

Appendix F
INM AIRCRAFT TO TRACK ASSIGNMENTS

APPENDIX F

Aircraft To Track Assignments INM Noise Compatibility Program

The following tables provide a summary of the aircraft to track assignments to the Integrated Noise Model (INM) for the Noise Compatibility Program Contour Analyses. Average daily takeoffs and landings are shown for each runway and flight track for the years 1987, 1992, 1997, and 2007. The flight tracks correspond to the flight tracks shown either on Exhibit 2E and 2F in Chapter Two-Aviation Noise, or as adjusted for recommended program conditions in the exhibits presented in Chapter 7.

1987 AIRCRAFT TO TRACK ASSIGNMENTS - FINAL PLAN

FLIGHT TRACK	JET OPERATIONS				MILITARY		PROPELLER OPERATIONS		TOTAL
	AIR CARRIER		GENERAL AVIATION		DAY	NIGHT	DAY	NIGHT	
	DAY	NIGHT	DAY	NIGHT					
DEPARTURES									
08L-DRK1	2.8	0.3	0.1	0.0	0.0	0.0	0.6	0.1	3.9
08L-PAY1	9.5	0.9	0.2	0.0	0.0	0.0	1.3	0.2	12.1
08L-TFD1	5.0	1.0	0.1	0.0	0.0	0.0	0.5	0.1	6.7
08L-BXK1	8.2	0.9	0.2	0.0	0.0	0.0	0.8	0.2	10.3
08L-MOB1	1.9	0.4	0.0	0.0	0.0	0.0	0.2	0.0	2.6
08L-OTH1	1.7	0.2	0.1	0.0	0.0	0.0	0.4	0.1	2.5
08L-GAN1	0.0	0.0	0.0	0.0	0.0	0.0	33.0	4.5	37.5
08L-GAS1	0.0	0.0	0.0	0.0	0.0	0.0	33.1	4.5	37.6
08R-DRK2	11.1	0.7	0.4	0.0	0.2	0.0	2.8	0.3	15.5
08R-PAY2	42.3	3.1	0.8	0.1	0.4	0.0	6.0	0.8	53.5
08R-TFD2	18.8	2.6	0.3	0.0	0.2	0.0	2.3	0.2	24.4
08R-BXK2	32.3	2.5	0.5	0.0	0.3	0.0	3.7	0.5	39.8
08R-MOB2	8.7	1.6	0.1	0.0	0.1	0.0	1.0	0.1	11.6
08R-OTH2	5.8	0.3	0.4	0.0	0.1	0.0	1.8	0.4	8.8
08R-GAS2	0.0	0.0	0.0	0.0	0.0	0.0	21.7	3.0	24.7
26R-DRK3	2.8	0.2	0.1	0.0	0.0	0.0	0.6	0.1	3.8
26R-PAY3	9.8	0.9	0.2	0.0	0.0	0.0	1.3	0.2	12.4
26R-TFD3	4.6	0.9	0.1	0.0	0.0	0.0	0.5	0.1	6.2
26R-BXK3	8.0	0.9	0.2	0.0	0.0	0.0	0.8	0.2	10.1
26R-MOB3	2.1	0.3	0.0	0.0	0.0	0.0	0.2	0.0	2.6
26R-OTH3	1.8	0.2	0.1	0.0	0.0	0.0	0.4	0.1	2.6
26R-GAN3	0.0	0.0	0.0	0.0	0.0	0.0	33.0	4.4	37.4
26R-GAS3	0.0	0.0	0.0	0.0	0.0	0.0	32.9	4.5	37.4
26L-DRK4	12.1	0.7	0.4	0.0	0.2	0.0	2.8	0.3	16.5
26L-PAY4	41.0	3.1	0.8	0.1	0.4	0.0	6.0	0.8	52.2
26L-TFD4	18.1	2.7	0.3	0.0	0.2	0.0	2.3	0.2	23.8
26L-BXK4	33.0	2.6	0.5	0.0	0.3	0.0	3.7	0.5	40.6
26L-MOB4	8.7	1.6	0.1	0.0	0.1	0.0	1.0	0.1	11.6
26L-OTH4	5.9	0.3	0.4	0.0	0.2	0.0	1.7	0.4	8.9
26L-GAS4	0.0	0.0	0.0	0.0	0.0	0.0	21.8	3.0	24.8
TOTAL	296.1	28.9	6.4	0.2	2.7	0.0	218.2	29.9	582.3
LANDINGS									
08L-NA1	15.2	2.6	0.3	0.1	0.0	0.0	1.9	0.3	20.4
08L-NAG1	0.0	0.0	0.0	0.0	0.0	0.0	32.9	5.3	38.2
08L-SAG1	0.0	0.0	0.0	0.0	0.0	0.0	33.0	5.3	38.3
08L-STAL	9.5	2.1	0.2	0.0	0.0	0.0	1.2	0.3	13.3
08L-SA1	5.8	0.6	0.1	0.0	0.0	0.0	0.7	0.1	7.3
08R-NA2	58.1	6.2	1.1	0.1	0.6	0.0	8.8	1.1	76.0
08R-NAG2	0.0	0.0	0.0	0.0	0.0	0.0	10.7	1.8	12.5
08R-SAG2	0.0	0.0	0.0	0.0	0.0	0.0	10.8	1.8	12.6
08R-STA2	34.3	5.7	0.9	0.1	0.5	0.0	5.6	0.8	47.9
08R-SA2	21.8	1.6	0.4	0.0	0.3	0.0	3.3	0.2	27.6
26R-NA3	14.0	1.8	0.3	0.0	0.0	0.0	1.8	0.2	18.1
26R-NAG3	0.0	0.0	0.0	0.0	0.0	0.0	32.4	4.8	37.2
26R-SAG3	0.0	0.0	0.0	0.0	0.0	0.0	32.4	4.8	37.2
26R-STA3	3.8	0.7	0.1	0.0	0.0	0.0	0.4	0.1	5.1
26R-SA3	12.7	2.7	0.3	0.0	0.0	0.0	1.7	0.4	17.8
26L-NA4	53.5	4.3	1.1	0.1	0.5	0.0	8.1	0.7	68.3
26L-NAG4	0.0	0.0	0.0	0.0	0.0	0.0	10.8	1.7	12.5
26L-SAG4	0.0	0.0	0.0	0.0	0.0	0.0	10.8	1.7	12.5
26L-STA4	11.4	2.0	0.3	0.0	0.2	0.0	2.1	0.2	16.2
26L-SA4	48.8	7.0	1.0	0.1	0.5	0.1	7.6	1.1	66.2
TOTAL	288.9	37.3	6.1	0.5	2.6	0.1	217.0	32.7	585.2

1992 AIRCRAFT TO TRACK ASSIGNMENTS - FINAL PLAN

FLIGHT TRACK	JET OPERATIONS				MILITARY		PROPELLER OPERATIONS		TOTAL
	AIR CARRIER		GENERAL AVIATION		DAY	NIGHT	DAY	NIGHT	
	DAY	NIGHT	DAY	NIGHT					
DEPARTURES									
OBL-DRK1	13.1	1.4	.3	.0	.1	.0	2.0	.2	17.1
OBL-PAY1	31.0	3.2	.5	.1	.2	.0	4.2	.5	39.7
OBL-TFD1	11.1	1.0	.2	.0	.1	.0	1.6	.2	14.2
OBL-BXK1	17.9	2.6	.2	.1	.1	.0	2.6	.5	24.0
OBL-MOB1	4.9	.3	.1	.0	.0	.0	.7	.1	6.1
OBL-OTH1	9.2	1.7	.2	.0	.1	.0	1.4	.2	12.8
OBL-GAN1	.0	.0	.0	.0	.0	.0	17.4	2.3	19.7
OBL-GAS1	.0	.0	.0	.0	.0	.0	17.4	2.3	19.7
OBR-DRK2	13.1	1.4	.3	.0	.1	.0	2.0	.2	17.1
OBR-PAY2	31.0	3.2	.5	.1	.2	.0	4.2	.5	39.7
OBR-TFD2	11.1	1.0	.2	.0	.1	.0	1.6	.1	14.1
OBR-BXK2	17.9	2.6	.3	.1	.1	.0	2.6	.5	24.1
OBR-MOB2	4.9	.3	.1	.0	.0	.0	.8	.1	6.2
OBR-OTH2	9.2	1.7	.1	.0	.1	.0	1.4	.2	12.7
OBR-GAS2	.0	.0	.0	.0	.0	.0	34.4	4.7	39.1
26R-DRK3	28.1	3.2	.5	.0	.2	.0	4.3	.4	36.7
26R-PAY3	51.6	3.4	.8	.0	.4	.0	7.2	.5	63.9
26R-GAN3	.0	.0	.0	.0	.0	.0	17.1	2.4	19.5
26R-GAS3	.0	.0	.0	.0	.0	.0	17.3	2.4	19.7
26L-TFD4	25.6	2.8	.5	.0	.2	.0	3.6	.4	33.1
26L-BXK4	38.5	4.8	.6	.2	.2	.0	5.6	.0	49.9
26L-MOB4	11.2	2.8	.2	.0	.0	.0	1.4	.4	16.0
26L-OTH4	20.2	2.8	.4	.0	.2	.0	2.7	.4	26.7
26L-GAS4	.0	.0	.0	.0	.0	.0	34.5	4.7	39.2
TOTAL	349.6	40.2	6.0	.6	2.4	.0	188.0	24.2	611.0
LANDINGS									
OBL-NA1	43.8	5.3	.7	.1	.3	.0	6.2	.7	57.1
OBL-NAG1	.0	.0	.0	.0	.0	.0	17.3	2.3	19.6
OBL-SAG1	.0	.0	.0	.0	.0	.0	17.3	2.3	19.6
OBL-STA1	26.0	4.7	.5	.1	.2	.0	4.0	.6	36.1
OBL-SA1	16.4	1.4	.2	.0	.1	.0	2.3	.2	20.6
OBR-NA2	43.8	5.3	.7	.1	.3	.0	6.2	.7	57.1
OBR-NAG2	.0	.0	.0	.0	.0	.0	17.4	2.3	19.7
OBR-SAG2	.0	.0	.0	.0	.0	.0	17.2	2.3	19.5
OBR-STA2	26.0	4.7	.5	.1	.2	.0	4.1	.6	36.2
OBR-SA2	16.4	1.4	.2	.0	.1	.0	2.3	.2	20.6
26R-NA3	40.3	3.8	.6	.1	.3	.0	5.6	.5	51.2
26R-NAG3	.0	.0	.0	.0	.0	.0	17.2	2.3	19.5
26R-SAG3	.0	.0	.0	.0	.0	.0	17.4	2.3	19.7
26R-STA3	8.6	1.4	.2	.0	.1	.0	1.5	.2	12.0
26R-SA3	37.2	5.9	.6	.1	.3	.0	5.4	.1	49.6
26L-NA4	40.3	3.8	.6	.1	.3	.0	5.6	.5	51.2
26L-NAG4	.0	.0	.0	.0	.0	.0	17.4	2.3	19.7
26L-SAG4	.0	.0	.0	.0	.0	.0	17.3	2.3	19.6
26L-STA4	8.6	1.4	.2	.0	.1	.0	1.6	.2	12.1
26L-SA4	37.2	5.9	.6	.1	.3	.0	5.4	.1	49.6
TOTAL	344.6	45.0	5.6	.8	2.6	.0	188.7	23.0	610.3

1997 AIRCRAFT TO TRACK ASSIGNMENTS - FINAL PLAN

FLIGHT TRACK	JET OPERATIONS						PROPELLER OPERATIONS		TOTAL
	AIR CARRIER		GENERAL AVIATION		MILITARY		DAY	NIGHT	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT			
DEPARTURES									
08L-DRK1	15.8	1.7	0.4	0.0	0.1	0.0	2.1	0.2	20.3
08L-PAY1	37.5	3.9	0.6	0.1	0.2	0.0	4.7	0.7	47.7
08L-TFD1	13.6	1.3	0.3	0.0	0.1	0.0	1.8	0.2	17.3
08L-BXK1	21.0	3.2	0.5	0.1	0.1	0.0	2.9	0.5	28.3
08L-MOB1	6.0	0.4	0.1	0.0	0.0	0.0	0.8	0.1	7.4
08L-OTH1	12.6	2.1	0.2	0.0	0.1	0.0	1.3	0.3	16.6
08L-GAN1	0.0	0.0	0.0	0.0	0.0	0.0	14.5	1.9	16.4
08L-GAS1	0.0	0.0	0.0	0.0	0.0	0.0	14.5	1.9	16.4
08C-DRK2	15.8	1.7	0.1	0.0	0.1	0.0	0.7	0.0	18.4
08C-PAY2	37.5	3.9	0.1	0.0	0.2	0.0	1.4	0.2	43.3
08C-TFD2	13.7	1.3	0.1	0.0	0.1	0.0	0.5	0.0	15.7
08C-BXK2	21.0	3.2	0.1	0.0	0.1	0.0	0.9	0.2	25.5
08C-MOB2	6.0	0.4	0.0	0.0	0.0	0.0	0.2	0.0	6.6
08C-OTH2	12.6	2.1	0.1	0.0	0.1	0.0	0.4	0.1	15.4
08C-GAS2	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.7	6.4
08R-CON1	0.0	0.0	1.7	0.2	0.0	0.0	9.4	1.4	12.7
08R-CON2	0.0	0.0	0.0	0.0	0.0	0.0	22.8	3.1	25.9
26R-DRK3	34.9	3.8	0.8	0.0	0.2	0.0	4.6	0.5	44.8
26R-PAY3	63.8	4.8	1.2	0.2	0.4	0.0	7.9	0.5	78.8
26R-GAN3	0.0	0.0	0.0	0.0	0.0	0.0	14.2	1.9	16.1
26R-GAS3	0.0	0.0	0.0	0.0	0.0	0.0	14.2	1.9	16.1
26C-TFD4	31.0	3.6	0.8	0.0	0.2	0.0	5.1	0.6	41.3
26C-BXK4	47.2	6.1	1.0	0.2	0.2	0.0	7.7	1.0	63.4
26C-MOB4	13.9	3.6	0.5	0.0	0.0	0.0	2.2	0.6	20.8
26C-OTH4	27.8	3.6	0.2	0.0	0.2	0.0	3.3	0.6	35.7
26L-GAS6	0.0	0.0	0.0	0.0	0.0	0.0	28.9	3.9	32.8
TOTAL	431.7	50.7	8.8	0.8	2.4	0.0	172.7	23.0	690.1
LANDINGS									
08L-NA1	53.9	6.5	1.2	0.1	0.3	0.0	7.0	0.8	69.8
08L-NAG1	0.0	0.0	0.0	0.0	0.0	0.0	14.4	2.0	16.4
08L-SAG1	0.0	0.0	0.0	0.0	0.0	0.0	14.3	2.0	16.3
08L-STAL	32.1	5.8	0.4	0.1	0.2	0.0	4.2	0.8	43.6
08L-SA1	20.2	1.6	0.4	0.0	0.1	0.0	2.4	0.2	24.9
08R-NA2	43.2	5.2	1.0	0.1	0.2	0.0	5.4	0.7	55.8
08R-NAG2	0.0	0.0	0.0	0.0	0.0	0.0	11.5	1.5	13.0
08R-SAG2	0.0	0.0	0.0	0.0	0.0	0.0	11.4	1.5	12.9
08R-STA2	25.5	4.6	0.3	0.1	0.2	0.0	3.5	0.7	34.9
08R-SA2	16.2	1.3	0.3	0.0	0.1	0.0	2.1	0.2	20.2
08C-CON5	21.2	2.8	0.4	0.0	0.1	0.0	8.5	1.1	34.1
26R-NA3	49.7	4.5	0.9	0.1	0.3	0.0	6.3	0.7	62.5
26R-NAG3	0.0	0.0	0.0	0.0	0.0	0.0	14.5	1.9	16.4
26R-SAG3	0.0	0.0	0.0	0.0	0.0	0.0	14.5	1.9	16.4
26R-STA3	10.7	1.8	0.2	0.0	0.1	0.0	1.4	0.3	14.5
26R-SA3	46.2	7.2	0.8	0.2	0.3	0.0	6.0	1.0	61.7
26C-CON4	21.3	2.9	0.4	0.1	0.1	0.0	2.9	0.4	28.1
26L-NA4	37.4	3.5	0.0	0.0	0.2	0.0	0.6	0.1	41.8
26L-NAG4	0.0	0.0	0.0	0.0	0.0	0.0	14.3	1.9	16.2
26L-SAG4	0.0	0.0	0.0	0.0	0.0	0.0	14.3	1.9	16.2
26L-STA4	8.8	1.4	1.5	0.2	0.1	0.0	10.5	1.4	23.9
26L-SA4	36.8	5.8	0.0	0.0	0.2	0.0	0.6	0.1	43.5
TOTAL	423.2	54.9	7.8	1.0	2.5	0.0	170.6	23.1	683.1

2007 AIRCRAFT TO TRACK ASSIGNMENTS - FINAL PLAN

FLIGHT TRACK	JET OPERATIONS				MILITARY		PROPELLER OPERATIONS		TOTAL
	AIR CARRIER		GENERAL AVIATION		DAY	NIGHT	DAY	NIGHT	
	DAY	NIGHT	DAY	NIGHT					
DEPARTURES									
08L-DRK1	18.9	2.2	0.0	0.0	0.1	0.0	0.3	0.0	21.5
08L-PAY1	45.2	5.6	0.0	0.0	0.2	0.0	0.5	0.1	51.6
08L-TFD1	17.3	1.5	0.0	0.0	0.1	0.0	0.2	0.0	19.1
08L-BXK1	25.4	4.3	0.0	0.0	0.1	0.0	0.3	0.1	30.2
08L-MOB1	7.5	0.7	0.0	0.0	0.0	0.0	0.1	0.0	8.3
08L-OTH1	12.8	2.5	2.9	0.4	0.1	0.0	17.0	2.3	38.0
08L-GAN1	0.0	0.0	0.0	0.0	0.0	0.0	21.8	2.9	24.7
08C-DRK2	18.9	2.2	0.0	0.0	0.1	0.0	0.3	0.0	21.5
08C-PAY2	45.2	5.6	0.0	0.0	0.2	0.0	0.5	0.1	51.6
08C-TFD2	17.3	1.5	0.0	0.0	0.1	0.0	0.2	0.0	19.1
08C-BXK2	25.4	4.3	0.0	0.0	0.1	0.0	0.3	0.1	30.2
08C-MOB2	7.5	0.7	0.0	0.0	0.0	0.0	0.1	0.0	8.3
08C-OTH2	12.8	2.5	0.6	0.0	0.1	0.0	5.5	0.5	22.0
08C-GAS2	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.6	5.0
08R-CON1	0.0	0.0	2.3	0.3	0.0	0.0	13.4	1.8	17.8
08R-CON2	0.0	0.0	0.0	0.0	0.0	0.0	20.5	2.9	23.4
26R-DRK3	42.4	4.6	0.0	0.0	0.2	0.0	4.6	0.5	52.3
26R-PAY3	76.9	6.1	2.9	0.4	0.3	0.0	7.9	0.5	95.0
26R-GAN3	0.0	0.0	0.0	0.0	0.0	0.0	14.2	1.9	16.1
26R-GAS3	0.0	0.0	0.0	0.0	0.0	0.0	14.2	1.9	16.1
26C-TFD4	29.5	3.9	0.0	0.0	0.2	0.0	0.4	0.0	34.0
26C-BXK4	44.6	6.4	0.0	0.0	0.2	0.0	0.6	0.2	52.0
26C-MOB4	12.9	3.7	0.0	0.0	0.0	0.0	0.1	0.0	16.7
26C-OTH4	22.6	3.8	2.8	0.4	0.2	0.0	17.0	2.3	49.1
26L-GAS6	0.0	0.0	0.0	0.0	0.0	0.0	22.8	2.9	25.7
26L-OTH4	27.6	4.4	0.0	0.0	0.1	0.0	0.4	0.1	32.6
TOTAL	510.7	66.5	11.5	1.5	2.4	0.0	167.6	21.7	781.9
LANDINGS									
08L-NA1	64.4	7.8	0.0	0.0	0.3	0.0	0.8	0.1	73.4
08L-STAL	38.9	6.9	2.9	0.4	0.2	0.0	39.1	5.2	93.6
08L-SAL	24.4	2.1	0.0	0.0	0.1	0.0	0.3	0.0	26.9
08R-NA2	50.8	6.2	0.0	0.0	0.2	0.0	0.6	0.0	57.8
08R-STA2	31.3	5.5	2.3	0.3	0.2	0.0	31.2	4.2	75.0
08R-SA2	19.8	1.8	0.0	0.0	0.1	0.0	0.2	0.0	21.9
08C-CON5	25.6	3.4	0.6	0.1	0.1	0.0	8.1	1.1	39.0
26R-NA3	59.7	5.4	0.0	0.0	0.3	0.0	0.7	0.1	66.2
26R-STA3	13.5	2.5	2.8	0.4	0.1	0.0	38.8	5.1	63.2
26R-SA3	54.7	8.6	0.0	0.0	0.3	0.0	0.7	0.1	64.4
26C-CON4	26.0	3.3	0.6	0.1	0.1	0.0	8.1	1.0	39.2
26L-NA4	47.8	4.3	0.0	0.0	0.2	0.0	0.6	0.1	53.0
26L-STA4	11.0	2.0	2.4	0.2	0.1	0.0	31.5	4.1	51.3
26L-SA4	43.8	7.1	0.0	0.0	0.2	0.0	0.6	0.1	51.8
TOTAL	511.7	66.9	11.6	1.5	2.5	0.0	161.3	21.2	776.7