039° 54' 33.11"	W084° 11' 17.51"	948	1090.35	N/A	24L APPR	N/A	N/A	1156.55	N/A	N/A
62	OLD SPRINGFIELD RD	959	N039° 54' 36.79"	W084° 11' 10.58"	944	1103.48	N/A	24L APPR	N/A	N/A	1178.43	N/A	N/A
63	OLD SPRINGFIELD RD	930	N039° 54' 43.24"	W084° 10' 58.45"	915	1126.44	N/A	24L APPR	N/A	N/A	1216.70	N/A	N/A
64	RAILROAD TRACKS	933	N039° 54' 47.49"	W084° 10' 50.46"	910	1141.58	N/A	24L APPR	N/A	N/A	1241.93	N/A	N/A
65	CASSEL ROAD	915	N039° 54' 54.94"	W084° 10' 36.45"	900	1168.11	N/A	24L APPR	N/A	N/A	1286.15	N/A	N/A
66	OLD SPRINGFIELD RD	875	N039° 55' 00.85"	W084° 10' 25.34"	860	1189.15	N/A	24L APPR	N/A	N/A	1321.21	N/A	N/A
67	N DIXIE DR	1002	N039° 54' 20.19"	W084° 11' 57.09"	987	1024.73	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
68	RAILROAD TRACKS	991	N039° 54' 31.76"	W084° 11' 41.07"	968	1058.58	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
69	OLD SPRINGFIELD RD	969	N039° 54' 39.05"	W084° 11' 30.98"	954	1079.92	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
70	RAILROAD TRACKS	961	N039° 54' 45.56"	W084° 11' 21.97"	938	1098.95	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
71	INTERTATE 75	937	N039° 54' 48.51"	W084° 11' 17.89"	920	1107.58	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
72	FROST RD	865	N039° 55' 24.33"	W084° 10' 28.27"	850	1215.23	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
73	RAILROAD TRACKS	1001	N039° 54' 12.57"	W084° 11' 38.20"	978	1040.19	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
74	RAILROAD TRACKS	993	N039° 54' 15.16"	W084° 11' 31.35"	970	1051.96	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
75	INTERTATE 75	971	N039° 54' 20.51"	W084° 11' 17.16"	954	1076.30	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
76	CASSEL RD	925	N039° 54' 39.28"	W084° 10' 27.41"	910	1161.70	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
77	RAILROAD TRACKS	923	N039° 54' 42.42"	W084° 10' 19.07"	900	1176.00	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
78	RAILROAD TRACKS	853	N039° 54' 45.85"	W084° 10' 09.97"	830	1191.62	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
79	FROST RD	865	N039° 55' 14.07"	W084° 10' 27.91"	850	1201.07	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
80	N DIXIE DR	1003	N039° 54' 05.99"	W084° 11' 55.64"	988	1007.94	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
124	EAST PERIMETER	1007	N039° 54' 15.68"	W084° 12' 03.34"	992	1011.53	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
125	WRIGHT DR	1006	N039° 54' 16.22"	W084° 12' 02.57"	991	1013.15	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
126	EAST PERIMETER RD	1004	N039° 54' 11.85"	W084° 11' 57.47"	989	1016.38	N/A	24L APPR	N/A	N/A	1030.41	N/A	N/A
127	EAST PERIMETER RD	1005	N039° 54' 05.48"	W084° 11' 57.00"	990	1010.26	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A
128	ENGLE RD	970	N039° 54' 30.63"	W084° 11' 22.16"	955	1081.54	N/A	24L APPR	N/A	N/A	1141.87	N/A	N/A
129	ENGLE RD	972	N039° 54' 18.77"	W084° 11' 21.76"	957	1068.41	N/A	24L APPR	N/A	N/A	N/A	N/A	N/A

RUNWAY 24L APPROACH SURFACE OBSTRUCTIONS													
PT #	DESCRIP	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	PART 77 ELEV	HEIGHT ABOVE PART 77 SURF	PART 77 SURF	13B-5 APPR ELEV	HEIGHT ABOVE 13B-5 APPR SURF	13B-6 APPR ELEV	HEIGHT ABOVE 13B-6 APPR SURF	DISPOSITION
TREE CLUSTER													
400347	TREE	1054.92	698619.90	1492734.79	978	1040.50	14.42	24L APPR	N/A	N/A	1073.46	N/A	TRIM/REMOVE
400348	TREE	1047.49	698482.94	1492707.43	978	1038.53	8.96	24L APPR	N/A	N/A	1070.17	N/A	TRIM/REMOVE
400357	TREE	1048.02	698770.13	1493026.29	973	1048.02	1.00	24L APPR	N/A	N/A	1084.32	N/A	TRIM/REMOVE
TREE CLUSTER													
400366	TREE	1063.76	699401.78	1493074.62	968	1054.80	8.96	24L APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
403020	TREE	1060.11	699431.56	1493211.47	966	1057.41	2.70	24L APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
403021	TREE	1060.11	699321.03	1493095.83	968	1054.26	5.85	24L APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
403076	TREE	1056.24	699470.87	1493075.10	968	1055.58	0.66	24L APPR	N/A	N/A	N/A	N/A	TRIM/REMOVE
402951	BUILDING	1009.50	696468.41	1490461.61	1000	1003.97	5.53	PRIM	N/A	N/A	N/A	N/A	LIGHT
405889	BUILDING	1009.73	696468.16	1490454.26	1000	1003.97	5.76	PRIM	N/A	N/A	N/A	N/A	LIGHT
405890	BUILDING	1009.73	696460.95	1490459.01	1000	1003.97	5.76	PRIM	N/A	N/A	N/A	N/A	LIGHT
405891	BUILDING	1009.73	696475.03	1490464.70	1000	1003.97	5.76	PRIM	N/A	N/A	N/A	N/A	LIGHT
405892	BUILDING	1009.73	696467.82	1490469.45	1000	1003.97	5.76	PRIM	N/A	N/A	N/A	N/A	LIGHT
700252	GLIDESLOPE	1032.00	696477.87	1490470.87	1000	1003.97	28.03	PRIM	N/A	N/A	N/A	N/A	FRANGIBLE



OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

PASSERO ASSOCIATES engineering architecture

LWC INCORPORATED

Submittal: **DRAFT**

Stamp

Client
City of Dayton
at Dayton International Airport
3600 Terminal Drive
Dayton, Ohio 45377

DAYTON INTERNATIONAL AIRPORT

Passero Associates
434 East First Street
Dayton, OH 45402
(937) 262-7287
Fax: (585) 325-1691

Principal-in-Charge: Andrew M. Holesko
Project Manager: Jeffrey Bonecutter, P.E.
Designed by: Emily Bredestege
www.passero.com

Revisions			
No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

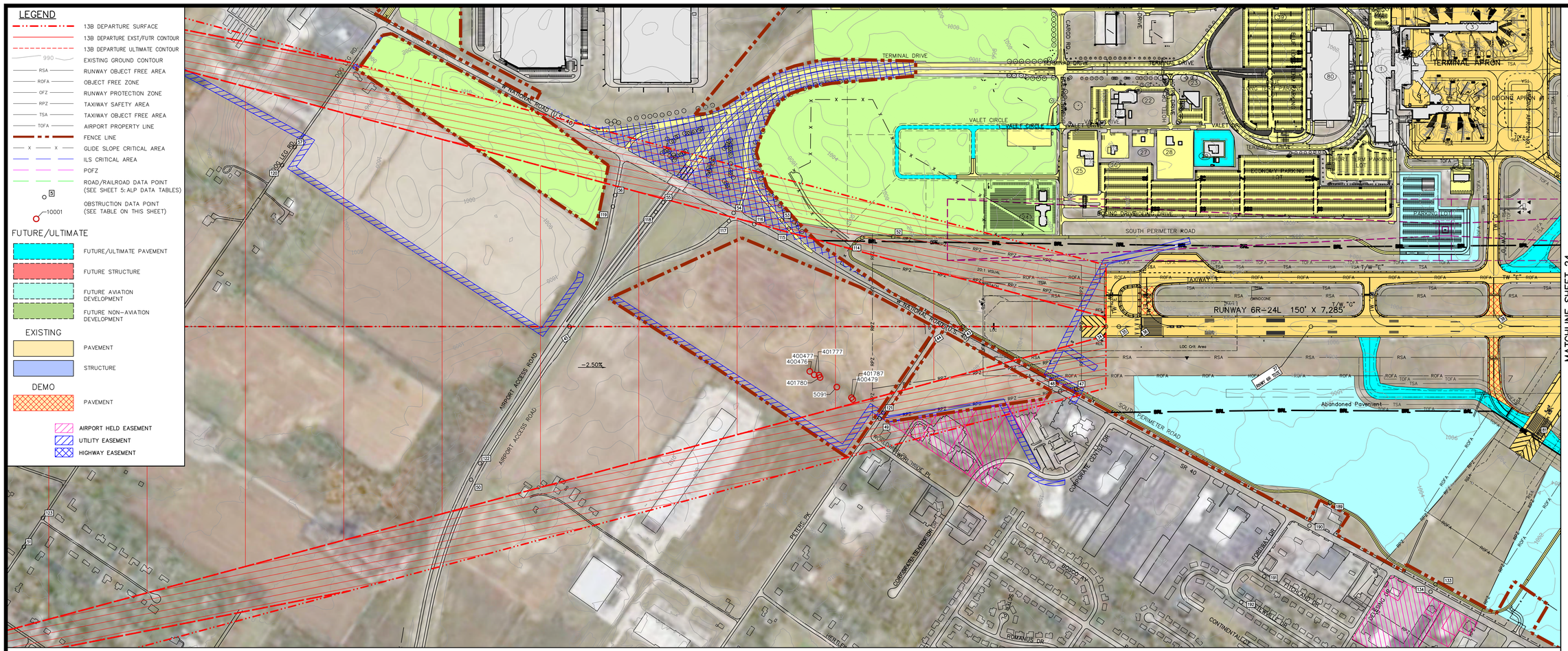
Project Name
AIRPORT MASTER PLAN

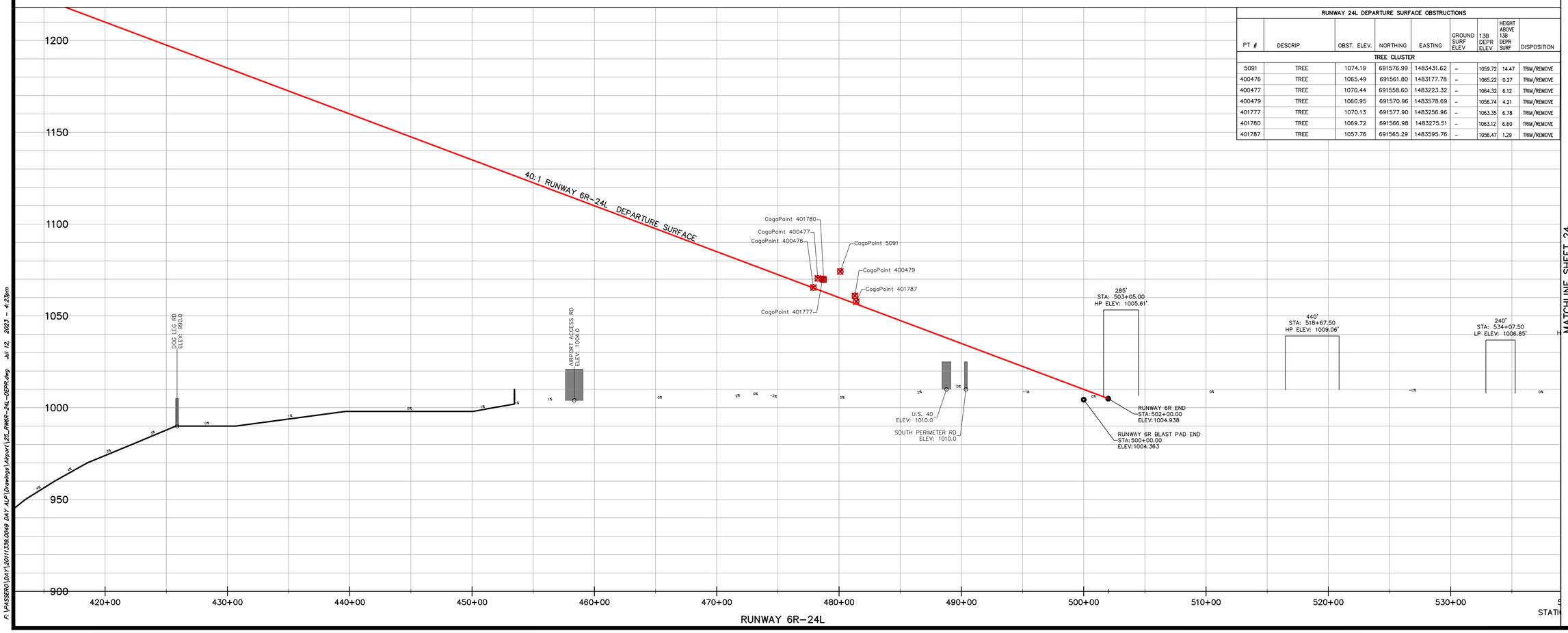
Project No. 20111339.0049

Date: JULY 2023

Drawing Title
RUNWAY 24L INNER APPROACH

Drawing No. **24**





RUNWAY 24L DEPARTURE SURFACE OBSTRUCTIONS

PT #	DESCRIP	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	13B DEPR ELEV	HEIGHT ABOVE 13B DEPR SURF	DISPOSITION
TREE CLUSTER								
5091	TREE	1074.19	691576.99	1483431.62	--	1059.72	14.47	TRIM/REMOVE
400476	TREE	1065.49	691561.80	1483177.78	--	1065.22	0.27	TRIM/REMOVE
400477	TREE	1070.44	691558.60	1483223.32	--	1064.32	6.12	TRIM/REMOVE
400479	TREE	1060.95	691570.96	1483578.69	--	1056.74	4.21	TRIM/REMOVE
401777	TREE	1070.13	691577.90	1483256.96	--	1063.35	6.78	TRIM/REMOVE
401780	TREE	1069.72	691566.98	1483275.51	--	1063.12	6.60	TRIM/REMOVE
401787	TREE	1057.76	691565.29	1483595.76	--	1056.47	1.29	TRIM/REMOVE

PASSERO ASSOCIATES engineering architecture

LWC INCORPORATED

Submittal: **DRAFT**

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Client:
City of Dayton
at Dayton International Airport
3600 Terminal Drive
Dayton, Ohio 45377

DAYTON INTERNATIONAL AIRPORT

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Principal-in-Charge: Andrew M. Holesko
Project Manager: Jeffrey Bonecutter, P.E.
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Revisions

No.	Date	By	Description

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Location: Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name: **AIRPORT MASTER PLAN**

Project No. 20111339.0049

Date JULY 2023

Drawing Title: **RUNWAY 24L INNER DEPARTURE**

Drawing No. **25**

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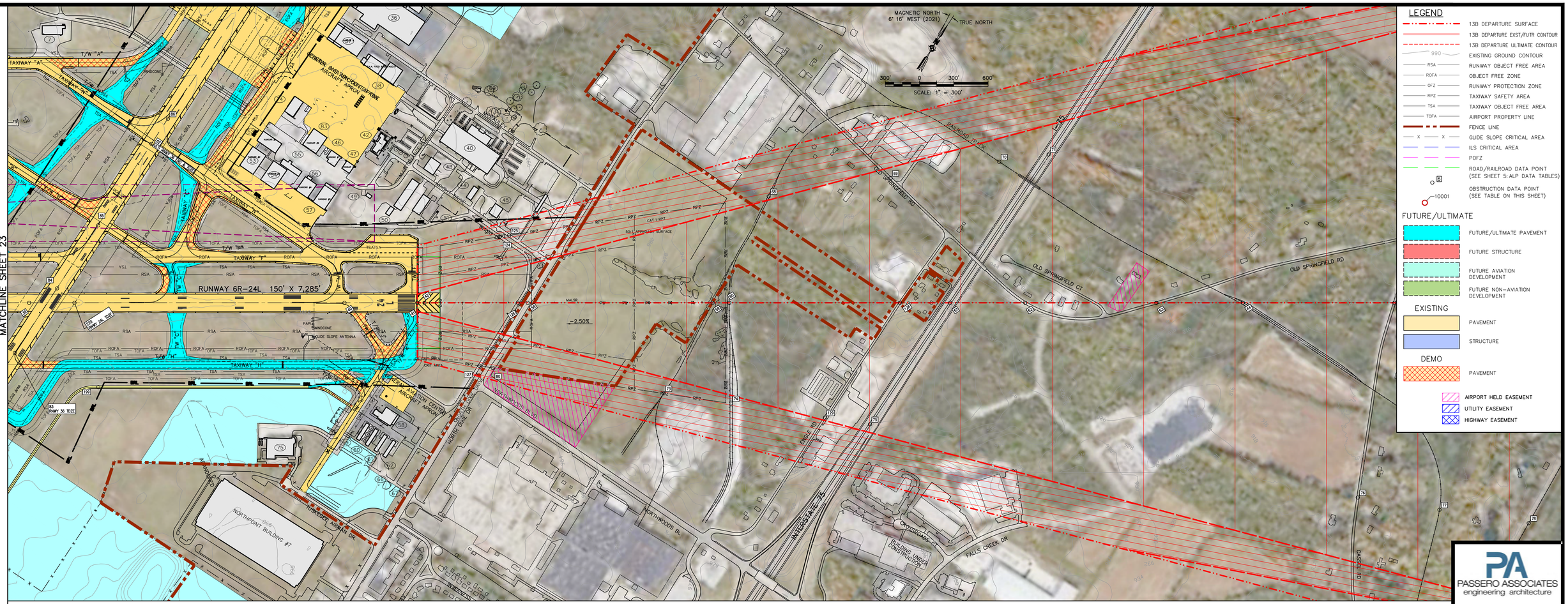
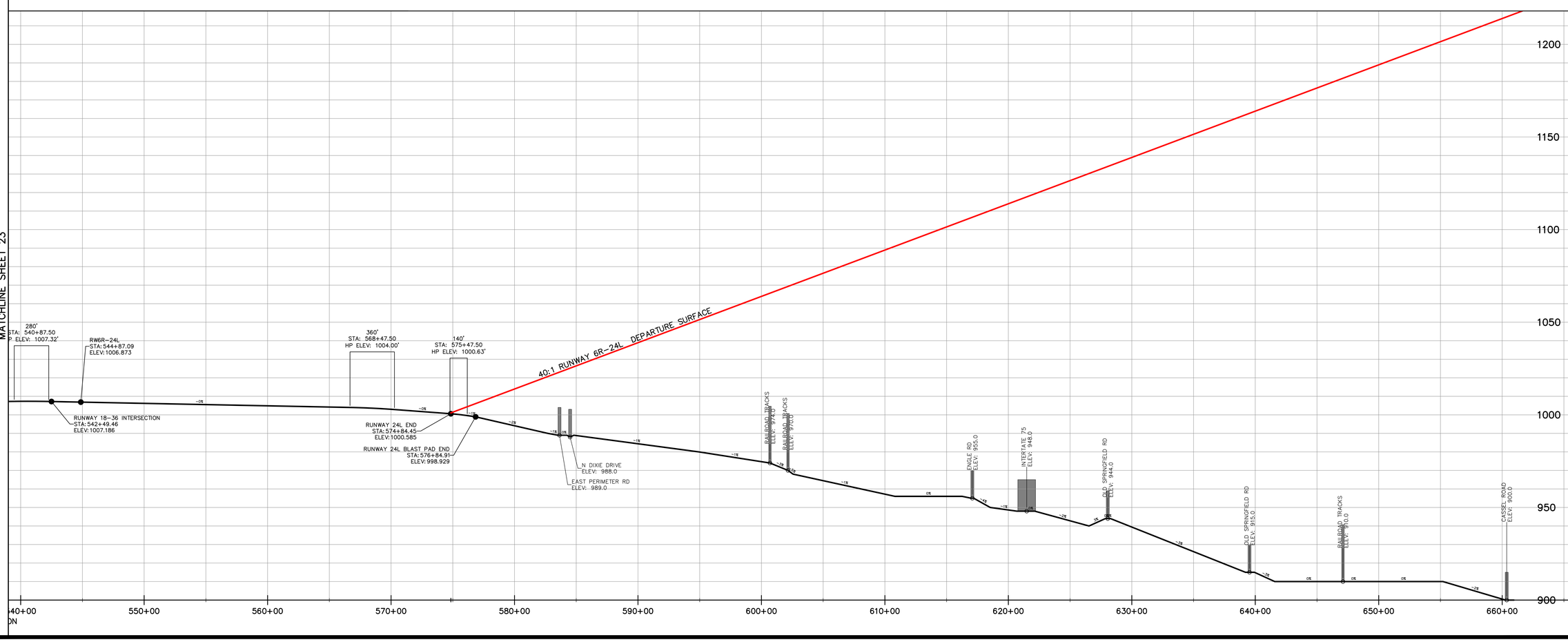
DAY - AIRPORT MASTER PLAN

MATCHLINE SHEET 23



MATCHLINE SHEET 23



MATCHLINE SHEET 23

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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
RUNWAY 6R INNER DEPARTURE

Drawing No.
26

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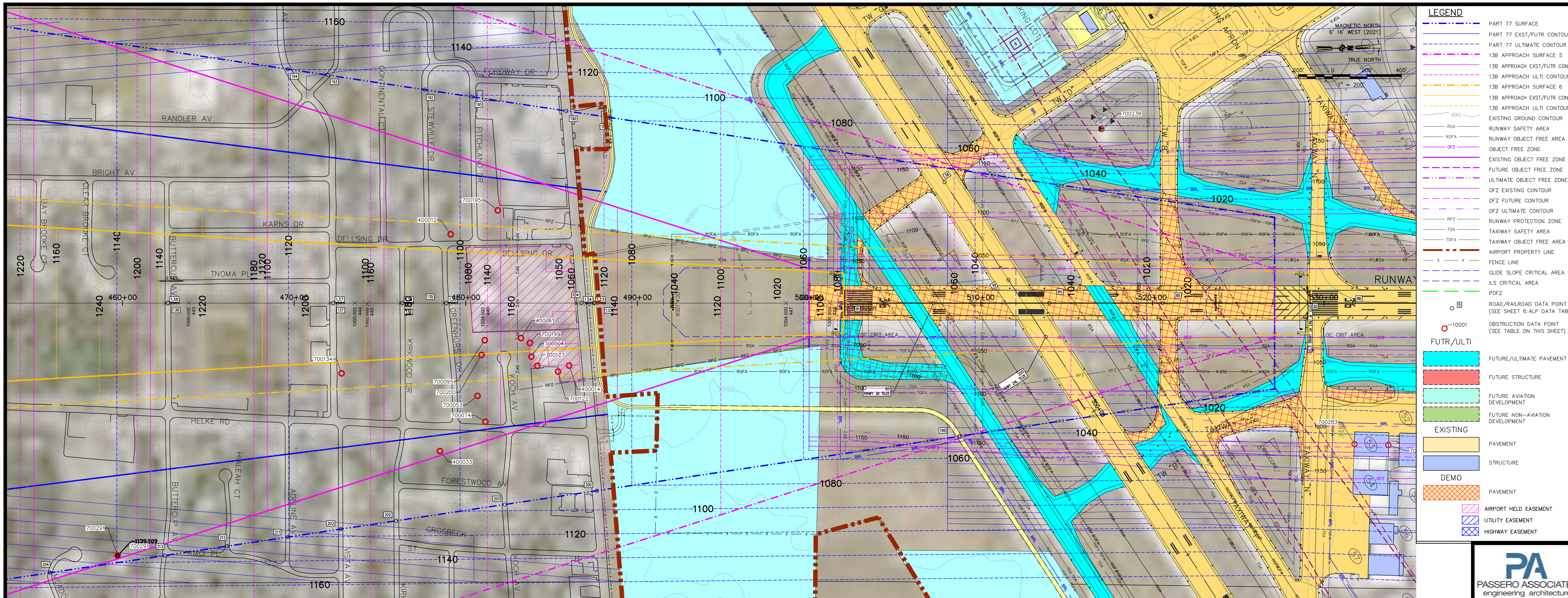

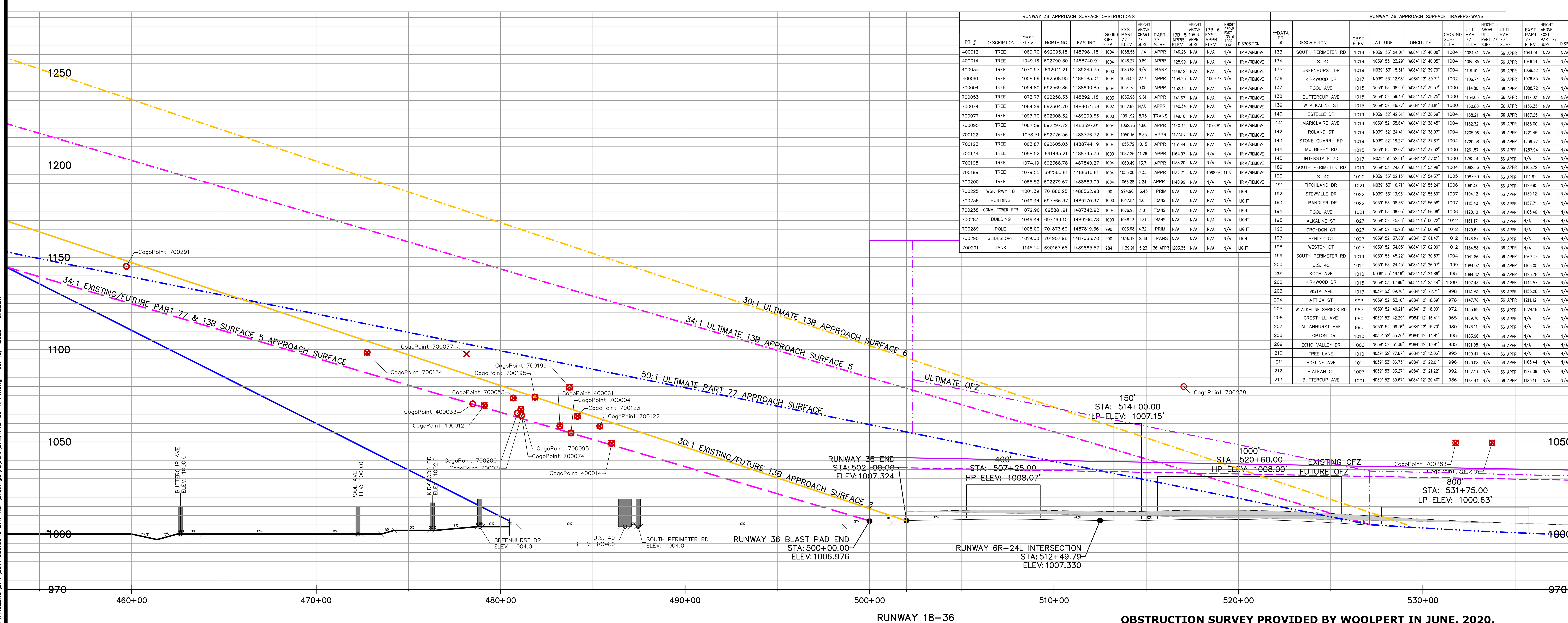

OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

RUNWAY 36 APPROACH SURFACE OBSTRUCTIONS

PT #	DESCRIPTION	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	EXST PART 77 ELEV	HEIGHT ABOVE XPART 77 SURF	PART 77 SURF	13B-5 APPR ELEV	HEIGHT ABOVE 13B-5 APPR SURF	13B-6 EXST APPR ELEV	HEIGHT ABOVE EXST 13B-6 APPR SURF	DISPOSITION
400012	TREE	1069.70	692095.18	1487981.15	1004	1068.56	1.14	APPR	1146.28	N/A	N/A	N/A	TRIM/REMOVE
400014	TREE	1049.16	692790.30	1488740.91	1004	1048.27	0.89	APPR	1125.99	N/A	N/A	N/A	TRIM/REMOVE
400033	TREE	1070.57	692041.21	1489243.75	1000	1083.58	N/A	TRANS	1148.12	N/A	N/A	N/A	TRIM/REMOVE
400061	TREE	1058.69	692508.95	1488583.04	1004	1056.52	2.17	APPR	1134.23	N/A	1069.77	N/A	TRIM/REMOVE
700004	TREE	1054.80	692569.86	1488690.85	1004	1054.75	0.05	APPR	1132.46	N/A	N/A	N/A	TRIM/REMOVE
700053	TREE	1073.77	692258.33	1488921.18	1003	1063.96	9.81	APPR	1141.67	N/A	N/A	N/A	TRIM/REMOVE
700074	TREE	1064.29	692304.70	1489071.58	1002	1062.62	N/A	APPR	1140.34	N/A	N/A	N/A	TRIM/REMOVE
700077	TREE	1097.70	692008.32	1489299.66	1000	1091.92	5.78	TRANS	1149.10	N/A	N/A	N/A	TRIM/REMOVE
700095	TREE	1067.59	692297.72	1488597.01	1004	1062.73	4.86	APPR	1140.44	N/A	1076.81	N/A	TRIM/REMOVE
700122	TREE	1058.51	692726.56	1488776.72	1004	1050.16	8.35	APPR	1127.87	N/A	N/A	N/A	TRIM/REMOVE
700123	TREE	1063.87	692605.03	1488744.19	1004	1053.72	10.15	APPR	1131.44	N/A	N/A	N/A	TRIM/REMOVE
700134	TREE	1098.52	691465.21	1488795.73	1000	1087.26	11.26	APPR	1164.97	N/A	N/A	N/A	TRIM/REMOVE
700195	TREE	1074.19	692368.78	1487840.27	1004	1060.49	13.7	APPR	1138.20	N/A	N/A	N/A	TRIM/REMOVE
700199	TREE	1079.55	692560.81	1488610.81	1004	1055.00	24.55	APPR	1132.71	N/A	1068.04	11.5	TRIM/REMOVE
700200	TREE	1065.52	692279.67	1488683.09	1004	1063.28	2.24	APPR	1140.99	N/A	N/A	N/A	TRIM/REMOVE
700225	WSK RWY 18	1001.39	701888.25	1488562.98	990	994.96	6.43	PRIM	N/A	N/A	N/A	N/A	LIGHT
700236	BUILDING	1049.44	697566.37	1489170.37	1000	1047.84	1.6	TRANS	N/A	N/A	N/A	N/A	LIGHT
700238	COMM. TOWER-RTR	1079.96	695881.91	1487342.92	1004	1076.96	3.0	TRANS	N/A	N/A	N/A	N/A	LIGHT
700283	BUILDING	1049.44	697369.10	1489166.78	1000	1048.13	1.31	TRANS	N/A	N/A	N/A	N/A	LIGHT
700289	POLE	1008.00	701873.69	1487819.36	990	1003.68	4.32	PRIM	N/A	N/A	N/A	N/A	LIGHT
700290	GLIDESLOPE	1019.00	701907.98	1487665.70	990	1016.12	2.88	TRANS	N/A	N/A	N/A	N/A	LIGHT
700291	TANK	1145.14	690167.68	1489865.57	984	1139.91	5.23	36 APPR	1203.35	N/A	N/A	N/A	LIGHT

RUNWAY 36 APPROACH SURFACE TRAVERSEWAYS

**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	ULTI PART 77 ELEV	HEIGHT ABOVE ULTI PART 77 SURF	ULTI PART 77 SURF	EXST PART 77 ELEV	HEIGHT ABOVE EXST PART 77 SURF	DISPOSITION
133	SOUTH PERIMETER RD	1019	N039° 53' 24.01"	W084° 12' 40.08"	1004	1084.41	N/A	36 APPR	1044.01	N/A	N/A
134	U.S. 40	1019	N039° 53' 23.29"	W084° 12' 40.05"	1004	1085.85	N/A	36 APPR	1046.14	N/A	N/A
135	GREENHURST DR	1019	N039° 53' 15.51"	W084° 12' 39.79"	1004	1101.61	N/A	36 APPR	1069.32	N/A	N/A
136	KIRKWOOD DR	1017	N039° 53' 12.98"	W084° 12' 39.71"	1002	1106.74	N/A	36 APPR	1076.85	N/A	N/A
137	POOL AVE	1015	N039° 53' 08.99"	W084° 12' 39.57"	1000	1114.80	N/A	36 APPR	1088.72	N/A	N/A
138	BUTTERCUP AVE	1015	N039° 52' 59.49"	W084° 12' 39.25"	1000	1134.05	N/A	36 APPR	1117.02	N/A	N/A
139	W ALKALINE ST	1015	N039° 52' 46.27"	W084° 12' 38.81"	1000	1160.80	N/A	36 APPR	1156.35	N/A	N/A
140	ESTELLE DR	1019	N039° 52' 42.61"	W084° 12' 38.69"	1004	1168.21	N/A	36 APPR	1167.25	N/A	N/A
141	MARICLAIRE AVE	1019	N039° 52' 35.64"	W084° 12' 38.45"	1004	1182.32	N/A	36 APPR	1188.00	N/A	N/A
142	ROLAND ST	1019	N039° 52' 24.41"	W084° 12' 38.07"	1004	1205.06	N/A	36 APPR	1221.45	N/A	N/A
143	STONE QUARRY RD	1019	N039° 52' 18.27"	W084° 12' 37.87"	1004	1220.58	N/A	36 APPR	1239.72	N/A	N/A
144	MULBERRY RD	1015	N039° 52' 02.07"	W084° 12' 37.32"	1000	1261.57	N/A	36 APPR	1287.94	N/A	N/A
145	INTERSTATE 70	1017	N039° 51' 52.61"	W084° 12' 37.01"	1000	1285.51	N/A	36 APPR	N/A	N/A	N/A
189	SOUTH PERIMETER RD	1019	N039° 53' 24.60"	W084° 12' 53.98"	1004	1082.66	N/A	36 APPR	1103.72	N/A	N/A
190	U.S. 40	1020	N039° 53' 22.13"	W084° 12' 54.37"	1005	1087.63	N/A	36 APPR	1111.92	N/A	N/A
191	FITCHLAND DR	1021	N039° 53' 16.71"	W084° 12' 55.24"	1006	1091.56	N/A	36 APPR	1129.95	N/A	N/A
192	STEWVILLE DR	1022	N039° 53' 13.95"	W084° 12' 55.69"	1007	1104.12	N/A	36 APPR	1139.12	N/A	N/A
193	RANDLER DR	1022	N039° 53' 08.36"	W084° 12' 56.58"	1007	1115.40	N/A	36 APPR	1157.71	N/A	N/A
194	POOL AVE	1021	N039° 53' 06.03"	W084° 12' 56.96"	1006	1120.10	N/A	36 APPR	1165.46	N/A	N/A
195	ALKALINE ST	1027	N039° 52' 45.66"	W084° 13' 00.22"	1012	1161.17	N/A	36 APPR	N/A	N/A	N/A
196	CROYDON CT	1027	N039° 52' 40.98"	W084° 13' 00.98"	1012	1170.61	N/A	36 APPR	N/A	N/A	N/A
197	HENLEY CT	1027	N039° 52' 37.88"	W084° 13' 01.47"	1012	1176.87	N/A	36 APPR	N/A	N/A	N/A
198	WESTON CT	1027	N039° 52' 34.05"	W084° 13' 02.09"	1012	1184.58	N/A	36 APPR	N/A	N/A	N/A
199	SOUTH PERIMETER RD	1019	N039° 53' 45.22"	W084° 12' 30.83"	1004	1041.86	N/A	36 APPR	1047.24	N/A	N/A
200	U.S. 40	1014	N039° 53' 24.45"	W084° 12' 26.07"	999	1084.07	N/A	36 APPR	1106.05	N/A	N/A
201	KOCH AVE	1010	N039° 53' 19.16"	W084° 12' 24.86"	995	1094.82	N/A	36 APPR	1123.78	N/A	N/A
202	KIRKWOOD DR	1015	N039° 53' 12.96"	W084° 12' 23.44"	1000	1107.43	N/A	36 APPR	1144.57	N/A	N/A
203	VISTA AVE	1013	N039° 53' 09.76"	W084° 12' 22.71"	998	1113.92	N/A	36 APPR	1155.28	N/A	N/A
204	ATTICA ST	993	N039° 52' 53.10"	W084° 12' 18.89"	978	1147.78	N/A	36 APPR	1211.12	N/A	N/A
205	W ALKALINE SPRINGS RD	987	N039° 52' 49.21"	W084° 12' 18.00"	972	1155.69	N/A	36 APPR	1224.16	N/A	N/A
206	CRESTHILL AVE	980	N039° 52' 42.29"	W084° 12' 16.41"	965	1169.76	N/A	36 APPR	N/A	N/A	N/A
207	ALLANHURST AVE	995	N039° 52' 39.16"	W084° 12' 15.70"	980	1176.11	N/A	36 APPR	N/A	N/A	N/A
208	TOPTON DR	1010	N039° 52' 35.30"	W084° 12' 14.81"	995	1183.96	N/A	36 APPR	N/A	N/A	N/A
209	ECHO VALLEY DR	1000	N039° 52' 31.36"	W084° 12' 13.91"	985	1191.98	N/A	36 APPR	N/A	N/A	N/A
210	TREE LANE	1010	N039° 52' 27.67"	W084° 12' 13.06"	995	1199.47	N/A	36 APPR	N/A	N/A	N/A
211	ADELINE AVE	1011	N039° 53' 06.73"	W084° 12' 22.01"	996	1120.08	N/A	36 APPR	1165.44	N/A	N/A
212	HIALEAH CT	1007	N039° 53' 03.27"	W084° 12' 21.22"	992	1127.13	N/A	36 APPR	1177.06	N/A	N/A
213	BUTTERCUP AVE	1001	N039° 52' 59.67"	W084° 12' 20.40"	986	1134.44	N/A	36 APPR	1189.11	N/A	N/A

PASSERO ASSOCIATES engineering architecture

LWC INCORPORATED

Submittal: **DRAFT**

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Revisions

No.	Date	By	Description

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Location: Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name: **AIRPORT MASTER PLAN**

Project No. 20111339.0049

Date: JULY 2023

Drawing Title: **RUNWAY 36 INNER APPROACH**

Drawing No. **27**

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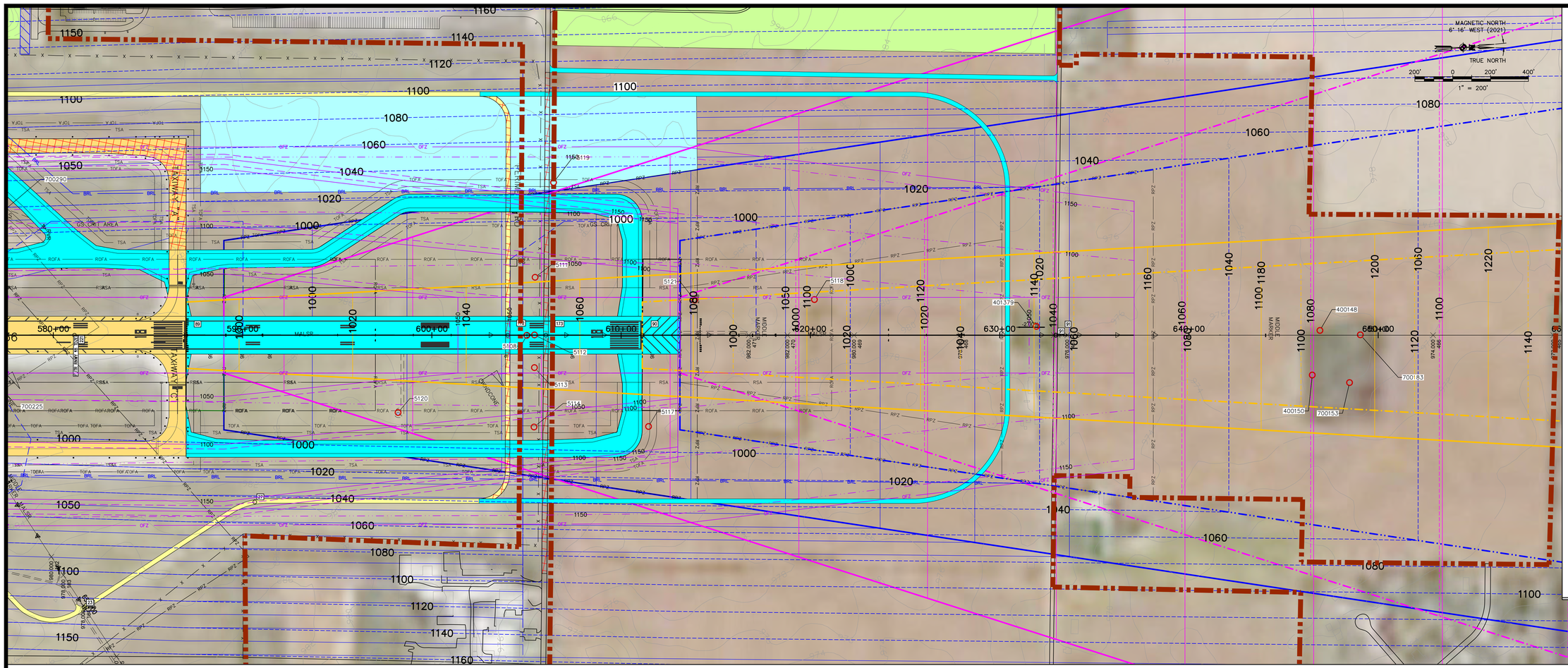


LEGEND

- PART 77 SURFACE
- PART 77 EXST/FUTR CONTOUR
- PART 77 ULTIMATE CONTOUR
- 13B APPROACH SURFACE 5
- 13B APPROACH EXST/FUTR CONTOUR
- 13B APPROACH ULTI CONTOUR
- 13B APPROACH SURFACE 6
- 13B APPROACH EXST/FUTR CONTOUR
- 13B APPROACH ULTI CONTOUR
- 990 EXISTING GROUND CONTOUR
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- OFZ OBJECT FREE ZONE
- EXISTING OBJECT FREE ZONE
- FUTURE OBJECT FREE ZONE
- ULTIMATE OBJECT FREE ZONE
- OFZ EXISTING CONTOUR
- OFZ FUTURE CONTOUR
- OFZ ULTIMATE CONTOUR
- RPZ RUNWAY PROTECTION ZONE
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- AIRPORT PROPERTY LINE
- X X FENCE LINE
- GLIDE SLOPE CRITICAL AREA
- ILS CRITICAL AREA
- POFZ
- 5 ROAD/RAILROAD DATA POINT (SEE SHEET 6: ALP DATA TABLES)
- 10001 OBSTRUCTION DATA POINT (SEE TABLE ON THIS SHEET)

FUTR/ULTI

- FUTURE/ULTIMATE PAVEMENT
- FUTURE STRUCTURE
- FUTURE AVIATION DEVELOPMENT
- FUTURE NON-AVIATION DEVELOPMENT

EXISTING

- PAVEMENT
- STRUCTURE

DEMO

- PAVEMENT

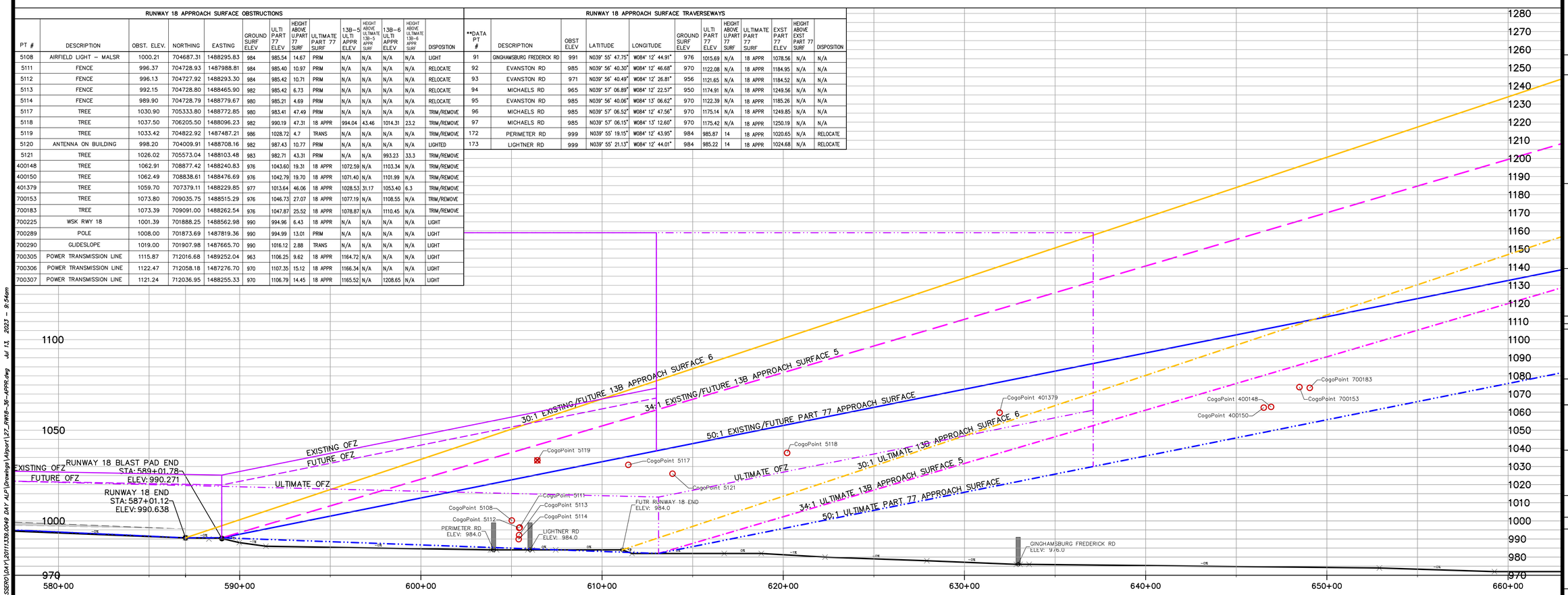
- AIRPORT HELD EASEMENT
- UTILITY EASEMENT
- HIGHWAY EASEMENT

RUNWAY 18 APPROACH SURFACE OBSTRUCTIONS

PT #	DESCRIPTION	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	ULTI PART 77 ELEV	HEIGHT ABOVE U.PART 77 SURF	ULTIMATE PART 77 SURF	13B–5 ULTI APPR ELEV	HEIGHT ABOVE ULTIMATE 13B–5 APPR SURF	13B–6 ULTI APPR ELEV	HEIGHT ABOVE ULTIMATE 13B–6 APPR SURF	DISPOSITION
5108	AIRFIELD LIGHT – MALSR	1000.21	704687.31	1488295.83	984	985.54	14.67	PRIM	N/A	N/A	N/A	N/A	LIGHT
5111	FENCE	996.37	704728.93	1487988.81	984	985.40	10.97	PRIM	N/A	N/A	N/A	N/A	RELOCATE
5112	FENCE	996.13	704727.92	1488293.30	984	985.42	10.71	PRIM	N/A	N/A	N/A	N/A	RELOCATE
5113	FENCE	992.15	704728.80	1488465.90	982	985.42	6.73	PRIM	N/A	N/A	N/A	N/A	RELOCATE
5114	FENCE	989.90	704728.79	1488779.67	980	985.21	4.69	PRIM	N/A	N/A	N/A	N/A	RELOCATE
5117	TREE	1030.90	705333.80	1488772.85	980	983.41	47.49	PRIM	N/A	N/A	N/A	N/A	TRIM/REMOVE
5118	TREE	1037.50	706205.50	1488096.23	982	990.19	47.31	18 APPR	994.04	43.46	1014.31	23.2	TRIM/REMOVE
5119	TREE	1033.42	704822.92	1487487.21	986	1028.72	4.7	TRANS	N/A	N/A	N/A	N/A	TRIM/REMOVE
5120	ANTENNA ON BUILDING	998.20	704009.91	1488708.16	982	987.43	10.77	PRIM	N/A	N/A	N/A	N/A	LIGHTED
5121	TREE	1026.02	705573.04	1488103.48	983	982.71	43.31	PRIM	N/A	N/A	993.23	33.3	TRIM/REMOVE
400148	TREE	1062.91	708877.42	1488240.83	976	1043.60	19.31	18 APPR	1072.59	N/A	1103.34	N/A	TRIM/REMOVE
400150	TREE	1062.49	708838.61	1488476.69	976	1042.79	19.70	18 APPR	1071.40	N/A	1101.99	N/A	TRIM/REMOVE
401379	TREE	1059.70	707379.11	1488229.85	977	1013.64	46.06	18 APPR	1028.53	31.17	1053.40	6.3	TRIM/REMOVE
700153	TREE	1073.80	709035.75	1488515.29	976	1046.73	27.07	18 APPR	1077.19	N/A	1108.55	N/A	TRIM/REMOVE
700183	TREE	1073.39	709091.00	1488262.54	976	1047.87	25.52	18 APPR	1078.87	N/A	1110.45	N/A	TRIM/REMOVE
700225	WSK RWY 18	1001.39	701888.25	1488562.98	990	994.96	6.43	18 APPR	N/A	N/A	N/A	N/A	LIGHT
700289	POLE	1008.00	701873.69	1487819.36	990	994.99	13.01	PRIM	N/A	N/A	N/A	N/A	LIGHT
700290	GLIDESLOPE	1019.00	701907.98	1487665.70	990	1016.12	2.88	TRANS	N/A	N/A	N/A	N/A	LIGHT
700305	POWER TRANSMISSION LINE	1115.87	712016.68	1489252.04	963	1106.25	9.62	18 APPR	1164.72	N/A	N/A	N/A	LIGHT
700306	POWER TRANSMISSION LINE	1122.47	712058.18	1487276.70	970	1107.35	15.12	18 APPR	1166.34	N/A	N/A	N/A	LIGHT
700307	POWER TRANSMISSION LINE	1121.24	712036.95	1488255.33	970	1106.79	14.45	18 APPR	1165.52	N/A	1208.65	N/A	LIGHT

RUNWAY 18 APPROACH SURFACE TRAVERSEWAYS

**DATA PT #	DESCRIPTION	OBST ELEV	LATITUDE	LONGITUDE	GROUND SURF ELEV	ULTI PART 77 ELEV	HEIGHT ABOVE U.PART 77 SURF	ULTIMATE PART 77 SURF	EXST PART 77 ELEV	HEIGHT ABOVE EXST PART 77 SURF	DISPOSITION
91	GINGHAMSBURG FREDERICK RD	991	N039° 55' 47.75"	W084° 12' 44.91"	976	1015.69	N/A	18 APPR	1078.56	N/A	N/A
92	EVANSTON RD	985	N039° 56' 40.30"	W084° 12' 46.68"	970	1122.08	N/A	18 APPR	1184.95	N/A	N/A
93	EVANSTON RD	971	N039° 56' 40.49"	W084° 12' 26.81"	956	1121.65	N/A	18 APPR	1184.52	N/A	N/A
94	MICHAELS RD	965	N039° 57' 06.89"	W084° 12' 22.57"	950	1174.91	N/A	18 APPR	1249.56	N/A	N/A
95	EVANSTON RD	985	N039° 56' 40.06"	W084° 13' 06.62"	970	1122.39	N/A	18 APPR	1185.26	N/A	N/A
96	MICHAELS RD	985	N039° 57' 06.52"	W084° 12' 47.56"	970	1175.14	N/A	18 APPR	1249.85	N/A	N/A
97	MICHAELS RD	985	N039° 57' 06.15"	W084° 13' 12.60"	970	1175.42	N/A	18 APPR	1250.19	N/A	N/A
172	PERIMETER RD	999	N039° 55' 19.15"	W084° 12' 43.95"	984	985.87	14	18 APPR	1020.65	N/A	RELOCATE
173	LIGHTNER RD	999	N039° 55' 21.13"	W084° 12' 44.01"	984	985.22	14	18 APPR	1024.68	N/A	RELOCATE



OBSTRUCTION SURVEY PROVIDED BY WOOLPERT IN JUNE, 2020.

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Designed by: Emily Bredestege
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Revisions

No.	Date	By	Description

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
RUNWAY 18 INNER APPROACH

Drawing No.
28

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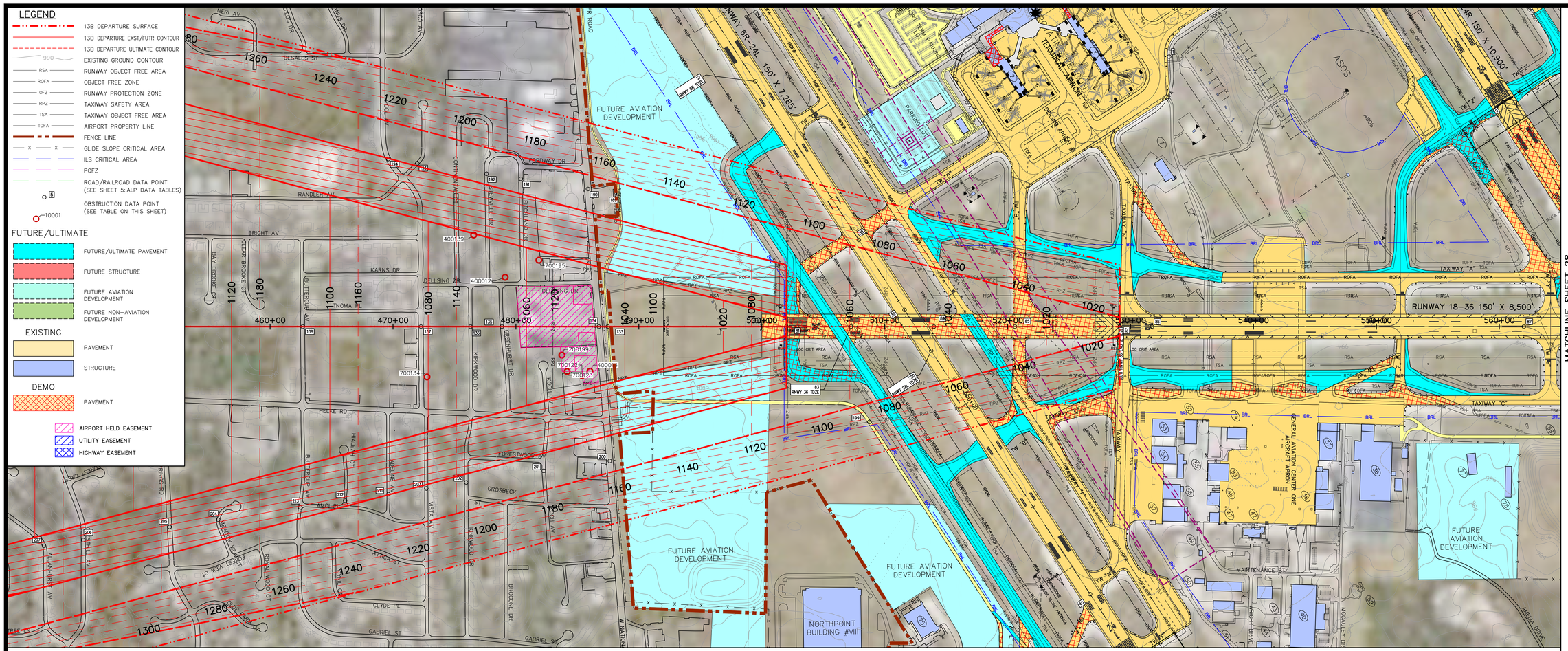
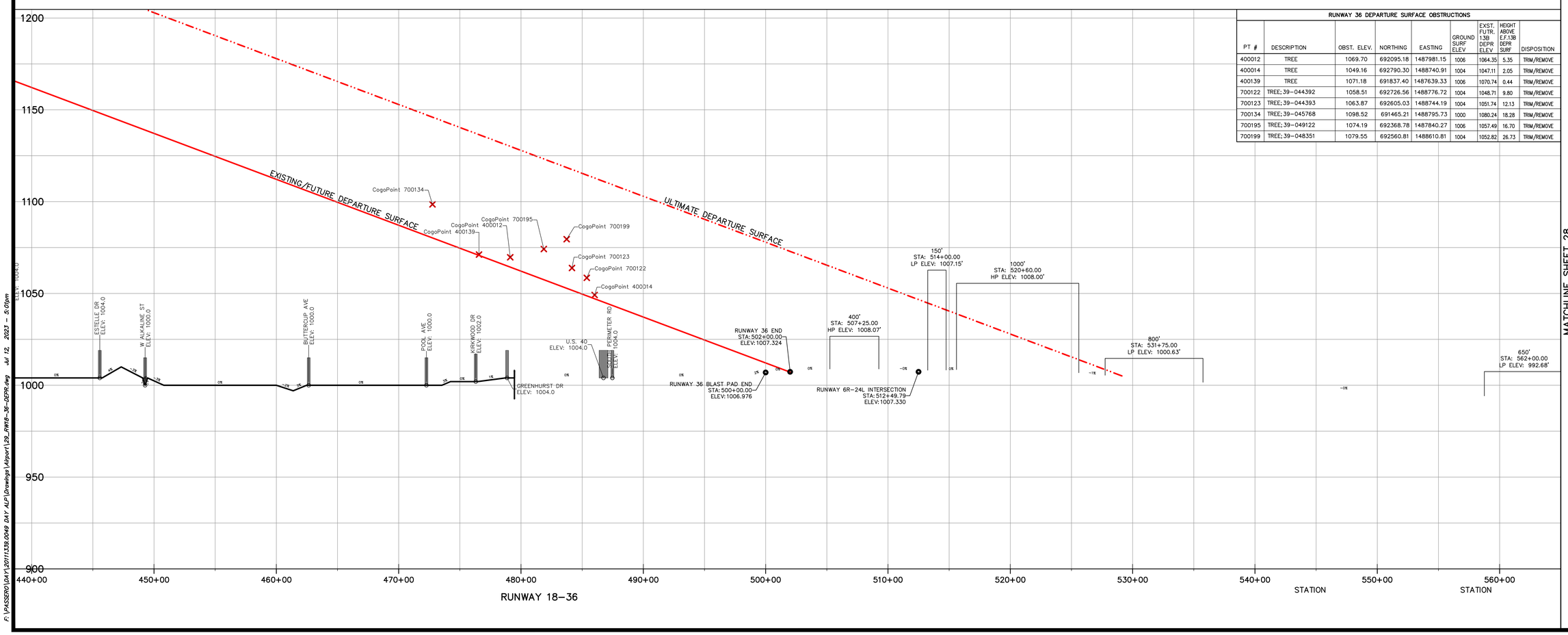
DAY – AIRPORT MASTER PLAN





RUNWAY 36 DEPARTURE SURFACE OBSTRUCTIONS

PT #	DESCRIPTION	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	EXST. FUTR. 13B DEPR ELEV	HEIGHT ABOVE E.F.13B DEPR SURF	DISPOSITION
400012	TREE	1069.70	692095.18	1487981.15	1006	1064.35	5.35	TRIM/REMOVE
400014	TREE	1049.16	692790.30	1488740.91	1004	1047.11	2.05	TRIM/REMOVE
400139	TREE	1071.18	691837.40	1487639.33	1006	1070.74	0.44	TRIM/REMOVE
700122	TREE;39-044392	1058.51	692726.56	1488776.72	1004	1048.71	9.80	TRIM/REMOVE
700123	TREE;39-044393	1063.87	692605.03	1488744.19	1004	1051.74	12.13	TRIM/REMOVE
700134	TREE;39-045768	1098.52	691465.21	1488795.73	1000	1080.24	18.28	TRIM/REMOVE
700195	TREE;39-049122	1074.19	692368.78	1487840.27	1006	1057.49	16.70	TRIM/REMOVE
700199	TREE;39-048351	1079.55	692560.81	1488610.81	1004	1052.82	26.73	TRIM/REMOVE

MATCHLINE SHEET 28

MAGNETIC NORTH 6° 16' WEST (2021)
TRUE NORTH
300' 0 300' 600'
300'

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County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
RUNWAY 18 INNER DEPARTURE

Drawing No.
29

MATCHLINE SHEET 28

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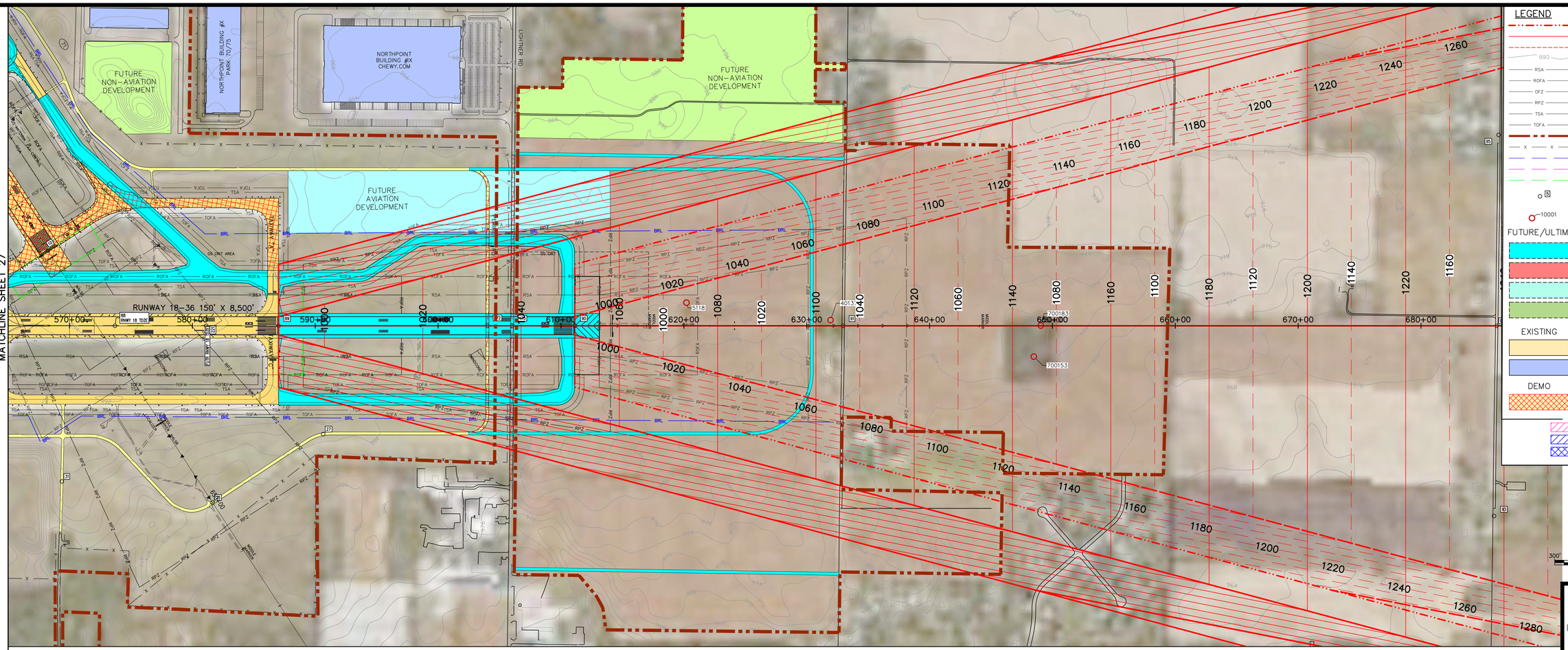
DAY - AIRPORT MASTER PLAN

MATCHLINE SHEET 27



LEGEND

- 13B DEPARTURE SURFACE
- 13B DEPARTURE EXST/FUTR CONTOUR
- 13B DEPARTURE ULTIMATE CONTOUR
- 990 EXISTING GROUND CONTOUR
- RSA RUNWAY OBJECT FREE AREA
- ROFA OBJECT FREE ZONE
- OFZ RUNWAY PROTECTION ZONE
- RPZ TAXIWAY SAFETY AREA
- TSA TAXIWAY OBJECT FREE AREA
- TOFA AIRPORT PROPERTY LINE
- FENCE LINE
- GLIDE SLOPE CRITICAL AREA
- ILS CRITICAL AREA
- POFZ
- ROAD/RAILROAD DATA POINT (SEE SHEET 5: ALP DATA TABLES)
- OBSTRUCTION DATA POINT (SEE TABLE ON THIS SHEET)

FUTURE/ULTIMATE

- FUTURE/ULTIMATE PAVEMENT
- FUTURE STRUCTURE
- FUTURE AVIATION DEVELOPMENT
- FUTURE NON-AVIATION DEVELOPMENT

EXISTING

- PAVEMENT
- STRUCTURE

DEMO

- PAVEMENT

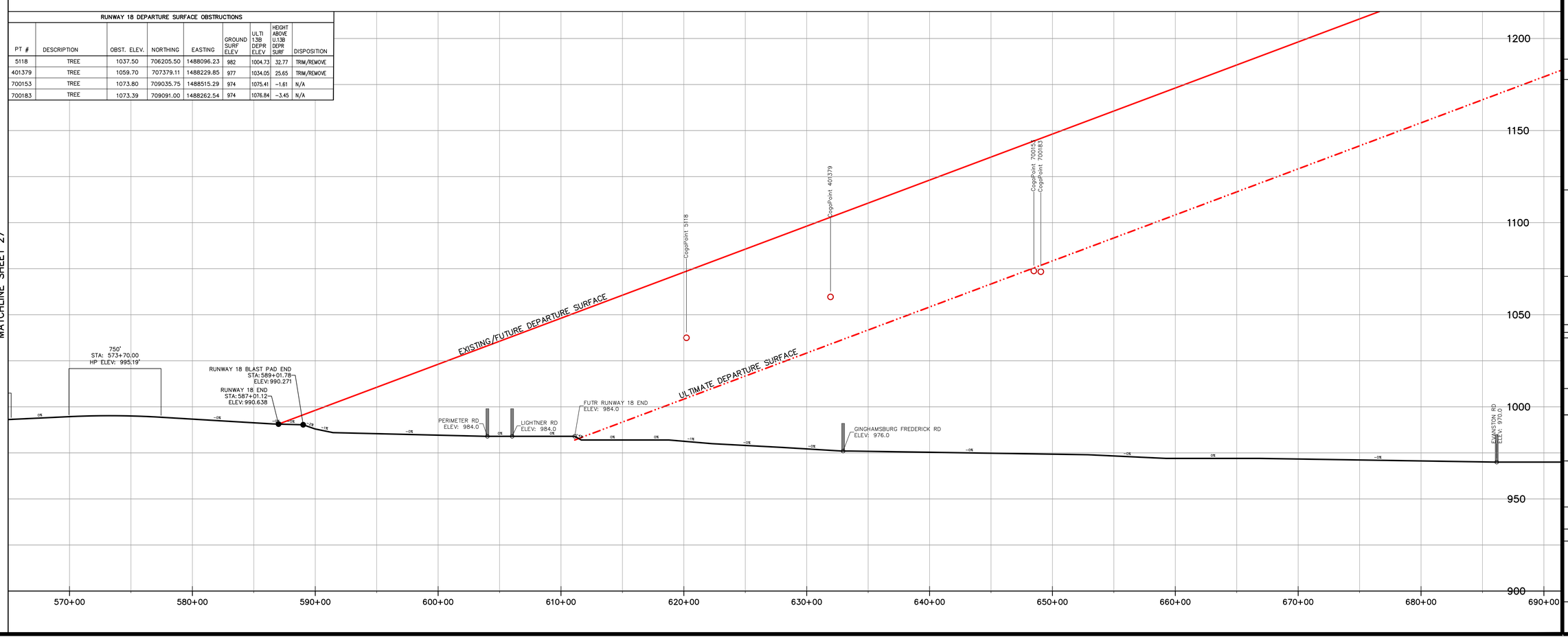
- AIRPORT HELD EASEMENT
- UTILITY EASEMENT
- HIGHWAY EASEMENT

MAGNETIC NORTH 6° 16' WEST (2021)
TRUE NORTH
300' 0 300' 600'
300'

RUNWAY 18 DEPARTURE SURFACE OBSTRUCTIONS

PT #	DESCRIPTION	OBST. ELEV.	NORTHING	EASTING	GROUND SURF ELEV	ULTI 13B DEPR ELEV	HEIGHT ABOVE U.13B DEPR SURF	DISPOSITION
5118	TREE	1037.50	706205.50	1488096.23	982	1004.73	32.77	TRIM/REMOVE
401379	TREE	1059.70	707379.11	1488229.85	977	1034.05	25.65	TRIM/REMOVE
700153	TREE	1073.80	709035.75	1488515.29	974	1075.41	−1.61	N/A
700183	TREE	1073.39	709091.00	1488262.54	974	1076.84	−3.45	N/A

MATCHLINE SHEET 27



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Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
RUNWAY 36 INNER DEPARTURE

Drawing No.
30

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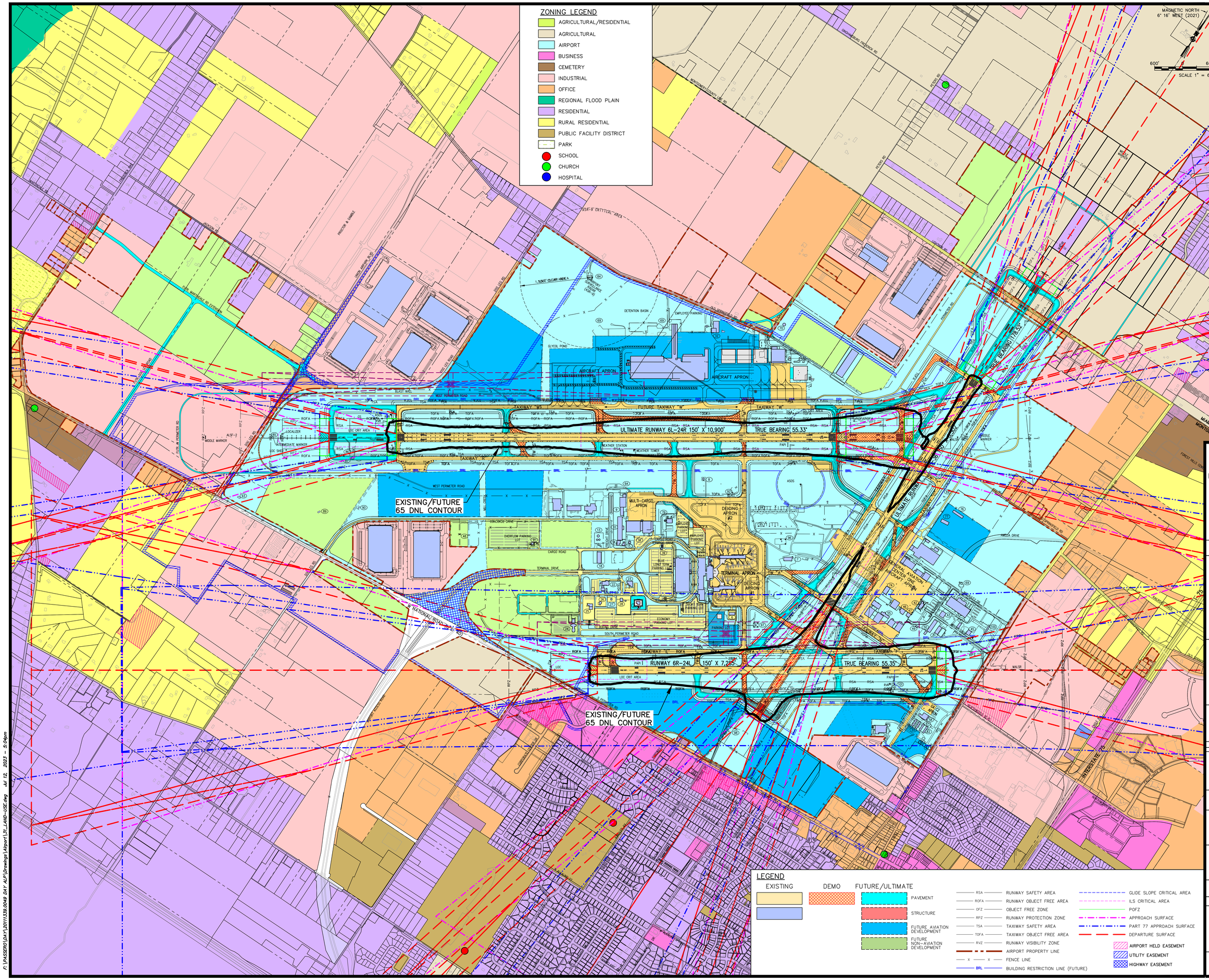
DAY - AIRPORT MASTER PLAN



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Revisions

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Location
Dayton International Airport (DAY)
Town/City: VANDALIA
County: MONTGOMERY State: OHIO

Project Name
AIRPORT MASTER PLAN

Project No.
20111339.0049

Date
JULY 2023

Drawing Title
LAND USE PLAN

Drawing No.
31

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INV ID 0231311 ACCIDENT AVE