H. Flight Schedules Technical Report

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Table of Contents

List of Tables

H.1 Introduction

Aircraft flight schedules were prepared to support the aircraft noise analysis for the San Antonio Airspace Modernization Project. 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] at New Braunfels National Airport (BAZ), Randolph Air Force Base Airfield (RND), San Antonio International Airport (SAT), and Kelly Field (SKF). The flight schedules serve as aircraft activity input to the aircraft noise analysis discussed in the Aircraft Noise Technical Report for the San Antonio Airspace Modernization Project.

BAZ and SAT were modeled using the FAA's Aviation Environmental Design Tool model (AEDT) 3d. 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.

RND and SKF are located on United States Air Force bases, thus their flight schedules, types of operations, and aircraft are primarily military. From consultations with the FAA, it was decided that modeling of RND and SKF 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 air bases. NOISEMAP contains computational modules that accept data and estimate noise levels caused by aircraft events at many points on the ground in the airbase vicinity.

As different noise models were used, the modeling inputs and assumptions differ. As a result, data and methodologies are separated into their own sections: (1) discussing data and methodologies regarding flight schedules for BAZ and SAT for modeling in AEDT, and (2) discussing data and methodologies regarding flight schedules for RND and SKF for modeling in NOISEMAP.

H.2 AEDT

Three flight schedules were developed to represent AAD flight activity at BAZ and SAT, corresponding to the years assessed for aircraft noise conditions:

- The 2021/2022 AAD flight schedule was developed based on actual 2021/2022 activity (3/1/2021-2/28/2022) and used to model aircraft noise exposure under 2021/2022 conditions (see Section 4.1 of the San Antonio Airspace Modernization Draft EA).
- Two future AAD flight schedules were developed to represent activity for the years 2023 and 2028 and used to model future aircraft noise exposure (see Section 5.1.2 of the San Antonio Airspace Modernization Draft EA). The two future AAD flight schedules were developed based on the 2022 Federal Aviation Administration (FAA) Terminal Area Forecast (TAF), which was accessed in April 2022, as well as other fleet mix research. The TAF is the official forecast of aviation activity at FAA facilities and is updated annually.

The following key assumptions are relevant to the development of AAD flight schedules:

- The FAA records three types of aircraft operations in the TAF: local operations (depart from and land at the same airport), overflight operations (pass in the vicinity of, but do not land at a Study Airport), and itinerant operations (either depart from or arrive at a Study Airport, operating to or from airports located outside of the local area airspace). The AAD flight schedules developed for this Environmental Assessment (EA) include only itinerant

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.

operations because the Proposed Action involves the design of standard instrument arrival and departure procedures that are only used by aircraft performing itinerant operations.

- The AAD flight schedules only include operations conducted by aircraft operating under Instrument Flight Rules (IFR) because the Proposed Action involves the design of standard instrument arrival and departure procedures, which are only used by aircraft operating under IFR.[2]

The 2023 and 2028 flight schedules represent future itinerant IFR AAD activity for both the Proposed Action and the No Action Alternative. As stated in Section 2.4 of the San Antonio Airspace Modernization Draft EA, the Proposed Action would not result in an increase in the number of aircraft operations at BAZ and SAT, but would increase terminal airspace throughput to better reach designed runway throughput. In other words, the total numbers of aircraft operations for the future itinerant IFR AADs are expected to be the same under both the Proposed Action and the No Action Alternative.

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

2 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.

H.2.1 2021/2022 Average Annual Day Flight Schedule

The 2021/2022 itinerant IFR AAD flight schedule was developed from a dataset of IFR flight activity for BAZ and SAT from 3/1/2021-2/28/2022. This dataset was derived utilizing radar data obtained from the FAA's Performance Data Analysis and Reporting System (PDARS). The PDARS database was queried for the aforementioned time period for all IFR-filed flights that operated at BAZ and SAT within the General Study Area as described in Section 4.1 of the San Antonio Airspace Modernization Draft EA. Overall, 364 days (2/3/2022 was excluded due to abnormal operation counts) of data was gathered, which span all seasons and runway usage configurations for BAZ and SAT in the General Study Area. This data was used to develop the 2021/2022 AAD flight schedule.

H.2.1.1 Methodology

Processing the full 2021/2022 itinerant IFR dataset included the following steps:

1. Dataset coding – several additional fields were coded to provide information that pertains to flight schedules, including:
   - Type of operation – arrival or departure, coded using the origin/destination airport code listed in the original dataset.
   - Time of day – daytime (departing or arriving from 7:00 a.m. through 10:00 p.m. local time) or nighttime (departing or arriving from 10:00 p.m. through 7:00 a.m. local time), coded using the arrival/departure time listed in the original dataset.
   - Aircraft category – per categories defined by the FAA,[3] coded using the aircraft identifier in the dataset:
     - 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 U.S. and foreign flag carriers.
     - 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.
     - General Aviation – all civil aircraft, except those classified as air carriers or air taxis.
     - Military – all classes of military aircraft operating at FAA facilities.
2. Aircraft type for noise modeling – per the aircraft database included in AEDT 3d, were coded based on the aircraft identifier in the dataset. The AEDT aircraft database includes most, but not all, aircraft types. If an aircraft in the 2021/2022 dataset was included in the AEDT aircraft database, the matching aircraft type was used; however, if an aircraft in the 2021/2022 dataset was not included in the AEDT aircraft dataset, it was necessary to identify an equivalent, representative aircraft approved for use by the FAA, referred to as an aircraft substitution. Because the 2021/2022 dataset consisted of a full year of data, the 2021/2022 dataset included a wide range of unique aircraft types, not all of which were in the AEDT aircraft database, requiring some FAA-approved aircraft substitutions.
3. Terminal airspace arrivals and departures – operations were coded using a spatial analysis that attempted to assign each departure operation to a Standard Instrument Departure (SID) exiting a specific Terminal Radar Approach Control (TRACON) gate, and each arrival operation to a Standard Terminal Arrival (STAR) entering a specific gate based on the location of the origin or destination airport.

3 https://aspmhelp.faa.gov/index.php/OPSNET_Reports:_Definitions_of_Variables

4. Dataset normalization – 2021/2022 dataset operations counts were adjusted to match aircraft operations counts found in the FAA's Operations Network (OPSNET) and the Traffic Flow Management System Counts (TFMSC) for the time period spanning from 3/1/2021-2/28/2022. This adjustment allowed the 2021/2022 dataset (following the deletion of incomplete entries) to reflect the total annual itinerant IFR operations at BAZ and SAT as reported by FAA. 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). Through the normalization process, the fleet mix percentages within each aircraft category remained unchanged.

H.2.1.2 Flight Schedule

Table H2.1 presents the 2021/2022 annual and AAD numbers of itinerant IFR aircraft operations for BAZ and SAT by aircraft category (air carrier, air taxi, general aviation, and military). The numbers of itinerant IFR AAD aircraft operations for each category at each airport were derived by normalizing radar operations (as described is Section 2.1.1) then dividing the numbers of annual itinerant IFR aircraft operations by 365 days.

Table H2.1 2021/2022 Itinerant IFR Annual and AAD Aircraft Operations by Aircraft Category

	BAZ		SAT	
Aircraft Category	**Annual Ops.**	**AAD[1] Ops.**	**Annual Ops.**	**AAD[1] Ops.**
Air Carrier	4	0	71,473	196
Air Taxi	446	1	16,622	46
General Aviation	7,118	20	42,024	115
Military	60	0	2,186	6
Total	7,628	21	132,305	362

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 (3/1/2021-2/28/2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

Table H2.2 and **Table H2.3** present 2021/2022 numbers of itinerant IFR AAD aircraft operations for each aircraft category (air carrier, air taxi, general aviation, and military) by type of operation (arrivals and departures) and time of day (daytime and nighttime) for BAZ and SAT, respectively. These tables also present the percentages of daytime and nighttime operations by type of operation and total aircraft operations for each aircraft category at each Study Airport. For example, as shown in **Table H2.2**, approximately 95.36% of all arrivals at BAZ were daytime and 4.64% were nighttime.

Table H2.2 BAZ Itinerant IFR AAD Aircraft Operations by Aircraft Category, Type of Operation, and Time of Day – 2021/2022

BAZ	AAD Arrivals			AAD Departures			Total AAD Operations		
Aircraft Category	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Air Taxi	0.57	0.04	0.61	0.57	0.04	0.61	1.14	0.08	1.22
	93.44%	6.56%	100.00%	93.44%	6.56%	100.00%	93.44%	6.56%	100.00%
General Aviation	9.40	0.45	9.85	9.32	0.33	9.65	18.72	0.78	19.50
	95.43%	4.57%	100.00%	96.58%	3.42%	100.00%	96.00%	4.00%	100.00%
Military	0.09	0.00	0.09	0.08	0.00	0.08	0.17	0.00	0.17
	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Totals	10.06	0.49	10.55	9.97	0.37	10.34	20.03	0.86	20.89
	95.36%	4.64%	100.00%	96.42%	3.58%	100.00%	95.88%	4.12%	100.00%

Notes:
Daytime operations arrive or depart 7:00 a.m. – 10:00 p.m.; nighttime operations arrive or depart 10:00 p.m. – 7:00 a.m.
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 (3/1/2021-2/28/2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

Table H2.3 SAT Itinerant IFR AAD Aircraft Operations by Aircraft Category, Type of Operation, and Time of Day – 2021/2022

SAT	AAD Arrivals			AAD Departures			Total AAD Operations		
Aircraft Category	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
Air Carrier	77.05	20.82	97.87	80.60	17.35	97.95	157.65	38.17	195.82
	78.73%	21.27%	100.00%	82.29%	17.71%	100.00%	80.51%	19.49%	100.00%
Air Taxi	20.81	1.84	22.65	20.15	2.74	22.89	40.96	4.58	45.54
	91.88%	8.12%	100.00%	88.03%	11.97%	100.00%	89.94%	10.06%	100.00%
General Aviation	53.86	3.28	57.14	54.19	3.81	58.00	108.05	7.09	115.14
	94.26%	5.74%	100.00%	93.43%	6.57%	100.00%	93.84%	6.16%	100.00%
Military	2.83	0.16	2.99	2.94	0.06	3.00	5.77	0.22	5.99
	94.65%	5.35%	100.00%	98.00%	2.00%	100.00%	96.33%	3.67%	100.00%
Totals	154.55	26.10	180.65	157.88	23.96	181.84	312.43	50.06	362.49
	85.55%	14.45%	100.00%	86.82%	13.18%	100.00%	86.19%	13.81%	100.00%

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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 (3/1/2021-2/28/2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

H.2.2 2023 and 2028 Average Annual Day Flight Schedules

Aircraft activity growth rates by aircraft category at BAZ and SAT calculated from the 2022 TAF were used to derive itinerant IFR AAD numbers of operations for 2023 and 2028. The 2023 itinerant IFR AAD schedule represents the year during which the Proposed Action would begin to be implemented. The 2028 itinerant IFR AAD schedule serves as a five-year outlook after implementation. This section describes assumptions and methodologies used to derive future itinerant IFR AAD schedules and presents summary flight schedule data for BAZ and SAT.

H.2.2.1 Assumptions

The assumptions used to develop the 2023 and 2028 itinerant IFR AAD flight schedules are presented in the following sections.

H.2.2.1.1 Percentage Change in Operations

The 2022 TAF provided numbers of annual itinerant aircraft operations by aircraft category for future fiscal years. It reports total annual itinerant aircraft operations, but does not breakdown IFR versus non-IFR itinerant aircraft operations; therefore, the proportion of IFR versus non-IFR itinerant aircraft operations was assumed constant from 2021/2022 to 2023 and 2028. The percentage changes were based on the total numbers of annual itinerant aircraft operations in the 2022 TAF and applied to the numbers of itinerant IFR aircraft operations in 2021/2022 at each Study Airport.

Table H2.4 presents the percentage changes for the periods of 2021/2022-2023, 2023-2028, and 2021/2022-2028 for each aircraft category at BAZ and SAT.

Table H2.4 Percentage Changes of Annual Itinerant Aircraft Operations by Aircraft Category

	Percentage Changes over Period		
Aircraft Category	**2021/2022-2023**	**2021/2022-2028**	**2023-2028**
BAZ			
Air Carrier	0.00%	0.00%	0.00%
Air Taxi	18.64%	26.16%	6.34%
General Aviation	0.79%	2.31%	1.51%
Military	0.00%	0.00%	0.00%
SAT			
Air Carrier	41.62%	63.70%	15.59%
Air Taxi	1.27%	6.00%	4.66%
General Aviation	4.71%	5.26%	0.52%
Military	0.00%	0.00%	0.00%

Notes:
Percentages are subjected to rounding.

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

H.2.2.1.2 Future Fleet Mix

The future fleet mixes – the mix of aircraft types projected to operate in 2023 and 2028 – were developed beginning with the 2021/2022 itinerant IFR AAD fleet mix. In addition, assumptions were made regarding fleet mix changes due to anticipated aircraft retirements of older, likely less fuel-efficient, aircraft 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 and more fuel-efficient aircraft types by

2023 and 2028. Examples of those aircraft types being replaced include the A319 (Airbus A319), B737 (Boeing 737-700), and DC10 (McDonnell Douglas MD-10).

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 2021 and 2026 flight schedules. In the general aviation and military aircraft categories, no new aircraft types were assumed in the 2021 and 2026 flight schedules when compared with those operated in 2021/2022.

Table H2.5 presents a list of the aircraft types deemed to be completely or partially replaced in 2023 and 2028. It 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 H2.5 Aircraft Type Replacement Assumptions – 2023 and 2028

Aircraft Type Code	Percentage of Operations Replaced in 2023	Replacement Aircraft Type(s) in 2023	Percentages of Operations Replaced in 2028	Replacement Aircraft Type(s) in 2028
A20N	1.31%	A21N	1.31%	A21N
A306	4.82%	B763, B77L	15.23%	B763, B77L
A319	3.03%	A321, B37M, B38M, B39M, B3XM	3.41%	A21N, A321, A359, B37M, B38M, B39M, B3XM
A320	1.85%	A21N, A321, B37M, B38M, B38M	3.10%	A21N, A321, A359, B37M, B38M, B38M, B3XM
B737	2.54%	B37M, B38M	8.85%	B37M, B38M
B738	0.00%		0.24%	B37M, B38M
B739	0.08%	A321	0.08%	A321
B752	1.23%	A321, B39M, BCS3	1.23%	A321, B39M, BCS3
B772	0.00%		25.00%	B788, B789, B78X
CRJ2	5.88%	E75S	5.88%	E75S
CRJ7	6.09%	E75S	6.09%	E75S
DC10	80.81%	B763, B77L	80.81%	B763, B77L
MD11	9.11%	B763, B77L	12.71%	B763, B77L

Source: ATAC Corporation, June 2022. AeroTransport Data Bank, https://atdb.aero, accessed June 2022.
Prepared by: ATAC Corporation, August 2022.

H.2.2.1.3 Aircraft Activity

The arrivals and departures of itinerant IFR operations ratio is assumed to be equivalent. This assumption is consistent with the assumption made for the 2021/2022 itinerant IFR AAD flight schedule, as described in Section 2.1.1.

The percentages of 2023 and 2028 itinerant IFR AAD operations occurring during daytime and nighttime hours by aircraft category and type of operation would remain constant for each Study Airport from 2021/2022 to 2023 and 2028.

H.2.2.2 Methodology

Based on the assumptions listed in Section 2.2.1, the 2023 and 2028 itinerant IFR AAD flight schedules were developed using the following steps:

1. Calculation of the numbers of itinerant IFR AAD operations for 2023/2028 – For BAZ and SAT, each itinerant IFR AAD aircraft operation (by aircraft category, aircraft type, and time of day) included in the 2021/2022 itinerant IFR AAD flight schedule was multiplied by the percentage change for the period of 2021/2022-2023 and 2021/2022-2028 (See **Table H2.4**).
2. Flight schedule verification – 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 2021/2022 itinerant IFR AAD flight schedule for each aircraft category at BAZ and SAT.

H.2.2.3 2023 Flight Schedule

The 2023 itinerant IFR AAD flight schedule was developed using the percentage change from 2021/2022 to 2023 presented in **Table H2.4** and the future aircraft fleet mix assumptions presented in **Table H2.5**.

Table H2.6 presents the numbers of itinerant IFR AAD aircraft operations by airport and aircraft category for 2023, along with the 2021/2022 itinerant IFR AAD aircraft operations and percentage change calculated for 2023 based on the 2022 TAF figures in **Table H2.4**. For example, the itinerant IFR AAD air carrier operations at SAT increased 41.62%, resulting in an increase of 81.50 operations from 2021/2022 to 2023.

Table H2.6 Itinerant IFR AAD Aircraft Operations by Aircraft Category – 2023

AAD Aircraft Operations by Aircraft Category 2023			
Aircraft Category	**2021/2022 Operations**	**Percentage Change**	**2023 Operations**
BAZ			
Air Carrier	0.01	0.00%	0.01
Air Taxi	1.22	18.64%	1.45
General Aviation	19.50	0.79%	19.66
Military	0.16	0.00%	0.16
SAT			
Air Carrier	195.82	41.62%	277.32
Air Taxi	45.54	1.27%	46.12
General Aviation	115.13	4.71%	120.56
Military	5.99	0.00%	5.99

Notes:
Percentages and cell counts are subjected to rounding.

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

Tables H2.7 and **H2.8** present the numbers of itinerant IFR AAD aircraft operations for 2023 by aircraft category and type of operation for BAZ and SAT, respectively. The tables also present the percentages of daytime and nighttime operations by type of operation and total aircraft operations for each aircraft category.

Table H2.7 BAZ Itinerant IFR AAD Aircraft Operations by Aircraft Category, Type of Operation, and Time of Day – 2023

BAZ	AAD Arrivals			AAD Departures			Total AAD Operations		
Aircraft Category	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
Air Carrier	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
	50.00%	50.00%	100.00%	100.00%	0.00%	100.00%	75.07%	24.93%	100.00%
Air Taxi	0.67	0.05	0.72	0.67	0.05	0.72	1.34	0.10	1.44
	93.34%	6.66%	100.00%	93.24%	6.76%	100.00%	93.29%	6.71%	100.00%
General Aviation	8.41	0.41	8.82	8.52	0.30	8.82	16.94	0.70	17.64
	95.37%	4.63%	100.00%	96.64%	3.36%	100.00%	96.01%	3.99%	100.00%
Military	2.15	0.00	2.15	2.15	0.00	2.15	4.31	0.00	4.31
	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Totals	11.24	0.46	11.70	11.35	0.34	11.70	22.59	0.80	23.40
	96.08%	3.92%	100.00%	97.05%	2.95%	100.00%	96.56%	3.44%	100.00%

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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 (3/1/2021-2/28/2022), 2022 TAF (accessed April 2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

Table H2.8 SAT Itinerant IFR AAD Aircraft Operations by Aircraft Category, Type of Operation, and Time of Day – 2023

SAT	AAD Arrivals			AAD Departures			Total AAD Operations		
Aircraft Category	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
Air Carrier	114.93	31.04	145.97	120.11	25.86	145.97	235.04	56.90	291.94
	78.74%	21.26%	100.00%	82.28%	17.72%	100.00%	80.51%	19.49%	100.00%
Air Taxi	22.89	2.06	24.95	21.97	2.98	24.95	44.86	5.04	49.91
	91.72%	8.28%	100.00%	88.06%	11.94%	100.00%	89.89%	10.11%	100.00%
General Aviation	46.46	2.82	49.27	46.04	3.24	49.27	92.49	6.05	98.55
	94.29%	5.71%	100.00%	93.43%	6.57%	100.00%	93.86%	6.14%	100.00%
Military	3.89	0.22	4.12	4.04	0.08	4.12	7.93	0.30	8.24
	94.57%	5.43%	100.00%	98.06%	1.94%	100.00%	96.32%	3.68%	100.00%
Totals	188.17	36.14	224.32	192.16	32.16	224.32	380.33	68.30	448.63
	83.89%	16.11%	100.00%	85.66%	14.34%	100.00%	84.78%	15.22%	100.00%

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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 (3/1/2021-2/28/2022), 2022 TAF (accessed April 2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

H.2.2.4 2028 Flight Schedule

The 2028 itinerant IFR AAD flight schedule was developed following the same steps presented at the beginning of Section 2.2.2, using the percentage change from 2021/2022 to 2028 presented in **Table H2.4** and the future aircraft fleet mix assumptions presented in **Table H2.5**.

Table H2.9 presents the numbers of itinerant IFR AAD aircraft operations by aircraft category for 2028, along with the 2021/2022 itinerant IFR AAD aircraft operations and the percentage change identified in **Table 4** calculated based on the 2022 TAF.

Table H2.9 Itinerant IFR AAD Aircraft Operations by Aircraft Category – 2028

AAD Aircraft Operations by Aircraft Category 2028			
Aircraft Category	**2021/2022 Operations**	**Percentage Change**	**2028 Operations**
BAZ			
Air Carrier	0.01	0.00%	0.01
Air Taxi	1.22	26.16%	1.54
General Aviation	19.50	2.31%	19.95
Military	0.16	0.00%	0.16
SAT			
Air Carrier	195.82	63.70%	320.56
Air Taxi	45.54	6.00%	48.27
General Aviation	115.13	5.26%	121.19
Military	5.99	0.00%	5.99

Notes:
Percentages and cell counts are subjected to rounding.

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

Tables H2.10 and **H2.11** present a breakdown of the number of itinerant IFR AAD aircraft operations for the 2028 conditions by aircraft category and type of operation for BAZ and SAT, respectively. The tables also present the percentages of daytime and nighttime operations by type of operation and total aircraft operations for each aircraft category.

Table H2.10 BAZ Itinerant IFR AAD Aircraft Operations by Aircraft Category, Type of Operation, and Time of Day – 2028

BAZ	AAD Arrivals			AAD Departures			Total AAD Operations		
Aircraft Category	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
	50.00%	50.00%	100.00%	100.00%	0.00%	100.00%	75.07%	24.93%	100.00%
Air Taxi	0.71	0.05	0.76	0.71	0.05	0.76	1.42	0.10	1.53
	93.33%	6.67%	100.00%	93.24%	6.76%	100.00%	93.29%	6.71%	100.00%
General Aviation	8.54	0.41	8.95	8.65	0.30	8.95	17.19	0.72	17.91
	95.37%	4.63%	100.00%	96.64%	3.36%	100.00%	96.01%	3.99%	100.00%
Military	2.15	0.00	2.15	2.15	0.00	2.15	4.31	0.00	4.31
	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Totals	11.41	0.47	11.88	11.53	0.35	11.88	22.94	0.82	23.76
	96.06%	3.94%	100.00%	97.03%	2.97%	100.00%	96.55%	3.45%	100.00%

Source: PDARS Data (3/1/2021-2/28/2022), 2022 TAF (accessed March 2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

Table H2.11 SAT Itinerant IFR AAD Aircraft Operations by Aircraft Category, Type of Operation, and Time of Day – 2028

SAT	AAD Arrivals			AAD Departures			Total AAD Operations		
Aircraft Category	Day	Night	Total	Day	Night	Total	Day	Night	Total
Air Carrier	132.85	35.88	168.73	138.84	29.90	168.73	271.69	65.78	337.47
	78.74%	21.26%	100.00%	82.28%	17.72%	100.00%	80.51%	19.49%	100.00%
Air Taxi	23.96	2.16	26.12	23.00	3.12	26.12	46.96	5.28	52.23
	91.72%	8.28%	100.00%	88.06%	11.94%	100.00%	89.89%	10.11%	100.00%
General Aviation	46.70	2.83	49.53	46.28	3.26	49.53	92.98	6.09	99.06
	94.28%	5.72%	100.00%	93.43%	6.57%	100.00%	93.86%	6.14%	100.00%
Military	3.89	0.22	4.12	4.04	0.08	4.12	7.93	0.30	8.24
	94.57%	5.43%	100.00%	98.06%	1.94%	100.00%	96.32%	3.68%	100.00%
Totals	207.40	41.10	248.50	212.15	36.35	248.50	419.55	77.45	497.00
	83.46%	16.54%	100.00%	85.37%	14.63%	100.00%	84.42%	15.58%	100.00%

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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 (3/1/2021-2/28/2022), 2022 TAF (accessed March 2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

H.2.3 Flight Schedules by Aircraft Type

H.2.3.1 2021/2022

Tables H2.12 and **H2.13** present details of the 2021/2022 itinerant IFR AAD aircraft operations by aircraft category and aircraft type (i.e., by each individual AEDT aircraft type used for noise modeling purposes) for BAZ and SAT, respectively.

Table H2.12 BAZ - AAD Itinerant IFR Aircraft Operations, by Aircraft Category, Aircraft Type, and Time of Day, 2021/2022

BAZ	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
Air Carrier									
SF340	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
Air Carrier	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**
Air Taxi									
CL600	0.05	0.00	0.05	0.05	0.00	0.05	0.10	0.00	0.10
CNA172	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CNA182	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.01
CNA208	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
CNA500	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.01
CNA510	0.04	0.00	0.04	0.04	0.00	0.05	0.09	0.00	0.09
CNA525C	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
CNA55B	0.07	0.00	0.08	0.08	0.00	0.08	0.15	0.00	0.15
CNA560U	0.02	0.00	0.02	0.02	0.00	0.02	0.05	0.00	0.05
CNA560XL	0.05	0.01	0.06	0.05	0.01	0.05	0.10	0.01	0.11
CNA680	0.05	0.00	0.06	0.06	0.00	0.06	0.11	0.00	0.11
CNA750	0.05	0.00	0.05	0.05	0.00	0.05	0.10	0.00	0.10
DHC6	0.05	0.01	0.06	0.05	0.01	0.06	0.09	0.02	0.12
EMB120	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01
EMB145	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
FAL20	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
GASEPV	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
GIV	0.02	0.00	0.02	0.02	0.00	0.02	0.03	0.00	0.03
LEAR35	0.09	0.01	0.10	0.09	0.01	0.11	0.18	0.02	0.21
MU3001	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.01	0.04
Air Taxi	**0.56**	**0.04**	**0.60**	**0.56**	**0.04**	**0.60**	**1.13**	**0.08**	**1.21**
General Aviation									
BEC58P	0.28	0.01	0.29	0.28	0.00	0.29	0.56	0.02	0.58
CIT3	0.03	0.00	0.03	0.03	0.00	0.03	0.05	0.00	0.05
CL600	0.26	0.03	0.29	0.28	0.01	0.28	0.53	0.04	0.57
CNA172	1.48	0.05	1.53	1.50	0.02	1.53	2.98	0.08	3.06
CNA182	0.29	0.00	0.29	0.29	0.00	0.30	0.58	0.01	0.59
CNA208	0.34	0.01	0.35	0.31	0.04	0.35	0.65	0.05	0.70
CNA441	0.55	0.03	0.57	0.54	0.03	0.57	1.09	0.06	1.14
CNA500	0.04	0.00	0.04	0.04	0.00	0.04	0.08	0.00	0.09
CNA510	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
CNA525C	0.26	0.01	0.26	0.25	0.01	0.26	0.51	0.02	0.53
CNA55B	0.49	0.01	0.51	0.48	0.03	0.51	0.97	0.04	1.01
CNA560U	0.26	0.00	0.26	0.26	0.01	0.27	0.52	0.01	0.53
CNA560XL	0.05	0.00	0.05	0.05	0.00	0.05	0.10	0.00	0.10
CNA680	0.02	0.00	0.02	0.02	0.00	0.02	0.03	0.00	0.03

BAZ	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
CNA750	0.06	0.01	0.07	0.06	0.01	0.07	0.12	0.02	0.14
COMSEP	0.60	0.01	0.61	0.61	0.00	0.61	1.21	0.01	1.22
DHC6	0.39	0.01	0.40	0.38	0.03	0.41	0.77	0.04	0.81
DHC6QP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DO328	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
ECLIPSE500	0.04	0.00	0.04	0.04	0.00	0.04	0.07	0.00	0.07
EMB145	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
FAL20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
GASEPF	0.84	0.07	0.91	0.87	0.05	0.92	1.71	0.11	1.83
GASEPV	1.39	0.05	1.44	1.42	0.02	1.44	2.81	0.07	2.88
GIV	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
GV	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
IA1125	0.04	0.00	0.04	0.04	0.00	0.04	0.07	0.00	0.07
LEAR35	0.41	0.08	0.49	0.46	0.03	0.49	0.87	0.11	0.98
MU3001	0.09	0.00	0.09	0.09	0.00	0.09	0.18	0.01	0.18
PA30	0.06	0.01	0.07	0.07	0.00	0.07	0.13	0.01	0.13
PA42	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
SF340	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
General Aviation	**8.35**	**0.41**	**8.75**	**8.46**	**0.29**	**8.75**	**16.80**	**0.70**	**17.50**
Military									
CNA208	0.39	0.00	0.39	0.41	0.00	0.41	0.80	0.00	0.80
CNA510	0.13	0.00	0.13	0.14	0.00	0.14	0.27	0.00	0.27
DHC6	1.37	0.00	1.37	1.40	0.00	1.40	2.77	0.00	2.77
GASEPV	0.14	0.00	0.14	0.14	0.00	0.14	0.27	0.00	0.27
MU3001	0.13	0.00	0.13	0.07	0.00	0.07	0.20	0.00	0.20
Military	**2.15**	**0.00**	**2.15**	**2.15**	**0.00**	**2.15**	**4.31**	**0.00**	**4.31**
Grand Total	**11.07**	**0.45**	**11.52**	**11.18**	**0.33**	**11.52**	**22.25**	**0.78**	**23.03**

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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 (3/1/2021-2/28/2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

Table H2.13 SAT - AAD Itinerant IFR Aircraft Operations, by Aircraft Category, Aircraft Type, and Time of Day, 2021/2022

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
Air Carrier									
717200	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
737300	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
737400	0.06	0.00	0.06	0.06	0.00	0.06	0.12	0.00	0.12
737500	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
737700	17.21	4.91	22.13	18.86	3.28	22.13	36.07	8.19	44.26
737800	21.48	4.94	26.42	22.03	4.38	26.41	43.52	9.32	52.84
747400	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
767300	0.49	0.22	0.71	0.32	0.39	0.70	0.81	0.60	1.41
777200	0.00	0.00	0.00	0.06	0.01	0.07	0.06	0.01	0.07
1900D	0.00	0.01	0.01	0.01	0.00	0.01	0.02	0.01	0.03
727EM2	0.04	0.01	0.05	0.04	0.01	0.05	0.08	0.02	0.10
7378MAX	2.34	1.06	3.39	2.41	0.98	3.39	4.75	2.04	6.79
757RR	1.38	0.86	2.24	1.59	0.65	2.24	2.98	1.51	4.48
767CF6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
7773ER	0.08	0.01	0.09	0.02	0.00	0.02	0.10	0.01	0.10
7878R	0.17	0.00	0.17	0.17	0.00	0.17	0.34	0.01	0.35
A300-622R	0.99	1.22	2.21	1.00	1.20	2.20	1.98	2.42	4.40
A319-131	6.37	2.70	9.07	7.33	1.74	9.08	13.70	4.45	18.15
A320-232	8.27	0.45	8.72	8.07	0.66	8.73	16.34	1.12	17.46
A320-271N	4.07	0.07	4.14	3.92	0.22	4.15	7.99	0.29	8.28
A321-232	9.44	2.68	12.12	9.58	2.54	12.12	19.02	5.22	24.24
CL600	0.03	0.00	0.03	0.03	0.01	0.04	0.06	0.01	0.07
CRJ9-ER	0.96	0.47	1.43	0.98	0.44	1.43	1.94	0.91	2.85
DC1010	0.17	0.10	0.27	0.18	0.08	0.27	0.35	0.18	0.53
DC910	0.01	0.01	0.02	0.02	0.00	0.02	0.03	0.01	0.04
DC930	0.02	0.01	0.03	0.01	0.01	0.02	0.03	0.02	0.05
EMB145	0.03	0.01	0.04	0.05	0.01	0.06	0.08	0.01	0.10
EMB14L	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
EMB170	5.82	1.03	6.85	6.21	0.65	6.86	12.03	1.68	13.71
EMB190	0.41	0.00	0.41	0.41	0.00	0.42	0.83	0.00	0.83
MD11GE	1.20	1.15	2.35	1.38	0.97	2.35	2.58	2.12	4.70
MD82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MD83	0.00	0.00	0.00	0.01	0.01	0.02	0.01	0.01	0.02
MD9025	0.01	0.01	0.02	0.00	0.00	0.00	0.01	0.01	0.02
SF340	0.01	0.01	0.02	0.02	0.00	0.02	0.03	0.01	0.05
Air Carrier	**81.14**	**21.94**	**103.07**	**84.82**	**18.26**	**103.07**	**165.95**	**40.19**	**206.15**
Air Taxi									
737300	1.20	0.10	1.29	0.89	0.41	1.29	2.08	0.50	2.58
737400	0.56	0.07	0.63	0.49	0.14	0.63	1.05	0.21	1.26
737500	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
737700	0.02	0.00	0.02	0.01	0.00	0.01	0.03	0.00	0.03
737800	0.10	0.01	0.11	0.09	0.02	0.11	0.19	0.03	0.22
767300	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1900D	2.30	0.01	2.31	2.18	0.13	2.31	4.48	0.14	4.62
727EM2	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
737D17	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.01
7773ER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
BEC58P	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.01
CIT3	0.03	0.01	0.03	0.03	0.00	0.03	0.05	0.01	0.06
CL600	1.47	0.04	1.52	1.48	0.04	1.53	2.96	0.09	3.04
CNA172	0.01	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.02
CNA182	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.03
CNA208	2.99	0.83	3.82	2.84	1.04	3.87	5.83	1.87	7.69
CNA441	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CNA500	0.08	0.00	0.09	0.09	0.00	0.09	0.17	0.00	0.17
CNA510	0.54	0.02	0.56	0.52	0.04	0.56	1.06	0.07	1.12
CNA525C	0.26	0.01	0.26	0.24	0.01	0.25	0.50	0.01	0.51
CNA55B	1.56	0.05	1.61	1.56	0.08	1.63	3.11	0.13	3.24
CNA560U	0.10	0.01	0.11	0.11	0.00	0.11	0.20	0.01	0.22
CNA560XL	1.29	0.06	1.35	1.28	0.10	1.38	2.57	0.16	2.73
CNA680	1.68	0.03	1.72	1.64	0.07	1.71	3.33	0.10	3.43
CNA750	0.77	0.02	0.79	0.77	0.02	0.79	1.54	0.04	1.58
DC910	0.01	0.01	0.02	0.02	0.00	0.03	0.03	0.02	0.05
DHC6	1.99	0.39	2.39	1.82	0.56	2.39	3.82	0.95	4.77
DHC6QP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DHC830	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
DO328	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01
ECLIPSE500	0.01	0.00	0.01	0.01	0.00	0.01	0.03	0.00	0.03
EMB120	0.05	0.04	0.09	0.06	0.04	0.09	0.11	0.07	0.18
EMB145	0.11	0.00	0.11	0.09	0.00	0.09	0.20	0.00	0.21
EMB190	2.59	0.00	2.59	2.59	0.00	2.59	5.17	0.00	5.17
FAL20	0.10	0.08	0.18	0.13	0.05	0.18	0.23	0.13	0.36
GASEPV	0.01	0.00	0.02	0.01	0.00	0.01	0.02	0.00	0.03
GIV	0.24	0.01	0.26	0.23	0.02	0.25	0.48	0.03	0.51
GV	0.20	0.01	0.21	0.20	0.01	0.21	0.40	0.02	0.42
IA1125	0.03	0.00	0.04	0.04	0.00	0.04	0.07	0.00	0.07
LEAR35	1.65	0.14	1.78	1.61	0.13	1.73	3.25	0.26	3.52
MU3001	0.60	0.07	0.67	0.65	0.04	0.68	1.25	0.11	1.36
Air Taxi	**22.60**	**2.04**	**24.64**	**21.70**	**2.94**	**24.64**	**44.30**	**4.98**	**49.28**
General Aviation									
737400	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
737500	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
737700	0.02	0.00	0.02	0.04	0.00	0.04	0.06	0.00	0.07
737800	0.03	0.00	0.03	0.06	0.00	0.06	0.09	0.00	0.09
747400	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.01
767300	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1900D	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
7378MAX	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
737D17	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
757RR	0.00	0.00	0.01	0.00	0.01	0.01	0.01	0.01	0.02
7878R	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A300-622R	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.01
A319-131	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
A320-232	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
A320-271N	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A321-232	0.02	0.00	0.02	0.02	0.01	0.03	0.04	0.01	0.05
BEC58P	1.86	0.05	1.90	1.83	0.06	1.89	3.68	0.11	3.79
CIT3	1.49	0.15	1.64	1.48	0.16	1.64	2.97	0.31	3.28

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
CL600	2.24	0.03	2.27	2.02	0.23	2.25	4.26	0.27	4.52
CNA172	0.79	0.04	0.83	0.77	0.07	0.84	1.56	0.11	1.67
CNA182	0.68	0.00	0.68	0.66	0.02	0.68	1.34	0.02	1.36
CNA208	3.09	0.19	3.28	3.11	0.13	3.23	6.19	0.32	6.51
CNA441	1.37	0.05	1.42	1.39	0.03	1.42	2.76	0.08	2.84
CNA500	1.05	0.06	1.11	1.01	0.10	1.11	2.06	0.16	2.22
CNA510	0.93	0.04	0.97	0.87	0.10	0.97	1.80	0.14	1.94
CNA525C	4.22	0.10	4.31	3.99	0.32	4.32	8.21	0.42	8.63
CNA55B	1.98	0.08	2.06	1.98	0.06	2.04	3.96	0.14	4.10
CNA560U	1.32	0.09	1.41	1.34	0.07	1.41	2.66	0.16	2.82
CNA560XL	1.10	0.02	1.12	1.05	0.04	1.09	2.15	0.07	2.21
CNA680	1.02	0.02	1.04	0.98	0.07	1.05	2.00	0.09	2.09
CNA750	2.00	0.10	2.10	1.99	0.11	2.10	3.99	0.21	4.19
COMSEP	1.66	0.07	1.73	1.62	0.10	1.72	3.28	0.17	3.45
CRJ9-ER	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
DC1010	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DC930	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DHC6	4.94	0.82	5.76	5.06	0.67	5.73	10.00	1.50	11.49
DHC6QP	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
DHC830	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DO328	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.02
ECLIPSE500	0.40	0.01	0.41	0.40	0.01	0.41	0.80	0.02	0.82
EMB145	0.23	0.01	0.24	0.23	0.00	0.24	0.46	0.01	0.47
EMB170	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
EMB190	0.01	0.00	0.01	0.01	0.00	0.01	0.03	0.00	0.03
FAL20	0.02	0.00	0.02	0.02	0.00	0.02	0.05	0.00	0.05
GASEPF	1.11	0.09	1.19	1.11	0.08	1.20	2.22	0.17	2.39
GASEPV	2.87	0.04	2.91	2.87	0.06	2.93	5.74	0.10	5.84
GII	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
GIV	0.93	0.06	1.00	0.94	0.05	1.00	1.88	0.11	1.99
GV	0.81	0.07	0.88	0.79	0.09	0.88	1.60	0.16	1.76
HS748A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
IA1125	0.18	0.00	0.18	0.18	0.00	0.18	0.36	0.00	0.36
LEAR25	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
LEAR35	4.41	0.22	4.63	4.44	0.22	4.66	8.85	0.44	9.29
MD11GE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MD83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MD9025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MU3001	1.31	0.25	1.56	1.39	0.18	1.58	2.70	0.44	3.14
PA30	0.11	0.01	0.13	0.11	0.02	0.13	0.23	0.03	0.25
PA42	0.07	0.00	0.08	0.08	0.00	0.08	0.15	0.00	0.15
SF340	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Aviation	**44.37**	**2.69**	**47.06**	**43.96**	**3.09**	**47.06**	**88.33**	**5.78**	**94.11**
Military									
737700	0.02	0.00	0.02	0.02	0.00	0.02	0.05	0.00	0.05
C130	0.15	0.02	0.17	0.16	0.01	0.17	0.30	0.03	0.34
CNA172	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
CNA182	0.05	0.00	0.05	0.05	0.01	0.06	0.09	0.01	0.10
CNA208	1.73	0.09	1.82	1.79	0.03	1.81	3.51	0.12	3.63
CNA510	0.03	0.00	0.03	0.03	0.00	0.03	0.05	0.01	0.06
CNA55B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
CNA560U	0.03	0.00	0.03	0.02	0.00	0.02	0.05	0.00	0.05
DHC6	0.91	0.01	0.93	0.95	0.02	0.96	1.86	0.03	1.89
DO328	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
GASEPV	0.19	0.00	0.19	0.20	0.01	0.21	0.39	0.01	0.40
GV	0.03	0.00	0.03	0.02	0.00	0.02	0.05	0.00	0.05
LEAR35	0.08	0.00	0.08	0.08	0.00	0.08	0.16	0.00	0.16
MU3001	0.66	0.09	0.75	0.70	0.00	0.70	1.37	0.09	1.45
Military	**3.89**	**0.22**	**4.12**	**4.04**	**0.08**	**4.12**	**7.93**	**0.30**	**8.24**
Grand Total	**152.00**	**26.89**	**178.89**	**154.52**	**24.37**	**178.89**	**306.52**	**51.26**	**357.78**

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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 (3/1/2021-2/28/2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

H.2.3.2 2023 and 2028

Tables H2.14 and **H2.15** present details of the 2023 itinerant IFR AAD aircraft operations by aircraft category and aircraft type (i.e., by each individual AEDT aircraft type used for noise modeling purposes) for BAZ and SAT, respectively.

Table H2.14 BAZ - AAD Itinerant IFR Aircraft Operations, by Aircraft Category, Aircraft Type, and Time of Day, 2023

BAZ	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
Air Carrier									
SF340	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
Air Carrier	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**
Air Taxi									
CL600	0.06	0.00	0.06	0.06	0.00	0.06	0.12	0.00	0.12
CNA172	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CNA182	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.01
CNA208	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
CNA500	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.01
CNA510	0.05	0.00	0.05	0.05	0.00	0.05	0.10	0.00	0.11
CNA525C	0.03	0.00	0.03	0.02	0.00	0.03	0.05	0.00	0.05
CNA55B	0.09	0.00	0.09	0.09	0.00	0.09	0.18	0.00	0.18
CNA560U	0.03	0.00	0.03	0.03	0.00	0.03	0.05	0.00	0.05
CNA560XL	0.06	0.01	0.07	0.05	0.01	0.06	0.12	0.01	0.13
CNA680	0.06	0.00	0.07	0.07	0.00	0.07	0.13	0.00	0.13
CNA750	0.06	0.00	0.06	0.06	0.00	0.06	0.12	0.00	0.12
DHC6	0.05	0.02	0.07	0.06	0.01	0.07	0.11	0.03	0.14
EMB120	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01
EMB145	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
FAL20	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
GASEPV	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
GIV	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
LEAR35	0.11	0.01	0.12	0.11	0.02	0.13	0.22	0.03	0.25
MU3001	0.02	0.00	0.03	0.02	0.00	0.03	0.04	0.01	0.05
Air Taxi	**0.67**	**0.05**	**0.72**	**0.67**	**0.05**	**0.72**	**1.34**	**0.10**	**1.44**
General Aviation									
BEC58P	0.28	0.01	0.30	0.28	0.00	0.29	0.57	0.02	0.58
CIT3	0.03	0.00	0.03	0.03	0.00	0.03	0.05	0.00	0.05
CL600	0.26	0.03	0.29	0.28	0.01	0.29	0.54	0.04	0.57
CNA172	1.49	0.05	1.55	1.52	0.02	1.54	3.01	0.08	3.09
CNA182	0.29	0.00	0.30	0.30	0.00	0.30	0.59	0.01	0.60
CNA208	0.34	0.01	0.35	0.31	0.04	0.35	0.65	0.05	0.71
CNA441	0.55	0.03	0.58	0.55	0.03	0.58	1.10	0.06	1.15
CNA500	0.04	0.00	0.04	0.04	0.00	0.04	0.08	0.00	0.09
CNA510	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
CNA525C	0.26	0.01	0.27	0.25	0.01	0.27	0.51	0.02	0.53
CNA55B	0.50	0.01	0.51	0.48	0.03	0.51	0.98	0.04	1.02
CNA560U	0.26	0.00	0.27	0.26	0.01	0.27	0.52	0.01	0.54
CNA560XL	0.05	0.00	0.05	0.05	0.00	0.05	0.10	0.00	0.10
CNA680	0.02	0.00	0.02	0.02	0.00	0.02	0.03	0.00	0.03
CNA750	0.07	0.01	0.07	0.06	0.01	0.07	0.12	0.02	0.14
COMSEP	0.61	0.01	0.62	0.61	0.00	0.62	1.22	0.01	1.23
DHC6	0.39	0.01	0.41	0.38	0.03	0.41	0.78	0.04	0.81

BAZ	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
DHC6QP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DO328	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
ECLIPSE500	0.04	0.00	0.04	0.04	0.00	0.04	0.07	0.00	0.08
EMB145	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
FAL20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
GASEPF	0.85	0.07	0.92	0.88	0.05	0.92	1.73	0.11	1.84
GASEPV	1.40	0.05	1.45	1.43	0.02	1.45	2.84	0.07	2.90
GIV	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
GV	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
IA1125	0.04	0.00	0.04	0.04	0.00	0.04	0.07	0.00	0.08
LEAR35	0.42	0.08	0.49	0.46	0.03	0.49	0.88	0.11	0.99
MU3001	0.09	0.00	0.09	0.09	0.00	0.09	0.18	0.01	0.19
PA30	0.06	0.01	0.07	0.07	0.00	0.07	0.13	0.01	0.13
PA42	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
SF340	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
General Aviation	**8.41**	**0.41**	**8.82**	**8.52**	**0.30**	**8.82**	**16.94**	**0.70**	**17.64**
Military									
CNA208	0.39	0.00	0.39	0.41	0.00	0.41	0.80	0.00	0.80
CNA510	0.13	0.00	0.13	0.14	0.00	0.14	0.27	0.00	0.27
DHC6	1.37	0.00	1.37	1.40	0.00	1.40	2.77	0.00	2.77
GASEPV	0.14	0.00	0.14	0.14	0.00	0.14	0.27	0.00	0.27
MU3001	0.13	0.00	0.13	0.07	0.00	0.07	0.20	0.00	0.20
Military	**2.15**	**0.00**	**2.15**	**2.15**	**0.00**	**2.15**	**4.31**	**0.00**	**4.31**
Grand Total	**11.24**	**0.46**	**11.70**	**11.35**	**0.34**	**11.70**	**22.59**	**0.80**	**23.40**

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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 (3/1/2021-2/28/2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

Table H2.15 SAT - AAD Itinerant IFR Aircraft Operations, by Aircraft Category, Aircraft Type, and Time of Day, 2023

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
Air Carrier									
717200	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
737300	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.02
737400	0.09	0.00	0.09	0.08	0.00	0.08	0.17	0.00	0.17
737500	0.02	0.00	0.02	0.02	0.00	0.02	0.03	0.00	0.03
737700	23.83	6.83	30.66	26.09	4.56	30.66	49.92	11.39	61.31
737800	30.40	6.99	37.39	31.18	6.19	37.38	61.58	13.19	74.77
747400	0.02	0.00	0.02	0.01	0.00	0.01	0.03	0.00	0.03
767300	0.99	0.58	1.57	0.74	0.83	1.57	1.73	1.41	3.14
777200	0.00	0.00	0.00	0.09	0.01	0.10	0.09	0.01	0.10
777300	0.00	0.00	0.00	0.13	0.09	0.22	0.13	0.09	0.22
1900D	0.00	0.02	0.02	0.02	0.00	0.02	0.02	0.02	0.04
727EM2	0.06	0.01	0.07	0.06	0.02	0.07	0.12	0.03	0.15
7378MAX	4.19	1.72	5.91	4.42	1.49	5.91	8.60	3.21	11.82
757RR	1.93	1.20	3.13	2.23	0.90	3.12	4.16	2.10	6.25
767CF6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
7773ER	0.23	0.11	0.34	0.02	0.00	0.02	0.25	0.11	0.37
7878R	0.24	0.00	0.24	0.24	0.00	0.24	0.48	0.01	0.49
A300-622R	1.32	1.65	2.97	1.41	1.55	2.96	2.73	3.19	5.92
A319-131	8.70	3.75	12.44	10.01	2.44	12.45	18.70	6.19	24.89
A320-232	11.47	0.64	12.11	11.19	0.93	12.12	22.66	1.57	24.23
A320-271N	5.69	0.09	5.78	5.48	0.31	5.79	11.17	0.40	11.57
A321-232	13.77	3.80	17.57	13.92	3.64	17.56	27.69	7.44	35.13
CL600	0.04	0.00	0.05	0.04	0.01	0.05	0.08	0.01	0.10
CRJ9-ER	1.26	0.64	1.91	1.31	0.60	1.90	2.57	1.24	3.81
DC1010	0.04	0.01	0.05	0.03	0.02	0.05	0.07	0.03	0.09
DC910	0.02	0.01	0.03	0.02	0.00	0.03	0.04	0.01	0.06
DC930	0.03	0.01	0.04	0.02	0.02	0.03	0.04	0.03	0.07
EMB145	0.05	0.01	0.06	0.07	0.01	0.08	0.12	0.02	0.14
EMB14L	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
EMB170	8.24	1.46	9.70	8.78	0.93	9.71	17.02	2.38	19.40
EMB175	0.10	0.02	0.12	0.09	0.03	0.12	0.19	0.05	0.24
EMB190	0.59	0.00	0.59	0.58	0.00	0.59	1.17	0.00	1.17
MD11GE	1.57	1.45	3.02	1.77	1.25	3.02	3.33	2.70	6.04
MD82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MD83	0.00	0.00	0.00	0.01	0.01	0.03	0.01	0.01	0.03
MD9025	0.02	0.02	0.03	0.00	0.00	0.00	0.02	0.02	0.03
SF340	0.02	0.01	0.03	0.03	0.00	0.03	0.05	0.02	0.07
Air Carrier	**114.93**	**31.04**	**145.97**	**120.11**	**25.86**	**145.97**	**235.04**	**56.90**	**291.94**
Air Taxi									
737300	1.21	0.10	1.31	0.90	0.41	1.31	2.11	0.51	2.62
737400	0.57	0.07	0.64	0.49	0.14	0.64	1.06	0.21	1.27
737500	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
737700	0.02	0.00	0.02	0.01	0.00	0.01	0.03	0.00	0.03
737800	0.10	0.01	0.11	0.09	0.02	0.11	0.19	0.03	0.22
767300	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1900D	2.33	0.01	2.34	2.20	0.13	2.34	4.53	0.15	4.68
727EM2	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
737D17	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.01
7773ER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BEC58P	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.01
CIT3	0.03	0.01	0.03	0.03	0.00	0.03	0.05	0.01	0.06
CL600	1.49	0.04	1.54	1.50	0.04	1.55	2.99	0.09	3.08
CNA172	0.01	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.02
CNA182	0.01	0.00	0.02	0.01	0.00	0.01	0.02	0.00	0.03
CNA208	3.03	0.84	3.87	2.87	1.05	3.92	5.90	1.89	7.79
CNA441	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CNA500	0.08	0.00	0.09	0.09	0.00	0.09	0.17	0.00	0.17
CNA510	0.54	0.02	0.57	0.53	0.04	0.57	1.07	0.07	1.14
CNA525C	0.26	0.01	0.27	0.24	0.01	0.25	0.50	0.01	0.52
CNA55B	1.58	0.05	1.63	1.58	0.08	1.65	3.15	0.13	3.29
CNA560U	0.10	0.01	0.11	0.11	0.00	0.11	0.20	0.02	0.22
CNA560XL	1.30	0.06	1.36	1.30	0.10	1.40	2.60	0.16	2.76
CNA680	1.70	0.03	1.74	1.66	0.07	1.73	3.37	0.10	3.47
CNA750	0.78	0.02	0.80	0.78	0.02	0.80	1.56	0.04	1.60
DC910	0.01	0.01	0.02	0.02	0.00	0.03	0.03	0.02	0.05
DHC6	2.02	0.40	2.42	1.85	0.57	2.42	3.87	0.96	4.83
DHC6QP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DHC830	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
DO328	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01
ECLIPSE500	0.01	0.00	0.01	0.01	0.00	0.01	0.03	0.00	0.03
EMB120	0.06	0.04	0.09	0.06	0.04	0.09	0.11	0.07	0.18
EMB145	0.11	0.00	0.11	0.09	0.00	0.10	0.21	0.00	0.21
EMB190	2.62	0.00	2.62	2.62	0.00	2.62	5.24	0.00	5.24
FAL20	0.11	0.08	0.18	0.13	0.05	0.18	0.24	0.13	0.37
GASEPV	0.01	0.00	0.02	0.01	0.00	0.01	0.02	0.00	0.03
GIV	0.25	0.01	0.26	0.24	0.02	0.26	0.49	0.03	0.52
GV	0.20	0.01	0.21	0.20	0.01	0.21	0.40	0.02	0.42
IA1125	0.03	0.00	0.04	0.04	0.00	0.04	0.07	0.00	0.07
LEAR35	1.67	0.14	1.81	1.63	0.13	1.76	3.30	0.27	3.56
MU3001	0.61	0.08	0.68	0.65	0.04	0.69	1.26	0.11	1.37
Air Taxi	**22.89**	**2.06**	**24.95**	**21.97**	**2.98**	**24.95**	**44.86**	**5.04**	**49.91**
General Aviation									
737400	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
737500	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
737700	0.03	0.00	0.03	0.04	0.00	0.04	0.07	0.00	0.07
737800	0.03	0.00	0.03	0.06	0.00	0.06	0.09	0.00	0.09
747400	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.01
767300	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1900D	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
7378MAX	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
737D17	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
757RR	0.00	0.00	0.01	0.00	0.01	0.01	0.01	0.01	0.02
7878R	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A300-622R	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.01
A319-131	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
A320-232	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
A320-271N	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A321-232	0.02	0.00	0.02	0.02	0.01	0.03	0.04	0.01	0.05

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
BEC58P	1.94	0.05	1.99	1.91	0.06	1.98	3.86	0.11	3.97
CIT3	1.56	0.16	1.72	1.55	0.16	1.72	3.11	0.32	3.43
CL600	2.34	0.03	2.38	2.12	0.24	2.36	4.46	0.28	4.74
CNA172	0.83	0.05	0.87	0.81	0.07	0.88	1.64	0.11	1.75
CNA182	0.71	0.00	0.72	0.69	0.02	0.71	1.41	0.02	1.43
CNA208	3.23	0.20	3.43	3.26	0.13	3.39	6.49	0.33	6.82
CNA441	1.43	0.06	1.49	1.45	0.03	1.48	2.88	0.09	2.97
CNA500	1.10	0.06	1.16	1.05	0.11	1.16	2.16	0.17	2.32
CNA510	0.97	0.04	1.02	0.91	0.10	1.01	1.88	0.15	2.03
CNA525C	4.41	0.10	4.52	4.18	0.34	4.52	8.59	0.44	9.03
CNA55B	2.08	0.08	2.16	2.07	0.06	2.14	4.15	0.14	4.29
CNA560U	1.38	0.10	1.48	1.41	0.07	1.48	2.79	0.17	2.95
CNA560XL	1.15	0.03	1.17	1.10	0.04	1.14	2.25	0.07	2.32
CNA680	1.07	0.02	1.09	1.02	0.07	1.09	2.10	0.09	2.19
CNA750	2.10	0.10	2.20	2.08	0.12	2.19	4.17	0.22	4.39
COMSEP	1.74	0.07	1.81	1.70	0.11	1.80	3.44	0.18	3.61
CRJ9-ER	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
DC1010	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DC930	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DHC6	5.17	0.86	6.03	5.30	0.71	6.00	10.47	1.57	12.03
DHC6QP	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
DHC830	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DO328	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.02
ECLIPSE500	0.42	0.01	0.43	0.42	0.01	0.43	0.84	0.02	0.86
EMB145	0.24	0.01	0.25	0.24	0.01	0.25	0.48	0.01	0.50
EMB170	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
EMB190	0.01	0.00	0.01	0.01	0.00	0.01	0.03	0.00	0.03
FAL20	0.02	0.00	0.02	0.03	0.00	0.03	0.05	0.00	0.05
GASEPF	1.16	0.09	1.25	1.16	0.09	1.25	2.32	0.18	2.50
GASEPV	3.00	0.04	3.04	3.01	0.06	3.07	6.01	0.11	6.11
GII	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
GIV	0.98	0.06	1.04	0.99	0.06	1.04	1.97	0.12	2.09
GV	0.85	0.07	0.92	0.82	0.10	0.92	1.68	0.16	1.84
HS748A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
IA1125	0.19	0.00	0.19	0.19	0.00	0.19	0.37	0.00	0.38
LEAR25	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
LEAR35	4.62	0.23	4.85	4.65	0.23	4.88	9.27	0.46	9.73
MD11GE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MD83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MD9025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MU3001	1.37	0.27	1.63	1.46	0.19	1.65	2.83	0.46	3.28
PA30	0.12	0.01	0.13	0.12	0.02	0.13	0.24	0.03	0.27
PA42	0.08	0.00	0.08	0.08	0.00	0.08	0.16	0.00	0.16
SF340	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Aviation	**46.46**	**2.82**	**49.27**	**46.04**	**3.24**	**49.27**	**92.49**	**6.05**	**98.55**
Military									
737700	0.02	0.00	0.02	0.02	0.00	0.02	0.05	0.00	0.05
C130	0.15	0.02	0.17	0.16	0.01	0.17	0.30	0.03	0.34
CNA172	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
CNA182	0.05	0.00	0.05	0.05	0.01	0.06	0.09	0.01	0.10
CNA208	1.73	0.09	1.82	1.79	0.03	1.81	3.51	0.12	3.63

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
CNA510	0.03	0.00	0.03	0.03	0.00	0.03	0.05	0.01	0.06
CNA55B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CNA560U	0.03	0.00	0.03	0.02	0.00	0.02	0.05	0.00	0.05
DHC6	0.91	0.01	0.93	0.95	0.02	0.96	1.86	0.03	1.89
DO328	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
GASEPV	0.19	0.00	0.19	0.20	0.01	0.21	0.39	0.01	0.40
GV	0.03	0.00	0.03	0.02	0.00	0.02	0.05	0.00	0.05
LEAR35	0.08	0.00	0.08	0.08	0.00	0.08	0.16	0.00	0.16
MU3001	0.66	0.09	0.75	0.70	0.00	0.70	1.37	0.09	1.45
Military	**3.89**	**0.22**	**4.12**	**4.04**	**0.08**	**4.12**	**7.93**	**0.30**	**8.24**
Grand Total	**188.17**	**36.14**	**224.32**	**192.16**	**32.16**	**224.32**	**380.33**	**68.30**	**448.63**

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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 (3/1/2021-2/28/2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

Tables H2.16 and **H2.17** present details of the 2028 itinerant IFR AAD aircraft operations by aircraft category and aircraft type (i.e., by each individual AEDT aircraft type used for noise modeling purposes) for BAZ and SAT, respectively.

Table H2.16 BAZ - AAD Itinerant IFR Aircraft Operations, by Aircraft Category, Aircraft Type, and Time of Day, 2028

BAZ	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
Air Carrier									
SF340	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
Air Carrier	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**
Air Taxi									
CL600	0.06	0.00	0.06	0.06	0.00	0.06	0.12	0.00	0.12
CNA172	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CNA182	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.01
CNA208	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
CNA500	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.01
CNA510	0.06	0.00	0.06	0.05	0.00	0.06	0.11	0.00	0.11
CNA525C	0.03	0.00	0.03	0.02	0.00	0.03	0.05	0.00	0.05
CNA55B	0.09	0.00	0.10	0.10	0.00	0.10	0.19	0.00	0.19
CNA560U	0.03	0.00	0.03	0.03	0.00	0.03	0.06	0.00	0.06
CNA560XL	0.07	0.01	0.07	0.06	0.01	0.07	0.12	0.01	0.14
CNA680	0.07	0.00	0.07	0.07	0.00	0.07	0.14	0.00	0.14
CNA750	0.06	0.00	0.06	0.07	0.00	0.07	0.13	0.00	0.13
DHC6	0.06	0.02	0.07	0.06	0.01	0.07	0.12	0.03	0.15
EMB120	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01
EMB145	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
FAL20	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
GASEPV	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
GIV	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
LEAR35	0.12	0.01	0.13	0.12	0.02	0.13	0.23	0.03	0.26
MU3001	0.02	0.00	0.03	0.02	0.00	0.03	0.05	0.01	0.05
Air Taxi	**0.71**	**0.05**	**0.76**	**0.71**	**0.05**	**0.76**	**1.42**	**0.10**	**1.53**
General Aviation									
BEC58P	0.29	0.01	0.30	0.29	0.00	0.29	0.57	0.02	0.59
CIT3	0.03	0.00	0.03	0.03	0.00	0.03	0.05	0.00	0.05
CL600	0.26	0.03	0.29	0.28	0.01	0.29	0.54	0.04	0.58
CNA172	1.51	0.06	1.57	1.54	0.02	1.56	3.05	0.08	3.13
CNA182	0.29	0.00	0.30	0.30	0.00	0.31	0.60	0.01	0.60
CNA208	0.34	0.01	0.36	0.32	0.04	0.36	0.66	0.05	0.72
CNA441	0.56	0.03	0.59	0.56	0.03	0.58	1.11	0.06	1.17
CNA500	0.04	0.00	0.04	0.05	0.00	0.05	0.08	0.00	0.09
CNA510	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
CNA525C	0.26	0.01	0.27	0.26	0.01	0.27	0.52	0.02	0.54
CNA55B	0.51	0.01	0.52	0.49	0.03	0.52	1.00	0.04	1.04
CNA560U	0.27	0.00	0.27	0.26	0.01	0.27	0.53	0.01	0.54
CNA560XL	0.05	0.00	0.05	0.05	0.00	0.05	0.10	0.00	0.10
CNA680	0.02	0.00	0.02	0.02	0.00	0.02	0.03	0.00	0.03
CNA750	0.07	0.01	0.08	0.06	0.01	0.07	0.13	0.02	0.15
COMSEP	0.62	0.01	0.63	0.62	0.00	0.62	1.24	0.01	1.25
DHC6	0.40	0.01	0.41	0.39	0.03	0.42	0.79	0.04	0.83
DHC6QP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

BAZ	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
DO328	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
ECLIPSE500	0.04	0.00	0.04	0.04	0.00	0.04	0.07	0.00	0.08
EMB145	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
FAL20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
GASEPF	0.86	0.07	0.93	0.89	0.05	0.94	1.75	0.12	1.87
GASEPV	1.42	0.05	1.47	1.46	0.02	1.47	2.88	0.07	2.95
GIV	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
GV	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
IA1125	0.04	0.00	0.04	0.04	0.00	0.04	0.07	0.00	0.08
LEAR35	0.42	0.08	0.50	0.47	0.03	0.50	0.89	0.11	1.00
MU3001	0.09	0.00	0.09	0.09	0.00	0.10	0.18	0.01	0.19
PA30	0.06	0.01	0.07	0.07	0.00	0.07	0.13	0.01	0.14
PA42	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
SF340	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
General Aviation	**8.54**	**0.41**	**8.95**	**8.65**	**0.30**	**8.95**	**17.19**	**0.72**	**17.91**
Military									
CNA208	0.39	0.00	0.39	0.41	0.00	0.41	0.80	0.00	0.80
CNA510	0.13	0.00	0.13	0.14	0.00	0.14	0.27	0.00	0.27
DHC6	1.38	0.00	1.38	1.40	0.00	1.40	2.77	0.00	2.77
GASEPV	0.14	0.00	0.14	0.14	0.00	0.14	0.27	0.00	0.27
MU3001	0.13	0.00	0.13	0.07	0.00	0.07	0.20	0.00	0.20
Military	**2.15**	**0.00**	**2.15**	**2.15**	**0.00**	**2.15**	**4.31**	**0.00**	**4.31**
Grand Total	**11.41**	**0.47**	**11.88**	**11.53**	**0.35**	**11.88**	**22.94**	**0.82**	**23.76**

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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 (3/1/2021-2/28/2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

Table H2.17 SAT - AAD Itinerant IFR Aircraft Operations, by Aircraft Category, Aircraft Type, and Time of Day, 2028

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
Air Carrier									
717200	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
737300	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.02
737400	0.10	0.00	0.10	0.10	0.00	0.10	0.19	0.00	0.19
737500	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
737700	26.01	7.49	33.50	28.47	5.03	33.50	54.48	12.52	67.00
737800	35.07	8.04	43.12	35.96	7.14	43.10	71.03	15.18	86.22
747400	0.02	0.00	0.02	0.02	0.00	0.02	0.03	0.00	0.03
767300	1.36	0.85	2.21	0.98	1.23	2.21	2.34	2.07	4.41
777200	0.00	0.00	0.00	0.07	0.01	0.08	0.07	0.01	0.08
777300	0.00	0.00	0.00	0.16	0.23	0.40	0.16	0.23	0.40
1900D	0.00	0.02	0.02	0.02	0.00	0.02	0.03	0.02	0.05
727EM2	0.07	0.01	0.08	0.06	0.02	0.08	0.14	0.03	0.17
7378MAX	6.46	2.41	8.87	6.88	1.99	8.87	13.34	4.40	17.73
757RR	2.23	1.39	3.62	2.58	1.03	3.61	4.81	2.41	7.23
767CF6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
7773ER	0.36	0.15	0.51	0.03	0.00	0.03	0.39	0.15	0.54
7878R	0.30	0.01	0.31	0.31	0.00	0.31	0.61	0.01	0.62
A300-622R	1.31	1.73	3.04	1.61	1.43	3.03	2.91	3.16	6.07
A319-131	10.00	4.32	14.32	11.50	2.83	14.33	21.50	7.15	28.65
A320-232	13.11	0.71	13.81	12.76	1.07	13.82	25.86	1.77	27.63
A320-271N	6.57	0.11	6.68	6.33	0.36	6.69	12.90	0.47	13.37
A321-232	16.07	4.44	20.51	16.28	4.22	20.50	32.35	8.67	41.01
A350-941	0.05	0.00	0.05	0.05	0.00	0.05	0.10	0.00	0.10
CL600	0.05	0.00	0.05	0.05	0.01	0.06	0.10	0.02	0.11
CRJ9-ER	1.46	0.74	2.20	1.52	0.68	2.20	2.98	1.42	4.41
DC1010	0.06	0.00	0.06	0.04	0.01	0.05	0.10	0.01	0.11
DC910	0.02	0.01	0.03	0.03	0.01	0.03	0.05	0.01	0.06
DC930	0.03	0.01	0.04	0.02	0.02	0.04	0.05	0.03	0.08
EMB145	0.06	0.01	0.07	0.08	0.02	0.09	0.13	0.03	0.16
EMB14L	0.01	0.00	0.01	0.01	0.00	0.01	0.03	0.00	0.03
EMB170	9.53	1.68	11.21	10.15	1.07	11.22	19.67	2.75	22.43
EMB175	0.11	0.03	0.14	0.09	0.05	0.14	0.21	0.08	0.28
EMB190	0.68	0.00	0.68	0.67	0.00	0.68	1.35	0.00	1.36
MD11GE	1.68	1.66	3.34	1.91	1.43	3.34	3.59	3.09	6.68
MD82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MD83	0.00	0.00	0.00	0.01	0.01	0.03	0.01	0.01	0.03
MD9025	0.02	0.02	0.04	0.00	0.00	0.00	0.02	0.02	0.04
SF340	0.02	0.01	0.04	0.03	0.00	0.04	0.06	0.02	0.08
Air Carrier	**132.85**	**35.88**	**168.73**	**138.84**	**29.90**	**168.73**	**271.69**	**65.78**	**337.47**
Air Taxi									
737300	1.27	0.10	1.37	0.94	0.43	1.37	2.21	0.53	2.74
737400	0.59	0.07	0.67	0.52	0.15	0.67	1.11	0.22	1.33
737500	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
737700	0.02	0.00	0.02	0.01	0.00	0.01	0.03	0.00	0.03
737800	0.11	0.01	0.12	0.10	0.02	0.12	0.20	0.03	0.23
767300	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1900D	2.44	0.02	2.45	2.31	0.14	2.44	4.74	0.15	4.90

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
727EM2	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
737D17	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.01
7773ER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BEC58P	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.01
CIT3	0.03	0.01	0.03	0.03	0.00	0.03	0.06	0.01	0.07
CL600	1.56	0.05	1.61	1.57	0.04	1.62	3.13	0.09	3.22
CNA172	0.01	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.02
CNA182	0.01	0.00	0.02	0.01	0.00	0.01	0.02	0.00	0.03
CNA208	3.17	0.88	4.05	3.01	1.10	4.10	6.18	1.98	8.15
CNA441	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CNA500	0.09	0.00	0.09	0.09	0.00	0.09	0.18	0.00	0.18
CNA510	0.57	0.03	0.59	0.55	0.05	0.60	1.12	0.07	1.19
CNA525C	0.27	0.01	0.28	0.26	0.01	0.26	0.53	0.01	0.54
CNA55B	1.65	0.06	1.71	1.65	0.08	1.73	3.30	0.14	3.44
CNA560U	0.10	0.01	0.11	0.11	0.00	0.12	0.21	0.02	0.23
CNA560XL	1.37	0.06	1.43	1.36	0.11	1.47	2.72	0.17	2.89
CNA680	1.78	0.03	1.82	1.74	0.07	1.81	3.52	0.11	3.63
CNA750	0.82	0.02	0.84	0.81	0.02	0.83	1.63	0.04	1.67
DC910	0.01	0.02	0.02	0.02	0.00	0.03	0.03	0.02	0.05
DHC6	2.11	0.41	2.53	1.93	0.60	2.53	4.05	1.01	5.06
DHC6QP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DHC830	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
DO328	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01
ECLIPSE500	0.01	0.00	0.01	0.01	0.00	0.01	0.03	0.00	0.03
EMB120	0.06	0.04	0.10	0.06	0.04	0.10	0.12	0.08	0.19
EMB145	0.12	0.00	0.12	0.10	0.00	0.10	0.22	0.00	0.22
EMB190	2.74	0.00	2.74	2.74	0.00	2.74	5.48	0.00	5.48
FAL20	0.11	0.08	0.19	0.14	0.05	0.19	0.25	0.13	0.38
GASEPV	0.01	0.00	0.02	0.01	0.00	0.01	0.02	0.00	0.03
GIV	0.26	0.01	0.27	0.25	0.02	0.27	0.51	0.03	0.54
GV	0.21	0.01	0.22	0.21	0.01	0.22	0.42	0.02	0.44
IA1125	0.03	0.00	0.04	0.04	0.00	0.04	0.07	0.00	0.08
LEAR35	1.75	0.14	1.89	1.70	0.13	1.84	3.45	0.28	3.73
MU3001	0.64	0.08	0.72	0.68	0.04	0.72	1.32	0.12	1.44
Air Taxi	**23.96**	**2.16**	**26.12**	**23.00**	**3.12**	**26.12**	**46.96**	**5.28**	**52.23**
General Aviation									
737400	0.02	0.00	0.02	0.02	0.00	0.02	0.04	0.00	0.04
737500	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
737700	0.03	0.00	0.03	0.04	0.00	0.04	0.07	0.00	0.07
737800	0.03	0.00	0.03	0.06	0.00	0.06	0.09	0.00	0.09
747400	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.01
767300	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1900D	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
7378MAX	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
737D17	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
757RR	0.00	0.00	0.01	0.00	0.01	0.01	0.01	0.01	0.02
7878R	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A300-622R	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.01
A319-131	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
A320-232	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
A320-271N	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
A321-232	0.02	0.00	0.02	0.02	0.01	0.03	0.04	0.01	0.05
BEC58P	1.95	0.05	2.00	1.92	0.07	1.99	3.88	0.11	3.99
CIT3	1.57	0.16	1.73	1.56	0.16	1.73	3.13	0.32	3.45
CL600	2.35	0.03	2.39	2.13	0.24	2.37	4.48	0.28	4.76
CNA172	0.83	0.05	0.88	0.81	0.07	0.88	1.64	0.12	1.76
CNA182	0.72	0.00	0.72	0.70	0.02	0.72	1.41	0.02	1.43
CNA208	3.25	0.20	3.45	3.27	0.13	3.40	6.52	0.33	6.85
CNA441	1.44	0.06	1.50	1.46	0.03	1.49	2.90	0.09	2.99
CNA500	1.11	0.06	1.17	1.06	0.11	1.17	2.17	0.17	2.33
CNA510	0.98	0.04	1.02	0.91	0.10	1.02	1.89	0.15	2.04
CNA525C	4.44	0.10	4.54	4.20	0.34	4.54	8.64	0.44	9.08
CNA55B	2.09	0.08	2.17	2.08	0.07	2.15	4.17	0.14	4.32
CNA560U	1.39	0.10	1.48	1.41	0.07	1.49	2.80	0.17	2.97
CNA560XL	1.15	0.03	1.18	1.10	0.04	1.15	2.26	0.07	2.33
CNA680	1.08	0.02	1.10	1.03	0.07	1.10	2.11	0.09	2.20
CNA750	2.11	0.10	2.21	2.09	0.12	2.21	4.20	0.22	4.41
COMSEP	1.75	0.07	1.82	1.71	0.11	1.81	3.45	0.18	3.63
CRJ9-ER	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
DC1010	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DC930	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DHC6	5.20	0.86	6.06	5.33	0.71	6.03	10.52	1.57	12.10
DHC6QP	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
DHC830	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DO328	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
ECLIPSE500	0.43	0.01	0.44	0.42	0.01	0.43	0.85	0.02	0.87
EMB145	0.24	0.01	0.25	0.24	0.01	0.25	0.49	0.01	0.50
EMB170	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
EMB190	0.01	0.00	0.01	0.01	0.00	0.01	0.03	0.00	0.03
FAL20	0.02	0.00	0.02	0.03	0.00	0.03	0.05	0.00	0.05
GASEPF	1.16	0.09	1.26	1.17	0.09	1.26	2.34	0.18	2.52
GASEPV	3.02	0.04	3.06	3.02	0.06	3.09	6.04	0.11	6.15
GII	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
GIV	0.98	0.06	1.05	0.99	0.06	1.05	1.98	0.12	2.10
GV	0.86	0.07	0.93	0.83	0.10	0.92	1.68	0.17	1.85
HS748A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
IA1125	0.19	0.00	0.19	0.19	0.00	0.19	0.38	0.00	0.38
LEAR25	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01
LEAR35	4.64	0.23	4.87	4.67	0.23	4.90	9.32	0.46	9.78
MD11GE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MD83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MD9025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MU3001	1.38	0.27	1.64	1.47	0.19	1.66	2.84	0.46	3.30
PA30	0.12	0.01	0.13	0.12	0.02	0.13	0.24	0.03	0.27
PA42	0.08	0.00	0.08	0.08	0.00	0.08	0.16	0.00	0.16
SF340	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Aviation	**46.70**	**2.83**	**49.53**	**46.28**	**3.26**	**49.53**	**92.98**	**6.09**	**99.06**
Military									
737700	0.02	0.00	0.02	0.02	0.00	0.02	0.05	0.00	0.05
C130	0.15	0.02	0.17	0.16	0.01	0.17	0.30	0.03	0.34
CNA172	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
CNA182	0.05	0.00	0.05	0.05	0.01	0.06	0.09	0.01	0.10

SAT	Arrivals			Departures			Total Operations		
Aircraft Type	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**	**Day**	**Night**	**Total**
CNA208	1.73	0.09	1.82	1.79	0.03	1.81	3.51	0.12	3.63
CNA510	0.03	0.00	0.03	0.03	0.00	0.03	0.05	0.01	0.06
CNA55B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CNA560U	0.03	0.00	0.03	0.02	0.00	0.02	0.05	0.00	0.05
DHC6	0.91	0.01	0.93	0.95	0.02	0.97	1.86	0.03	1.89
DO328	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.00	0.02
GASEPV	0.19	0.00	0.19	0.20	0.01	0.21	0.39	0.01	0.40
GV	0.03	0.00	0.03	0.02	0.00	0.02	0.05	0.00	0.05
LEAR35	0.08	0.00	0.08	0.08	0.00	0.08	0.16	0.00	0.16
MU3001	0.66	0.09	0.75	0.70	0.00	0.70	1.37	0.09	1.45
Military	**3.89**	**0.22**	**4.12**	**4.04**	**0.08**	**4.12**	**7.93**	**0.30**	**8.24**
Grand Total	**207.40**	**41.10**	**248.50**	**212.15**	**36.35**	**248.50**	**419.55**	**77.45**	**497.00**

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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 (3/1/2021-2/28/2022), OPSNET (accessed March 2022), ATAC Corporation, March 2022.
Prepared by: ATAC Corporation, August 2022.

H.3 NOISEMAP

This section presents the methodology and assumptions used to develop AAD aircraft operations in NOISEMAP for RND and SKF.

H.3.1 Modeling Assumptions

For the San Antonio Airspace Modernization Draft EA, NOISEMAP models developed in support of Air Installations Compatible Use Zones (AICUZ) studies at Randolph Air Force Base Airfield[4] (RND) and Kelly Field[5] (SKF) (then referred to as "Lackland") were used as a starting point from which to model airspace operations and noise at these airfields. As much of the information contained within the NOISEMAP models as possible was leveraged. These models were combined with AEDT models to generate the final noise results.

Several steps were taken to make the NOISEMAP models comparable to AEDT:

1. Closed pattern, helicopter, auxiliary field, and runup operations:

   EAs that primarily focus on airspace changes to Standard Instrument Departure (SID), Standard Terminal Arrival (STAR), and Standard Instrument Approach Procedures (SIAPs), such as this SAT EA, only model Instrument Flight Rules (IFR) itinerant flights. In contrast, AICUZ studies focus on compatible land use near the airport, within a 65 dB noise contour. To match the AEDT inputs and be consistent with the airspace-focused modeling, we excluded closed pattern operations. In addition, runup operations and operations at auxiliary airfields, such as Seguin Field, were excluded to match the AEDT methodology. Helicopter operations were reviewed and excluded due to low operation counts.

2. Current and future aircraft operations assumptions:

   As a result of the Department of the Air Force's (DAF) proposal to replace T-38C aircraft with newer T-7A aircraft at RND and SKF, it was necessary to model different levels of T-38C and T-7A aircraft for the three noise years. Operations for T-38C and T-7A aircraft at RND and SKF were obtained from the *Final Environmental Impact Statement: T-7A Recapitalization at Joint Base San Antonio, Texas*[6] (as shown in **Tables 1** and **2**). Flight operations for all other aircraft types in the AICUZ NOISEMAP models of RND and SKF were kept the same for all years assessed for this EA.

Three years of proposed flight operations were used to represent AAD flight activity at RND and SKF corresponding to the years assessed for aircraft noise conditions. Existing flight operations in the AICUZ NOISEMAP models were used to represent all three years for all aircraft except the T-38C and T-7A.

Table H3.1 and **Table H3.2** present the proposed changes in T-38C and T-7A aircraft operations at RND and SKF as stated in the *Final Environmental Impact Statement: T-7A Recapitalization at Joint Base San Antonio, Texas* (EIS). These numbers were used to calculate the number of T-38C and T-7A operations modeled for each of the three noise years.

4 Department of Defense, United States Air Force. Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas, Air Installantions Compatible Use Zones (AICUZ) Study, Final. 2017.
5 Department of Defense, United States Air Force. Final, Joint Base San Antonio-Lackland, Texas, Air Installantions Compatible Use Zones (AICUZ) Study. October, 2019.
6 Department of the Air Force. Final Environmental Impact Statement: T-7A Recapitalization at Joint Base San Antonio, Texas; 2022.

Table H3.1 Cumulative Aircraft Operations at Randolph Air Force Base Airfield

Operations at Randolph Air Force Base Airport				
Annual Aircraft Operations (Daytime)				
Aircraft	**2017 Baseline**	**2021/2022[1]**	**2023**	**2028**
T-38C	97,000	125,417	131,100	55,936
T-7A	0	3,782	4,538	102,173
Total	**97,000**	**129,199**	**135,638**	**158,109**
Annual Aircraft Operations (Nighttime)				
T-7A	0	267	320	5,520

Notes:
1 The numbers AAD operations for 2021/2022 were interpolated from the 2017 Baseline and 2023 numbers of T-38C and T-7A aircraft listed in the EIS.

Source: Department of the Air Force. *Final Environmental Impact Statement: T-7A Recapitalization at Joint Base San Antonio, Texas*; 2022.
Prepared by: ATAC Corporation, August 2022.

Table H3.2 Cumulative Aircraft Operations at Kelly Field

Operations at Kelly Field				
Annual Aircraft Operations (Daytime)				
Aircraft	**2017 Baseline**	**2021/2022[1]**	**2023**	**2028**
T-38C	400	400	400	150
T-7A	0	33	40	792
Total	**400**	**433**	**440**	**942**
Annual Aircraft Operations (Nighttime)				
T-7A	0	17	20	256

Notes:
1 The numbers AAD operations for 2021/2022 were interpolated from the 2017 Baseline and 2023 numbers of T-38C and T-7A aircraft listed in the EIS.

Source: Department of the Air Force. *Final Environmental Impact Statement: T-7A Recapitalization at Joint Base San Antonio, Texas*; 2022.
Prepared by: ATAC Corporation, August 2022.

H.3.2 2021/2022 Average Annual Day Flight Operations

The 2021/2022 aircraft operations were developed from information contained in the NOISEMAP AICUZ models in combination with projected future basing for T-38C and T-7A taken from the EIS.

H.3.2.1 Methodology

Based on the assumptions listed in Section 3.1, the 2021/2022 AAD flight operations were derived using the following steps:

1. 2021/2022 T-38C and T-7A operations were calculated by interpolating between the 2017 and 2023 years listed in the EIS (refer to **Tables H3.1** and **H3.2**)
2. The 2021/2022 calculation was used to scale T-38C and T-7A operations in the RND and SKF AICUZ models
3. Closed pattern, auxiliary field (Seguin Airfield), helicopter, and static run-up operations were removed from the models
4. All other aircraft operations remained unchanged

H.3.2.2 Flight Operations

Table H3.3 presents the 2021/2022 annual and AAD numbers of aircraft operations for RND and SKF.

Table H3.3 2021/2022 Annual and AAD Aircraft Operations

Airport	Annual Ops.	AAD Ops.
RND	91,850	252
SKF	17,185	47

Notes:
Ops. = Operations
AAD = Annual Average Day

Source: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

Table H3.4 presents 2021/2022 AAD aircraft operations by time of day (daytime and nighttime) for RND and SKF.

Table H3.4 AAD Aircraft Operations by Time of Day – 2021/2022

Airport	Day AAD	Night AAD	Total AAD Operations
RND	251.41	0.23	251.64
SKF	44.74	2.34	47.08

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

H.3.3 2023 and 2028 Average Annual Day Flight Operations

Changes in aircraft operations at RND and SKF as represented in the EIS were used to model the proposed T-7A and T-38C operations for 2023 and 2028 (refer to **Tables H3.1** and **H3.2**). The 2023 AAD flight operations schedule represents the year during which the Proposed Action would begin to be implemented. The 2028 AAD flight operations schedule serves as a five-year outlook after implementation. This section describes assumptions and methodologies used to derive projected AAD operations and presents summary flight operations data for RND and SKF.

Future aircraft operations at RND and SKF reflect an overall increase in T-7A operations and a decrease in T-38C operations as projected by DAF.

H.3.3.1 Assumptions

The assumptions used to develop the 2023 and 2028 AAD aircraft operations for RND and SKF are presented in the following sections.

H.3.3.1.1 Percentage Change in Operations

The EIS provided numbers of proposed T-38C and T-7A aircraft operations for future years. The percentage changes were based on the annual T-38C and T-7A operations in the EIS and applied to the operations in the model.

Table H3.5 presents the changes for the periods of 2021/2022-2023, 2023-2028, and 2023-2028 for aircraft at RND and SKF for which operations are changing.

Table H3.5 Percentage Changes of Annual Aircraft Operations by Aircraft Type

		Percentage Changes over Period		
Airport	**Aircraft**	**2021/2022-2023**	**2021/2022-2028**	**2023-2028**
RND	**T-38**	5.0%	-55.0%	-57.1%
	T-7	20.0%	2560.4%	2117.0%
SKF	**T-38**	0.0%	-62.0%	-62.0%
	T-7	-40.0%	1996.0%	3393.3%

Notes:
Percentages are subjected to rounding.

Source: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

H.3.3.2 Methodology

The 2023 and 2028 AAD aircraft operations for T-38C and T-7A aircraft were taken directly from the EIS (refer to **Table H3.1** and **Table H3.2**).

H.3.3.3 2023 Flight Operations

Table H3.6 presents the 2023 annual and AAD numbers of aircraft operations for RND and SKF.

Table H3.6 2023 Annual and AAD Aircraft Operations

Airport	Annual Ops.	AAD Ops.
RND	94,783	260
SKF	17,165	47

Notes:
Ops. = Operations
AAD = Annual Average Day

Source: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

The 2023 AAD aircraft operations are based on the EIS. **Table H3.7** presents the number of AAD T-38C and T-7A operations for 2023, along with 2021/2022 operations and the percentage change.

Table H3.7 AAD Aircraft Operations – 2023

Airport	2021/2022 Operations	Percentage Change	2023 Operations
RND	251.6	0.03%	259.7
SKF	47.1	0%	47.0

Notes:
Percentages and cell counts are subjected to rounding.

Source: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

Table H3.8 presents the AAD T-38C and T-7A operations for 2023 by time of day.

Table H3.8 AAD Aircraft Operations by Time of Day – 2023

Airport	Day AAD	Night AAD	Total AAD Operations
RND	259.4	0.3	259.7
SKF	44.7	2.4	47.0

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

H.3.3.4 2028 Flight Operations

Table H3.9 presents the 2028 annual and AAD numbers of aircraft operations for RND and SKF.

Table H3.9 2028 Annual and AAD Aircraft Operations

Airport	Annual Ops.	AAD Ops.
RND	94,986	260
SKF	18,012	49

Notes:
Ops. = Operations
AAD = Annual Average Day

Source: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

The 2028 AAD aircraft operations are based on the EIS. **Table H3.10** presents the number of AAD T-38C and T-7A operations for 2028, along with 2021/2022 operations and the percentage change.

Table H3.10 AAD Aircraft Operations – 2028

Airport	2021/2022 Operations	Percentage Change	2028 Operations
RND	251.6	0.03%	260.2
SKF	47.1	0.05%	49.3

Notes:
Percentages and cell counts are subjected to rounding.

Source: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

Table H3.11 presents the AAD T-38C and T-7A operations for 2028 by time of day.

Table H3.11 AAD Aircraft Operations by Time of Day – 2028

Airport	Day AAD	Night AAD	Total AAD Operations
RND	255.5	4.8	260.2
SKF	46.3	3.0	49.3

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

H.3.4 Flight Operations by Aircraft Type

H.3.4.1 2021/2022

Tables H3.12 and H3.**13** present the 2021/2022 AAD aircraft operations by aircraft type (i.e., each aircraft type used for noise modeling) and time of day for RND and SKF.

Table H3.12 RND - AAD Aircraft Operations by Aircraft Type and Time of Day- 2021/2022

Aircraft	Day AAD	Night AAD	Total AAD Operations
A-10A	0.2	0.0	0.2
C-12	1.3	0.0	1.3
C-130	0.4	0.0	0.4
C-21A	0.4	0.0	0.4
F-15A	0.6	0.0	0.6
F-16	0.5	0.0	0.5
KC-135R	0.3	0.0	0.3
T-1	18.8	0.0	18.8
T-38	146.8	0.0	146.8
T-6	78.8	0.0	78.8
T-7	3.3	0.2	3.5

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

Table H3.13 SKF - AAD Aircraft Operations by Aircraft Type and Time of Day- 2021/2022

Aircraft	Day AAD	Night AAD	Total AAD Operations
A-10A	0.0	0.0	0.0
B-737-D9	0.2	0.0	0.2
B-747	0.2	0.0	0.2
B-757-200-RR	0.2	0.0	0.2
B-767-JT9	10.0	0.0	10.0
C-12	1.0	0.0	1.0
C-130	1.0	0.1	1.1
C-17	1.2	0.0	1.2
C-21A	0.7	0.0	0.7
C-5A	0.0	0.0	0.0
C-5MX	5.1	0.6	5.7
DC-9-30D9	0.5	0.0	0.5
F-15E	0.2	0.0	0.2
F-16	20.1	1.4	21.5
F-18A/C	0.3	0.0	0.3

KC-135R	0.4	0.0	0.4
LEARJET-35	2.1	0.1	2.1
PISTON	0.5	0.0	0.5
T-1	0.2	0.0	0.2
T-38	0.8	0.0	0.8
T-6	0.1	0.0	0.1
T-7	0.1	0.0	0.1

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

H.3.4.2 2023 and 2028

Tables H3.14 and **H3.15** present the 2023 aircraft operations by aircraft type (i.e., each aircraft type used for noise modeling) and time of day for RND and SKF.

Table H3.14 RND - AAD Aircraft Operations by Aircraft Type and Time of Day- 2023

Aircraft	Day AAD	Night AAD	Total AAD Operations
A-10A	0.2	0.0	0.2
C-12	1.3	0.0	1.3
C-130	0.4	0.0	0.4
C-21A	0.4	0.0	0.4
F-15A	0.6	0.0	0.6
F-16	0.5	0.0	0.5
KC-135R	0.3	0.0	0.3
T-1	18.8	0.0	18.8
T-38	154.1	0.0	154.1
T-6	78.8	0.0	78.8
T-7	3.9	0.3	4.2

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

Table H3.15 SKF - AAD Aircraft Operations by Aircraft Type and Time of Day- 2023

Aircraft	Day AAD	Night AAD	Total AAD Operations
A-10A	0.0	0.0	0.0
B-737-D9	0.2	0.0	0.2
B-747	0.2	0.0	0.2
B-757-200-RR	0.2	0.0	0.2
B-767-JT9	10.0	0.0	10.0
C-12	1.0	0.0	1.0
C-130	1.0	0.1	1.1
C-17	1.2	0.0	1.2
C-21A	0.7	0.0	0.7
C-5A	0.0	0.0	0.0
C-5MX	5.1	0.6	5.7
DC-9-30D9	0.5	0.0	0.5
F-15E	0.2	0.0	0.2
F-16	20.1	1.4	21.5
F-18A/C	0.3	0.0	0.3
KC-135R	0.4	0.0	0.4
LEARJET-35	2.1	0.1	2.1
PISTON	0.5	0.0	0.5
T-1	0.2	0.0	0.2
T-38	0.8	0.0	0.8
T-6	0.1	0.0	0.1
T-7	0.0	0.1	0.1

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

Tables H3.16 and **H3.17** present the 2028 aircraft operations by aircraft type (i.e., each aircraft type used for noise modeling) and time of day for RND and SKF.

Table H3.16 RND - AAD Aircraft Operations by Aircraft Type and Time of Day- 2028

Aircraft	Day AAD	Night AAD	Total AAD Operations
A-10A	0.2	0.0	0.2
C-12	1.3	0.0	1.3
C-130	0.4	0.0	0.4
C-21A	0.4	0.0	0.4
F-15A	0.6	0.0	0.6
F-16	0.5	0.0	0.5
KC-135R	0.3	0.0	0.3
T-1	18.8	0.0	18.8
T-38	66.1	0.0	66.1
T-6	78.8	0.0	78.8
T-7	88.1	4.8	92.8

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

Table H3.17 SKF - AAD Aircraft Operations by Aircraft Type and Time of Day- 2028

Aircraft	Day AAD	Night AAD	Total AAD Operations
A-10A	0.0	0.0	0.0
B-737-D9	0.2	0.0	0.2
B-747	0.2	0.0	0.2
B-757-200-RR	0.2	0.0	0.2
B-767-JT9	10.0	0.0	10.0
C-12	1.0	0.0	1.0
C-130	1.0	0.1	1.1
C-17	1.2	0.0	1.2
C-21A	0.7	0.0	0.7
C-5A	0.0	0.0	0.0
C-5MX	5.1	0.6	5.7
DC-9-30D9	0.5	0.0	0.5
F-15E	0.2	0.0	0.2
F-16	20.1	1.4	21.5
F-18A/C	0.3	0.0	0.3
KC-135R	0.4	0.0	0.4
LEARJET-35	2.1	0.1	2.1
PISTON	0.5	0.0	0.5
T-1	0.2	0.0	0.2
T-38	0.3	0.0	0.3
T-6	0.1	0.0	0.1
T-7	2.2	0.7	2.9

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 10:00 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 7:00 a.m.
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: Department of the Air Force. *Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas AICUZ Study, 2017*; *Final Joint Base San Antonio-Lackland, Texas AICUZ Study, 2019.*
Prepared by: ATAC Corporation, August 2022.

H.3.4.2.1 Percentage Change in Operations by Aircraft Type

The EIS provided the numbers of projected future T-38C and T-7A operations at RND and SKF.

Table H3.18 presents the number of T-38C and T-7A AAD operations for 2023, along with 2021/2022 operations and the percentage change.

Table H3.18 AAD Aircraft Operations by Aircraft Type – 2023

Airport	Aircraft	2021/2022 Operations	Percentage Change	2023 Operations
RND	**T-38**	146.8	0.0%	154.1
	T-7	3.5	0.2%	4.2
SKF	**T-38**	0.8	0.0%	0.8
	T-7	0.1	-0.4%	0.1

Notes:
Percentages are subjected to rounding.

Source: Department of the Air Force. *Final Environmental Impact Statement: T-7A Recapitalization at Joint Base San Antonio, Texas*; 2022.
Prepared by: ATAC Corporation, August 2022.

Table H3.19 presents the number of T-38C and T-7A AAD operations for 2028, along with 2021/2022 operations and the percentage change.

Table H3.19 AAD Aircraft Operations by Aircraft Type – 2028

Airport	Aircraft	2021/2022 Operations	Percentage Change	2028 Operations
RND	**T-38**	146.8	-0.6%	66.1
	T-7	3.5	25.6%	92.8
SKF	**T-38**	0.8	-0.6%	0.3
	T-7	0.1	20.0%	2.9

Notes:
Percentages are subjected to rounding.

Source: Department of the Air Force. *Final Environmental Impact Statement: T-7A Recapitalization at Joint Base San Antonio, Texas*; 2022.
Prepared by: ATAC Corporation, August 2022.