

H Average Annual Day Flight Schedules

Appendix to the Draft Environmental Assessment for ATAAPS

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1 Introduction

Aircraft flight schedules were prepared to support the aircraft noise analysis for the Anchorage Terminal Area Airspace and Procedures Study (ATAAPS). A flight schedule lists aircraft activity (number of operations by arrival/departure, time of day, aircraft type, and destination/origin) for a design day, which, for the purposes of this project, is an average annual day (AAD).¹ Flight schedules were created for all study airports; however, due to differences in operations, study airports are separated as follows:

- Civilian
 - Ted Stevens Anchorage International Airport (ANC)
 - Kenai Municipal Airport (ENA)
 - Lake Hood Airport (LHD)
 - Merrill Field Airport (MRI)
 - Warren “Bud” Woods Palmer Municipal Airport (PAQ)
 - Soldotna Airport (SXQ)
- Military
 - Elmendorf Air Force Base (EDF)
 - Bryant Army Airfield (FRN)

AAD Flight schedules serve as aircraft activity input to the aircraft noise analysis. The civilian airports were modeled using the FAA’s Aviation Environmental Design Tool model (AEDT) 3e. AEDT is an FAA-approved computer model that evaluates aircraft noise in the vicinity of airports and is used to evaluate changes in noise exposure related to air traffic procedure changes.

The military airfields are located on United States (US) Air Force bases, thus their AAD flight schedules, types of operations, and aircraft are primarily military. From consultations with the FAA, it was decided that modeling of EDF and FRN would be performed using NOISEMAP. NOISEMAP is a suite of aircraft noise models developed by the US Air Force, which serves as the lead Department of Defense (DoD) agency for aircraft noise modeling of aircraft flight and run-up noise near airfields. NOISEMAP contains computational modules that accept data and estimate noise levels caused by aircraft events at many points on the ground in the airfield vicinity.

As different noise models were used, modeling inputs and assumptions are different. As a result, data and methodologies used to develop AAD flight schedules have been separated into their own sections: (1) civilian for ANC, ENA, LHD, MRI, PAQ, and SXQ and (2) military for EDF and FRN.

This technical report presents the methodology used to develop the AAD flight schedules, as well as summary data, for each Study Airport.

¹ An average annual day (AAD) represents all the aircraft operations for every day in a study year divided by 365, the number of days in a year. The AAD does not reflect a particular day but is meant to represent a typical day over a period of a year.

2 Civilian

This section presents the methodology and assumptions used to develop AAD aircraft operations for ANC, ENA, LHD, MRI, PAQ, and SXQ.

2.1 Methodology

Three AAD flight schedules were developed to represent flight activity at ANC, ENA, LHD, MRI, PAQ, and SXQ, corresponding to the years assessed for aircraft noise conditions:

- Existing Conditions (10/1/2022-9/30/2023)
- Year of implementation (2027)
- Five years after implementation (2032)

This section is divided into two subsections that describe: (1) methodology for developing the Existing Conditions AAD flight schedules and (2) methodology for developing future scenario AAD flight schedules (2027 and 2032).

2.1.1 Existing Conditions Flight Schedule

The Existing Conditions flight schedule was developed based on actual 2022/2023 activity scaled to match the counts from the FAA's Operations Network (OPSNET),² or the Traffic Flow Management System Counts (TFMSC),³ ANC, ENA, and MRI were scaled to OPSNET, while LHD, PAQ, and SXQ were scaled to TFMSC. This level of operations was used to model aircraft noise exposure under the Existing Conditions Scenario [see Section 4.1 of the Draft Environmental Assessment (DEA)]. OPSNET groups operations by itinerant (either depart from or arrive at a study airport, operating to or from airports located outside of the local area airspace) or local (depart from and land at the same airport). In the itinerant grouping, operations are further divided to Instrument Flight Rules (IFR) or Visual Flight Rules (VFR). The itinerant operations are also grouped by carrier type:

1. Air Carrier – an aircraft with seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds, carrying passengers or cargo for hire or compensation, and having a company three-letter code designator in the dataset. This includes US and foreign flag carriers.
2. Air Taxi – an aircraft designed to have a maximum seating capacity of 60 or fewer seats or a maximum payload capacity of 18,000 pounds or less, carrying passengers or cargo for hire or compensation, and having a company three-letter code designator in the dataset.
3. General Aviation – all civil aircraft, except those classified as air carriers or air taxis.
4. Military – all classes of military aircraft operating at FAA facilities.

For TFMSC, many grouping options exist, but options to group by itinerant/local and IFR/VFR are not available. An option to group operations by “User Class” provides a similar categorization as carrier type. OPSNET is the preferred data source, and TFMSC is used as a secondary source when data is unavailable in OPSNET. This study also required the inclusion of helicopter operations at MRI (see Section 2.1.1.2 for details). The *Merrill Field Airport Master Plan*

² <https://aspm.faa.gov/opsnet/sys/Airport.asp>

³ <https://aspm.faa.gov/tfms/sys/main.asp>

and Noise Study December 2016,⁴ combined with the *Part 2 Noise Exposure Map Update Merrill Field Airport* December 2013⁵ were used as the basis for those operation counts.

The AAD flight schedules developed for this DEA include itinerant operations because the Proposed Action involves the design of standard instrument arrival and departure procedures that are used by aircraft performing itinerant operations. The AAD flight schedules include operations conducted by aircraft operating under both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR)⁶ (at selected airports, see **Section 2.1.1.2**), because the Proposed Action involves the design of standard instrument arrival and departure procedures, as well as changes to the Part 93⁷ airspace. The AAD flight schedules also include helicopters at MRI. Helicopter operations at MRI exceed the 10 annual daily average thresholds, and are thus required to be included in the noise model in accordance to the FAA 1050.1 Desk Reference Section 11.1.2.⁸

The 2022/2023 itinerant IFR and VFR AAD flight schedules were developed from an FAA Performance Data Analysis and Reporting System (PDARS) dataset capturing flight activity for ANC, ENA, LHD, MRI, PAQ and SXQ from 10/1/2022-9/30/2023 within the General Study Area as described in Section 4.1 of the DEA. This PDARS dataset was also used to capture helicopter activity operating at MRI.

Separate processing steps were applied to the IFR fixed-wing operations, VFR fixed-wing operations and helicopter operations at MRI.

2.1.1.1 IFR Fixed-Wing

Processing the full 2022/2023 itinerant IFR fixed-wing dataset involved identification of key properties for each flight including operation type (arrival or departure), origin or destination airport, carrier type, aircraft type, and airline (for use in fleet mix updates, see **Section 2.1.2**). The operations counts were scaled to match aircraft operations counts found in OPSNET (ANC, ENA, and MRI) or TFMSC (LHD, PAQ, and SXQ), based on the aforementioned properties, for the time period spanning from 10/1/2022-9/30/2023. This adjustment allowed the 2022/2023 dataset (following the deletion of incomplete entries) to reflect the total annual itinerant IFR operations at ANC, ENA, LHD, MRI, PAQ, and SXQ as reported by the FAA. Adjustments were also made to ensure that arrivals and departures were balanced (i.e., each type of operation

⁶ Aircraft operate under two distinct categories of flight rules: Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). These flight rules generally correspond with two categories of weather conditions: Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC). VMC generally exist during fair to good weather with good visibility. IMC occur during periods when visibility falls to less than three statute miles or the ceiling (the distance from the ground to the bottom layer of clouds when the clouds cover more than 50 percent of the sky) drops to lower than 1,000 feet. Under VFR, pilots are able to fly whatever route they choose and are responsible to “see and avoid” other aircraft and obstacles such as terrain to maintain safe separation. Under IFR, ATC is responsible for providing separation from other aircraft and terrain, and pilots use cockpit instruments and radar to fly routes specified by ATC and to comply with ATC instructions. Pilots must follow IFR during IMC; however, due to various factors such as the general requirement for aircraft to operate under IFR in Class A airspace [i.e., en route airspace between 18,000 and 60,000 feet Mean Sea Level (MSL)], the majority of commercial air traffic operates under IFR regardless of weather conditions.

⁷ Part 93 airspace is established under Title 14 of the Code of Federal Regulations Part 93 to regulate traffic in high-density or complex airspace.

⁸ FAA 1050.1 Desk Reference Section 11.1.2 – Projects Not Requiring a Noise Analysis: “...no noise analysis is needed for projects involving existing heliports or airports whose forecast helicopter operations in the period covered by the NEPA document do not exceed 10 annual daily average operations with hover times not exceeding 2 minutes. These numbers of helicopter operations result in DNL 60 dB contours of less than 0.1 square mile that extend no more than 1,000 feet from the pad.” Note that this rule applies to the Sikorsky S-70 with a maximum gross takeoff weight of 20,224 pounds and any other helicopter weighing less or producing equal or lower noise levels.

representing 50 percent of the total operations). Through the normalization process, the fleet mix percentages within each carrier type remained unchanged.

2.1.1.2 VFR Fixed-Wing

For the VFR Fixed-Wing model, only the study airports under the Part 93 airspace were included: ANC, MRI, and LHD. Processing the VFR Fixed-Wing dataset involved similar steps to those of the IFR Fixed-Wing set (see **Section 2.1.1.1**). The process involved identification of key properties for each flight including operation type (arrival or departure), origin or destination airport, carrier type, and aircraft type. Due to the nature of VFR operations, some of this information, particularly aircraft type, was either missing or incomplete in the data. For flight tracks with missing aircraft type information, their aircraft type was randomly assigned to one of the top five known VFR aircraft types with the following distribution: C172 (41%), C208 (30%), C206 (12%), DHC2 (9%), and C207 (8%). ANC and MRI flight operations were scaled to match aircraft operations counts found in OPSNET. Since LHD operation counts were not available in OPSNET, the Airport Master Record⁹ was used. Adjustments were also made to ensure that arrivals and departures were balanced (i.e., each type of operation representing 50 percent of the total operations).

2.1.1.3 MRI Helicopter

MRI helicopter operations were scaled based on information from the *Merrill Field Airport Master Plan and Noise Study* December 2016 and the *Part 2 Noise Exposure Map Update Merrill Field Airport* December 2013, which were discovered through internet research.

Table 3-15 of the *Merrill Field Airport Master Plan and Noise Study* provides an airport forecast every five years starting from 2013. For the Existing Conditions Scenario, the operations count for 2023 was used. Tables 9 and 10 in the *Part 2 Noise Exposure Map Update Merrill Field Airport* document specify the helicopter counts for the year 2013 and 2018, respectively. The tables show that there were 5,660 helicopter operations in 2013 (4.4% of the total operations) and 5,954 helicopter operations in 2018 (4.4% of the total operations). Based on this information, it was assumed that 4.4% of annual operations were helicopter.

The annual helicopter operations at MRI were calculated by combining the annual forecasted operation counts and the assumption that 4.4% of those operations are helicopter.

2.1.2 Future Scenarios

Future AAD flight schedules represent activity for 2027 and 2032 and are used to model future aircraft noise exposure (see **Section 5.1.2** of the DEA). The two future AAD flight schedules were developed based on the 2023 FAA Terminal Area Forecast (TAF), which was accessed in October 2023, as well as fleet mix research from the AeroTransport Data Bank (ATDB). The TAF is the official forecast of aviation activity at FAA facilities and is updated annually. ATDB is an online service maintains and updates a database containing global details of all worldwide transport aircraft, airlines, private and government operators and leasing companies¹⁰. For helicopter operations at MRI, the schedules were developed based on the *Merrill Field Airport Master Plan and Noise Study*¹¹ and the *Part 2 Noise Exposure Map Update Merrill Field Airport*.¹²

⁹ <https://www.gcr1.com/5010ReportRouter/LHD.pdf>, accessed 7/8/2024

¹⁰ atdb.aero

¹¹ Merrill Field Airport Master Plan Update and Noise Study, HDR, Inc., December 2016

¹² Noise Exposure Map Update Merrill Field Airport, Harris Miller Miller & Hanson Inc., December 2013

The 2027 and 2032 AAD flight schedules represent future itinerant IFR activity for both the Proposed Action and the No Action Alternative. For a given year, (e.g., 2027/2032) aircraft operations at ANC, ENA, LHD, MRI, PAQ, and SXQ remain constant between Proposed and No Action Alternatives.

The future year AAD flight schedules were created in two steps: (1) fleet mix adjustments and (2) operations forecast adjustments. The following subsections describe each of these steps in detail.

2.1.2.1 Fleet Mix

The future fleet mixes – the mix of aircraft types projected to operate in 2027 and 2032 – were developed beginning with the 2022/2023 itinerant IFR AAD fleet mix. In addition, assumptions were made regarding fleet mix changes due to anticipated aircraft retirements and new aircraft acquisitions.

Planned acquisition of new aircraft by operators, as well as general professional judgment and expertise related to industry trends, was used to identify the types of aircraft that would be assumed to be completely or partially replaced by newer aircraft types by 2027 and 2032. Examples of those aircraft types being replaced include the A306 (Airbus A-300-400), B738 (Boeing 737-800), and MD11 (McDonnell Douglas MD-11).

In the air carrier and air taxi aircraft categories, operations by aircraft types identified as newer or more fuel-efficient aircraft were maintained in the 2027 and 2032 AAD flight schedules. In the general aviation, military aircraft, VFR, and helicopter categories, no new aircraft types were assumed in the 2027 and 2032 AAD flight schedules when compared with those operated in 2022/2023.

Table 1 presents aircraft types deemed to be completely or partially replaced in 2027 and 2032. A third-party resource, ATDB (see Section 2.1.2), was used as the primary resource for future fleet mix. At the time of the analysis, the fleet mix was available only up to 2029. Thus, the fleet data for 2029 was assumed to represent 2032. Table 1 also identifies the percentages of total operations assumed to be replaced by newer and more fuel-efficient aircraft types identified in the columns named “Replacement Aircraft Type.”

Table 1 Aircraft Type Replacement Assumptions – 2027 and 2032

Aircraft Type Code	Percentage of Operations Replaced in 2027	Replacement Aircraft Type(s) in 2027	Percentages of Operations Replaced in 2032	Replacement Aircraft Type(s) in 2032
A306	28.0%	B77L, B763	28.0%	B763, B77L
A321	98.7%	B38M, A21N	98.7%	A21N, B38M
A333	4.6%	B77L	4.6%	B77L
B39M	78.2%	B38M, B37M, B3XM, A21N	78.2%	A21N, B37M, B38M, B3XM
B738	1.2%	B37M, B3XM, B38M	1.2%	B3XM, B38M, B37M
B739	1.7%	A21N, BCS3, B712	1.7%	A21N, BCS3, B712
B744	11.6%	B77L, A359, B789, B779, A351, B78X, A35K	12.3%	A359, B77L, B789, A351, B779, B78X, A35K, B798
B748	1.2%	B744, B77L	1.2%	B77L, B744
B752	8.6%	A21N, BCS3, B712	8.8%	A21N, B712, BCS3
B763	0.1%	A359	0.1%	A359
B772	1.2%	B789	1.2%	B789
BCS1	25.0%	A21N	25.0%	A21N
MD11	38.8%	B77L, B763	38.8%	B763, B77L

Source: ATAC Corporation, March 2024. AeroTransport Data Bank, <https://atdb.aero>, accessed January 2024.

Prepared by: ATAC Corporation, March 2024.

2.1.2.2 Forecast

Future IFR fixed-wing operation counts, as well as VFR fixed-wing operation counts, were created based on the TAF. The steps involved in IFR fixed-wing forecast are described in **Section 2.1.2.2.1**. VFR fixed-wing forecast is described in **Section 2.1.2.2.2**. Future helicopter operations at MRI were forecasted in a different manner, which is described in **Section 2.1.2.2.3**.

2.1.2.2.1 IFR Fixed-Wing

Aircraft activity growth rates by carrier type at ANC, ENA, LHD, MRI, PAQ, and SXQ calculated from the 2023 TAF were used to derive itinerant IFR AAD numbers of operations for 2027 and 2032. The 2027 itinerant IFR AAD flight schedule represents the year during which the Proposed Action would begin to be implemented.

The 2023 TAF provided annual itinerant aircraft operations by carrier type for future fiscal years. It reports total annual itinerant aircraft operations, but does not break down IFR versus non-IFR itinerant aircraft operations; therefore, the proportion of IFR versus non-IFR itinerant aircraft operations was assumed constant from 2022/2023 to 2027 and 2032. The percentage changes were based on the total numbers of annual itinerant aircraft operations in the 2023 TAF and applied to the numbers of itinerant IFR aircraft operations in 2022/2023 at each study airport.

Table 2 presents the percentage changes for the periods of 2022/2023-2027, 2027-2032, and 2022/2023-2032 for each carrier type at ANC, ENA, LHD, MRI, PAQ, and SXQ.

Table 2 Percentage Changes of Annual Itinerant Aircraft Operations by Carrier Type

Percentage Changes over Period			
Carrier Type	2022/2023-2027	2022/2023-2032	2027-2032
ANC			
Air Carrier	10.6%	21.7%	10.0%
Air Taxi	18.8%	28.4%	8.1%
General Aviation	1.3%	2.8%	1.5%
Military	0.0%	0.0%	0.0%
ENA			
Air Carrier	17.6%	17.6%	0.0%
Air Taxi	5.8%	11.1%	5.1%
General Aviation	1.3%	2.8%	1.5%
Military	0.0%	0.0%	0.0%
LHD			
Air Carrier	0.0%	0.0%	0.0%
Air Taxi	6.1%	13.8%	7.2%
General Aviation	6.3%	14.2%	7.5%
Military	0.0%	0.0%	0.0%
MRI			
Air Carrier	0.0%	0.0%	0.0%
Air Taxi	5.9%	10.8%	4.6%
General Aviation	0.6%	1.4%	0.8%
Military	0.0%	0.0%	0.0%
PAQ			
Air Carrier	0.0%	0.0%	0.0%
Air Taxi	0.0%	0.0%	0.0%
General Aviation	0.0%	0.0%	0.0%
Military	0.0%	0.0%	0.0%

Percentage Changes over Period			
Carrier Type	2022/2023-2027	2022/2023-2032	2027-2032
SXQ			
Air Carrier	0.0%	0.0%	0.0%
Air Taxi	0.0%	0.0%	0.0%
General Aviation	0.0%	0.0%	0.0%
Military	0.0%	0.0%	0.0%

Notes:

Percentages are subjected to rounding.

Source: Federal Aviation Administration, 2023 TAF (accessed October 2023), Merrill Field Airport Master Plan and Noise Study December 2016, Part 2 Noise Exposure Map Update Merrill Field Airport December 2013, ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, March 2024.

For each civilian airport, each itinerant IFR AAD aircraft operation (by carrier type, aircraft type, and time of day) included in the 2022/2023 itinerant IFR AAD flight schedule was multiplied by the percentage change for the period of 2022/2023-2027 and 2022/2023-2032 (See Table 2).

Summary results and tables were generated and verified throughout the process to ensure that the numbers of arrivals and departures remain balanced (i.e., each set representing 50 percent of the total operations) and that the percentages of day and night operations were consistent with the 2022/2023 itinerant IFR or VFR AAD flight schedule for each carrier type at ANC, ENA, LHD, MRI, PAQ, and SXQ.

The percentages of 2027 and 2032 itinerant IFR AAD operations occurring during daytime and nighttime hours by carrier type and type of operation would remain constant for each Study Airport from 2022/2023 to 2027 and 2032.

2.1.2.2.2 VFR Fixed-Wing

The VFR fixed-wing forecast followed the same process as the IFR fixed-wing forecast (see Section 2.1.2.2.1), with one key difference: due to gaps in VFR operations data, scaling was based on total operations counts rather than individual carrier types.

Table 3 presents the percentage changes for the periods of 2022/2023-2027, 2027-2032, and 2022/2023-2032 for VFR fixed-wing operations for ANC, MRI, and LHD.

Table 3 VFR Percentage Changes of Annual Itinerant Aircraft Operations by Total Operations

Percentage Changes over Period			
Airport	2022/2023-2027	2022/2023-2032	2027-2032
ANC	9.9%	18.0%	7.3%
LHD	6.4%	14.3%	7.4%
MRI	1.4%	2.9%	1.5%

Notes:

Percentages are subjected to rounding.

Source: Federal Aviation Administration, 2023 TAF (accessed October 2023), Merrill Field Airport Master Plan and Noise Study December 2016, Part 2 Noise Exposure Map Update Merrill Field Airport December 2013, ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, February 2025.

2.1.2.2.3 MRI Helicopter

Table 3-15 of the *Merrill Field Airport Master Plan and Noise Study* provides an airport forecast every five years starting from 2013. The airport forecast was interpolated for 2027 and 2032.

Similar to the Existing Conditions methodology, it was assumed the 4.4% of annual operations were helicopter based on the *Part 2 Noise Exposure Map Update Merrill Field Airport* document.

Table 4 presents the percentage changes for the periods of 2022/2023-2027, 2027-2032, and 2022/2023-2032 for helicopter operations at MRI. Future helicopter operations at MRI were calculated by combining the interpolated values described above and the assumption that 4.4% of those operations are helicopter. Tables showing the operation counts used in the noise and emissions models are in Sections 2.2 and 2.3.

Table 4 MRI Helicopter Percentage Changes of Operations

Percentage Changes over Period			
Carrier Type	2022/2023-2027	2022/2023-2032	2027-2032
Helicopter	3.2%	7.3%	4.0%

2.2 Carrier Type

This section provides operation counts separated by carrier type for all three study years (2022/2023, 2027, and 2032). As discussed in Section 2.1.2.2.2, VFR AAD flights schedules were forecasted based on total operations rather than by carrier type. Therefore, their operation counts are shown as total values.

2.2.1 2022/2023

Table 5 presents the 2022/2023 annual and AAD numbers of itinerant IFR aircraft operations for ANC, ENA, LHD, MRI, PAQ, and SXQ by carrier type (air carrier, air taxi, general aviation, and military), respectively. The numbers of AAD aircraft operations for each category at each airport were derived by normalizing radar operations (as described in Section 2.1) then dividing the numbers of annual itinerant IFR aircraft operations by 365 days.

Table 5 2022/2023 Itinerant IFR Annual and AAD Aircraft Operations by Carrier Type

	ANC		ENA		LHD		MRI		PAQ		SXQ	
Carrier Type	Annual Ops.	AAD Ops.	Annual Ops.	AAD Ops.	Annual Ops.	AAD Ops.	Annual Ops.	AAD Ops.	Annual Ops.	AAD Ops.	Annual Ops.	AAD Ops.
Air Carrier	127,432	349	5,531	15	1	0	1	0	19	0	0	0
Air Taxi	46,649	128	2,859	8	1	0	2,221	6	8	0	10	0
General Aviation	13,011	36	1,946	5	44	0	2,125	6	775	2	958	3
Military	3,953	11	421	1	2	0	17	0	24	0	7	0
Total	191,045	523	10,757	29	48	0	4,364	12	826	2	975	3

Notes:

Ops. = Operations

AAD = Annual Average Day

The numbers of itinerant IFR AAD operations were derived by normalizing radar operations to published historical values, then dividing the numbers of annual operations by 365 days of available radar data, totals may not equal due to rounding to the nearest whole operation.

Source: PDARS Data (10/1/2022-9/30/2023), OPSNET (accessed October 2023), ATAC Corporation, March 2022.

Prepared by: ATAC Corporation, February 2025.

Table 6 presents the total 2022/2023 annual and AAD numbers of VFR aircraft operations for ANC, MRI, and LHD. The numbers of AAD aircraft operations at each airport were derived by normalizing radar operations (as described in Section 2.1) then dividing the numbers of annual aircraft operations by 365 days.

Table 6 2022/2023 VFR Annual and AAD Aircraft Operations

	ANC		LHD		MRI	
	Annual Ops.	AAD Ops.	Annual Ops.	AAD Ops.	Annual Ops.	AAD Ops.
Total	75,088	206	72,003	197	73,576	202

Notes:

Ops. = Operations

AAD = Annual Average Day

The numbers of itinerant IFR AAD operations were derived by normalizing radar operations to published historical values, then dividing the numbers of annual operations by 365 days of available radar data, totals may not equal due to rounding to the nearest whole operation.

Source: PDARS Data (10/1/2022-9/30/2023), OPSNET (accessed October 2023), ATAC Corporation, March 2022.

Prepared by: ATAC Corporation, February 2025.

Table 7 presents the 2022/2023 annual and AAD numbers of helicopter operations at MRI. The number of AAD helicopter operations at MRI were derived by normalizing radar operations (as described in Section 2.1.1.1) then dividing the numbers of annual operations by 365 days.

Table 7 2022/2023 AAD Helicopter Operations at MRI

Carrier Type	MRI	
	Annual Ops.	AAD Ops.
Helicopter	6,165	17

Notes:

Ops. = Operations

AAD = Annual Average Day

The numbers of itinerant IFR AAD operations were derived by normalizing radar operations to published historical values, then dividing the numbers of annual operations by 365 days of available radar data, totals may not equal due to rounding to the nearest whole operation.

Source: Merrill Field Airport Master Plan and Noise Study, December 2016. Part 2 Noise Exposure Map Update Merrill Field Airport, December 2013.

Prepared by: ATAC Corporation, June 2024.

Tables 8 through 13 present 2022/2023 numbers of itinerant IFR AAD aircraft operations for each carrier type, by type of operation (arrivals and departures) and time of day (day and night) for ANC, ENA, LHD, MRI, PAQ, and SXQ, respectively. These tables also present the percentages of daytime and nighttime operations by type of operation and total aircraft operations for each carrier type at each study airport. For example, as shown in Table 8, approximately 76.3% of all arrivals at ANC were daytime and 23.7% were nighttime.

Table 8 ANC Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2022/2023

ANC Carrier Type	AAD Arrivals			AAD Departures			Total AAD Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	122.9	51.6	174.6	118.8	55.7	174.6	241.7	107.4	349.1
	70.4%	29.6%	100.0%	68.1%	31.9%	100.0%	69.2%	30.8%	100.0%
Air Taxi	58.4	5.5	63.9	49.5	14.4	63.9	107.9	19.9	127.8
	91.3%	8.7%	100.0%	77.5%	22.5%	100.0%	84.4%	15.6%	100.0%
General Aviation	14.1	3.7	17.8	14.5	3.3	17.8	28.6	7.0	35.6
	79.2%	20.8%	100.0%	81.4%	18.6%	100.0%	80.3%	19.7%	100.0%
Military	4.4	1.0	5.4	4.6	0.8	5.4	9.0	1.9	10.8
	81.1%	18.9%	100.0%	84.6%	15.4%	100.0%	82.9%	17.1%	100.0%
Totals	199.8	61.9	261.7	187.5	74.3	261.7	387.2	136.2	523.4
	76.3%	23.7%	100.0%	71.6%	28.4%	100.0%	74.0%	26.0%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/31/2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 9 ENA Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2022/2023

ENA Carrier Type	AAD Arrivals			AAD Departures			Total AAD Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	6.9	0.5	7.4	7.4	0.4	7.7	14.3	0.9	15.2
	93.5%	6.5%	100.0%	95.2%	4.8%	100.0%	94.4%	5.6%	100.0%
Air Taxi	3.7	0.4	4.1	3.1	0.6	3.7	6.8	1.0	7.8
	89.9%	10.1%	100.0%	83.2%	16.8%	100.0%	86.7%	13.3%	100.0%
General Aviation	2.2	0.4	2.6	2.4	0.3	2.7	4.6	0.7	5.3
	85.5%	14.5%	100.0%	88.7%	11.3%	100.0%	87.2%	12.8%	100.0%
Military	0.5	0.1	0.6	0.4	0.2	0.5	0.8	0.3	1.2
	79.0%	21.0%	100.0%	65.8%	34.2%	100.0%	72.8%	27.2%	100.0%
Totals	13.3	1.4	14.7	13.2	1.5	14.7	26.6	2.9	29.5
	90.5%	9.5%	100.0%	89.9%	10.1%	100.0%	90.2%	9.8%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 10 LHD Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2022/2023

LHD	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	92.9%	7.1%	100.0%	88.9%	11.1%	100.0%	90.5%	9.5%	100.0%
Air Taxi	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
General Aviation	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
	100.0%	0.0%	100.0%	99.0%	1.0%	100.0%	99.5%	0.5%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Totals	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
	99.9%	0.1%	100.0%	98.8%	1.2%	100.0%	99.3%	0.7%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 11 MRI Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2022/2023

MRI	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Air Taxi	3.0	0.0	3.0	3.0	0.0	3.0	6.1	0.0	6.1
	99.0%	1.0%	100.0%	99.9%	0.1%	100.0%	99.4%	0.6%	100.0%
General Aviation	2.8	0.2	2.9	2.8	0.1	2.9	5.6	0.2	5.8
	94.7%	5.3%	100.0%	97.1%	2.9%	100.0%	95.9%	4.1%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	99.6%	0.4%	100.0%	100.0%	0.0%	100.0%	99.8%	0.2%	100.0%
Totals	5.8	0.2	6.0	5.9	0.1	6.0	11.7	0.3	12.0
	96.9%	3.1%	100.0%	98.5%	1.5%	100.0%	97.7%	2.3%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 12 PAQ Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2022/2023

PAQ	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Air Taxi	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
General Aviation	0.9	0.2	1.1	1.0	0.1	1.1	1.9	0.2	2.1
	85.3%	14.7%	100.0%	94.1%	5.9%	100.0%	89.7%	10.3%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Totals	1.0	0.2	1.1	1.1	0.1	1.1	2.0	0.2	2.3
	86.2%	13.8%	100.0%	94.4%	5.6%	100.0%	90.3%	9.7%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 13 SXQ Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2022/2023

SXQ	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Taxi	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
General Aviation	1.3	0.0	1.3	1.2	0.1	1.3	2.5	0.1	2.6
	96.2%	3.8%	100.0%	94.5%	5.5%	100.0%	95.4%	4.6%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Totals	1.3	0.0	1.3	1.3	0.1	1.3	2.5	0.1	2.7
	96.3%	3.7%	100.0%	94.6%	5.4%	100.0%	95.4%	4.6%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Tables 14 through 16 present 2022/2023 numbers of VFR AAD aircraft operations by type of operation (arrivals and departures) and time of day (day and night) for ANC, LHD, and MRI.

Table 14 ANC VFR AAD Aircraft Operations by Type of Operation and Time of Day – 2022/2023

ANC			
Operation	Day	Night	Total
Arrivals	89.4	13.5	102.9
	86.9%	13.1%	100.0%
Departures	88.9	14.0	102.9
	86.4%	13.6%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 15 LHD VFR AAD Aircraft Operations by Type of Operation and Time of Day – 2022/2023

LHD			
Operation	Day	Night	Total
Arrivals	97.1	1.7	98.8
	98.3%	1.7%	100.0%
Departures	97.3	1.2	98.5
	98.8%	1.2%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 16 MRI VFR AAD Aircraft Operations by Type of Operation and Time of Day – 2022/2023

MRI			
Operation	Day	Night	Total
Arrivals	97.4	3.2	100.6
	96.8%	3.2%	100.0%
Departures	99.8	1.1	100.9
	98.9%	1.1%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 17 presents 2022/2023 numbers of AAD helicopter operations at MRI by type of operation and time of day.

Table 17 MRI AAD Helicopter Operations by Type of Operation and Time of Day – 2022/2023

MRI	AAD Arrivals			AAD Departures			Total AAD Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Helicopter	8.0	0.6	8.5	7.6	0.8	8.4	15.5	1.4	16.9
	93.4%	6.6%	100.0%	90.3%	9.7%	100.0%	91.9%	8.1%	100.0%

Notes: Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), Merrill Field Airport Master Plan and Noise Study December 2016, Part 2 Noise Exposure Map Update Merrill Field Airport December 2013, ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, March 2024.

2.2.2 2027

The 2027 itinerant IFR AAD flight schedules were developed using the percentage change from 2022/2023 to 2027 presented in Table 2 and the future aircraft fleet mix assumptions presented in Table 1.

Table 18 presents the numbers of itinerant IFR AAD aircraft operations by airport and carrier type for 2027, along with the 2022/2023 itinerant IFR AAD aircraft operations and percentage change calculated for 2027 based on the 2023 TAF figures in Table 2. For example, the itinerant IFR AAD air carrier operations at ANC increased 10.60%, resulting in an increase of 37.00 operations from 2022/2023 to 2027.

Table 18 Itinerant IFR AAD Aircraft Operations by Carrier Type – 2027

AAD Aircraft Operations by Carrier Type 2027			
Carrier Type	2022/2023 Operations	Percentage Change	2027 Operations
ANC			
Air Carrier	349.1	10.6%	386.1
Air Taxi	127.8	18.8%	151.9
General Aviation	35.6	1.3%	36.1
Military	10.8	0.0%	10.8
ENA			
Air Carrier	15.2	11.9%	17.0
Air Taxi	7.8	0.8%	7.9
General Aviation	5.3	3.7%	5.1
Military	1.2	5.0%	1.1
LHD			
Air Carrier	0.0	2.4%	0.0
Air Taxi	0.0	3.2%	0.0
General Aviation	0.1	6.3%	0.1
Military	0.0	0.0%	0.0
MRI			
Air Carrier	0.0	0.0%	0.0

AAD Aircraft Operations by Carrier Type 2027			
Carrier Type	2022/2023 Operations	Percentage Change	2027 Operations
Air Taxi	6.1	5.9%	6.4
General Aviation	5.8	0.6%	5.9
Military	0.0	0.0%	0.0
PAQ			
Air Carrier	0.1	0.0%	0.1
Air Taxi	0.0	0.0%	0.0
General Aviation	2.1	0.0%	2.1
Military	0.1	0.0%	0.1
SXQ			
Air Carrier	0.0	0.0%	0.0
Air Taxi	0.0	0.0%	0.0
General Aviation	2.6	0.0%	2.6
Military	0.0	0.0%	0.0

Notes:

Percentages and cell counts are subjected to rounding.

Source: Federal Aviation Administration, 2023 TAF (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2024.

Table 19 presents the number of VFR AAD aircraft operations by airport for 2027, along with the 2022/2023 VFR AAD aircraft operations and percentage change calculated for 2027 based on Table 3. For example, the VFR AAD air carrier operations at ANC increased 9.9%, resulting in an increase of 20.4 operations from 2022/2023 to 2027.

Table 19 VFR AAD Aircraft Operations by Airport – 2027

AAD Aircraft Operations by Carrier Type 2027			
Airport	2022/2023 Operations	Percentage Change	2027 Operations
ANC	205.7	9.9%	226.1
LHD	197.3	6.4%	209.8
MRI	201.6	1.4%	204.4

Notes:

Percentages and cell counts are subjected to rounding.

Source: Federal Aviation Administration, 2023 TAF (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 20 presents the number of AAD helicopter operations for MRI for 2027, along with the 2022/2023 AAD helicopter operations and percentage change calculated for 2027 based on Table 4.

Table 20 MRI AAD Helicopter Operations – 2027

AAD Aircraft Operations by Carrier Type 2027			
Carrier Type	2022/2023 Operations	Percentage Change	2027 Operations
MRI			
Helicopter	16.9	3.2%	17.4

Notes:

Percentages and cell counts are subjected to rounding.

Source: Federal Aviation Administration, Merrill Field Airport Master Plan and Noise Study December 2016, Part 2 Noise Exposure Map Update Merrill Field Airport December 2013, ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, March 2024.

Tables 21 to 26 present the numbers of itinerant IFR AAD aircraft operations for 2027 by carrier type and type of operation for ANC, ENA, LHD, MRI, PAQ, and SXQ, respectively. These tables also present the percentages of daytime and nighttime operations by type of operation and total aircraft operations for each carrier type at each study airport.

Table 21 ANC Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2027

ANC Carrier Type	AAD Arrivals			AAD Departures			Total AAD Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	135.9	57.1	193.1	131.4	61.7	193.1	267.4	118.8	386.1
	70.4%	29.6%	100.0%	68.1%	31.9%	100.0%	69.2%	30.8%	100.0%
Air Taxi	69.3	6.6	75.9	58.9	17.1	75.9	128.2	23.6	151.9
	91.3%	8.7%	100.0%	77.5%	22.5%	100.0%	84.4%	15.6%	100.0%
General Aviation	14.3	3.7	18.1	14.7	3.4	18.1	29.0	7.1	36.1
	79.2%	20.8%	100.0%	81.4%	18.6%	100.0%	80.3%	19.7%	100.0%
Military	4.4	1.0	5.4	4.6	0.8	5.4	9.0	1.9	10.8
	81.1%	18.9%	100.0%	84.6%	15.4%	100.0%	82.9%	17.1%	100.0%
Totals	224.0	68.5	292.5	209.6	82.9	292.5	433.5	151.4	584.9
	76.6%	23.4%	100.0%	71.7%	28.3%	100.0%	74.1%	25.9%	100.0%

Notes: Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2022 TAF (accessed October 2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 22 ENA Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2027

ENA	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	7.8	0.5	8.3	8.2	0.4	8.7	16.0	1.0	17.0
	93.5%	6.5%	100.0%	95.2%	4.8%	100.0%	94.4%	5.6%	100.0%
Air Taxi	3.8	0.4	4.2	3.1	0.6	3.7	6.9	1.0	7.9
	89.9%	10.1%	100.0%	83.2%	16.8%	100.0%	86.7%	13.3%	100.0%
General Aviation	2.1	0.4	2.5	2.3	0.3	2.6	4.5	0.7	5.1
	85.5%	14.5%	100.0%	88.7%	11.3%	100.0%	87.2%	12.8%	100.0%
Military	0.5	0.1	0.6	0.3	0.2	0.5	0.8	0.3	1.1
	79.0%	21.0%	100.0%	65.8%	34.2%	100.0%	72.8%	27.2%	100.0%
Totals	14.1	1.4	15.5	14.0	1.5	15.5	28.1	3.0	31.1
	90.7%	9.3%	100.0%	90.2%	9.8%	100.0%	90.5%	9.5%	100.0%

Notes: Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2023 TAF (accessed October 2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 23 LHD Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2027

LHD	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	92.9%	7.1%	100.0%	88.9%	11.1%	100.0%	90.4%	9.6%	100.0%
Air Taxi	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
General Aviation	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
	100.0%	0.0%	100.0%	99.0%	1.0%	100.0%	99.5%	0.5%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Totals	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
	99.9%	0.1%	100.0%	98.8%	1.2%	100.0%	99.3%	0.7%	100.0%

Notes: Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2023 TAF (accessed October 2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 24 MRI Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2027

MRI	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Air Taxi	3.2	0.0	3.2	3.2	0.0	3.2	6.4	0.0	6.4
	99.0%	1.0%	100.0%	99.9%	0.1%	100.0%	99.4%	0.6%	100.0%
General Aviation	2.8	0.2	2.9	2.8	0.1	2.9	5.6	0.2	5.9
	94.7%	5.3%	100.0%	97.1%	2.9%	100.0%	95.9%	4.1%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	99.6%	0.4%	100.0%	100.0%	0.0%	100.0%	99.8%	0.2%	100.0%
Totals	6.0	0.2	6.2	6.1	0.1	6.2	12.1	0.3	12.4
	97.0%	3.0%	100.0%	98.5%	1.5%	100.0%	97.7%	2.3%	100.0%

Notes: Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.
For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.
Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2023 TAF (accessed October 2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 25 PAQ Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2027

PAQ	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Air Taxi	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
General Aviation	0.9	0.2	1.1	1.0	0.1	1.1	1.9	0.2	2.1
	85.3%	14.7%	100.0%	94.1%	5.9%	100.0%	89.7%	10.3%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Totals	1.0	0.2	1.1	1.1	0.1	1.1	2.0	0.2	2.3
	86.2%	13.8%	100.0%	94.4%	5.6%	100.0%	90.3%	9.7%	100.0%

Notes: Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.
For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.
Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2023 TAF (accessed October 2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 26 SXQ Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2027

SXQ	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Taxi	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
General Aviation	1.3	0.0	1.3	1.2	0.1	1.3	2.5	0.1	2.6
	96.2%	3.8%	100.0%	94.5%	5.5%	100.0%	95.4%	4.6%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Totals	1.3	0.0	1.3	1.3	0.1	1.3	2.5	0.1	2.7
	96.3%	3.7%	100.0%	94.6%	5.4%	100.0%	95.4%	4.6%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2023 TAF (accessed October 2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2024.

Tables 27 through 29 present 2027 numbers of VFR AAD aircraft operations by type of operation (arrivals and departures) and time of day (day and night) for ANC, MRI, and LHD.

Table 27 ANC VFR AAD Aircraft Operations by Type of Operation and Time of Day – 2027

ANC			
Operation	Day	Night	Total
Arrivals	98.2	14.8	113.1
	86.9%	13.1%	100.0%
Departures	97.7	15.4	113.1
	86.4%	13.6%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 28 LHD VFR AAD Aircraft Operations by Type of Operation and Time of Day – 2027

LHD			
Operation	Day	Night	Total
Arrivals	103.1	1.8	104.9
	98.3%	1.7%	100.0%
Departures	103.6	1.3	104.9
	98.8%	1.2%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 29 MRI VFR AAD Aircraft Operations by Type of Operation and Time of Day – 2027

MRI			
Operation	Day	Night	Total
Arrivals	98.9	3.3	102.2
	96.8%	3.2%	100.0%
Departures	101.1	1.1	102.2
	98.9%	1.1%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 30 presents the numbers of AAD helicopter operations for 2027 by type of operation for MRI.

Table 30 MRI AAD Helicopter Operations by Type of Operation and Time of Day – 2027

MRI	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Helicopter	8.2	0.6	8.8	7.8	0.8	8.6	16.0	1.4	17.4
	93.4%	6.6%	100.0%	90.3%	9.7%	100.0%	91.9%	8.1%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), Merrill Field Airport Master Plan and Noise Study December 2016, Part 2 Noise Exposure Map Update Merrill Field Airport December 2013, ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, March 2024.

2.2.3 2032

The 2032 itinerant IFR AAD flight schedule was developed following the same steps presented at the beginning of Section 2.2.2 in combination with percentage changes from 2022/2023 to 2032 presented in Table 2 and the future aircraft fleet mix assumptions presented in Table 1.

Table 31 presents the numbers of itinerant IFR AAD aircraft operations by carrier type for 2032, along with the 2022/2023 itinerant IFR AAD aircraft operations and the percentage change identified in Table 10 calculated based on the 2023 TAF.

Table 31 Itinerant IFR AAD Aircraft Operations by Carrier Type – 2032

AAD Aircraft Operations by Carrier Type 2032			
Carrier Type	2022/2023 Operations	Percentage Change	2032 Operations
ANC			
Air Carrier	349.1	21.7%	424.7
Air Taxi	127.8	28.4%	164.1
General Aviation	35.6	2.8%	36.6
Military	10.8	0.0%	10.8
ENA			
Air Carrier	15.2	15.4%	17.5
Air Taxi	7.8	9.3%	8.6
General Aviation	5.3	1.0%	5.4
Military	1.2	1.9%	1.1
LHD			
Air Carrier	0.0	5.3%	0.0
Air Taxi	0.0	7.0%	0.0
General Aviation	0.1	14.2%	0.1
Military	0.0	0.0%	0.0
MRI			
Air Carrier	0.0	0.0%	0.0
Air Taxi	6.1	10.8%	6.7
General Aviation	5.8	1.4%	5.9
Military	0.0	0.0%	0.0
PAQ			
Air Carrier	0.1	0.0%	0.1
Air Taxi	0.0	0.0%	0.0
General Aviation	2.1	0.0%	2.1
Military	0.1	0.0%	0.1
SXQ			
Air Carrier	0.0	0.0%	0.0
Air Taxi	0.0	0.0%	0.0
General Aviation	2.6	0.0%	2.6
Military	0.0	0.0%	0.0

Notes:

Percentages and cell counts are subjected to rounding.

Source: Federal Aviation Administration, 2023 TAF (accessed October 2023), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2025.

Table 32 presents the numbers of VFR AAD aircraft operations by airport for 2027, along with the 2022/2023 itinerant VFR AAD aircraft operations and percentage change calculated for 2027 completed in Table 3. For example, the itinerant VFR AAD air carrier operations at ANC increased 18.0%, resulting in an increase of 37.00 operations from 2022/2023 to 2027.

Table 32 VFR AAD Aircraft Operations by Airport – 2032

AAD Aircraft Operations by Carrier Type 2027			
Airport	2022/2023 Operations	Percentage Change	2027 Operations
ANC	205.7	18.0%	242.7
LHD	197.3	14.3%	225.4
MRI	201.6	2.9%	207.4

Notes:

Percentages and cell counts are subjected to rounding.

Source: Federal Aviation Administration, 2023 TAF (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 33 presents the numbers of AAD helicopter operations for 2032, along with the 2022/2023 AAD helicopter operations and the percentage change identified in Table 4.

Table 33 MRI AAD Helicopter Operations – 2032

AAD Aircraft Operations by Carrier Type 2032			
Carrier Type	2022/2023 Operations	Percentage Change	2032 Operations
MRI			
Helicopter	16.9	7.3%	18.1

Notes:

Percentages and cell counts are subjected to rounding.

Source: Federal Aviation Administration, Merrill Field Airport Master Plan and Noise Study December 2016, Part 2 Noise Exposure Map Update Merrill Field Airport December 2013, ATAC Corporation, March 2022.

Prepared by: ATAC Corporation, March 2024.

Tables 34 through 39 present the number of itinerant IFR AAD aircraft operations for 2032 by carrier type and type of operation for ANC, ENA, LHD, MRI, PAQ, and SXQ, respectively. These tables also present the percentages of daytime and nighttime operations by type of operation and total aircraft operations for each carrier type at each study airport.

Table 34 ANC Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2032

ANC	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	149.4	62.9	212.4	144.7	67.7	212.4	294.1	130.6	424.7
	70.4%	29.6%	100.0%	68.1%	31.9%	100.0%	69.3%	30.7%	100.0%
Air Taxi	74.9	7.1	82.1	63.7	18.4	82.1	138.6	25.5	164.1
	91.3%	8.7%	100.0%	77.6%	22.4%	100.0%	84.4%	15.6%	100.0%
General Aviation	14.5	3.8	18.3	14.9	3.4	18.3	29.5	7.2	36.6
	79.3%	20.7%	100.0%	81.5%	18.5%	100.0%	80.4%	19.6%	100.0%
Military	4.4	1.0	5.4	4.6	0.8	5.4	9.0	1.9	10.8
	81.2%	18.8%	100.0%	84.7%	15.3%	100.0%	82.9%	17.1%	100.0%
Totals	243.3	74.9	318.2	227.9	90.3	318.2	471.2	165.2	636.3
	76.5%	23.5%	100.0%	71.6%	28.4%	100.0%	74.0%	26.0%	100.0%

Source: PDARS Data (10/1/2022-9/30/2024), 2022 TAF (accessed March 2022), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 35 ENA Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2032

ENA	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	8.0	0.6	8.6	8.5	0.4	8.9	16.5	1.0	17.5
	93.5%	6.5%	100.0%	95.2%	4.8%	100.0%	94.4%	5.6%	100.0%
Air Taxi	4.1	0.5	4.5	3.4	0.7	4.0	7.4	1.1	8.6
	89.9%	10.1%	100.0%	83.2%	16.8%	100.0%	86.7%	13.3%	100.0%
General Aviation	2.2	0.4	2.6	2.5	0.3	2.8	4.7	0.7	5.4
	85.5%	14.5%	100.0%	88.7%	11.3%	100.0%	87.2%	12.8%	100.0%
Military	0.5	0.1	0.6	0.4	0.2	0.5	0.8	0.3	1.1
	79.0%	21.0%	100.0%	65.8%	34.2%	100.0%	72.8%	27.2%	100.0%
Totals	14.8	1.5	16.3	14.7	1.6	16.3	29.4	3.1	32.6
	90.7%	9.3%	100.0%	90.1%	9.9%	100.0%	90.4%	9.6%	100.0%

Notes:
Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.
For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.
Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2022 TAF (accessed March 2022), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 36 LHD Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2032

LHD	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	92.9%	7.1%	100.0%	88.9%	11.1%	100.0%	90.4%	9.6%	100.0%
Air Taxi	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
General Aviation	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
	100.0%	0.0%	100.0%	99.1%	0.9%	100.0%	99.5%	0.5%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Totals	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
	99.9%	0.1%	100.0%	98.9%	1.1%	100.0%	99.4%	0.6%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2023 TAF (accessed October 2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 37 MRI Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2032

MRI	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Air Taxi	3.3	0.0	3.4	3.4	0.0	3.4	6.7	0.0	6.7
	99.0%	1.0%	100.0%	99.9%	0.1%	100.0%	99.4%	0.6%	100.0%
General Aviation	2.8	0.2	3.0	2.9	0.1	3.0	5.7	0.2	5.9
	94.7%	5.3%	100.0%	97.1%	2.9%	100.0%	95.9%	4.1%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	99.6%	0.4%	100.0%	100.0%	0.0%	100.0%	99.8%	0.2%	100.0%
Totals	6.2	0.2	6.3	6.3	0.1	6.3	12.4	0.3	12.7
	97.0%	3.0%	100.0%	98.6%	1.4%	100.0%	97.8%	2.2%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2023 TAF (accessed October 2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 38 PAQ Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2032

PAQ	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Air Taxi	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
General Aviation	0.9	0.2	1.1	1.0	0.1	1.1	1.9	0.2	2.1
	85.3%	14.7%	100.0%	94.1%	5.9%	100.0%	89.7%	10.3%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Totals	1.0	0.2	1.1	1.1	0.1	1.1	2.0	0.2	2.3
	86.2%	13.8%	100.0%	94.4%	5.6%	100.0%	90.3%	9.7%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2023 TAF (accessed October 2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 39 SXQ Itinerant IFR AAD Aircraft Operations by Carrier Type, Type of Operation, and Time of Day – 2032

SXQ	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Taxi	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
General Aviation	1.3	0.0	1.3	1.2	0.1	1.3	2.5	0.1	2.6
	96.2%	3.8%	100.0%	94.5%	5.5%	100.0%	95.4%	4.6%	100.0%
Military	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Totals	1.3	0.0	1.3	1.3	0.1	1.3	2.5	0.1	2.7
	96.3%	3.7%	100.0%	94.6%	5.4%	100.0%	95.4%	4.6%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), 2023 TAF (accessed October 2023), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Tables 40 through 42 present 2032 numbers of VFR AAD aircraft operations by type of operation (arrivals and departures) and time of day (day and night) for ANC, MRI, and LHD.

Table 40 ANC VFR AAD Aircraft Operations by Type of Operation and Time of Day – 2032

ANC			
Operation	Day	Night	Total
Arrivals	105.4	15.9	121.4
	86.9%	13.1%	100.0%
Departures	104.8	16.5	121.4
	86.4%	13.6%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, February 2025.

Table 41 LHD VFR AAD Aircraft Operations by Type of Operation and Time of Day – 2027

LHD			
Operation	Day	Night	Total
Arrivals	110.8	1.9	112.7
	98.3%	1.7%	100.0%
Departures	111.3	1.4	112.7
	98.8%	1.2%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, February 2025.

Table 42 MRI VFR AAD Aircraft Operations by Type of Operation and Time of Day – 2027

MRI			
Operation	Day	Night	Total
Arrivals	100.4	3.3	103.7
	96.8%	3.2%	100.0%
Departures	102.6	1.1	103.7
	98.9%	1.1%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, February 2025.

Table 43 presents a breakdown of the number of AAD helicopter operations for 2032 by type of operation for MRI.

Table 43 MRI AAD Helicopter Operations by Type of Operation and Time of Day – 2032

MRI	AAD Arrivals			AAD Departures			Total AAD Operations		
Carrier Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
Helicopter	8.5	0.6	9.1	8.1	0.9	9.0	16.7	1.5	18.1
	93.4%	6.6%	100.0%	90.3%	9.7%	100.0%	91.9%	8.91%	100.0%

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), Merrill Field Airport Master Plan and Noise Study December 2016, Part 2 Noise Exposure Map Update Merrill Field Airport December 2013, ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, March 2024.

2.3 Aircraft Type

This section provides operation counts separated by aircraft type for all three study years (2022/2023, 2027, and 2032). As discussed in Section 2.1.1.2, aircraft types for VFR operations are not always available, and modeling assumptions were applied. Therefore, their operation counts are shown per category.

Note that aircraft types listed are used in the AEDT model. Some aircraft types in the PDARS data were not directly available in AEDT. For these cases, an appropriate substitute that was approved by FAA Office of Environment and Energy (AEE), was used in its place (see *Appendix I: Noise Analysis Technical Report*, Supplement 1).

2.3.1 2022/2023

Tables 44 to 49 present details of the 2022/2023 itinerant IFR AAD aircraft operations by aircraft type (i.e., AEDT aircraft type used for noise modeling purposes) for ANC, ENA, LHD, MRI, PAQ, and SXQ, respectively.

Table 44 ANC – AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2022/2023

ANC	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
7478	17.7	8.5	26.1	18.9	7.3	26.2	36.6	15.7	52.4
7879	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
717200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737300	0.6	0.1	0.7	0.5	0.2	0.7	1.2	0.2	1.4
737400	1.6	0.4	2.0	1.7	0.3	2.0	3.3	0.7	3.9
737500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737700	11.5	2.5	13.9	11.3	2.8	14.0	22.7	5.2	28.0
737800	21.6	8.5	30.1	19.5	10.7	30.2	41.1	19.2	60.3
757300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
767300	2.6	1.3	4.0	1.8	2.2	4.0	4.5	3.5	8.0
767400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
777200	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.2

ANC	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
777300	0.0	0.0	0.0	12.5	10.0	22.4	12.5	10.0	22.4
1900D	29.2	3.1	32.4	20.9	11.2	32.1	50.2	14.3	64.4
7378MAX	4.4	2.3	6.7	4.1	2.6	6.7	8.5	4.9	13.4
74720B	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
747400RN	16.3	13.6	29.9	16.8	13.2	30.0	33.1	26.8	59.9
757RR	0.4	0.0	0.4	0.3	0.1	0.4	0.7	0.1	0.8
767CF6	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
7773ER	12.2	10.4	22.6	0.0	0.0	0.0	12.2	10.4	22.6
7878R	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A300-622R	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.1	0.3
A310-304	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
A319-131	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.2
A320-232	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A320-271N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A321-232	0.8	0.4	1.2	0.4	0.8	1.2	1.2	1.1	2.3
A330-301	0.6	0.1	0.8	0.6	0.1	0.7	1.2	0.3	1.5
A330-343	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
A350-941	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BEC58P	3.3	1.2	4.5	3.5	1.0	4.5	6.9	2.2	9.1
CI30	3.3	0.5	3.8	2.5	1.2	3.7	5.8	1.6	7.5
CI30E	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
CIT3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL600	0.7	0.1	0.8	0.8	0.1	0.8	1.5	0.1	1.6
CNA172	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	14.9	0.7	15.5	14.9	0.7	15.6	29.8	1.3	31.1
CNA441	4.4	0.3	4.7	4.6	0.1	4.7	9.0	0.4	9.4
CNA500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA510	0.1	0.0	0.1	0.1	0.0	0.1	0.3	0.0	0.3
CNA525C	0.2	0.1	0.3	0.2	0.1	0.3	0.4	0.2	0.5
CNA55B	0.2	0.0	0.2	0.2	0.0	0.2	0.3	0.1	0.4
CNA560U	0.2	0.0	0.2	0.2	0.0	0.2	0.4	0.0	0.4
CNA560XL	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1
CNA680	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
CNA750	0.3	0.0	0.4	0.3	0.1	0.4	0.6	0.1	0.8
COMJET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMSEP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC1010	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
DC1030	3.7	2.5	6.2	0.0	0.0	0.0	3.7	2.5	6.2
DC3	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
DC6	0.3	0.0	0.3	0.2	0.0	0.2	0.5	0.0	0.5
DHC6	12.1	1.5	13.5	12.2	1.3	13.5	24.2	2.8	27.0
DHC6QP	0.8	0.0	0.8	0.7	0.1	0.8	1.5	0.1	1.7
DHC8	12.9	0.5	13.4	12.2	1.3	13.5	25.0	1.8	26.9
DHC830	2.5	0.0	2.5	2.3	0.3	2.6	4.8	0.3	5.1
DO328	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
ECLIPSE500	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
EMB145	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB170	6.9	0.7	7.7	7.0	0.7	7.7	13.9	1.4	15.3
EMB175	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB190	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ANC	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
FAL20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
GIV	0.3	0.1	0.4	0.3	0.1	0.4	0.7	0.1	0.8
GV	1.6	0.5	2.1	1.7	0.5	2.1	3.3	1.0	4.3
HS748A	3.2	0.0	3.2	3.0	0.2	3.2	6.2	0.2	6.4
IAI125	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
KCI35R	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
LEAR25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	3.1	1.6	4.7	3.3	1.3	4.6	6.5	2.9	9.3
MD11GE	0.0	0.0	0.0	3.0	3.2	6.2	3.0	3.2	6.2
MD82	0.0	0.0	0.0	0.4	0.0	0.4	0.4	0.0	0.4
MD83	0.0	0.0	0.0	2.0	0.3	2.4	2.0	0.3	2.4
MD9025	2.7	0.1	2.8	0.0	0.0	0.0	2.7	0.1	2.8
MU3001	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA42	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SD330	0.4	0.0	0.5	0.5	0.0	0.5	0.9	0.0	1.0
SF340	0.9	0.0	0.9	0.9	0.0	0.9	1.9	0.0	1.9
Grand Total	199.8	61.9	261.7	187.5	74.3	261.7	387.2	136.2	523.4

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 45 ENA - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2022/2023

ENA Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
737400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1900D	0.2	0.0	0.2	0.2	0.0	0.2	0.3	0.0	0.4
BEC58P	0.8	0.3	1.0	0.6	0.4	1.0	1.4	0.7	2.0
CL30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL30E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	4.6	0.4	5.0	4.5	0.5	5.0	9.1	0.9	10.0
CNA441	0.2	0.0	0.2	0.2	0.0	0.2	0.4	0.0	0.4
CNA510	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA525C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA55B	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA560U	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA560XL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA680	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA750	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
DC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6	0.9	0.2	1.1	0.9	0.1	1.1	1.8	0.3	2.1
DHC6QP	1.0	0.1	1.1	1.0	0.0	1.1	2.0	0.1	2.1
DHC8	5.3	0.5	5.7	5.4	0.4	5.7	10.6	0.8	11.5
DHC830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ECLIPSE500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB170	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB175	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GIV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
GV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IAI125	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.1	0.3
MD83	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MU3001	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SD330	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SF340	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	13.3	1.4	14.7	13.2	1.5	14.7	26.6	2.9	29.5

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 46 LHD - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2022/2023

LHD	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
7478	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
777300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1900D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7378MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
747400RN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BEC58P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C130	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC1010	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6QP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB170	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SD330	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 47 MRI - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2022/2023

MRI Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
BEC58P	0.3	0.0	0.3	0.4	0.0	0.4	0.6	0.0	0.7
CNA172	0.6	0.1	0.7	0.8	0.0	0.8	1.4	0.1	1.6
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	1.6	0.0	1.7	1.6	0.0	1.6	3.3	0.0	3.3
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
DHC6	3.0	0.0	3.0	2.8	0.0	2.9	5.8	0.1	5.9
DHC6QP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ECLIPSE500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
GASEPV	0.1	0.0	0.1	0.2	0.0	0.2	0.3	0.0	0.3
PA30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA42	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	5.8	0.2	6.0	5.9	0.1	6.0	11.7	0.3	12.0

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 48 PAQ - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2022/2023

PAQ	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
1900D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7773ER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BEC58P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CI30E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.2	0.0	0.2	0.2	0.0	0.2	0.3	0.0	0.3
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	0.5	0.0	0.5	0.5	0.0	0.5	1.0	0.0	1.1
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA525C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA55B	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMSEP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6	0.1	0.1	0.2	0.2	0.0	0.2	0.3	0.1	0.5
DHC8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HS748A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Grand Total	1.0	0.2	1.1	1.1	0.1	1.1	2.0	0.2	2.3

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 49 SXQ - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2022/2023

SXQ Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
1900D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BEC58P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CI30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CI30E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	0.3	0.0	0.3	0.3	0.0	0.3	0.7	0.0	0.7
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA525C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA680	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA750	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
DHC6	0.8	0.0	0.8	0.8	0.0	0.8	1.6	0.1	1.6
DHC6QP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	1.3	0.0	1.3	1.3	0.1	1.3	2.5	0.1	2.7

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Tables 50 to 52 present details of the 2022/2023 VFR AAD aircraft operations by aircraft category for ANC, LHD, and MRI, respectively.

Table 50 ANC - AAD VFR Aircraft Operations, Aircraft Category, and Time of Day 2022/2023

ANC Aircraft Category	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Jet	9.1	5.2	14.3	9.5	4.7	14.2	18.6	9.9	28.5
Prop	27.9	3.1	31.0	28.4	2.6	31.0	56.4	5.6	62.0
Turbo	52.4	5.2	57.6	50.9	6.7	57.6	103.3	11.9	115.2
Grand Total	89.4	13.5	102.9	88.9	14.0	102.9	178.3	27.5	205.7

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

**Table 51 LHD - AAD VFR Aircraft Operations, Aircraft Category and Time of Day
2022/2023**

LHD Aircraft Category	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Jet	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
Prop	89.9	1.6	91.5	90.4	1.0	91.4	180.2	2.6	182.9
Turbo	7.1	0.1	7.2	6.8	0.2	7.0	13.9	0.3	14.2
Grand Total	97.1	1.7	98.8	97.3	1.2	98.5	194.4	2.9	197.3

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

**Table 52 MRI - AAD VFR Aircraft Operations, Aircraft Category, and Time of Day
2022/2023**

MRI Aircraft Category	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Jet	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
Prop	84.2	3.1	87.3	86.5	1.0	87.5	170.6	4.1	174.8
Turbo	13.2	0.1	13.3	13.3	0.1	13.4	26.5	0.2	26.7
Grand Total	97.4	3.2	100.6	99.8	1.1	100.9	197.2	4.3	201.6

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 53 presents details of the 2022/2023 AAD helicopter operations by helicopter type for MRI.

Table 53 MRI - AAD Helicopter Operations by Type and Time of Day 2022/2023

MRI	Arrivals			Departures			Total Operations		
Helicopter Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
B206B3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B06	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B206L	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B212	0.2	0.0	0.2	0.1	0.0	0.1	0.3	0.0	0.3
B407	1.1	0.3	1.4	1.5	0.6	2.1	2.7	0.8	3.5
BK17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH47	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EC130	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
500D	0.2	0.0	0.2	0.2	0.0	0.2	0.5	0.0	0.5
R22	0.2	0.0	0.2	0.1	0.0	0.1	0.3	0.0	0.3
R44	2.9	0.1	3.0	2.5	0.0	2.5	5.4	0.1	5.5
H60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
UH60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B412	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AS50	3.2	0.2	3.4	2.9	0.2	3.2	6.2	0.4	6.5
AS65	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	8.0	0.6	8.5	7.6	0.8	8.4	15.5	1.4	16.9

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), Merrill Field Airport Master Plan and Noise Study December 2016, Part 2 Noise Exposure Map Update Merrill Field Airport December 2013, ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, March 2024.

2.3.2 2027

Tables 54 to 59 present details of the 2027 itinerant IFR AAD aircraft operations by aircraft type (i.e., by each individual AEDT aircraft type used for noise modeling purposes) for ANC, ENA, LHD, MRI, PAQ, and SXQ, respectively.

Table 54 ANC - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2027

ANC Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
7478	19.4	9.2	28.6	20.7	7.9	28.6	40.1	17.1	57.2
7879	0.4	0.4	0.9	0.5	0.4	0.9	0.9	0.8	1.7
717200	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1
737300	0.7	0.1	0.8	0.6	0.2	0.8	1.3	0.3	1.6
737400	1.7	0.4	2.2	1.9	0.3	2.2	3.6	0.7	4.4
737500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737700	14.2	3.8	18.0	14.1	4.0	18.1	28.3	7.8	36.1
737800	23.6	9.3	32.9	21.3	11.6	32.9	44.9	20.9	65.8
757300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
767300	4.1	2.3	6.4	3.0	3.4	6.4	7.0	5.7	12.7
767400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
777200	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.2
777300	0.0	0.0	0.0	14.5	11.7	26.2	14.5	11.7	26.2
1900D	34.7	3.7	38.4	24.8	13.2	38.0	59.4	17.0	76.4
7378MAX	3.1	1.5	4.6	2.8	1.8	4.6	5.9	3.3	9.1
74720B	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
747400RN	16.3	13.5	29.8	16.7	13.1	29.8	33.0	26.6	59.6
757RR	0.4	0.0	0.4	0.3	0.1	0.4	0.7	0.1	0.8
767CF6	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
7773ER	14.4	12.3	26.7	0.2	0.2	0.3	14.6	12.4	27.0
7878R	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A300-622R	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.1	0.2
A310-304	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A319-131	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3
A320-232	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A320-271N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A321-232	1.4	0.6	2.0	0.8	1.1	2.0	2.2	1.7	3.9
A330-301	0.7	0.2	0.8	0.7	0.2	0.8	1.3	0.3	1.7
A330-343	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
A350-941	1.1	0.9	2.0	1.2	0.8	2.0	2.3	1.7	4.0
BEC58P	3.4	1.2	4.6	3.6	1.1	4.7	7.0	2.3	9.3
CL30	3.9	0.5	4.4	3.0	1.4	4.4	6.9	1.9	8.8
CL30E	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
CIT3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL600	0.8	0.1	0.9	0.8	0.1	0.9	1.7	0.1	1.8
CNA172	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	16.9	0.8	17.7	17.0	0.8	17.8	33.8	1.6	35.4
CNA441	5.2	0.4	5.6	5.4	0.1	5.5	10.6	0.5	11.1
CNA500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA510	0.2	0.0	0.2	0.1	0.0	0.2	0.3	0.0	0.3
CNA525C	0.2	0.1	0.3	0.2	0.1	0.3	0.4	0.2	0.5
CNA55B	0.2	0.0	0.2	0.2	0.0	0.2	0.3	0.1	0.4
CNA560U	0.2	0.0	0.2	0.2	0.0	0.2	0.4	0.0	0.4

ANC	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
CNA560XL	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1
CNA680	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.3
CNA750	0.4	0.0	0.4	0.3	0.1	0.4	0.7	0.1	0.8
COMJET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMSEP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC1010	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC3	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
DC6	0.3	0.0	0.3	0.3	0.0	0.3	0.6	0.0	0.6
DHC6	13.4	1.5	14.9	13.5	1.3	14.8	26.9	2.8	29.8
DHC6QP	0.8	0.0	0.9	0.7	0.1	0.8	1.6	0.1	1.7
DHC8	14.3	0.6	14.8	13.4	1.4	14.9	27.7	2.0	29.7
DHC830	2.8	0.0	2.8	2.5	0.3	2.8	5.3	0.3	5.6
DO328	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
ECLIPSE500	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
EMB145	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB170	7.7	0.8	8.5	7.7	0.8	8.5	15.4	1.6	17.0
EMB175	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB190	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FAL20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
GIV	0.4	0.1	0.4	0.4	0.1	0.4	0.7	0.1	0.9
GV	1.7	0.6	2.3	1.8	0.5	2.3	3.6	1.1	4.6
HS748A	3.8	0.0	3.8	3.5	0.3	3.8	7.3	0.3	7.6
IAH25	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
KCI35R	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
LEAR25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	3.3	1.6	4.9	3.5	1.3	4.8	6.8	2.9	9.7
MDHGE	2.5	1.7	4.2	2.1	2.1	4.2	4.6	3.8	8.4
MD82	0.0	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5
MD83	0.0	0.0	0.0	2.3	0.4	2.6	2.3	0.4	2.6
MD9025	3.0	0.1	3.1	0.0	0.0	0.0	3.0	0.1	3.1
MU3001	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA42	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SD330	0.5	0.0	0.5	0.5	0.0	0.5	0.9	0.0	1.0
SF340	1.0	0.0	1.0	1.0	0.0	1.0	2.0	0.0	2.1
Grand Total	224.0	68.5	292.5	209.6	82.9	292.5	433.5	151.4	584.9

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 55 ENA - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2027

ENA Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
737400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1900D	0.2	0.0	0.2	0.2	0.0	0.2	0.3	0.0	0.3
BEC58P	0.7	0.2	1.0	0.6	0.4	1.0	1.3	0.6	1.9
CL30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL30E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	4.9	0.4	5.2	4.7	0.5	5.2	9.6	0.9	10.5
CNA441	0.2	0.0	0.2	0.2	0.0	0.2	0.4	0.0	0.4
CNA510	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA525C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA55B	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA560U	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA560XL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA680	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA750	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
DC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6	0.9	0.1	1.0	0.9	0.1	1.0	1.8	0.3	2.1
DHC6QP	1.0	0.1	1.0	1.0	0.0	1.0	2.0	0.1	2.1
DHC8	5.9	0.5	6.4	6.0	0.4	6.4	11.9	0.9	12.8
DHC830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ECLIPSE500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB170	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB175	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GIV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
GV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IAI125	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.1	0.3
MD83	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MU3001	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SD330	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SF340	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	14.1	1.4	15.5	14.0	1.5	15.5	28.1	3.0	31.1

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 56 LHD - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2027

LHD	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
7478	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
777300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1900D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7378MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
747400RN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BEC58P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C130	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC1010	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6QP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB170	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SD330	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2024.

Table 57 MRI - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2027

MRI Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
BEC58P	0.3	0.0	0.3	0.4	0.0	0.4	0.7	0.0	0.7
CNA172	0.6	0.1	0.7	0.8	0.0	0.8	1.4	0.1	1.6
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	1.7	0.0	1.7	1.7	0.0	1.7	3.4	0.0	3.5
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
DHC6	3.1	0.0	3.1	2.9	0.0	3.0	6.0	0.1	6.1
DHC6QP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ECLIPSE500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
GASEPV	0.1	0.0	0.1	0.2	0.0	0.2	0.3	0.0	0.3
PA30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA42	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	6.0	0.2	6.2	6.1	0.1	6.2	12.1	0.3	12.4

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 58 PAQ - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2027

PAQ Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
1900D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7773ER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BEC58P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CI30E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.2	0.0	0.2	0.2	0.0	0.2	0.3	0.0	0.3
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	0.5	0.0	0.5	0.5	0.0	0.5	1.0	0.0	1.1
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA525C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA55B	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMSEP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6	0.1	0.1	0.2	0.2	0.0	0.2	0.3	0.1	0.5
DHC8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HS748A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Grand Total	1.0	0.2	1.1	1.1	0.1	1.1	2.0	0.2	2.3

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 59 SXQ - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2027

SXQ Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
1900D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BEC58P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CI30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CI30E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	0.3	0.0	0.3	0.3	0.0	0.3	0.7	0.0	0.7
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA525C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA680	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA750	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
DHC6	0.8	0.0	0.8	0.8	0.0	0.8	1.6	0.1	1.6
DHC6QP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	1.3	0.0	1.3	1.3	0.1	1.3	2.5	0.1	2.7

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Tables 60 to 62 present details of the 2022/2023 VFR AAD aircraft operations by aircraft category for ANC, LHD, and MRI, respectively.

Table 60 ANC - AAD VFR Aircraft Operations, Aircraft Category, and Time of Day 2027

ANC Aircraft Category	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Jet	10.0	5.7	15.7	10.4	5.2	15.6	20.4	10.9	31.3
Prop	30.6	3.4	34.0	31.2	2.8	34.0	61.8	6.2	68.0
Turbo	57.6	5.8	63.4	56.1	7.4	63.4	113.7	13.1	126.8
Grand Total	98.2	14.8	113.1	97.7	15.4	113.1	195.9	30.2	226.1

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, February 2025.

Table 61 LHD - AAD VFR Aircraft Operations, Aircraft Category, and Time of Day 2027

LHD Aircraft Category	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Jet	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
Prop	95.6	1.7	97.3	96.4	1.1	97.5	192.0	2.8	194.8
Turbo	7.4	0.1	7.5	7.2	0.2	7.4	14.6	0.3	14.9
Grand Total	103.1	1.8	104.9	103.6	1.3	104.9	206.8	3.1	209.8

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, February 2025.

Table 62 MRI - AAD VFR Aircraft Operations, Aircraft Category, and Time of Day 2027

MRI Aircraft Category	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Jet	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
Prop	85.5	3.2	88.7	87.7	1.0	88.7	173.2	4.2	177.4
Turbo	13.4	0.1	13.5	13.4	0.1	13.5	26.7	0.2	26.9
Grand Total	98.9	3.3	102.2	101.1	1.1	102.2	200.0	4.4	204.4

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, February 2025.

Table 63 presents details of the 2027 itinerant AAD helicopter operations by helicopter type for MRI.

Table 63 MRI - AAD Helicopter Operations by Aircraft Type and Time of Day 2027

MRI	Arrivals			Departures			Total Operations		
Helicopter Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
B206B3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B06	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B206L	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B212	0.2	0.0	0.2	0.1	0.0	0.1	0.3	0.0	0.3
B407	1.1	0.3	1.4	1.6	0.6	2.2	2.7	0.9	3.6
BK17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH47	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EC130	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
500D	0.2	0.0	0.2	0.2	0.0	0.2	0.5	0.0	0.5
R22	0.2	0.0	0.2	0.1	0.0	0.1	0.3	0.0	0.3
R44	3.0	0.1	3.1	2.6	0.0	2.6	5.6	0.1	5.7
H60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
UH60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B412	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AS50	3.3	0.2	3.5	3.0	0.2	3.3	6.4	0.4	6.7
AS65	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	8.2	0.6	8.8	7.8	0.8	8.6	16.0	1.4	17.4

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), Merrill Field Airport Master Plan and Noise Study December 2016, Part 2 Noise Exposure Map Update Merrill Field Airport December 2013, ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, March 2024.

2.3.3 2032

Tables 64 to 69 present details of the 2032 itinerant IFR AAD aircraft operations by aircraft type (i.e., by each individual AEDT aircraft type used for noise modeling purposes) for ANC, ENA, LHD, MRI, PAQ, and SXQ, respectively.

Table 64 ANC - AAD Itinerant IFR Aircraft Operations by Aircraft Type and Time of Day 2032

ANC Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
7478	21.2	10.0	31.2	22.7	8.6	31.3	43.9	18.7	62.6
7879	1.2	1.0	2.2	1.5	0.7	2.2	2.7	1.7	4.5
717200	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1
737300	0.8	0.1	0.9	0.7	0.2	0.9	1.4	0.3	1.7
737400	1.9	0.5	2.4	2.1	0.3	2.4	4.0	0.8	4.8
737500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737700	15.7	4.0	19.7	15.4	4.3	19.7	31.1	8.3	39.4
737800	25.8	10.2	35.9	23.4	12.7	36.1	49.1	22.9	72.0
757300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
767300	4.5	2.5	7.0	3.3	3.7	7.0	7.8	6.2	13.9
767400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
777200	0.0	0.0	0.0	0.1	0.1	0.3	0.1	0.1	0.3
777300	0.0	0.0	0.0	15.9	12.9	28.8	15.9	12.9	28.8
1900D	37.3	4.0	41.3	26.7	14.3	41.1	64.1	18.3	82.4
7378MAX	3.2	1.6	4.8	2.9	2.0	4.9	6.1	3.6	9.7
74720B	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
747400RN	17.6	14.7	32.3	18.1	14.2	32.4	35.8	28.9	64.7
757RR	0.4	0.0	0.5	0.3	0.1	0.5	0.7	0.2	0.9
767CF6	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3
7773ER	15.8	13.5	29.3	0.2	0.2	0.4	16.0	13.7	29.7
7878R	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A300-622R	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.1	0.2
A310-304	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
A319-131	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.3
A320-232	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A320-271N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A321-232	1.6	0.7	2.3	1.0	1.3	2.3	2.6	2.0	4.6
A330-301	0.7	0.2	0.9	0.7	0.2	0.9	1.5	0.4	1.8
A330-343	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
A350-941	1.1	0.8	2.0	1.2	0.8	2.0	2.3	1.7	4.0
BEC58P	3.5	1.2	4.7	3.6	1.1	4.7	7.1	2.4	9.4
CI30	4.2	0.6	4.8	3.2	1.5	4.7	7.4	2.1	9.5
CI30E	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
CIT3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL600	0.9	0.1	1.0	0.9	0.1	0.9	1.8	0.1	1.9
CNA172	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	18.4	0.9	19.2	18.2	0.9	19.1	36.6	1.7	38.3
CNA441	5.6	0.4	6.0	5.8	0.1	6.0	11.4	0.5	12.0
CNA500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA510	0.2	0.0	0.2	0.2	0.0	0.2	0.3	0.0	0.3
CNA525C	0.2	0.1	0.3	0.2	0.1	0.3	0.4	0.2	0.5
CNA55B	0.2	0.0	0.2	0.2	0.0	0.2	0.3	0.1	0.4
CNA560U	0.2	0.0	0.2	0.2	0.0	0.2	0.4	0.0	0.4

ANC	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
CNA560XL	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1
CNA680	0.1	0.0	0.1	0.1	0.0	0.1	0.3	0.0	0.3
CNA750	0.4	0.0	0.4	0.3	0.1	0.4	0.7	0.1	0.8
COMJET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMSEP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC1010	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
DC3	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
DC6	0.3	0.0	0.3	0.3	0.0	0.3	0.6	0.0	0.6
DHC6	14.2	1.5	15.7	14.3	1.3	15.6	28.4	2.8	31.3
DHC6QP	0.8	0.0	0.9	0.7	0.1	0.9	1.6	0.1	1.7
DHC8	15.6	0.6	16.2	14.7	1.6	16.3	30.3	2.2	32.5
DHC830	3.1	0.0	3.1	2.8	0.3	3.1	5.8	0.3	6.2
DO328	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
ECLIPSE500	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
EMB145	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB170	8.4	0.9	9.3	8.5	0.8	9.3	16.9	1.7	18.6
EMB175	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB190	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FAL20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
GIV	0.4	0.1	0.5	0.4	0.1	0.5	0.8	0.1	0.9
GV	1.8	0.6	2.4	1.9	0.5	2.4	3.7	1.1	4.8
HS748A	4.1	0.0	4.1	3.8	0.3	4.1	7.9	0.3	8.2
IAII25	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
KCI35R	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1
LEAR25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	3.4	1.6	5.0	3.6	1.4	5.0	7.0	3.0	10.0
MDIIIGE	2.7	1.9	4.6	2.2	2.4	4.6	4.9	4.3	9.2
MD82	0.0	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5
MD83	0.0	0.0	0.0	2.5	0.4	2.9	2.5	0.4	2.9
MD9025	3.2	0.1	3.4	0.0	0.0	0.0	3.2	0.1	3.4
MU3001	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA42	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SD330	0.5	0.0	0.5	0.5	0.0	0.5	0.9	0.0	1.0
SF340	1.1	0.0	1.1	1.1	0.0	1.1	2.2	0.0	2.2
Grand Total	243.3	74.9	318.2	227.9	90.3	318.2	471.2	165.2	636.3

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 65 ENA - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2032

ENA Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
737400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1900D	0.2	0.0	0.2	0.2	0.0	0.2	0.3	0.0	0.4
BEC58P	0.8	0.3	1.0	0.6	0.4	1.0	1.4	0.7	2.0
CL30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL30E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	5.2	0.4	5.6	5.0	0.5	5.6	10.2	0.9	11.1
CNA441	0.2	0.0	0.2	0.2	0.0	0.2	0.4	0.0	0.4
CNA510	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA525C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA55B	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA560U	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA560XL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA680	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA750	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
DC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6	0.9	0.2	1.1	1.0	0.1	1.1	1.9	0.3	2.2
DHC6QP	1.0	0.1	1.1	1.1	0.0	1.1	2.1	0.1	2.2
DHC8	6.1	0.6	6.6	6.2	0.4	6.6	12.3	1.0	13.2
DHC830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ECLIPSE500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB170	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB175	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GIV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
GV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IAI125	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.1	0.3
MD83	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MU3001	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SD330	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SF340	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	14.8	1.5	16.3	14.7	1.6	16.3	29.4	3.1	32.6

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 66 LHD - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2032

LHD	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
7478	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
737800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
777300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1900D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7378MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
747400RN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BEC58P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C130	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC1010	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6QP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EMB170	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SD330	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 67 MRI - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2032

MRI Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
BEC58P	0.3	0.0	0.3	0.4	0.0	0.4	0.7	0.0	0.7
CNA172	0.6	0.1	0.7	0.8	0.0	0.9	1.5	0.1	1.6
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	1.8	0.0	1.8	1.8	0.0	1.8	3.5	0.0	3.6
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
DHC6	3.2	0.0	3.2	3.0	0.0	3.0	6.2	0.1	6.3
DHC6QP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ECLIPSE500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
GASEPV	0.1	0.0	0.1	0.2	0.0	0.2	0.3	0.0	0.3
PA30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA42	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	6.2	0.2	6.3	6.3	0.1	6.3	12.4	0.3	12.7

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Table 68 PAQ - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2032

PAQ Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
1900D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7773ER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BEC58P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CI30E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.2	0.0	0.2	0.2	0.0	0.2	0.3	0.0	0.3
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	0.5	0.0	0.5	0.5	0.0	0.5	1.0	0.0	1.1
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA525C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA55B	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMSEP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC6	0.1	0.1	0.2	0.2	0.0	0.2	0.3	0.1	0.5
DHC8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DHC830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HS748A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Grand Total	1.0	0.2	1.1	1.1	0.1	1.1	2.0	0.2	2.3

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1. Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.
Prepared by: ATAC Corporation, August 2025.

Table 69 SXQ - AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day, 2032

SXQ Aircraft Type	Arrivals			Departures			Total Operations		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
1900D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BEC58P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CI30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CI30E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CL600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA172	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
CNA182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA208	0.3	0.0	0.3	0.3	0.0	0.3	0.7	0.0	0.7
CNA441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA525C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA680	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA750	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
DHC6	0.8	0.0	0.8	0.8	0.0	0.8	1.6	0.1	1.6
DHC6QP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASEPV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEAR35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	1.3	0.0	1.3	1.3	0.1	1.3	2.5	0.1	2.7

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, August 2025.

Tables 70 to 72 present details of the 2027 VFR AAD aircraft operations by aircraft category for ANC, LHD, and MRI, respectively.

Table 70 ANC - AAD VFR Aircraft Operations, Aircraft Category, and Time of Day 2027

ANC	Arrivals			Departures			Total Operations		
Aircraft Category	Day	Night	Total	Day	Night	Total	Day	Night	Total
Jet	10.7	6.1	16.8	11.2	5.6	16.7	21.8	11.7	33.6
Prop	32.8	3.6	36.5	33.4	3.0	36.5	66.3	6.7	72.9
Turbo	61.9	6.2	68.1	60.2	7.9	68.2	122.1	14.1	136.2
Grand Total	105.4	15.9	121.4	104.8	16.5	121.4	210.2	32.5	242.7

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 71 LHD - AAD VFR Aircraft Operations, Aircraft Category, and Time of Day 2027

LHD	Arrivals			Departures			Total Operations		
Aircraft Category	Day	Night	Total	Day	Night	Total	Day	Night	Total
Jet	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
Prop	102.8	1.8	104.6	103.7	1.2	104.8	206.5	3.0	209.4
Turbo	7.8	0.1	7.9	7.6	0.2	7.8	15.4	0.3	15.7
Grand Total	110.8	1.9	112.7	111.3	1.4	112.7	222.1	3.3	225.4

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 72 MRI - AAD VFR Aircraft Operations, Aircraft Category, and Time of Day 2027

MRI	Arrivals			Departures			Total Operations		
Aircraft Category	Day	Night	Total	Day	Night	Total	Day	Night	Total
Jet	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Prop	86.8	3.2	90.0	89.0	1.0	90.0	175.7	4.2	180.0
Turbo	13.5	0.1	13.7	13.5	0.1	13.6	27.1	0.2	27.3
Grand Total	100.4	3.3	103.7	102.6	1.1	103.7	202.9	4.5	207.4

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), OPSNET (accessed October 2023), ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, February 2025.

Table 73 presents details of the 2032 AAD helicopter operations by aircraft type for MRI.

Table 73 MRI - AAD Helicopter Operations by Aircraft Type and Time of Day 2032

MRI	Arrivals			Departures			Total Operations		
Helicopter Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
B206B3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B06	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B206L	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B212	0.2	0.0	0.2	0.1	0.0	0.1	0.3	0.0	0.3
B407	1.2	0.3	1.5	1.6	0.6	2.3	2.8	0.9	3.8
BK17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH47	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EC130	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
500D	0.3	0.0	0.3	0.2	0.0	0.2	0.5	0.0	0.5
R22	0.2	0.0	0.2	0.1	0.0	0.1	0.3	0.0	0.3
R44	3.1	0.1	3.3	2.7	0.0	2.7	5.8	0.2	5.9
H60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
UH60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B412	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AS50	3.4	0.2	3.6	3.2	0.2	3.4	6.6	0.4	7.0
AS65	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	8.5	0.6	9.1	8.1	0.9	9.0	16.6	1.5	18.1

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: PDARS Data (10/1/2022-9/30/2024), Merrill Field Airport Master Plan and Noise Study December 2016, Part 2 Noise Exposure Map Update Merrill Field Airport December 2013, ATAC Corporation, March 2024.

Prepared by: ATAC Corporation, March 2024.

3 Military

This section presents the methodology and assumptions used to develop AAD aircraft operations for EDF and FRN.

3.1 Assumptions

Based on consultations with the FAA, it was decided that the noise modeling of EDF for the DEA should leverage an existing NOISEMAP model. This model was developed from Air Installations Compatible Use Zones (AICUZ) study performed by the US Air Force Civil Engineer Center. The FAA provided one NOISEMAP model for EDF and one report, dated October 2019, documenting a study which focused on both EDF and FRN, titled “Joint Base Elmendorf-Richardson, Alaska Air Installations Compatible Use Zones (AICUZ) Study.” Information and data within this report supported assumptions and decisions made during the modeling process.

Balancing an environmental assessment’s focus of modeling itinerant operations with an AICUZ focus on compatible land use near the airport, closed pattern, helicopter, and static run-up operations used in the NOISEMAP model for EDF were excluded. It was determined that operations counts are to remain consistent in the future; therefore, No Action and Proposed Action scenarios for both 2027 and 2032 have identical operations counts to the 2022/2023 operations counts. Since all scenarios (i.e., 2022/2023, 2027 No Action, 2032 No Action, 2027 Proposed Action, and 2032 Proposed Action) have identical operation counts, table values are assumed to represent all scenarios; however, they are not labeled as such. Additionally, no forecast or fleet mix calculations were performed for military airports.

3.2 Methodology

The AAD flight operations were derived using the following steps:

1. Start with 2014 AICUZ NOISEMAP model
2. Exclude closed pattern, helicopter, and static run-up operations
3. Scale arrival and departures to match 2019 AICUZ report values

3.3 Category

Table 74 presents the annual and AAD numbers of aircraft operations for EDF and FRN by category (Based, Civilian, Transient), respectively.

Table 74 EDF and FRN Annual and AAD Aircraft Operations by Category

Category	EDF		FRN	
	Annual Ops.	AAD Ops.	Annual Ops.	AAD Ops.
Based	18572.5	50.9	3,200.0	8.8
Civilian	2018.0	5.5	0.0	0.0
Transient	2837.5	7.8	800.0	2.2
Total	23427.9	64.2	4,000.0	11.0

Notes:

Ops. = Operations

AAD = Annual Average Day

The numbers of itinerant IFR AAD operations were derived by normalizing radar operations to published historical values, then dividing the numbers of annual operations by 365 days of available radar data, totals may not equal due to rounding to the nearest whole operation.

Source: EDF and FRN NOISEMAP Model Report.

Prepared by: ATAC Corporation, February 2025

3.4 Aircraft Type

Table 75 and Tables 76 present details of the AAD aircraft operations by aircraft type for EDF and FRN, respectively.

Table 75 EDF– AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day

ANC	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
B-737-300 BI	0.4	0.2	0.6	0.5	0.1	0.6	0.9	0.3	1.2
C-12	2.1	0.1	2.2	2.2	0.0	2.2	4.4	0.1	4.5
C-130H&N&P	3.2	0.2	3.4	3.2	0.1	3.4	6.4	0.4	6.8
C-17	2.1	0.4	2.5	2.1	0.4	2.5	4.1	0.8	4.9
C-21A	0.3	0.0	0.3	0.3	0.0	0.3	0.6	0.0	0.7
C-5A	0.1	0.1	0.2	0.1	0.1	0.2	0.2	0.1	0.4
E-3A	0.5	0.0	0.6	0.5	0.0	0.6	1.1	0.0	1.1
F-15E	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.2
F-22	17.8	0.0	17.8	17.8	0.0	17.8	35.7	0.0	35.7
GASEPF FIX PITCH	2.4	0.1	2.4	2.4	0.0	2.4	4.7	0.1	4.8
KC-135R	0.5	0.0	0.6	0.6	0.0	0.6	1.1	0.0	1.1
T-1	0.2	0.0	0.2	0.2	0.0	0.2	0.4	0.0	0.4
UH60A	1.1	0.1	1.2	1.1	0.1	1.2	2.3	0.2	2.5
Grand Total	30.9	1.2	32.1	31.2	0.9	32.1	62.1	2.1	64.2

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: EDF NOISEMAP Model Report.
Prepared by: ATAC Corporation, February 2025

Table 76 FRN – AAD Itinerant IFR Aircraft Operations, Aircraft Type, and Time of Day

FRN	Arrivals			Departures			Total Operations		
Aircraft Type	Day	Night	Total	Day	Night	Total	Day	Night	Total
C-130H&N&P	0.3	0.0	0.3	0.3	0.0	0.3	0.5	0.0	0.5
GASEPF FIX PITCH	0.4	0.0	0.4	0.4	0.0	0.4	0.8	0.0	0.8
HU500D/E (OH-6)	0.3	0.0	0.3	0.3	0.0	0.3	0.5	0.0	0.5
UH60A	4.3	0.2	4.5	4.3	0.2	4.5	8.6	0.5	9.0
Grand Total	5.2	0.3	5.5	5.2	0.3	5.5	10.4	0.5	11.0

Notes:

Daytime operations arrive or depart between 7 am and 10 pm; nighttime operations arrive or depart between 10 pm and 7 am.

For documentation purposes, the numbers of operations are presented to a precision of two digits after the decimal point to show numbers of operations that are greater than zero but less than 1.

Totals may not add up due to rounding.

Source: FRN NOISEMAP Model Report.
Prepared by: ATAC Corporation, February 2025