Appendix B

Instrument Flight Data

Table of Contents

Appendix B: Instrument Flight data 1

B.1 Peak Season Analysis 2
B.2 Growth Analysis 3
B.3 Flight Distances from Turbine Aircraft 5
B.4 Jet Traffic Analysis 7
B.5 Summary of Instrument Flight Data 7

Table of Figures

Figure B-1 – Total Recorded Instrument Flight Plans 1
Figure B-2 – Growth Trend by Aircraft Type 4
Figure B-3 – Growth Trend of Category C and D Aircraft 5
Figure B-4 – Total Turbine Flights by Flight Distance 6

Table of Tables

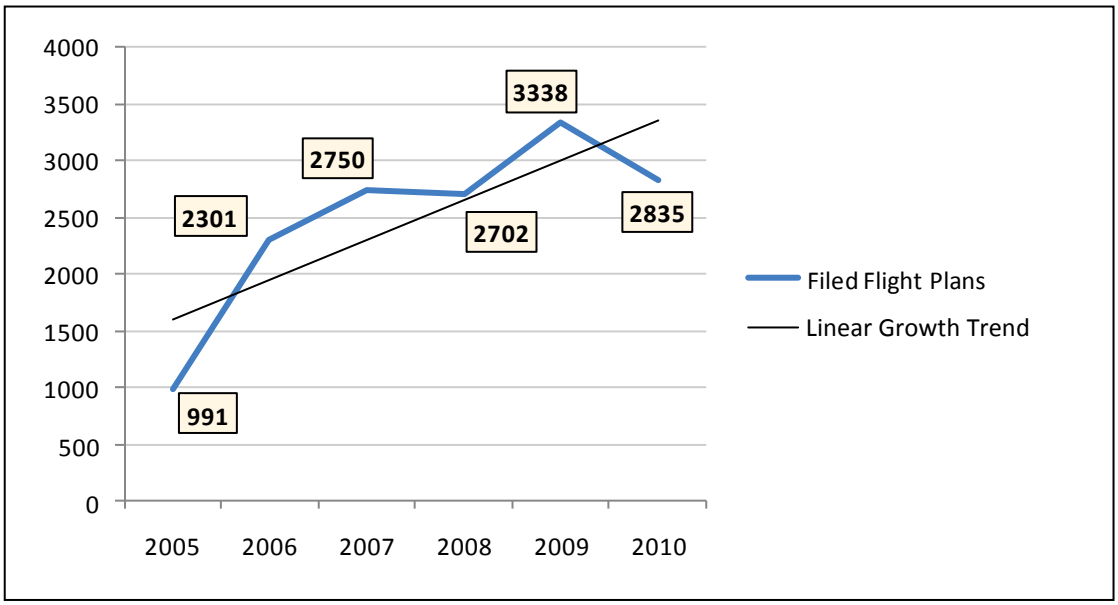
Table B-1 – Peak Month Analysis 2
Table B-2 – Growth by Aircraft Type 3
Table B-3 – Growth by Aircraft ARC 4
Table B-4 – Turbine Aircraft Flight Distances – 2010 6
Table B-5 – Jet Traffic Characteristics 7
Table B-6 – Operations by Aircraft 2005-2007 8
Table B-7 – Operations by Aircraft 2008-2010 9
Table B-8 – 2005 Monthly Operations by Type 10
Table B-9 – 2005 Operations by ARC 10
Table B-10 – 2006 Monthly Operations by Type 11
Table B-11 – 2006 Operations by ARC 11
Table B-12 – 2007 Monthly Operations by Type 12
Table B-13 – 2007 Operations by ARC 12
Table B-14 – 2008 Monthly Operations by Type 13
Table B-15 – 2008 Operations by ARC 13
Table B-16 – 2009 Monthly Operations by Type 14
Table B-17 – 2009 Operations by ARC 14
Table B-18 – 2010 Monthly Operations by Type 15
Table B-19 – 2010 Operations by ARC 15

APPENDIX B: INSTRUMENT FLIGHT DATA

IFR flight plan records were obtained from Aviation Data Specialists. The data set encompasses completed instrument flight plans between January 2005 and September 2010 (with CVX being the origin or the destination) as recorded by the FAA. The information obtained includes the date of flight, tail number, aircraft type, origin, destination, departure time, arrival time, time of flight, and total mileage. This information is fractional in terms of overall airport use, and therefore, can only be used as an indicator of overall airport activity. The majority of operations at CVX do not file flight plans, including the majority of air taxi operations (conducted by the airlines). Additionally, if a flight plan is cancelled during flight, it is not recorded in the data set. The data is being used to support the Master Planning process, specifically the *Forecasting* and *Facility Requirements Analysis*, Chapters 3 and 4 of the Master Plan document. **Figure B-1** displays the total number of recorded instrument flight plans by year. Please note the following:

- 2005 data only includes Jet and Turbo-Prop category aircraft
- 2008 data has no flight plans recorded January through May (assumed data collection error)
- 2010 data only collected through September

Figure B-1 – Total Recorded Instrument Flight Plans



Source: Aviation Data Specialists, 2010

As shown, the data has suggested steady linear growth in IFR operations. The decline in activity in 2008 and 2010 can be attributed to partial data collection during those years. The following topics were analyzed for trends in the data:

- Range and months to be considered the peak season;
- Growth in overall completed IFR flight plans;
- Type and Airport Reference Code (ARC) of aircraft using CVX;
- Growth trends by type and ARC of aircraft;
- Average flight distances to and from CVX; and
- Most common and most demanding turbine aircraft.

B.1 PEAK SEASON ANALYSIS

Approximately 71 to 79 percent of all completed IFR flight plans occurred between May and September. This period is therefore considered the peak season at CVX and is consistent with observations by airport and airline personnel. **Table B-1** displays the monthly completed IFR flight plans by year.

Table B-1 – Peak Month Analysis

	2005		2006		2007		2008[1]		2009		2010[1]	
Month	Ops	%	Ops	%	Ops	%	Ops	%	Ops	%	Ops	%
Jan	33	3%	3	0%	72	3%	0	N/A	83	2%	90	3%
Feb	34	3%	59	3%	70	3%	0	N/A	7	0%	91	3%
Mar	32	3%	72	3%	84	3%	0	N/A	106	3%	102	4%
Apr	64	6%	77	3%	114	4%	0	N/A	145	4%	129	5%
May	115	12%	207	9%	240	9%	0	N/A	276	8%	255	9%
Jun	141	14%	286	12%	399	15%	412	15%	390	12%	345	12%
Jul	186	19%	427	19%	566	21%	791	29%	767	23%	757	27%
Aug	171	17%	482	21%	557	20%	699	26%	675	20%	664	23%
Sep	92	9%	309	13%	279	10%	336	12%	448	13%	402	14%
Oct	65	7%	194	8%	160	6%	255	9%	225	7%	N/A	N/A
Nov	40	4%	111	5%	128	5%	139	5%	148	4%	N/A	N/A
Dec	18	2%	74	3%	81	3%	70	3%	68	2%	N/A	N/A
TOTAL	**991**		**2301**		**2750**		**2702**		**3338**		**2835**	

Source: Aviation Data Specialists, 2010
Note 1: Data available for partial year only (2008, 2010)

B.2 GROWTH ANALYSIS

Annual IFR flight plans to or from CVX grew from 2,301 in 2006 to 2,835 in 2009, marking an overall increase of 45.1 percent. That calculates to 13.2 percent annual growth on average. **Table B-2** displays the growth in completed IFR flight plans by aircraft type. According to the data, the fastest growing category in instrument operations is the single-engine piston category of aircraft, which has shown an average annual growth of 22.5 percent between 2006 and 2009. This could be accounted to the improvements and increased ease of GPS approaches and the availability and affordability of GPS equipment. In terms of overall growth, completed IFR flight plans from turbo-prop aircraft significantly outgrew every other category, growing from 503 operations in 2005 to 1,021 operations in 2009 (103 percent growth). Jet traffic has also shown a significant increase (62.5 percent overall, 12.9 percent annually).

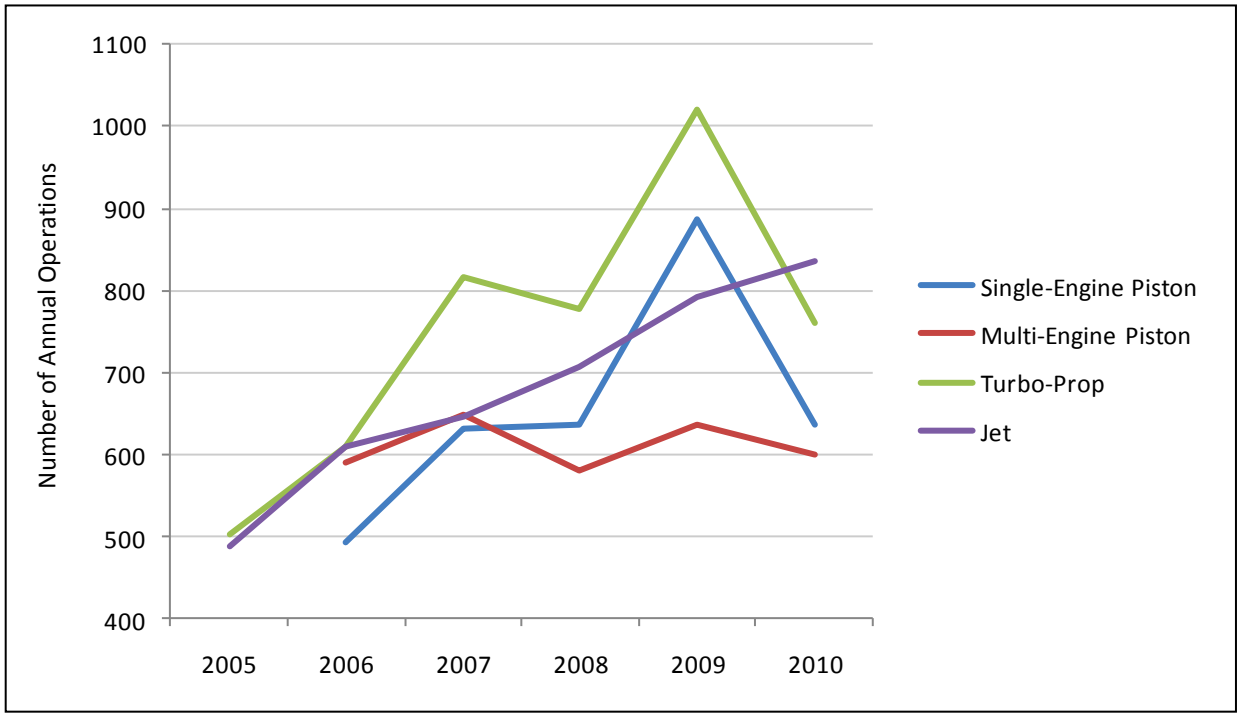
Table B-2 – Growth by Aircraft Type

	2005	2006	2007	2008[1]	2009	2010[1]	AAGR[2]	Overall Growth[2]
Single-Engine Piston	N/A	494	632	636	887	637	22.5%	79.6%
Multi-Engine Piston	N/A	589	649	581	637	599	2.7%	8.1%
Turbo-Prop	503	609	817	777	1021	760	19.4%	103.0%
Jet	488	609	647	708	793	835	12.9%	62.5%
Rotorcraft	N/A	0	5	0	0	4	N/A	N/A
TOTAL	**991**	**2301**	**2750**	**2702**	**3338**	**2835**	**13.2%**	**45.1%**

Source: Aviation Data Specialists, 2010
Note 1: Data available for partial year only (2008, 2010)
Note 2: Growth rate calculated for years 2006-2009 for SE-P, ME-P, and Rotor categories; 2005-2009 for TP and Jet categories

Figure B-2 graphically displays growth in completed IFR flight plans by aircraft type. It should be noted that the drop in 2008 and 2010 should be accounted to the incompleteness of the data for those years. Despite the partial data for those years, recorded jet operations continued to rise.

Figure B-2 – Growth Trend by Aircraft Type



Source: Aviation Data Specialists, 2010

Table B-3 displays the growth in completed IFR flight plans by aircraft ARC. The fastest growing categories in completed flight plans are the C-II and D-II categories, growing by approximately 130 and 177 percent, respectively (between 2006 and 2009).

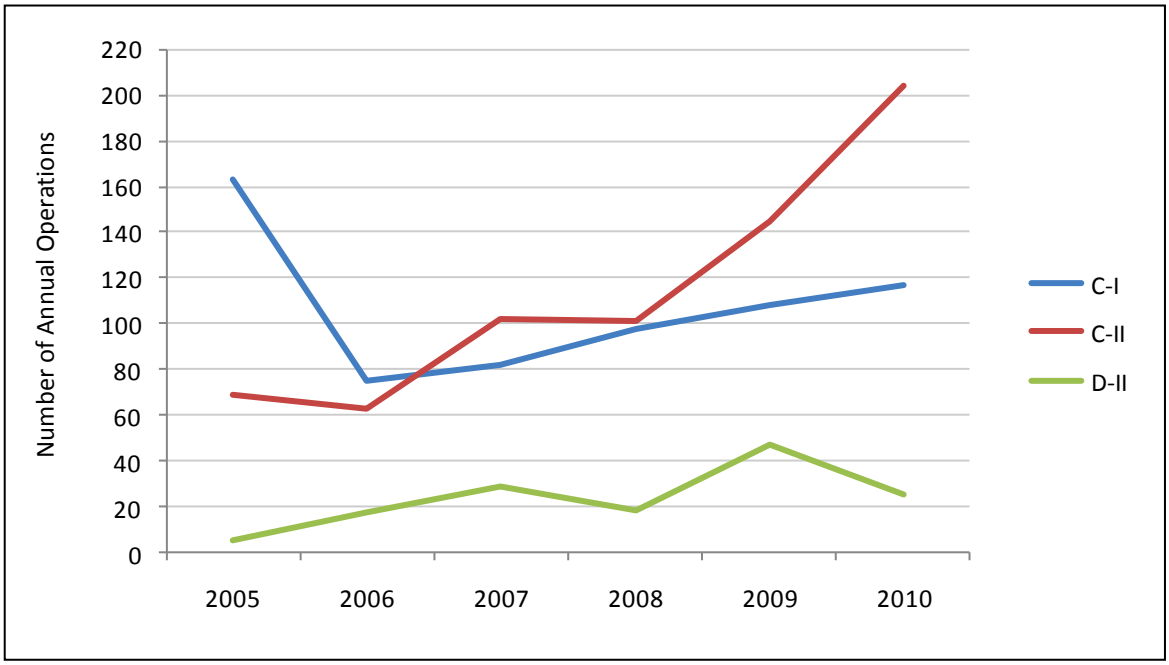
Table B-3 – Growth by Aircraft ARC

	2005	2006	2007	2008[1]	2009	2010[1]	AAGR[2]	Overall Growth[2]
A-I	0	699	903	915	1261	1010	21.7%	80.4%
A-II	0	88	88	64	98	76	3.7%	11.4%
B-I	132	605	604	639	607	560	0.1%	0.3%
B-II	622	754	935	866	1072	837	12.5%	42.2%
B-III	0	0	1	0	0	2	N/A	N/A
C-I	163	75	82	98	108	117	12.9%	44.0%
C-II	69	63	102	101	145	204	32.0%	130.2%
D-II	5	17	29	18	47	25	40.4%	176.5%
D-III	0	0	1	1	0	0	N/A	N/A
N/A (Rotor)	0	0	5	0	0	4	N/A	N/A
TOTAL	**991**	**2310**	**2750**	**2702**	**3338**	**2835**	**13.2%**	**45.1%**

Source: Aviation Data Specialists, 2010
Note 1: Data available for partial year only (2008, 2010)
Note 2: Growth rate calculated for years 2006-2009

Figure B-3 graphically displays the growth in ARC C-I, C-II, and D-II aircraft, as they are the most demanding (in wingspan and approach speed) of aircraft that operate at CVX. As shown, C-II aircraft operations continue to rise, resulting in over 200 completed IFR flight plans in 2010 (January through September).

Figure B-3 – Growth Trend of Category C and D Aircraft



Source: Aviation Data Specialists, 2010

B.3 FLIGHT DISTANCES FROM TURBINE AIRCRAFT

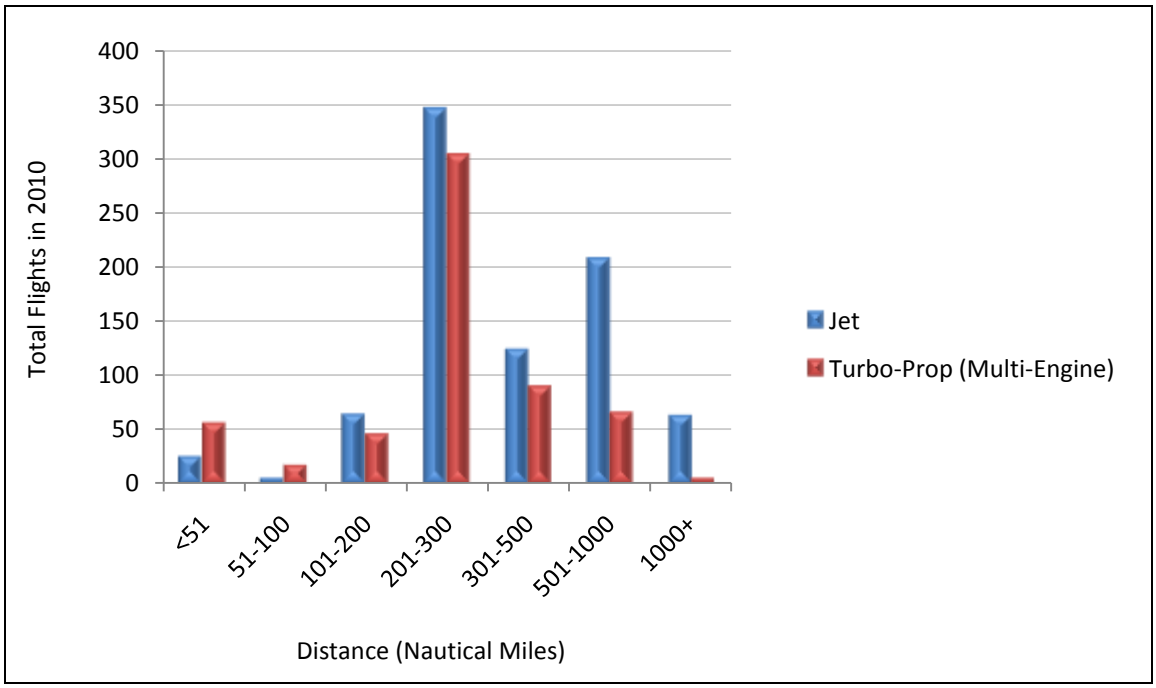
As shown in **Table B-4** and **Figure B-4**, the majority of completed IFR flight plans in the data set are travelling to or from locations 200 nautical miles or more from CVX (using 2010 data). Approximately 45 percent of these flights are between 200 and 300 nautical miles in distance, approximately 15 percent are between 300 and 500 miles, and approximately 19 percent are between 500 and 1,000 miles. The 200 to 300 nautical mile range covers the State of Michigan and some parts of Ohio, Indiana, Illinois, and Wisconsin (including the Cities of Detroit, Grand Rapids, Lansing, Cleveland, Gary, Ind., Chicago, and Milwaukee).

Table B-4 – Turbine Aircraft Flight Distances – 2010

Type	Total Ops	Distance (Nautical Miles)						
		<51	51-100	101-200	201-300	301-500	501-1000	1000+
Jet	835	25	5	64	346	124	208	63
Turbo-Prop (Multi-Engine Only)	584	56	17	46	304	90	66	5
TOTAL	**1419**	**81**	**22**	**110**	**650**	**214**	**274**	**68**
Percentage	**100%**	**5.7%**	**1.6%**	**7.8%**	**45.8%**	**15.1%**	**19.3%**	**4.8%**

Source: Aviation Data Specialists, 2010

Figure B-4 – Total Turbine Flights by Flight Distance



Source: Aviation Data, Specialists, 2010

B.4 JET TRAFFIC ANALYSIS

Typically, jets are the most demanding aircraft at an airport, due to their wingspan and approach speed. **Table B-5** displays the jet traffic characteristics at CVX based on the IFR flight data. The information analyzed included the most common jets and the most demanding jets (in size and approach speed) that utilize the airfield. The most common jet is the Cessna Citation II (between 2006 and 2010), which averages close to 140 completed IFR flight plans a year at CVX. As shown in the the most demanding jet column, the overall largest and fastest jets have included the Gulfstream II, IV, and V, Hawker 900XP, and the Cessna Citation Sovereign. In terms of overall size and speed, the most demanding aircraft has either been the Gulfstream II, IV or V. In terms of the most completed flight plans from Category C or D aircraft, the Hawker 900XP is the most demanding aircraft, totaling 108 instrument flight plans in 2010.

Table B-5 – Jet Traffic Characteristics

Year	Jet Operations	Most Common Jet	Most Demanding Jets
2005	488	Learjet 31 (C-I) – 78 Operations	Gulfstream IV (D-II) – 1 Operation Hawker 900XP (C-II) – 52 Operations
2006	609	Cessna Citation II (B-II) – 140 Operations	Gulfstream II (D-II) – 14 Operations Hawker 900XP (C-II) – 34 Operations
2007	647	Cessna Citation II (B-II) – 136 Operations	Gulfstream V (D-III) – 1 Operation Hawker 900XP (C-II) – 33 Operations
2008	708	Cessna Citation II (B-II) – 135 Operations	Gulfstream V (D-III) – 1 Operation Hawker 900XP (C-II) – 39 Operations
2009	793	Cessna Citation II (B-II) – 139 Operations	Gulfstream II (D-II) – 24 Operations Cessna Citation Sovereign (C-II) – 46 Operations
2010	835	Cessna Citation II (B-II) – 140 Operations	Gulfstream IV (D-II) – 19 Operations Hawker 900XP (C-II) – 108 Operations

Source: Aviation Data Specialists, 2010

B.5 SUMMARY OF INSTRUMENT FLIGHT DATA

The data has shown a steady increase in completed IFR flight plans, with approximately 75 percent of flight plans occurring during the peak season (May – September). The most IFR flight plans are filed from users of turbine-powered aircraft, which are growing by the numbers annually. There is also a trend that shows growth in flight plans for users of the larger and faster Category C and D aircraft. Additionally, the majority of flight plans filed from users of turbine-powered aircraft are travelling from distances of 200 miles or more.

A summary of the data collected for each specific year is assembled in the following section including aircraft manufacturer and model (for turbines only), monthly operations by type, and operations by ARC.

Table B-6 – Operations by Turbine Aircraft 2005-2007

2005			2006			2007		
Aircraft	Type	Operations	Aircraft	Type	Operations	Aircraft	Type	Operations
Cessna Citation I (Model 500)	Jet	2	Bombardier BD-100 Challenger	Jet	8	Bombardier BD-100 Challenger	Jet	12
Cessna Citation II (Model 550)	Jet	42	Cessna Citation I (Model 500)	Jet	2	British Aerospace Jetstream 31	Jet	2
Cessna Citation II/SP (Model 551)	Jet	2	Cessna Citation II (Model 550)	Jet	140	Cessna Citation I (Model 500)	Jet	4
Cessna Citation III (Model 650)	Jet	3	Cessna Citation II/SP (Model 551)	Jet	22	Cessna Citation I/SP (Model 501)	Jet	1
Cessna Citation V (Model 560)	Jet	13	Cessna Citation III (Model 650)	Jet	7	Cessna Citation II (Model 550)	Jet	136
Cessna Citation CJ1 (Model 525)	Jet	19	Cessna Citation V (Model 560)	Jet	40	Cessna Citation II/SP (Model 551)	Jet	17
Cessna Citation CJ2 (Model 525A)	Jet	49	Cessna Citation CJ1 (Model 525)	Jet	40	Cessna Citation III (Model 650)	Jet	1
Cessna Citation Excel (Model 560XL)	Jet	1	Cessna Citation CJ2 (Model 525A)	Jet	21	Cessna Citation V (Model 560)	Jet	37
Cessna Citation Sovereign (Model 680)	Jet	2	Cessna CJ3 (Model 525B)	Jet	64	Cessna Citation CJ1 (Model 525)	Jet	35
Dassault Falcon 10	Jet	23	Cessna Citation Excel (Model 560XL)	Jet	39	Cessna Citation CJ2 (Model 525A)	Jet	22
Dassault Falcon 20	Jet	9	Cessna Citation Sovereign (Model 680)	Jet	1	Cessna Citation CJ3 (Model 525B)	Jet	44
Dassault Falcon 50	Jet	44	Cessna Citation X (Model 750)	Jet	1	Cessna Citation Mustang (Model 510)	Jet	1
Dassault Falcon 900	Jet	11	Cessna Conquest 1	TP	3	Cessna Citation Excel (Model 560XL)	Jet	71
Dassault Falcon 2000	Jet	2	Cessna Conquest 2	TP	12	Cessna Citation Sovereign (Model 680)	Jet	9
Gulfstream II	Jet	4	Dassault Falcon 10	Jet	11	Cessna Citation X (Model 750)	Jet	4
Gulfstream IV	Jet	1	Dassault Falcon 20	Jet	4	Cessna Conquest 1	TP	2
Hawker Beechcraft 400	Jet	43	Dassault Falcon 50	Jet	31	Cessna Conquest 2	TP	10
Hawker Beechcraft 800	Jet	1	Dassault Falcon 2000	Jet	2	Dassault Falcon 10	Jet	2
Hawker Beechcraft 900XP	Jet	52	Gulfstream II	Jet	14	Dassault Falcon 20	Jet	1
Hawker Beechcraft Super King Air 200	TP	321	Gulfstream IV	Jet	3	Dassault Falcon 50	Jet	33
Hawker Beechcraft Super King Air 350	TP	50	Gulfstream Jetprop Commander 840	TP	34	Dassault Falcon 900	Jet	5
IAI Westwind	Jet	1	Gulfstream Jetprop Commander 980	TP	3	Dassault Falcon 2000	Jet	5
Learjet 25	Jet	7	Hawker Beechcraft 400	Jet	42	Gulfstream II	Jet	23
Learjet 31	Jet	78	Hawker Beechcraft 900XP	Jet	34	Gulfstream IV	Jet	6
Learjet 35	Jet	19	Hawker Beechcraft 1000	Jet	5	Gulfstream V	Jet	1
Learjet 45	Jet	50	Hawker Beechcraft 1900	TP	1	Gulfstream Jetprop Commander 840	TP	33
Learjet 55	Jet	4	Hawker Beechcraft King Air 90	TP	99	Gulfstream Jetprop Commander 980	TP	32
Mitsubishi MU-2	TP	13	Hawker Beechcraft King Air 100	TP	15	Hawker Beechcraft 390	Jet	1
Mitsubishi MU-300	Jet	2	Hawker Beechcraft Super King Air 200	TP	145	Hawker Beechcraft 400	Jet	61
North American Sabreliner	Jet	4	Hawker Beechcraft Super King Air 300	TP	7	Hawker Beechcraft 900XP	Jet	33
Piaggio P-180 Avanti	TP	4	Hawker Beechcraft Super King Air 350	TP	44	Hawker Beechcraft 1900	TP	1
Piper PA-31 Cheyenne 1	TP	97	Learjet 25	Jet	5	Hawker Beechcraft King Air 90	TP	165
Piper PA-31 Cheyenne 2	TP	18	Learjet 31	Jet	21	Hawker Beechcraft King Air 100	TP	11
			Learjet 35	Jet	6	Hawker Beechcraft Super King Air 200	TP	148
			Learjet 40	Jet	2	Hawker Beechcraft Super King Air 300	TP	6
			Learjet 45	Jet	28	Hawker Beechcraft Super King Air 350	TP	84
			Learjet 55	Jet	2	IAI Westwind	Jet	1
			Learjet 60	Jet	4	Learjet 31	Jet	23
			North American Sabreliner	Jet	10	Learjet 35	Jet	5
			Piaggio P-180 Avanti	TP	11	Learjet 40	Jet	14
			Piper Aerostar 601	TP	5	Learjet 45	Jet	25
			Piper PA-31 Cheyenne 1	TP	103	Learjet 60	Jet	5
			Piper PA-31 Cheyenne 2	TP	22	Mitsubishi MU-2	TP	9
						North American Sabreliner	Jet	9
						Piaggio P-180 Avanti	TP	15
						Piper Aerostar 601	TP	2
						Piper PA-31 Cheyenne 1	TP	128
						Piper PA-31 Cheyenne 2	TP	62
TOTAL TURBINES		**991**	**TOTAL TURBINES**		**1113**	**TOTAL TURBINES**		**1357**

Table B-7 – Operations by Turbine Aircraft 2008-2010

2008			2009			2010		
Aircraft	Type	Operations	Aircraft	Type	Operations	Aircraft	Type	Operations
Cessna Citation I (Model 500)	Jet	2	Bombardier BD-100 Challenger	Jet	15	Bombardier CL-600 Challenger	Jet	4
Cessna Citation I/SP (Model 501)	Jet	6	Cessna Citation I (Model 500)	Jet	2	Bombardier BD-100 Challenger	Jet	20
Cessna Citation II (Model 550)	Jet	135	Cessna Citation I/SP (Model 501)	Jet	7	Cessna Citation II (Model 550)	Jet	140
Cessna Citation II/SP (Model 551)	Jet	6	Cessna Citation II (Model 550)	Jet	143	Cessna Citation II/SP (Model 551)	Jet	8
Cessna Citation III (Model 650)	Jet	2	Cessna Citation II/SP (Model 551)	Jet	10	Cessna Citation III (Model 650)	Jet	2
Cessna Citation V (Model 560)	Jet	35	Cessna Citation V (Model 560)	Jet	37	Cessna Citation V (Model 560)	Jet	51
Cessna Citation CJ1 (Model 525)	Jet	29	Cessna Citation CJ1 (Model 525)	Jet	42	Cessna Citation CJ1 (Model 525)	Jet	37
Cessna Citation CJ2 (Model 525A)	Jet	35	Cessna Citation CJ2 (Model 525A)	Jet	40	Cessna Citation CJ2 (Model 525A)	Jet	63
Cessna Citation CJ3 (Model 525B)	Jet	50	Cessna Citation CJ3 (Model 525B)	Jet	26	Cessna Citation CJ3 (Model 525B)	Jet	31
Cessna Citation Excel (Model 560XL)	Jet	94	Cessna Citation Excel (Model 560XL)	Jet	112	Cessna Citation Mustang (Model 510)	Jet	1
Cessna Citation Sovereign (Model 680)	Jet	20	Cessna Citation Sovereign (Model 680)	Jet	46	Cessna Citation Excel (Model 560XL)	Jet	95
Cessna Citation X (Model 750)	Jet	10	Cessna Citation X (Model 750)	Jet	11	Cessna Citation Sovereign (Model 680)	Jet	24
Cessna Conquest 2	TP	15	Cessna Conquest 2	TP	18	Cessna Citation X (Model 750)	Jet	2
Dassault Falcon 10	Jet	19	Dassault Falcon 10	Jet	15	Cessna Conquest 2	TP	4
Dassault Falcon 20	Jet	16	Dassault Falcon 50	Jet	29	Dassault Falcon 10	Jet	8
Dassault Falcon 50	Jet	26	Dassault Falcon 900	Jet	14	Dassault Falcon 20	Jet	2
Dassault Falcon 900	Jet	21	Dassault Falcon 2000	Jet	5	Dassault Falcon 50	Jet	26
Dassault Falcon 2000	Jet	2	Eclipse 500	Jet	2	Dassault Falcon 900	Jet	9
Gulfstream II	Jet	8	Gulfstream II	Jet	24	Dassault Falcon 2000	Jet	12
Gulfstream IV	Jet	10	Gulfstream IV	Jet	23	DeHavilland DH-125	Jet	2
Gulfstream V	Jet	1	Gulfstream Jetprop Commander 840	TP	5	Eclipse 500	Jet	2
Gulfstream Jetprop Commander 840	TP	26	Gulfstream Jetprop Commander 980	TP	5	Embraer Legacy 500	Jet	26
Gulfstream Jetprop Commander 980	TP	7	Hawker Beechcraft 390	Jet	14	Gulfstream II	Jet	6
Hawker Beechcraft 390	Jet	6	Hawker Beechcraft 400	Jet	47	Gulfstream IV	Jet	19
Hawker Beechcraft 400	Jet	50	Hawker Beechcraft 900XP	Jet	32	Gulfstream Jetprop Commander 840	TP	2
Hawker Beechcraft 900XP	Jet	39	Hawker Beechcraft 1000	Jet	4	Gulfstream Jetprop Commander 980	TP	1
Hawker Beechcraft 1000	Jet	2	Hawker Beechcraft King Air 90	TP	178	Hawker Beechcraft 390	Jet	23
Hawker Beechcraft 1900	TP	3	Hawker Beechcraft King Air 100	TP	2	Hawker Beechcraft 400	Jet	51
Hawker Beechcraft King Air 90	TP	124	Hawker Beechcraft Super King Air 200	TP	177	Hawker Beechcraft 900XP	Jet	108
Hawker Beechcraft King Air 100	TP	26	Hawker Beechcraft Super King Air 300	TP	6	Hawker Beechcraft 1000	Jet	2
Hawker Beechcraft Super King Air 200	TP	159	Hawker Beechcraft Super King Air 350	TP	160	Hawker Beechcraft 1900	TP	2
Hawker Beechcraft Super King Air 300	TP	3	IAI Westwind	Jet	2	Hawker Beechcraft King Air 90	TP	159
Hawker Beechcraft Super King Air 350	TP	89	Learjet 31	Jet	27	Hawker Beechcraft King Air 100	TP	7
Learjet 31	Jet	30	Learjet 35	Jet	2	Hawker Beechcraft Super King Air 200	TP	112
Learjet 35	Jet	2	Learjet 40	Jet	15	Hawker Beechcraft Super King Air 300	TP	5
Learjet 40	Jet	11	Learjet 45	Jet	25	Hawker Beechcraft Super King Air 350	TP	134
Learjet 45	Jet	22	Learjet 60	Jet	16	IAI Westwind	Jet	2
Mitsubishi MU-2	TP	7	Mitsubishi MU-2	TP	4	Learjet 31	Jet	14
North American Sabreliner	Jet	19	North American Sabreliner	Jet	6	Learjet 35	Jet	15
Piaggio P-180 Avanti	TP	33	Piaggio P-180 Avanti	TP	39	Learjet 40	Jet	4
Piper Aerostar 601	TP	2	Piper PA-31 Cheyenne 1	TP	104	Learjet 45	Jet	16
Piper PA-31 Cheyenne 1	TP	59	Piper PA-31 Cheyenne 2	TP	78	Learjet 60	Jet	4
Piper PA-31 Cheyenne 2	TP	71	Piper PA-41 Cheyenne 400	TP	4	Mitsubishi MU-2	TP	3
Swearingen Merlin	TP	2				Mitsubishi MU-300	Jet	2
						North American Sabreliner	Jet	4
						Piaggio P-180 Avanti	TP	66
						Piper PA-31 Cheyenne 1	TP	79
						Piper PA-42 Cheyenne 3	TP	10
TOTAL TURBINES		**1334**	**TOTAL TURBINES**		**1573**	**TOTAL TURBINES**		**1419**

Table B-8 – 2005 Monthly Operations by Type

Month	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
JAN	0	0	0	16	17	0	**33**
FEB	0	0	0	19	15	0	**34**
MAR	0	0	0	19	13	0	**32**
APR	0	0	0	38	26	0	**64**
MAY	0	0	0	62	53	0	**115**
JUN	0	0	0	63	78	0	**141**
JUL	0	0	0	90	96	0	**186**
AUG	0	0	0	79	92	0	**171**
SEP	0	0	0	60	32	0	**92**
OCT	0	0	0	30	35	0	**65**
NOV	0	0	0	13	27	0	**40**
DEC	0	0	0	14	4	0	**18**
TOTAL	**0**	**0**	**0**	**503**	**488**	**0**	**991**

Source: Aviation Data Specialists, 2010

Table B-9 – 2005 Operations by ARC

Approach Category	ADG	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
A	I	0	0	0	0	0	0	**0**
A	II	0	0	0	0	0	0	**0**
B	I	0	0	0	13	119	0	**132**
B	II	0	0	0	486	136	0	**622**
B	III	0	0	0	0	0	0	**0**
C	I	0	0	0	4	159	0	**163**
C	II	0	0	0	0	69	0	**69**
D	II	0	0	0	0	5	0	**5**
D	III	0	0	0	0	0	0	**0**
N/A	N/A	0	0	0	0	0	0	**0**
TOTAL		**0**	**0**	**0**	**503**	**488**	**0**	**991**

Source: Aviation Data Specialists, 2010

Table B-10 – 2006 Monthly Operations by Type

Month	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
JAN	2	0	0	0	1	0	**3**
FEB	9	1	14	31	4	0	**59**
MAR	16	2	26	20	8	0	**72**
APR	11	2	21	23	20	0	**77**
MAY	39	18	51	43	56	0	**207**
JUN	46	8	75	73	84	0	**286**
JUL	81	29	105	78	134	0	**427**
AUG	106	21	100	103	152	0	**482**
SEP	85	14	70	52	88	0	**309**
OCT	58	6	56	37	37	0	**194**
NOV	25	2	41	23	20	0	**111**
DEC	16	2	30	21	5	0	**74**
TOTAL	**494**	**105**	**589**	**504**	**609**	**0**	**2301**

Source: Aviation Data Specialists, 2010

Table B-11 – 2006 Operations by ARC

Approach Category	ADG	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
A	I	486	21	184	8	0	0	**699**
A	II	0	83	5	0	0	0	**88**
B	I	8	1	400	17	179	0	**605**
B	II	0	0	0	465	289	0	**754**
B	III	0	0	0	0	0	0	**0**
C	I	0	0	0	11	64	0	**75**
C	II	0	0	0	3	60	0	**63**
D	II	0	0	0	0	17	0	**17**
D	III	0	0	0	0	0	0	**0**
N/A	N/A	0	0	0	0	0	0	**0**
TOTAL		**494**	**105**	**589**	**504**	**609**	**0**	**2301**

Source: Aviation Data Specialists, 2010

Table B-12 – 2007 Monthly Operations by Type

Month	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
JAN	20	0	20	22	10	0	72
FEB	14	0	29	18	9	0	70
MAR	26	1	29	20	8	0	84
APR	35	3	47	21	8	0	114
MAY	62	4	60	70	44	0	240
JUN	85	13	88	115	98	0	399
JUL	120	18	108	133	184	3	566
AUG	106	39	111	132	168	1	557
SEP	57	6	58	83	74	1	279
OCT	53	10	40	38	19	0	160
NOV	36	10	33	36	13	0	128
DEC	18	3	26	22	12	0	81
TOTAL	632	107	649	710	647	5	2750

Source: Aviation Data Specialists, 2010

Table B-13 – 2007 Operations by ARC

Approach Category	ADG	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
A	I	629	22	248	4	0	0	**903**
A	II	0	83	4	0	1	0	**88**
B	I	2	2	395	28	177	0	**604**
B	II	1	0	1	631	302	0	**935**
B	III	0	0	1	0	0	0	**1**
C	I	0	0	0	15	67	0	**82**
C	II	0	0	0	32	70	0	**102**
D	II	0	0	0	0	29	0	**29**
D	III	0	0	0	0	1	0	**1**
N/A	N/A	0	0	0	0	0	5	**5**
TOTAL		**632**	**107**	**649**	**710**	**647**	**5**	**2750**

Source: Aviation Data Specialists, 2010

Table B-14 – 2008 Monthly Operations by Type

Month	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
JAN	0	0	0	0	0	0	**0**
FEB	0	0	0	0	0	0	**0**
MAR	0	0	0	0	0	0	**0**
APR	0	0	0	0	0	0	**0**
MAY	0	0	0	0	0	0	**0**
JUN	75	39	95	93	110	0	**412**
JUL	184	39	154	159	255	0	**791**
AUG	152	30	147	161	209	0	**699**
SEP	98	20	86	63	69	0	**336**
OCT	82	11	42	69	51	0	**255**
NOV	36	8	32	53	10	0	**139**
DEC	9	4	25	28	4	0	**70**
TOTAL	**636**	**151**	**581**	**626**	**708**	**0**	**2702**

Source: Aviation Data Specialists, 2010

Table B-15 – 2008 Operations by ARC

Approach Category	ADG	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
A	I	626	96	191	2	0	0	**915**
A	II	1	43	14	0	6	0	**64**
B	I	9	12	374	53	191	0	**639**
B	II	0	0	2	531	333	0	**866**
B	III	0	0	0	0	0	0	**0**
C	I	0	0	0	33	65	0	**98**
C	II	0	0	0	7	94	0	**101**
D	II	0	0	0	0	18	0	**18**
D	III	0	0	0	0	1	0	**1**
N/A	N/A	0	0	0	0	0	0	**0**
TOTAL		626	96	191	2	0	0	**915**

Source: Aviation Data Specialists, 2010

Table B-16 – 2009 Monthly Operations by Type

Month	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
JAN	17	4	18	39	5	0	**83**
FEB	2	0	2	1	2	0	**7**
MAR	55	4	15	25	7	0	**106**
APR	55	9	17	43	21	0	**145**
MAY	102	21	44	70	39	0	**276**
JUN	124	36	47	93	90	0	**390**
JUL	162	52	159	162	232	0	**767**
AUG	144	52	114	139	226	0	**675**
SEP	139	20	93	83	113	0	**448**
OCT	46	18	66	66	29	0	**225**
NOV	33	19	44	33	19	0	**148**
DEC	8	6	18	26	10	0	**68**
TOTAL	**887**	**241**	**637**	**780**	**793**	**0**	**3338**

Source: Aviation Data Specialists, 2010

Table B-17 – 2009 Operations by ARC

Approach Category	ADG	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
A	I	879	161	219	0	2	0	**1261**
A	II	0	66	18	0	14	0	**98**
B	I	8	14	400	15	170	0	**607**
B	II	0	0	0	721	351	0	**1072**
B	III	0	0	0	0	0	0	**0**
C	I	0	0	0	39	69	0	**108**
C	II	0	0	0	5	140	0	**145**
D	II	0	0	0	0	47	0	**47**
D	III	0	0	0	0	0	0	**0**
N/A	N/A	0	0	0	0	0	0	**0**
TOTAL		**887**	**241**	**637**	**780**	**793**	**0**	**3338**

Source: Aviation Data Specialists, 2010

Table B-18 – 2010 Monthly Operations by Type

Month	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
JAN	7	7	32	38	6	0	**90**
FEB	12	7	25	44	3	0	**91**
MAR	30	4	31	16	21	0	**102**
APR	39	10	28	35	17	0	**129**
MAY	65	17	75	45	53	0	**255**
JUN	84	37	51	80	91	2	**345**
JUL	176	38	135	136	270	2	**757**
AUG	133	37	135	113	246	0	**664**
SEP	91	19	87	77	128	0	**402**
OCT	0	0	0	0	0	0	**0**
NOV	0	0	0	0	0	0	**0**
DEC	0	0	0	0	0	0	**0**
TOTAL	**637**	**176**	**599**	**584**	**835**	**4**	**2835**

Source: Aviation Data Specialists, 2010

Table B-19 – 2010 Operations by ARC

Approach Category	ADG	SE	SE-TP	ME	ME-TP	Jet	Rotor	TOTAL
A	I	628	128	252	0	2	0	**1010**
A	II	0	42	11	0	23	0	**76**
B	I	9	6	334	22	189	0	**560**
B	II	0	0	0	495	342	0	**837**
B	III	0	0	2	0	0	0	**2**
C	I	0	0	0	66	51	0	**117**
C	II	0	0	0	1	203	0	**204**
D	II	0	0	0	0	25	0	**25**
D	III	0	0	0	0	0	0	**0**
N/A	N/A	0	0	0	0	0	4	**4**
TOTAL		**637**	**176**	**599**	**584**	**835**	**4**	**2835**

Source: Aviation Data Specialists, 2010