

APPENDIX K

NOISE EVALUATION

ACRONYMS, ABBREVIATIONS, AND SYMBOLS

AFB	Air Force Base
ARR	Arrival
BRAC	Base Realignment and Closure
dB	Decibels
dBA	A-weighted decibels
DEP	Departure
DNL	Day-Night Average Sound Levels
ETR	Engine Thrust Request
ft	Feet
IJTS	Initial Joint Training Site
ILS	Instrument Landing System
JSF	Joint Strike Fighter
JPO	Joint Program Office
KIAS	Knots Indicated Airspeed
MSL	Mean Sea Level
NASMOD	Naval Aviation Simulation Model
OLF	Outlying Fields
PAT	Pattern
PESHE	Programmatic Environment, Safety and Occupational Health Evaluation
SEL	Sound Exposure Level

NOISE EVALUATION

Noise Alternative Development History

The first noise study was conducted by Eglin Air Force Base (AFB) in the fall of 2006, based on the understanding that Base Realignment and Closure (BRAC) decisions directed the Initial Joint Training Site (IJTS) main operating airfield be Eglin Main Base, as corroborated in support documentation used for the BRAC Cross Service Training Panel Report. The operational data for this study came from the Joint Strike Fighter (JSF) Program Office's 45 sortie core syllabus and the noise source data was from the initial data collected from an X-35 prototype flight (the only data available at that time). The noise contours resulting from the study revealed a significant negative impact on local communities, and Eglin.

Questions on the quality of the X-35 noise data and the projected significant noise impacts identified from the noise study analysis prompted the Air Force and the JSF Joint Program Office (JPO) to have noise data collected from the F-35 AA-1 (F-35 test aircraft). Further recognition of this issue is reflected in the Programmatic Environment, Safety and Occupational Health Evaluation (PESHE) prepared by the F-35 JPO (JPO, 2007). The JPO has committed flight time in the flight test program to obtain and more accurately assess F-35 noise measurements. New updated data will be key to mitigating noise impacts by allowing the Program to model F-35 specific contours.

In February 2007 it was decided to develop scenarios that distributed the flight operations required by the IJTS among the other two primary auxiliary airfields, Duke and Choctaw Fields, on Eglin Reservation, with the intent of relieving some of the noise impacts on Valparaiso and Niceville.

Two alternative scenarios were developed. The first alternative, entitled "Duke Heavy," was designed to maximize use of Duke Field by moving a number of F-35 A and all of the B model flight operations from Eglin Main Base to Duke Field. The second alternative, entitled "Choctaw Heavy," aimed to maximize use of Choctaw Field, moving most of the F-35A and C model operations to Choctaw Field and leaving all of the F-35B operations from Duke Heavy at Duke Field. Under this scenario, most of the ILS operations originally proposed for Eglin Main Base would also move to Duke Field.

Both of these scenarios assumed all the aircraft would be parked at Eglin Main Base, where they would begin and end each mission. In addition to the two alternatives, "Duke Heavy" and "Choctaw Heavy," the original operational study, "Eglin Heavy" was modified slightly and all three scenarios were modeled using the F35-AA1 data.

The "Duke Heavy" and "Choctaw Heavy" scenarios revealed that the noise impacts on Valparaiso would still be significant despite moving the operations off the main airfield. A fourth scenario, the "Blended Mix", was developed in hopes of shifting more noise away from Valparaiso and Niceville. This scenario included elements of the previous scenarios that had reduced the noise on these communities.

The results of noise modeling for the "Blended Mix" scenario revealed few impacts on the Crestview and Holley areas and a greater decrease on the noise impacts on the Valparaiso community. However, the Valparaiso noise levels in the model were still significantly greater than current noise levels. All four scenarios were presented at the November 2007 Public Scoping Meetings. The "Blended Mix" was presented as the Preferred Alternative.

In the urgent pursuit of a distribution of flight operations that would minimize noise on the local communities, a key factor was not considered: Would the airspace available be able to support the distribution of flight operations proposed in the four scenarios?

Simultaneous to the noise modeling, flight operations were being run through a Naval Aviation Simulation Model (NASMOD) to determine whether there would be airspace conflicts. As discussed in Chapter 2 (Section 2.6.3, Alternatives Considered but not Carried Forward for the JSF Flight Training), it was eventually decided to run the four alternative scenarios developed through the NASMOD to determine noise impacts. The goal was to ensure that these flight operations could be conducted within the available airspace and all the syllabus requirements could be completed.

After running all four noise scenarios through the NASMOD, the "Eglin Heavy" scenario had the greatest chance of being operationally feasible based on airspace constraints and operational capacity as defined within the beddown limitations identified by BRAC studies and Eglin AFB.

A fifth attempt was made using the NASMOD to develop an operational scenario that minimized noise on the local communities and was still operationally feasible. This distribution of flight operations was then used in the next NASMOD effort. This fifth scenario revealed the noise impacts on the Crestview or Holley areas as relatively minor, but showed the Valparaiso area would be significantly impacted by noise by CY 2016 when the IJTS would be operating at full capacity.

The fifth scenario became JSF Flight Training Alternative 1 in the EIS , and the "Eglin Heavy" scenario became JSF Flight Training Alternative 2.

It was decided to model the noise using NASMOD at the midpoint of the JSF build-up to provide the public with a better understanding that the noise reflected in the 2016 contours would not occur all at once. Using a 2013 "snapshot" of the flight operation distribution, a more complete timeline of the noise environment was created, starting with the noise contours of the current mission (Figure 7-1), a decrease in noise as the 33rd Fighter Wing aircraft would no longer be flying (Figure 7-6), a midpoint set of noise contours reflecting 2013 flight operations (Figure 7-7), and the 2016 noise contours for both JSF Flight Training Alternative 1 and JSF Flight Training Alternative 2 (Figures 7-4 and 7-5).

This snapshot of projected CY 2013 contours reflects slightly less than half the total operations projected for CY 2016. The noise contours show that the midpoint noise levels at all three locations are about 5 decibels (dB) Day-Night Average Sound Levels (DNL) less than the CY 2016 levels, but there is still a significant impact on Valparaiso even at this reduced operational tempo.

Figures K-1 through K-4 are depictions of the noise contours generated as a result of the first four scenarios evaluated.

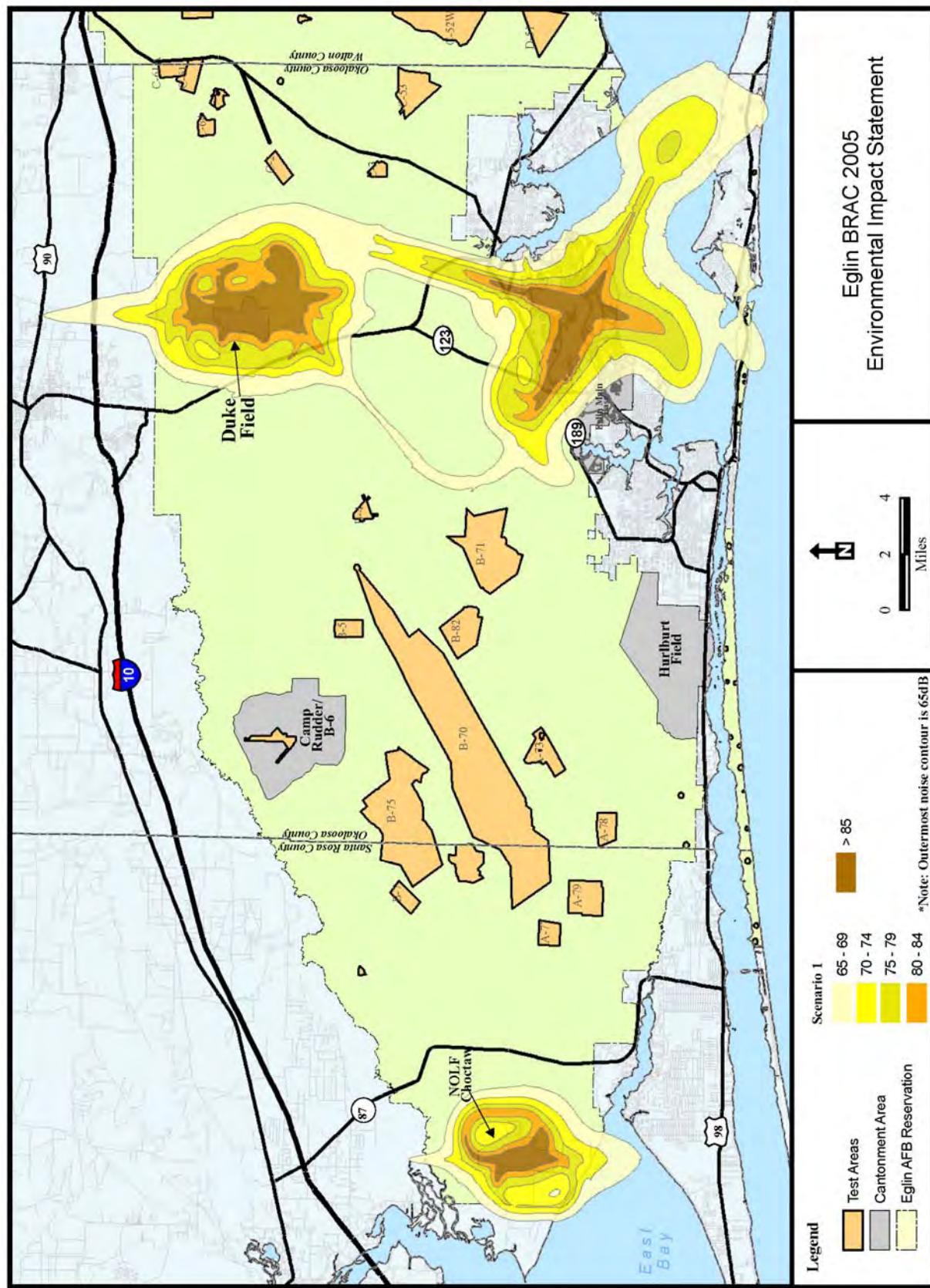


Figure K-1. Scenario 1 - Duke Heavy

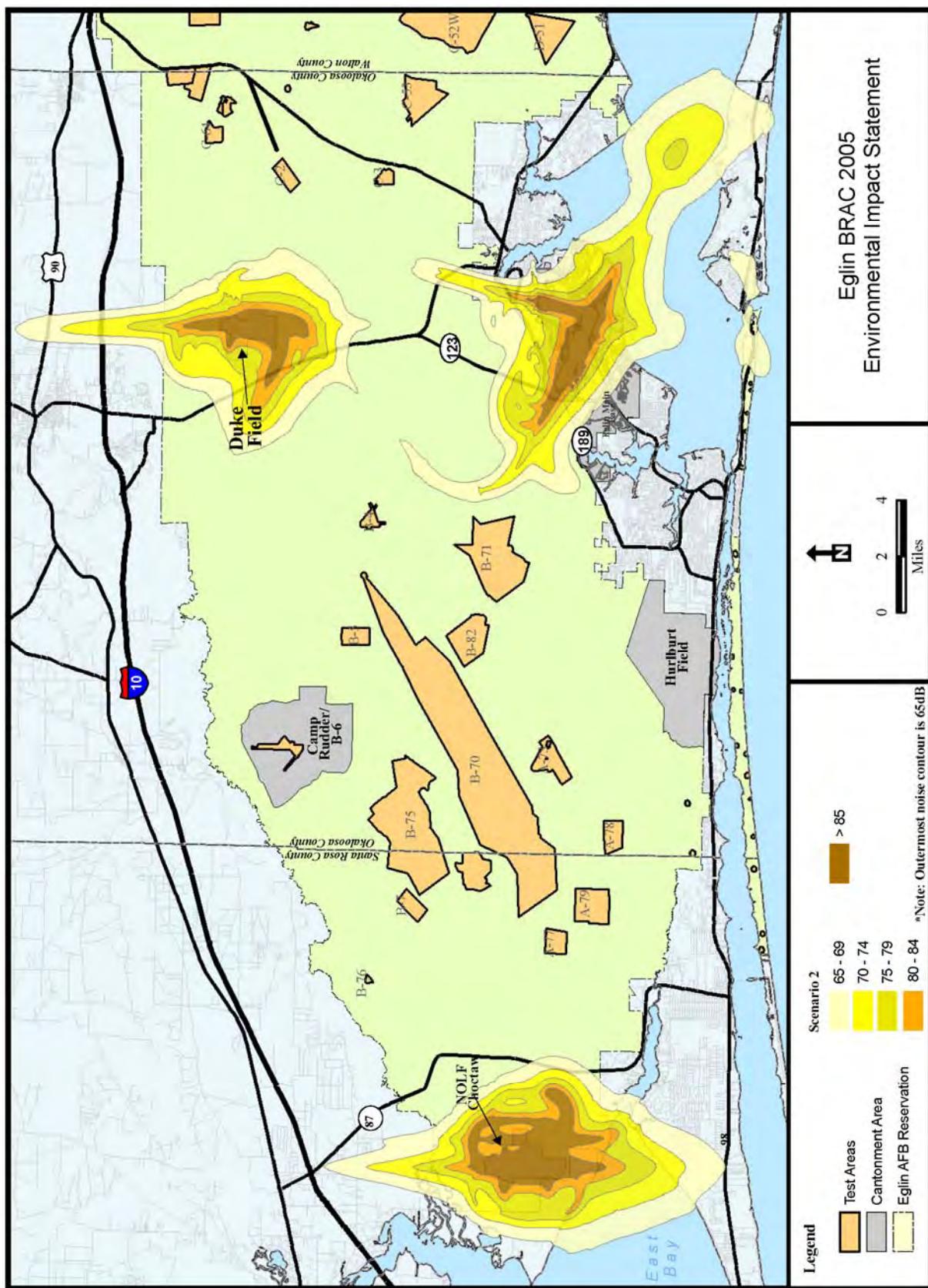


Figure K-2. Scenario 2 - Choctaw Heavy

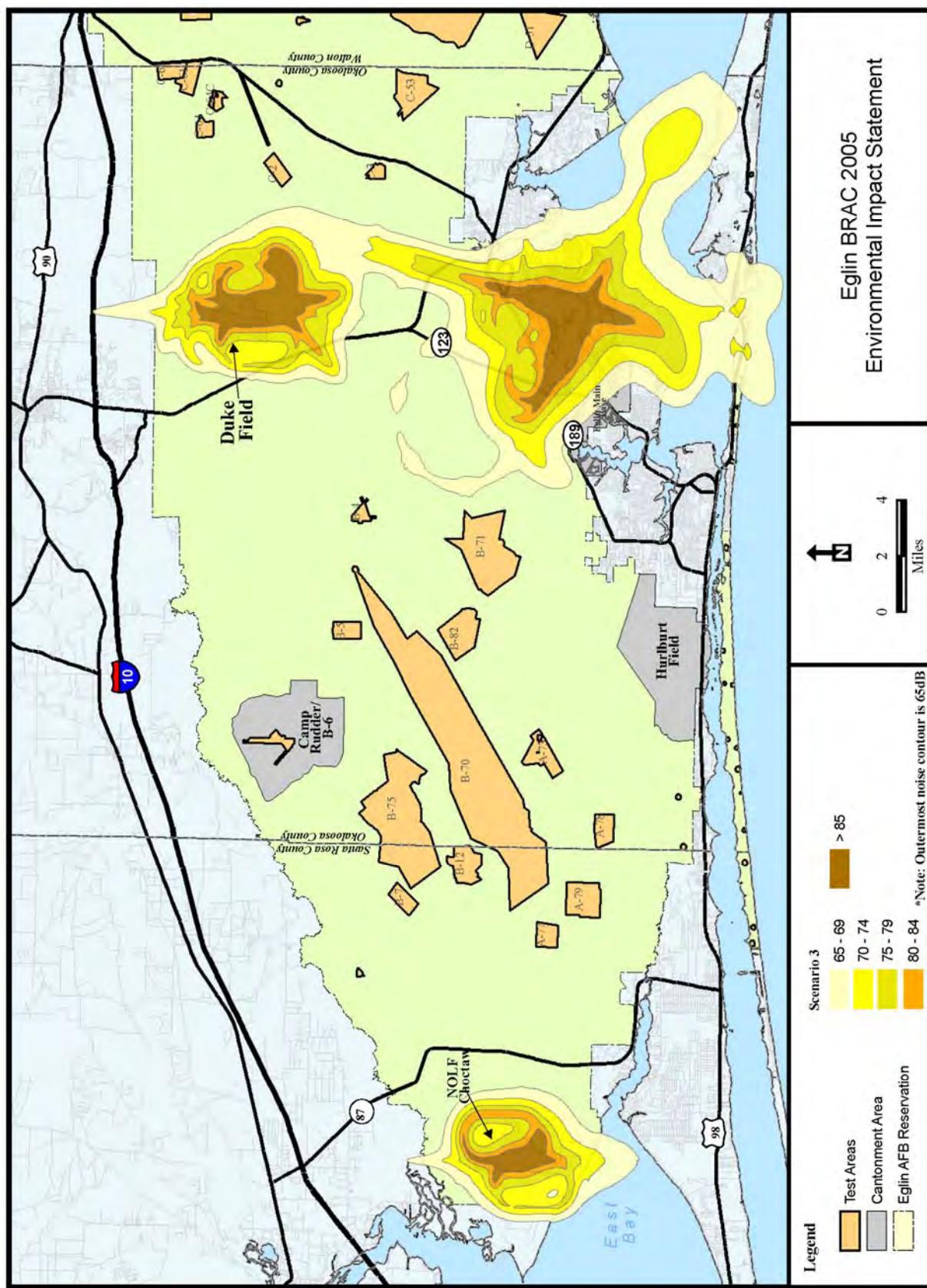


Figure K-3. Scenario 3 - Eglin Heavy

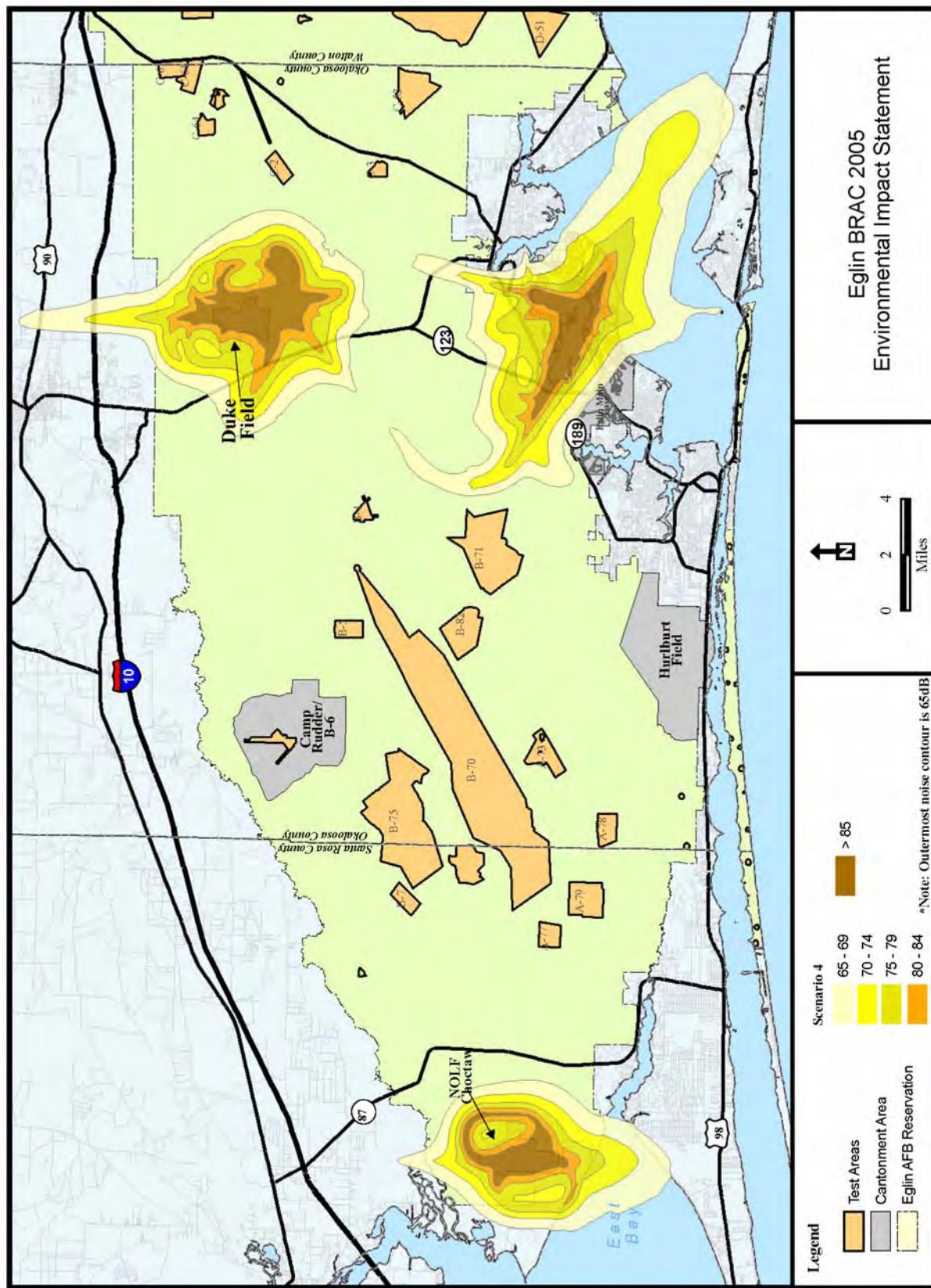


Figure K-4. Scenario 4 - Blended Mix

Representative Noise-Sensitive Receptors Point Analysis

As part of the noise analysis, a detailed acoustical analysis was performed for 28 noise sensitive receptors in the vicinity of the affected airfields (Table K-1). For each of these points, the top 20 flight operations (arrival [ARR], departure [DEP], or pattern [PAT]) that contribute to the noise levels at designated points were identified (Table K-2 through Table K-5). The points used in this analysis are listed in Table K-1 and shown in Figure K-5, Figure K-6, and Figure K-7. Figure K-5 shows locations near the city of Fort Walton Beach. Figure K-6 depicts locations on and in the vicinity of Eglin AFB. Figure K-7 shows locations near the city of Valparaiso.

Table K-1. Noise-Sensitive Receptors In the Vicinity of Affected Airfields

Location ID	General Description	Latitude (WGS84)	Longitude (WGS84)
SP1	Eglin Housing (Capehart)	N 30° 27.7260'	W 86° 32.0602'
SP2	Eglin Housing (Ben's Lake)	N 30° 27.9786'	W 86° 32.6446'
SP3	Chapel 2 - Building 2574	N 30° 28.0545'	W 86° 32.9153'
SP4	Cherokee Elem. School	N 30° 28.0592'	W 86° 32.7230'
SP5	Child Development Center	N 30° 28.0726'	W 86° 32.3707'
SP6	Oakhill School	N 30° 28.2399'	W 86° 32.1440'
SP7	Eglin Hospital	N 30° 27.7062'	W 86° 33.3051'
SP8	Eglin VAQ and Dorms	N 30° 29.1113'	W 86° 30.0943'
SP9	Eglin Chapel 1	N 30° 29.8260'	W 86° 07.9653'
SP10	JSF ITC	N 30° 28.6894'	W 86° 32.9662'
SP11	Lewis Middle School	N 30° 29.5813'	W 86° 07.9653'
SP12	Valparaiso Elementary School	N 30° 30.1947'	W 86° 07.9653'
SP13	First Assembly of God (Valparaiso)	N 30° 30.6765'	W 86° 30.3143'
SP14	New Hope Baptist (Valparaiso)	N 30° 30.7426'	W 86° 30.2948'
SP15	Sovereign Grace Church (Valparaiso)	N 30° 30.6563'	W 86° 30.0692'
SP16	First Baptist Church (Valparaiso)	N 30° 30.6200'	W 86° 29.9500'
SP17	Unitarian Church (Valparaiso)	N 30° 30.8172'	W 86° 29.6067'
SP18	Housing (Valparaiso)	N 30° 30.5187'	W 86° 30.3225'
SP19	Housing (Valparaiso)	N 30° 30.9077'	W 86° 30.3376'
SP20	Edge Elementary School	N 30° 31.6322'	W 86° 29.6852'
SP21	Twin Cities Medical Center	N 30° 32.0156'	W 86° 29.7390'
SP22	Niceville Community Church	N 30° 31.2748'	W 86° 30.3176'
SP23	Private School (Niceville)	N 30° 30.9844'	W 86° 30.4512'
SP24	Private School (Ft Walton)	N 30° 28.2321'	W 86° 36.4212'
SP25	Okaloosa Walton College	N 30° 28.1460'	W 86° 36.8792'
SP26	Kenwood Elementary	N 30° 27.5359'	W 86° 36.4608'
SP27	Pryor Middle School	N 30° 26.7376'	W 86° 36.6058'
SP28	Housing (Ft Walton Bch)	N 30° 28.0831'	W 86° 36.4028'



Figure K-5. Representative Noise-Sensitive Receptors in Fort Walton Beach



Figure K-6. Representative Noise-Sensitive Receptors in Eglin Main Base

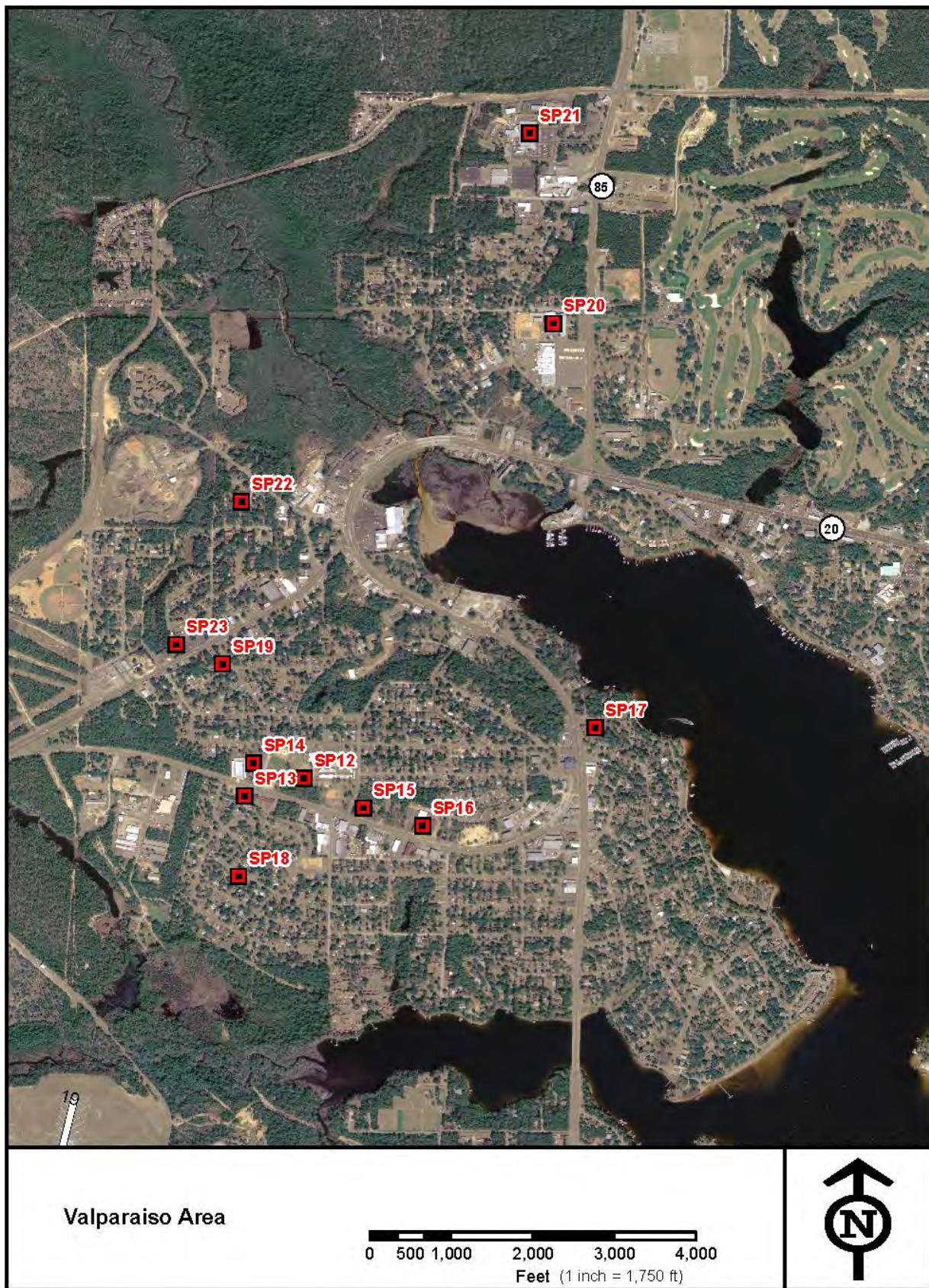


Figure K-7. Representative Noise-Sensitive Receptors in Valparaiso

This analysis uses the same NOISEMAP program used for the contour calculations. For each location, the analysis provides the resultant DNL values as well as the top 10 contributors to that value. For each contributor, the analysis also provides the flight profile ID, the height of the aircraft, the power setting and airspeed, the day and night events, and finally, the Sound Exposure Level (SEL), the DNL of the event, and the cumulative DNL.

Tables K-2 through K-5 present the details of the major noise contributors at each location under each of the four scenarios. For example, the contributor of the highest DNL to Eglin Housing (Capehart) or SP1 under scenario 1 is the F-35A flying profile F35AD9, which is a departure. That event contributes a DNL of 68.5 dB to Eglin Housing. At the point of maximum noise level, the aircraft is located at a slant distance of 5,677 feet, at a height of 495 feet above mean sea level (MSL), a power setting of 100 percent ETR and a speed of 287 knots. The event would be expected to occur approximately 47.646 times per training day during the hours of 0700 through 2200, and the SEL for that event is approximately 101.1 dB.

Tables K-2 through K-5 provide supplemental information about the calculated noise exposure (cumulative DNL) presented for each of the locations of interest around Eglin AFB under the various scenarios. The cumulative DNL is a single value that incorporates the noise level of each of the individual aircraft events, the number of times those events occur over 24 hours (DNL), and when the operations occur (i.e., daytime or nighttime) on an average annual basis. The tables include some of the background information on the contributors to the cumulative DNL at each location of interest.

Each of the locations of interest is identified by the Location ID listed in Table K-1, which corresponds to the figures. For example, SP1 is Eglin Housing (Capehart), SP2 is Eglin Housing (Ben's Lake), etc. The names of the locations of interest are also provided in Table K-1, as well as their geographical coordinates.

The cumulative DNL are provided for each of the locations of interest. Corresponding to each calculated cumulative DNL are the top 20 aircraft events that contribute the most to that DNL, and descriptions of those events, including the modeled aircraft type, the rank of the event, the profile ID, the type of operation (ARR, DEP, or PAT), the power setting/airspeed/altitude, the distance from the location of interest to the closest point of approach for the aircraft (slant distance), and the number of daytime and nighttime events that occur on an average day, based on annual average daily operations as opposed to the number of actual operations occurring on a given day. The first three characters of the Profile ID represent the reported aircraft type, followed by one character representing the operation type (departure [D], arrival [A], touch and go [T], FCLP [F] and instrument pattern [I]) and finally, the remaining characters represent a sequence number.

The noise exposure for each aircraft event is represented by the SEL, the individual DNL, and the cumulative DNL. The SEL describes the loudness of that operation, which, in conjunction with the average number of daily events, determines its individual DNL value. For example, if an individual operation has an SEL of 100 dBA (A-weighted decibels) and occurs 5.5 times during the daytime and 1.5 times during the nighttime, then the individual DNL value from this operation is 63.7 dBA, as shown below.

$$\text{Individual DNL} = \text{SEL} + 10 * \log (\text{Nday} + 10^* \text{Nnight}) - 49.4 \text{ dBA},$$

$$63.7 \text{ dBA} = 100 \text{ dBA} + 10 * \log (5.5 + 10^* 1.5) - 49.4 \text{ dBA}.$$

The individual DNL demonstrates whether the cumulative DNL is controlled by a single event or by multiple events. The cumulative DNL is simply the logarithmic summation of the individual DNLs from each operation. It is a summation of the top twenty individual DNL values in descending order (i.e., the cumulative DNL for the third-ranked operation is the addition of the individual DNLs for the first-, second-, and third-ranked operations).

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL	Cumulative DNL
										Day	Night			
SP1	1	F-35A	F35AD9	DEP	12D3	100%ETR	287	495	5677	47.646	0	101.1	68.5	68.5
SP1	2	F-35A	F35AI2	PAT	19I2	100%ETR	250	1050	4307	6.53	0	105.9	64.7	70
SP1	3	F-35A	F35AI1	PAT	19I1	100%ETR	250	1050	4307	6.53	0	105.9	64.7	71.1
SP1	4	F-35A	F35BD29	DEP	12D3	100%ETR	114	298	5664	10.351	0	102.7	63.5	71.8
SP1	5	F-35A	F35CD9	DEP	12D3	100%ETR	287	495	5677	13.972	0	101.1	63.2	72.4
SP1	6	F-35A	F35AT2	PAT	12T1	100%ETR	225	777	7172	37.224	0	96.7	63.1	72.9
SP1	7	F-35A	F35BI2	PAT	19I2	100%ETR	250	1050	4307	4.47	0	105.9	63.1	73.3
SP1	8	F-35A	F35BI1	PAT	19I1	100%ETR	250	1050	4307	4.47	0	105.9	63.1	73.7
SP1	9	F-35A	F35BI4	PAT	19I1	100%ETR	250	1050	4307	3.352	0	105.9	61.8	74
SP1	10	F-35A	F35BI5	PAT	19I2	100%ETR	250	1050	4307	3.352	0	105.9	61.8	74.2
SP1	11	F-35A	F35BD9	DEP	12D3	100%ETR	287	495	5677	6.635	0	101.1	59.9	74.4
SP1	12	F-35A	F35AD8	DEP	12D2	100%ETR	287	495	5677	5.956	0	101.1	59.5	74.5
SP1	13	F-35A	F35AT4	PAT	30I1	100%ETR	150	107	5658	6.569	0	99.4	58.2	74.6
SP1	14	F-35A	F35CI2	PAT	19I2	100%ETR	250	1050	4307	0.942	0	105.9	56.3	74.7
SP1	15	F-35A	F35CI1	PAT	19I1	100%ETR	250	1050	4307	0.942	0	105.9	56.3	74.7
SP1	16	F-35A	F35AD14	DEP	19D2	100%ETR	300	1748	4567	1.567	0	103.7	56.2	74.8
SP1	17	F-35A	F35AD13	DEP	19D1	100%ETR	300	1748	4567	1.379	0	103.7	55.7	74.9
SP1	18	F-35A	F35AD7	DEP	12D1	100%ETR	287	495	5677	2.382	0	101.1	55.5	74.9
SP1	19	F-35A	F35AD19	DEP	30DD2R	150%ETR	0	87	5659	4.73	0	98	55.4	75
SP1	20	F-35A	F35AD17	DEP	30DD1	150%ETR	0	87	5659	4.624	0	98	55.3	75
SP2	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	271	5856	47.646	0	99.7	67.1	67.1
SP2	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	539	6083	37.224	0	99.1	65.4	69.3

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP2	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	219	5855	10.351	0	101.6	62.4	70.1
SP2	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	271	5856	13.972	0	99.7	61.7	70.7
SP2	5	F-35A	F35BD9	DEP	12D3	100%ETR	251	271	5856	6.635	0	99.7	58.5	71
SP2	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	493	5971	6.569	0	99.4	58.1	71.2
SP2	7	F-35A	F35AD8	DEP	12D2	100%ETR	251	271	5856	5.956	0	99.7	58	71.4
SP2	8	F-35A	F35AI2	PAT	19I2	100%ETR	250	959	7557	6.53	0	98.9	57.6	71.6
SP2	9	F-35A	F35AI1	PAT	19I1	100%ETR	250	959	7557	6.53	0	98.9	57.6	71.7
SP2	10	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	185	5855	4.73	0	98.9	56.3	71.9
SP2	11	F-35A	F35AD17	DEP	30DD1	100%ETR	251	185	5855	4.624	0	98.9	56.2	72
SP2	12	F-35A	F35BI2	PAT	19I2	100%ETR	250	959	7557	4.47	0	98.9	56	72.1
SP2	13	F-35A	F35BI1	PAT	19I1	100%ETR	250	959	7557	4.47	0	98.9	56	72.2
SP2	14	F-35A	F35AI3	PAT	30I1	100%ETR	170	228	5855	2.305	0	101	55.2	72.3
SP2	15	F-35A	F35BI4	PAT	19I1	100%ETR	250	959	7557	3.352	0	98.9	54.7	72.3
SP2	16	F-35A	F35BI5	PAT	19I2	100%ETR	250	959	7557	3.352	0	98.9	54.7	72.4
SP2	17	F-35A	F35AD7	DEP	12D1	100%ETR	251	271	5856	2.382	0	99.7	54.1	72.5
SP2	18	F-35A	F35BI3	PAT	30I1	100%ETR	170	228	5855	1.578	0	101	53.6	72.5
SP2	19	F-35A	F35BD28	DEP	12D2	100%ETR	114	219	5855	1.294	0	101.7	53.4	72.6
SP2	20	F-35A	F35CD8	DEP	12D2	100%ETR	251	271	5856	1.747	0	99.7	52.7	72.6
SP3	1	F-35A	F35AD9	DEP	12D3	100%ETR	200	175	6160	47.646	0	98	65.4	65.4
SP3	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	426	6186	37.224	0	98.6	64.9	68.2
SP3	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	185	6161	10.351	0	100	60.8	68.9
SP3	4	F-35A	F35CD9	DEP	12D3	100%ETR	200	175	6160	13.972	0	98	60.1	69.4
SP3	5	F-35A	F35BD9	DEP	12D3	100%ETR	200	175	6160	6.635	0	98	56.8	69.7
SP3	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	594	6590	6.569	0	97.9	56.7	69.9
SP3	7	F-35A	F35AD8	DEP	12D2	100%ETR	200	175	6160	5.956	0	98	56.4	70.1
SP3	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	281	6164	4.73	0	98.9	56.3	70.2
SP3	9	F-35A	F35AD17	DEP	30DD1	100%ETR	251	281	6164	4.624	0	98.9	56.2	70.4
SP3	10	F-35A	F35AI2	PAT	19I2	100%ETR	250	942	9031	6.53	0	96.3	55.1	70.5
SP3	11	F-35A	F35AI1	PAT	19I1	100%ETR	250	942	9031	6.53	0	96.3	55.1	70.7
SP3	12	F-35A	F35AI3	PAT	30I1	100%ETR	170	279	6163	2.305	0	100.7	54.9	70.8
SP3	13	F-35A	F35BI2	PAT	19I2	100%ETR	250	942	9031	4.47	0	96.3	53.5	70.9
SP3	14	F-35A	F35BI1	PAT	19I1	100%ETR	250	942	9031	4.47	0	96.3	53.5	70.9
SP3	15	F-35A	F35BI3	PAT	30I1	100%ETR	170	279	6163	1.578	0	100.7	53.3	71
SP3	16	F-35A	F35AD7	DEP	12D1	100%ETR	200	175	6160	2.382	0	98	52.4	71.1
SP3	17	F-35A	F35BI4	PAT	19I1	100%ETR	250	942	9031	3.352	0	96.4	52.2	71.1
SP3	18	F-35A	F35BI5	PAT	19I2	100%ETR	250	942	9031	3.352	0	96.3	52.2	71.2
SP3	19	F-35A	F35BI6	PAT	30I1	100%ETR	170	279	6163	1.183	0	100.7	52	71.2
SP3	20	F-35A	F35BD28	DEP	12D2	100%ETR	114	185	6161	1.294	0	100	51.8	71.3
SP4	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	231	5635	47.646	0	99.9	67.3	67.3
SP4	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	497	5756	37.224	0	99.9	66.3	69.8
SP4	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	205	5635	10.351	0	102	62.8	70.6
SP4	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	231	5635	13.972	0	99.9	61.9	71.1
SP4	5	F-35A	F35BD9	DEP	12D3	100%ETR	251	231	5635	6.635	0	99.9	58.7	71.4
SP4	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	542	5865	6.569	0	99.7	58.5	71.6

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP4	7	F-35A	F35AD8	DEP	12D2	100%ETR	251	231	5635	5.956	0	99.9	58.2	71.8
SP4	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	224	5636	4.73	0	99.9	57.2	71.9
SP4	9	F-35A	F35AD17	DEP	30DD1	100%ETR	251	224	5636	4.624	0	99.8	57.1	72.1
SP4	10	F-35A	F35AI2	PAT	19I2	100%ETR	250	916	8053	6.53	0	97.8	56.6	72.2
SP4	11	F-35A	F35AI1	PAT	19I1	100%ETR	250	916	8053	6.53	0	97.8	56.6	72.3
SP4	12	F-35A	F35AI3	PAT	30I1	100%ETR	170	249	5636	2.305	0	101.8	56	72.4
SP4	13	F-35A	F35BI2	PAT	19I2	100%ETR	250	916	8053	4.47	0	97.8	54.9	72.5
SP4	14	F-35A	F35BI1	PAT	19I1	100%ETR	250	916	8053	4.47	0	97.8	54.9	72.6
SP4	15	F-35A	F35BI3	PAT	30I1	100%ETR	170	249	5636	1.578	0	101.8	54.4	72.6
SP4	16	F-35A	F35AD7	DEP	12D1	100%ETR	251	231	5635	2.382	0	99.9	54.3	72.7
SP4	17	F-35A	F35BD28	DEP	12D2	100%ETR	114	205	5635	1.294	0	102	53.8	72.8
SP4	18	F-35A	F35BI4	PAT	19I1	100%ETR	250	916	8053	3.352	0	97.8	53.7	72.8
SP4	19	F-35A	F35BI5	PAT	19I2	100%ETR	250	916	8053	3.352	0	97.8	53.7	72.9
SP4	20	F-35A	F35BI6	PAT	30I1	100%ETR	170	249	5636	1.183	0	101.8	53.1	72.9
SP5	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	334	4651	47.646	0	103.2	70.6	70.6
SP5	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	637	5195	37.224	0	101.5	67.8	72.4
SP5	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	241	4647	10.351	0	105.2	65.9	73.3
SP5	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	334	4651	13.972	0	103.2	65.3	73.9
SP5	5	F-35A	F35BD9	DEP	12D3	100%ETR	251	334	4651	6.635	0	103.2	62	74.2
SP5	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	422	4669	6.569	0	103.1	61.9	74.5
SP5	7	F-35A	F35AD8	DEP	12D2	100%ETR	251	334	4651	5.956	0	103.2	61.6	74.7
SP5	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	200	126	4646	4.73	0	103.8	61.2	74.9
SP5	9	F-35A	F35AD17	DEP	30DD1	100%ETR	200	126	4646	4.624	0	103.8	61.1	75
SP5	10	F-35A	F35AI2	PAT	19I2	100%ETR	250	866	6266	6.53	0	101.1	59.9	75.2
SP5	11	F-35A	F35AI1	PAT	19I1	100%ETR	250	866	6266	6.53	0	101.1	59.9	75.3
SP5	12	F-35A	F35BI2	PAT	19I2	100%ETR	250	866	6266	4.47	0	101.1	58.3	75.4
SP5	13	F-35A	F35BI1	PAT	19I1	100%ETR	250	866	6266	4.47	0	101.1	58.3	75.5
SP5	14	F-35A	F35AI3	PAT	30I1	100%ETR	170	194	4645	2.305	0	103.9	58.1	75.6
SP5	15	F-35A	F35AD7	DEP	12D1	100%ETR	251	334	4651	2.382	0	103.2	57.6	75.6
SP5	16	F-35A	F35BI4	PAT	19I1	100%ETR	250	866	6266	3.352	0	101.1	57	75.7
SP5	17	F-35A	F35BI5	PAT	19I2	100%ETR	250	866	6266	3.352	0	101.1	57	75.7
SP5	18	F-35A	F35BD28	DEP	12D2	100%ETR	114	241	4647	1.294	0	105.2	56.9	75.8
SP5	19	F-35A	F35AT3	PAT	19T1	50%ETR	225	1587	1568	1.959	0	103.1	56.7	75.9
SP5	20	F-35A	F35BI3	PAT	30I1	100%ETR	170	194	4645	1.578	0	103.9	56.5	75.9
SP6	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	368	3187	47.646	0	107.9	75.3	75.3
SP6	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	731	4083	37.224	0	104.8	71.1	76.7
SP6	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	253	3178	10.351	0	109.7	70.5	77.6
SP6	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	368	3187	13.972	0	107.9	70	78.3
SP6	5	F-35A	F35AD19	DEP	30DD2R	150%ETR	190	102	3174	4.73	0	109.6	67	78.6
SP6	6	F-35A	F35AT4	PAT	30T1	100%ETR	170	369	3187	6.569	0	108.1	66.9	78.9
SP6	7	F-35A	F35AD17	DEP	30DD1	150%ETR	190	102	3174	4.624	0	109.6	66.9	79.2
SP6	8	F-35A	F35BD9	DEP	12D3	100%ETR	251	368	3187	6.635	0	107.9	66.8	79.4
SP6	9	F-35A	F35AD8	DEP	12D2	100%ETR	251	368	3187	5.956	0	107.9	66.3	79.6
SP6	10	F-35A	F35AI3	PAT	30I1	100%ETR	170	175	3174	2.305	0	108.4	62.7	79.7

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP6	11	F-35A	F35AD7	DEP	12D1	100%ETR	251	368	3187	2.382	0	107.9	62.3	79.8
SP6	12	F-35A	F35AI2	PAT	19I2	100%ETR	250	732	5306	6.53	0	103.4	62.2	79.9
SP6	13	F-35A	F35AI1	PAT	19I1	100%ETR	250	732	5306	6.53	0	103.4	62.2	79.9
SP6	14	F-35A	F35CD19	DEP	30DD2R	150%ETR	190	102	3174	1.387	0	109.6	61.6	80
SP6	15	F-35A	F35CD17	DEP	30DD1	150%ETR	190	102	3174	1.356	0	109.6	61.5	80.1
SP6	16	F-35A	F35BD28	DEP	12D2	100%ETR	114	253	3178	1.294	0	109.7	61.4	80.1
SP6	17	F-35A	F35BI3	PAT	30I1	100%ETR	170	175	3174	1.578	0	108.4	61	80.2
SP6	18	F-35A	F35CD8	DEP	12D2	100%ETR	251	368	3187	1.747	0	107.9	61	80.2
SP6	19	F-35A	F35BI2	PAT	19I2	100%ETR	250	732	5306	4.47	0	103.4	60.5	80.3
SP6	20	F-35A	F35BI1	PAT	19I1	100%ETR	250	732	5306	4.47	0	103.4	60.5	80.3
SP7	1	F-35A	F35AD9	DEP	12D3	100%ETR	200	131	9009	47.646	0	92.1	59.6	59.6
SP7	2	F-35A	F35AT2	PAT	12T1	100%ETR	170	357	9014	37.224	0	92.5	58.9	62.2
SP7	3	F-35A	F35CD9	DEP	12D3	100%ETR	200	131	9009	13.972	0	92.1	54.2	62.9
SP7	4	F-35A	F35BD29	DEP	12D3	100%ETR	114	168	9010	10.351	0	92.9	53.6	63.4
SP7	5	F-35A	F35AI2	PAT	19I2	100%ETR	250	1211	10612	6.53	0	94.1	52.9	63.7
SP7	6	F-35A	F35AI1	PAT	19I1	100%ETR	250	1211	10612	6.53	0	94.1	52.9	64.1
SP7	7	F-35A	F35BI2	PAT	19I2	100%ETR	250	1211	10612	4.47	0	94.1	51.2	64.3
SP7	8	F-35A	F35BI1	PAT	19I1	100%ETR	250	1211	10612	4.47	0	94.1	51.2	64.5
SP7	9	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	329	9014	4.73	0	93.6	51	64.7
SP7	10	F-35A	F35BD9	DEP	12D3	100%ETR	200	131	9009	6.635	0	92.1	51	64.9
SP7	11	F-35A	F35AD17	DEP	30DD1	100%ETR	251	329	9014	4.624	0	93.6	50.9	65
SP7	12	F-35A	F35AT4	PAT	30T1	100%ETR	225	591	9523	6.569	0	91.9	50.7	65.2
SP7	13	F-35A	F35AD8	DEP	12D2	100%ETR	200	131	9009	5.956	0	92.2	50.6	65.3
SP7	14	F-35A	F35BI4	PAT	19I1	100%ETR	250	1211	10612	3.352	0	94.1	50	65.5
SP7	15	F-35A	F35BI5	PAT	19I2	100%ETR	250	1211	10612	3.352	0	94.1	50	65.6
SP7	16	F-35A	F35AI3	PAT	30I1	100%ETR	170	305	9012	2.305	0	95.3	49.6	65.7
SP7	17	F-35A	F35BI3	PAT	30I1	100%ETR	170	305	9012	1.578	0	95.3	47.9	65.8
SP7	18	F-35A	F35BI6	PAT	30I1	100%ETR	170	305	9012	1.183	0	95.3	46.7	65.8
SP7	19	F-35A	F35AD7	DEP	12D1	100%ETR	200	131	9009	2.382	0	92.2	46.6	65.9
SP7	20	F-35A	F35CD19	DEP	30DD2R	100%ETR	251	329	9014	1.387	0	93.6	45.7	65.9
SP8	1	F-35A	F35AD9	DEP	12D3	100%ETR	300	1598	6957	47.646	0	97.9	65.3	65.3
SP8	2	F-35A	F35AI1	PAT	19I1	100%ETR	170	190	4155	6.53	0	105.2	64	67.7
SP8	3	F-35A	F35AI2	PAT	19I2	100%ETR	170	190	4155	6.53	0	105.2	64	69.2
SP8	4	F-35A	F35BI1	PAT	19I1	100%ETR	170	190	4155	4.47	0	105.2	62.3	70
SP8	5	F-35A	F35BI2	PAT	19I2	100%ETR	170	190	4155	4.47	0	105.2	62.3	70.7
SP8	6	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	1747	6.569	0	102.4	61.2	71.2
SP8	7	F-35A	F35BI4	PAT	19I1	100%ETR	170	190	4155	3.352	0	105.2	61.1	71.6
SP8	8	F-35A	F35BI5	PAT	19I2	100%ETR	170	190	4155	3.352	0	105.2	61.1	72
SP8	9	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	7032	37.224	0	94.2	60.5	72.3
SP8	10	F-35A	F35BD29	DEP	12D3	100%ETR	256	653	6787	10.351	0	99.6	60.4	72.5
SP8	11	F-35A	F35CD9	DEP	12D3	100%ETR	300	1598	6957	13.972	0	97.9	59.9	72.8
SP8	12	F-35A	F35AT3	PAT	19T1	100%ETR	225	440	4171	1.959	0	105.1	58.7	72.9
SP8	13	F-35A	F35BD9	DEP	12D3	100%ETR	300	1598	6957	6.635	0	97.9	56.7	73
SP8	14	F-35A	F35AD14	DEP	19D2	100%ETR	200	161	4154	1.567	0	103.7	56.3	73.1

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP8	15	F-35A	F35AD8	DEP	12D2	100%ETR	300	1598	6957	5.956	0	97.8	56.2	73.2
SP8	16	F-35A	F35AD13	DEP	19D1	100%ETR	200	161	4154	1.379	0	103.7	55.7	73.3
SP8	17	F-35A	F35CI1	PAT	19I1	100%ETR	170	190	4155	0.942	0	105.2	55.6	73.4
SP8	18	F-35A	F35CI2	PAT	19I2	100%ETR	170	190	4155	0.942	0	105.2	55.6	73.4
SP8	19	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	3031	0.346	0	109.1	55.1	73.5
SP8	20	F-35A	F35AD7	DEP	12D1	100%ETR	300	1598	6957	2.382	0	97.9	52.3	73.5
SP9	1	F-35A	F35AD9	DEP	12D3	100%ETR	300	1944	7973	47.646	0	95.4	62.8	62.8
SP9	2	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	1545	6.569	0	103.5	62.3	65.6
SP9	3	F-35A	F35AI1	PAT	19I1	100%ETR	170	169	5471	6.53	0	101.2	60	66.6
SP9	4	F-35A	F35AI2	PAT	19I2	100%ETR	170	169	5471	6.53	0	101.2	60	67.5
SP9	5	F-35A	F35BD29	DEP	12D3	100%ETR	256	677	7738	10.351	0	97.6	58.4	68
SP9	6	F-35A	F35BI1	PAT	19I1	100%ETR	170	169	5471	4.47	0	101.2	58.3	68.4
SP9	7	F-35A	F35BI2	PAT	19I2	100%ETR	170	169	5471	4.47	0	101.2	58.3	68.8
SP9	8	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	8325	37.224	0	91.5	57.8	69.2
SP9	9	F-35A	F35CD9	DEP	12D3	100%ETR	300	1944	7973	13.972	0	95.4	57.5	69.4
SP9	10	F-35A	F35BI4	PAT	19I1	100%ETR	170	169	5471	3.352	0	101.3	57.1	69.7
SP9	11	F-35A	F35BI5	PAT	19I2	100%ETR	170	169	5471	3.352	0	101.2	57.1	69.9
SP9	12	F-35A	F35AT3	PAT	19T1	100%ETR	170	345	5478	1.959	0	101.2	54.8	70.1
SP9	13	F-35A	F35BD9	DEP	12D3	100%ETR	300	1944	7973	6.635	0	95.4	54.3	70.2
SP9	14	F-35A	F35AD8	DEP	12D2	100%ETR	300	1944	7973	5.956	0	95.4	53.8	70.3
SP9	15	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	2086	0.346	0	107.3	53.3	70.4
SP9	16	F-35A	F35AD14	DEP	19D2	100%ETR	200	126	5470	1.567	0	99.7	52.3	70.4
SP9	17	F-35A	F35AD13	DEP	19D1	100%ETR	200	126	5470	1.379	0	99.7	51.7	70.5
SP9	18	F-35A	F35CI1	PAT	19I1	100%ETR	170	169	5471	0.942	0	101.2	51.6	70.5
SP9	19	F-35A	F35CI2	PAT	19I2	100%ETR	170	169	5471	0.942	0	101.2	51.6	70.6
SP9	20	F-35A	F35AD7	DEP	12D1	100%ETR	300	1944	7973	2.382	0	95.5	49.9	70.6
SP10	1	F-35A	F35AT2	PAT	12T1	100%ETR	170	154	2953	37.224	0	108.1	74.4	74.4
SP10	2	F-35A	F35AD9	DEP	12D3	150%ETR	190	88	2952	47.646	0	105.1	72.5	76.5
SP10	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	135	2952	10.351	0	108.8	69.6	77.3
SP10	4	F-35A	F35CD9	DEP	12D3	150%ETR	190	88	2952	13.972	0	105.1	67.1	77.7
SP10	5	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	421	2971	4.73	0	108.9	66.3	78
SP10	6	F-35A	F35AD17	DEP	30DD1	100%ETR	251	421	2971	4.624	0	108.9	66.2	78.3
SP10	7	F-35A	F35AI3	PAT	30I1	100%ETR	250	437	2973	2.305	0	110	64.2	78.5
SP10	8	F-35A	F35BD9	DEP	12D3	150%ETR	190	88	2952	6.635	0	105.1	63.9	78.6
SP10	9	F-35A	F35AD8	DEP	12D2	150%ETR	190	88	2952	5.956	0	105.1	63.4	78.8
SP10	10	F-35A	F35BI3	PAT	30I1	100%ETR	250	437	2973	1.578	0	110	62.6	78.9
SP10	11	F-35A	F35AT4	PAT	30T1	100%ETR	225	870	4702	6.569	0	103	61.8	78.9
SP10	12	F-35A	F35BI6	PAT	30I1	100%ETR	250	437	2973	1.183	0	110	61.3	79
SP10	13	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	272	2958	1.027	0	110.5	61.2	79.1
SP10	14	F-35A	F35BD37	DEP	30DD1	100%ETR	114	272	2958	1.005	0	110.5	61.1	79.2
SP10	15	F-35A	F35CD19	DEP	30DD2R	100%ETR	251	421	2971	1.387	0	108.9	61	79.2
SP10	16	F-35A	F35CD17	DEP	30DD1	100%ETR	251	421	2971	1.356	0	108.9	60.9	79.3
SP10	17	F-35A	F35BD28	DEP	12D2	100%ETR	114	135	2952	1.294	0	108.8	60.5	79.3
SP10	18	F-35A	F35AD7	DEP	12D1	150%ETR	190	88	2952	2.382	0	105.1	59.5	79.4

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP10	19	F-35A	F35CD8	DEP	12D2	150%ETR	190	88	2952	1.747	0	105.1	58.1	79.4
SP10	20	F-35A	F35BD19	DEP	30DD2R	100%ETR	251	421	2971	0.659	0	108.9	57.7	79.4
SP11	1	F-35A	F35AD9	DEP	12D3	100%ETR	300	1912	10643	47.646	0	90.8	58.2	58.2
SP11	2	F-35A	F35AI1	PAT	19I1	100%ETR	150	87	6218	6.53	0	96.7	55.5	60
SP11	3	F-35A	F35AI2	PAT	19I2	100%ETR	150	87	6218	6.53	0	96.7	55.5	61.3
SP11	4	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	9399	37.224	0	88.5	54.8	62.2
SP11	5	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	3256	6.569	0	95.7	54.5	62.9
SP11	6	F-35A	F35BI1	PAT	19I1	100%ETR	150	87	6218	4.47	0	96.7	53.8	63.4
SP11	7	F-35A	F35BI2	PAT	19I2	100%ETR	150	87	6218	4.47	0	96.7	53.8	63.9
SP11	8	F-35A	F35BD29	DEP	12D3	100%ETR	256	675	10471	10.351	0	92.5	53.3	64.2
SP11	9	F-35A	F35CD9	DEP	12D3	100%ETR	300	1912	10643	13.972	0	90.8	52.9	64.5
SP11	10	F-35A	F35BI4	PAT	19I1	100%ETR	150	87	6218	3.352	0	97	52.8	64.8
SP11	11	F-35A	F35BI5	PAT	19I2	100%ETR	150	87	6218	3.352	0	96.7	52.5	65.1
SP11	12	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	1978	0.346	0	106.1	52.1	65.3
SP11	13	F-35A	F35AT3	PAT	19T1	100%ETR	150	87	6218	1.959	0	97.6	51.1	65.4
SP11	14	F-35A	F35BD9	DEP	12D3	100%ETR	300	1912	10643	6.635	0	90.8	49.6	65.6
SP11	15	F-35A	F35AD8	DEP	12D2	100%ETR	300	1912	10643	5.956	0	90.7	49.1	65.6
SP11	16	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	6218	1.567	0	94.9	47.4	65.7
SP11	17	F-35A	F35CI1	PAT	19I1	100%ETR	150	87	6218	0.942	0	96.7	47.1	65.8
SP11	18	F-35A	F35CI2	PAT	19I2	100%ETR	150	87	6218	0.942	0	96.7	47	65.8
SP11	19	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	6218	1.379	0	94.9	46.9	65.9
SP11	20	F-35A	F35AD3	DEP	01DD3	100%ETR	251	376	6228	0.442	0	99.2	46.3	65.9
SP12	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	228	1423	3.352	0	110.1	66	66
SP12	2	F-35A	F35BI4	PAT	19I1	58.9%ETR	120	278	1608	3.352	0	108.8	64.7	68.4
SP12	3	F-35A	F35AA2	ARR	19A2	50%ETR	170	316	1475	7.144	0.17	104.2	64.3	69.8
SP12	4	F-35A	F35AI2	PAT	19I2	50%ETR	170	322	1436	6.53	0	104.9	63.7	70.7
SP12	5	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	281	1470	1.471	0.061	109.6	63.4	71.5
SP12	6	F-35A	F35AA1	ARR	19A1	50%ETR	170	311	1613	7.144	0.17	103.1	63.2	72.1
SP12	7	F-35A	F35AI1	PAT	19I1	50%ETR	170	316	1614	6.53	0	103.7	62.5	72.5
SP12	8	F-35A	F35BI2	PAT	19I2	50%ETR	170	322	1436	4.47	0	104.9	62	72.9
SP12	9	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	278	1608	1.471	0.061	108.1	61.9	73.2
SP12	10	F-35A	F35BI1	PAT	19I1	50%ETR	170	316	1614	4.47	0	103.7	60.9	73.5
SP12	11	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1474	2185	0.442	0	112.2	59.3	73.7
SP12	12	F-35A	F35CA2	ARR	19A2	50%ETR	170	316	1475	2.387	0	104.2	58.6	73.8
SP12	13	F-35A	F35CA1	ARR	19A1	50%ETR	170	311	1613	2.387	0	103.1	57.5	73.9
SP12	14	F-35A	F35AT3	PAT	19T1	50%ETR	170	334	1616	1.959	0	104	57.5	74
SP12	15	F-35A	F35BA2	ARR	19A2	50%ETR	170	316	1475	0.981	0.041	104.2	56.3	74.1
SP12	16	F-35A	F35BD23	DEP	01DD3	100%ETR	256	645	1695	0.096	0	115.6	56	74.1
SP12	17	F-35A	F35AA4	ARR	19A4	50%ETR	170	316	1475	0.893	0.021	104.2	55.3	74.2
SP12	18	F-35A	F35CI2	PAT	19I2	50%ETR	170	322	1436	0.942	0	104.9	55.3	74.2
SP12	19	F-35A	F35BA1	ARR	19A1	50%ETR	170	311	1613	0.981	0.041	103.1	55.2	74.3
SP12	20	F-35A	F35BA18	ARR	19A4	58.9%ETR	120	281	1470	0.184	0.008	109.6	54.4	74.3
SP13	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	220	909	3.352	0	114.3	70.2	70.2
SP13	2	F-35A	F35BI4	PAT	19I1	58.9%ETR	120	266	1053	3.352	0	113	68.9	72.6

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP13	3	F-35A	F35AA2	ARR	19A2	50%ETR	170	300	957	7.144	0.17	108.3	68.4	74
SP13	4	F-35A	F35AI2	PAT	19I2	50%ETR	170	305	927	6.53	0	108.9	67.7	74.9
SP13	5	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	269	950	1.471	0.061	113.8	67.6	75.7
SP13	6	F-35A	F35AA1	ARR	19A1	50%ETR	170	297	1059	7.144	0.17	107.3	67.4	76.3
SP13	7	F-35A	F35AI1	PAT	19I1	50%ETR	170	301	1060	6.53	0	107.7	66.5	76.7
SP13	8	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	266	1052	1.471	0.061	112.4	66.2	77.1
SP13	9	F-35A	F35BI2	PAT	19I2	50%ETR	170	305	927	4.47	0	108.9	66	77.4
SP13	10	F-35A	F35BI1	PAT	19I1	50%ETR	170	301	1060	4.47	0	107.7	64.8	77.6
SP13	11	F-35A	F35CA2	ARR	19A2	50%ETR	170	300	957	2.387	0	108.3	62.7	77.8
SP13	12	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1351	1711	0.442	0	114.9	62	77.9
SP13	13	F-35A	F35CA1	ARR	19A1	50%ETR	170	297	1059	2.387	0	107.3	61.7	78
SP13	14	F-35A	F35AT3	PAT	19T1	50%ETR	170	318	1063	1.959	0	107.8	61.3	78.1
SP13	15	F-35A	F35BA2	ARR	19A2	50%ETR	170	300	957	0.981	0.041	108.3	60.4	78.1
SP13	16	F-35A	F35BD23	DEP	01DD3	100%ETR	256	636	1179	0.096	0	119.3	59.8	78.2
SP13	17	F-35A	F35AA4	ARR	19A4	50%ETR	170	300	957	0.893	0.021	108.3	59.4	78.3
SP13	18	F-35A	F35BA1	ARR	19A1	50%ETR	170	297	1059	0.981	0.041	107.3	59.4	78.3
SP13	19	F-35A	F35CI2	PAT	19I2	50%ETR	170	305	927	0.942	0	108.9	59.3	78.4
SP13	20	F-35A	F35BA18	ARR	19A4	58.9%ETR	120	269	950	0.184	0.008	113.8	58.6	78.4
SP14	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	228	884	3.352	0	114.6	70.4	70.4
SP14	2	F-35A	F35BI4	PAT	19I1	58.9%ETR	120	279	1071	3.352	0	112.8	68.7	72.7
SP14	3	F-35A	F35AA2	ARR	19A2	50%ETR	170	315	942	7.144	0.17	108.5	68.6	74.1
SP14	4	F-35A	F35AI2	PAT	19I2	50%ETR	170	321	905	6.53	0	109.1	67.9	75
SP14	5	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	281	933	1.471	0.061	114	67.8	75.8
SP14	6	F-35A	F35AA1	ARR	19A1	50%ETR	170	312	1077	7.144	0.17	107.2	67.2	76.4
SP14	7	F-35A	F35AI1	PAT	19I1	50%ETR	170	317	1079	6.53	0	107.5	66.3	76.8
SP14	8	F-35A	F35BI2	PAT	19I2	50%ETR	170	321	905	4.47	0	109.1	66.2	77.1
SP14	9	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	278	1070	1.471	0.061	112.3	66.1	77.5
SP14	10	F-35A	F35BI1	PAT	19I1	50%ETR	170	317	1079	4.47	0	107.5	64.6	77.7
SP14	11	F-35A	F35CA2	ARR	19A2	50%ETR	170	315	942	2.387	0	108.5	62.9	77.8
SP14	12	F-35A	F35CA1	ARR	19A1	50%ETR	170	312	1077	2.387	0	107.2	61.6	77.9
SP14	13	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1484	1835	0.442	0	114.1	61.2	78
SP14	14	F-35A	F35AT3	PAT	19T1	50%ETR	170	335	1083	1.959	0	107.5	61.1	78.1
SP14	15	F-35A	F35BA2	ARR	19A2	50%ETR	170	315	942	0.981	0.041	108.5	60.5	78.2
SP14	16	F-35A	F35AA4	ARR	19A4	50%ETR	170	315	942	0.893	0.021	108.5	59.6	78.2
SP14	17	F-35A	F35BD23	DEP	01DD3	100%ETR	256	645	1197	0.096	0	119.1	59.5	78.3
SP14	18	F-35A	F35CI2	PAT	19I2	50%ETR	170	321	905	0.942	0	109.1	59.5	78.3
SP14	19	F-35A	F35BA1	ARR	19A1	50%ETR	170	312	1077	0.981	0.041	107.2	59.2	78.4
SP14	20	F-35A	F35BA18	ARR	19A4	58.9%ETR	120	281	933	0.184	0.008	114	58.8	78.4
SP15	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	225	2164	3.352	0	105.7	61.5	61.5
SP15	2	F-35A	F35BI4	PAT	19I1	58.9%ETR	120	271	2328	3.352	0	104.9	60.8	64.2
SP15	3	F-35A	F35AA2	ARR	19A2	50%ETR	170	309	2210	7.144	0.17	100	60	65.6
SP15	4	F-35A	F35AI2	PAT	19I2	50%ETR	170	316	2173	6.53	0	101	59.8	66.6
SP15	5	F-35A	F35AA1	ARR	19A1	50%ETR	170	302	2331	7.144	0.17	99.3	59.3	67.4
SP15	6	F-35A	F35AI1	PAT	19I1	50%ETR	170	307	2331	6.53	0	100.3	59.1	68

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP15	7	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	276	2206	1.471	0.061	105.2	59	68.5
SP15	8	F-35A	F35BI2	PAT	19I2	50%ETR	170	316	2173	4.47	0	101	58.1	68.9
SP15	9	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	271	2328	1.471	0.061	104.1	57.9	69.2
SP15	10	F-35A	F35BI1	PAT	19I1	50%ETR	170	307	2331	4.47	0	100.3	57.5	69.5
SP15	11	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1398	2719	0.442	0	109.9	57	69.7
SP15	12	F-35A	F35AT3	PAT	19T1	50%ETR	170	324	2333	1.959	0	100.9	54.4	69.9
SP15	13	F-35A	F35CA2	ARR	19A2	50%ETR	170	309	2210	2.387	0	100	54.4	70
SP15	14	F-35A	F35CA1	ARR	19A1	50%ETR	170	302	2331	2.387	0	99.3	53.7	70.1
SP15	15	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	8861	37.224	0	87.3	53.6	70.2
SP15	16	F-35A	F35BD23	DEP	01DD3	100%ETR	256	639	2389	0.096	0	112	52.5	70.2
SP15	17	F-35A	F35BA2	ARR	19A2	50%ETR	170	309	2210	0.981	0.041	100	52	70.3
SP15	18	F-35A	F35AD9	DEP	12D3	100%ETR	287	511	14958	47.646	0	84.4	51.8	70.4
SP15	19	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1398	2719	0.13	0	109.9	51.6	70.4
SP15	20	F-35A	F35CI2	PAT	19I2	50%ETR	170	316	2173	0.942	0	101	51.4	70.5
SP16	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	225	2826	3.352	0	102.6	58.5	58.5
SP16	2	F-35A	F35BI4	PAT	19I1	58.9%ETR	120	268	2984	3.352	0	102.1	58	61.3
SP16	3	F-35A	F35AI2	PAT	19I2	50%ETR	170	315	2834	6.53	0	98.5	57.3	62.7
SP16	4	F-35A	F35AA2	ARR	19A2	50%ETR	170	308	2870	7.144	0.17	96.9	57	63.8
SP16	5	F-35A	F35AI1	PAT	19I1	50%ETR	170	304	2987	6.53	0	98	56.8	64.5
SP16	6	F-35A	F35AA1	ARR	19A1	50%ETR	170	299	2986	7.144	0.17	96.3	56.4	65.2
SP16	7	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	276	2867	1.471	0.061	102	55.9	65.6
SP16	8	F-35A	F35BI2	PAT	19I2	50%ETR	170	315	2834	4.47	0	98.5	55.6	66.1
SP16	9	F-35A	F35BI1	PAT	19I1	50%ETR	170	304	2987	4.47	0	98	55.1	66.4
SP16	10	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	268	2984	1.471	0.061	101.1	54.9	66.7
SP16	11	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1369	3293	0.442	0	107.6	54.7	67
SP16	12	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	9271	37.224	0	86.9	53.2	67.1
SP16	13	F-35A	F35AT3	PAT	19T1	50%ETR	170	320	2988	1.959	0	98.8	52.3	67.3
SP16	14	F-35A	F35AD9	DEP	12D3	100%ETR	300	570	15081	47.646	0	84.4	51.8	67.4
SP16	15	F-35A	F35CA2	ARR	19A2	50%ETR	170	308	2870	2.387	0	96.9	51.3	67.5
SP16	16	F-35A	F35CA1	ARR	19A1	50%ETR	170	299	2986	2.387	0	96.3	50.7	67.6
SP16	17	F-35A	F35BD23	DEP	01DD3	100%ETR	256	637	3034	0.096	0	109.5	49.9	67.7
SP16	18	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1369	3293	0.13	0	107.6	49.3	67.7
SP16	19	F-35A	F35BA2	ARR	19A2	50%ETR	170	308	2870	0.981	0.041	96.9	49	67.8
SP16	20	F-35A	F35CI2	PAT	19I2	50%ETR	170	315	2834	0.942	0	98.5	48.8	67.8
SP17	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	257	4168	3.352	0	98	53.8	53.8
SP17	2	F-35A	F35BI4	PAT	19I1	58.9%ETR	120	314	4496	3.352	0	97.1	53	56.5
SP17	3	F-35A	F35AI2	PAT	19I2	50%ETR	170	379	4176	6.53	0	94.2	52.9	58.1
SP17	4	F-35A	F35AI1	PAT	19I1	50%ETR	170	362	4499	6.53	0	93.6	52.4	59.1
SP17	5	F-35A	F35AA2	ARR	19A2	50%ETR	170	369	4242	7.144	0.17	92	52.1	59.9
SP17	6	F-35A	F35AA1	ARR	19A1	50%ETR	170	355	4498	7.144	0.17	91.3	51.4	60.5
SP17	7	F-35A	F35BI2	PAT	19I2	50%ETR	170	379	4176	4.47	0	94.2	51.3	61
SP17	8	F-35A	F35BI1	PAT	19I1	50%ETR	170	362	4499	4.47	0	93.6	50.8	61.4
SP17	9	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	325	4238	1.471	0.061	96.7	50.5	61.7
SP17	10	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	11408	37.224	0	83.9	50.2	62

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP17	11	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	314	4495	1.471	0.061	95.9	49.7	62.2
SP17	12	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1866	4891	0.442	0	102.5	49.6	62.5
SP17	13	F-35A	F35AD9	DEP	12D3	100%ETR	300	756	17020	47.646	0	81.8	49.2	62.7
SP17	14	F-35A	F35AT3	PAT	19T1	50%ETR	170	384	4500	1.959	0	94.2	47.7	62.8
SP17	15	F-35A	F35CA2	ARR	19A2	50%ETR	170	369	4242	2.387	0	92	46.4	62.9
SP17	16	F-35A	F35CA1	ARR	19A1	50%ETR	170	355	4498	2.387	0	91.3	45.7	63
SP17	17	F-35A	F35BD23	DEP	01DD3	100%ETR	256	672	4532	0.096	0	104.9	45.4	63.1
SP17	18	F-35A	F35CI2	PAT	19I2	50%ETR	170	379	4176	0.942	0	94.2	44.5	63.1
SP17	19	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1866	4891	0.13	0	102.5	44.3	63.2
SP17	20	F-35A	F35BD29	DEP	12D3	100%ETR	246	501	17011	10.351	0	83.4	44.2	63.2
SP18	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	203	1164	3.352	0	112.2	68	68
SP18	2	F-35A	F35BI4	PAT	19I1	58.9%ETR	120	239	1208	3.352	0	111.7	67.6	70.8
SP18	3	F-35A	F35AA2	ARR	19A2	50%ETR	170	265	1188	7.144	0.17	106.4	66.5	72.2
SP18	4	F-35A	F35AA1	ARR	19A1	50%ETR	170	262	1212	7.144	0.17	106	66.1	73.1
SP18	5	F-35A	F35AI2	PAT	19I2	50%ETR	170	271	1175	6.53	0	107.1	65.8	73.9
SP18	6	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	240	1184	1.471	0.061	111.8	65.6	74.5
SP18	7	F-35A	F35AI1	PAT	19I1	50%ETR	170	266	1213	6.53	0	106.7	65.4	75
SP18	8	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	238	1208	1.471	0.061	110.9	64.7	75.4
SP18	9	F-35A	F35BI2	PAT	19I2	50%ETR	170	271	1175	4.47	0	107.1	64.2	75.7
SP18	10	F-35A	F35BI1	PAT	19I1	50%ETR	170	266	1213	4.47	0	106.7	63.8	76
SP18	11	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1045	1597	0.442	0	115.5	62.6	76.2
SP18	12	F-35A	F35CA2	ARR	19A2	50%ETR	170	265	1188	2.387	0	106.4	60.8	76.3
SP18	13	F-35A	F35AT3	PAT	19T1	50%ETR	170	279	1215	1.959	0	106.9	60.5	76.4
SP18	14	F-35A	F35CA1	ARR	19A1	50%ETR	170	262	1212	2.387	0	106	60.4	76.5
SP18	15	F-35A	F35BD23	DEP	01DD3	100%ETR	256	615	1321	0.096	0	118.3	58.8	76.6
SP18	16	F-35A	F35BA2	ARR	19A2	50%ETR	170	265	1188	0.981	0.041	106.4	58.5	76.6
SP18	17	F-35A	F35BA1	ARR	19A1	50%ETR	170	262	1212	0.981	0.041	106	58	76.7
SP18	18	F-35A	F35AA4	ARR	19A4	50%ETR	170	265	1188	0.893	0.021	106.4	57.5	76.8
SP18	19	F-35A	F35CI2	PAT	19I2	50%ETR	170	271	1175	0.942	0	107.1	57.4	76.8
SP18	20	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1045	1597	0.13	0	115.5	57.2	76.9
SP19	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	244	389	3.352	0	121.3	77.1	77.1
SP19	2	F-35A	F35AA2	ARR	19A2	50%ETR	170	347	490	7.144	0.17	113.9	74	78.9
SP19	3	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	307	468	1.471	0.061	119.9	73.7	80
SP19	4	F-35A	F35AI2	PAT	19I2	50%ETR	170	353	450	6.53	0	114.8	73.5	80.9
SP19	5	F-35A	F35BI4	PAT	19I1	58.9%ETR	120	306	666	3.352	0	117	72.9	81.5
SP19	6	F-35A	F35BI2	PAT	19I2	50%ETR	170	353	450	4.47	0	114.8	71.9	82
SP19	7	F-35A	F35AA1	ARR	19A1	50%ETR	170	346	682	7.144	0.17	111.3	71.4	82.4
SP19	8	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	306	666	1.471	0.061	116.6	70.4	82.6
SP19	9	F-35A	F35AI1	PAT	19I1	50%ETR	170	352	684	6.53	0	111.4	70.2	82.9
SP19	10	F-35A	F35BI1	PAT	19I1	50%ETR	170	352	684	4.47	0	111.4	68.6	83
SP19	11	F-35A	F35CA2	ARR	19A2	50%ETR	170	347	490	2.387	0	113.9	68.3	83.2
SP19	12	F-35A	F35BA2	ARR	19A2	50%ETR	170	347	490	0.981	0.041	113.9	66	83.3
SP19	13	F-35A	F35CA1	ARR	19A1	50%ETR	170	346	682	2.387	0	111.3	65.7	83.3
SP19	14	F-35A	F35CI2	PAT	19I2	50%ETR	170	353	450	0.942	0	114.8	65.1	83.4

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP19	15	F-35A	F35AA4	ARR	19A4	50%ETR	170	347	490	0.893	0.021	113.9	65	83.5
SP19	16	F-35A	F35BA18	ARR	19A4	58.9%ETR	120	307	468	0.184	0.008	119.9	64.7	83.5
SP19	17	F-35A	F35AT3	PAT	19T1	50%ETR	170	373	693	1.959	0	111.1	64.6	83.6
SP19	18	F-35A	F35BA1	ARR	19A1	50%ETR	170	346	682	0.981	0.041	111.3	63.3	83.6
SP19	19	F-35A	F35AA8	ARR	19A8	50%ETR	170	347	490	0.536	0.013	113.9	62.8	83.6
SP19	20	F-35A	F35BD23	DEP	01DD3	100%ETR	256	666	864	0.096	0	122.2	62.6	83.7
SP20	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	341	2252	3.352	0	105.2	61.1	61.1
SP20	2	F-35A	F35AA2	ARR	19A2	50%ETR	170	566	2433	7.144	0.17	99	59	63.2
SP20	3	F-35A	F35AI2	PAT	19I2	50%ETR	170	568	2291	6.53	0	100	58.7	64.5
SP20	4	F-35A	F35BI2	PAT	19I2	50%ETR	170	568	2291	4.47	0	100	57.1	65.2
SP20	5	F-35A	F35AA1	ARR	19A1	50%ETR	170	556	3087	7.144	0.17	96.2	56.3	65.8
SP20	6	F-35A	F35AI1	PAT	19I1	50%ETR	170	556	3087	6.53	0	96.7	55.5	66.2
SP20	7	F-35A	F35BI4	PAT	19I1	50%ETR	150	647	3104	3.352	0	98.8	54.7	66.4
SP20	8	F-35A	F35BA16	ARR	19A2	50%ETR	150	673	2458	1.471	0.061	100.7	54.5	66.7
SP20	9	F-35A	F35BI1	PAT	19I1	50%ETR	170	556	3087	4.47	0	96.7	53.9	66.9
SP20	10	F-35A	F35CA2	ARR	19A2	50%ETR	170	566	2433	2.387	0	99	53.4	67.1
SP20	11	F-35A	F35BA15	ARR	19A1	50%ETR	150	646	3103	1.471	0.061	98.3	52.1	67.3
SP20	12	F-35A	F35BA2	ARR	19A2	50%ETR	170	566	2433	0.981	0.041	99	51	67.4
SP20	13	F-35A	F35CA1	ARR	19A1	50%ETR	170	556	3087	2.387	0	96.2	50.6	67.5
SP20	14	F-35A	F35CI2	PAT	19I2	50%ETR	170	568	2291	0.942	0	100	50.3	67.5
SP20	15	F-35A	F35AA4	ARR	19A4	50%ETR	170	566	2433	0.893	0.021	99	50	67.6
SP20	16	F-35A	F35BD23	DEP	01DD3	100%ETR	300	1256	3284	0.096	0	108	48.5	67.7
SP20	17	F-35A	F35BA1	ARR	19A1	50%ETR	170	556	3087	0.981	0.041	96.2	48.3	67.7
SP20	18	F-35A	F35AA8	ARR	19A8	50%ETR	170	566	2433	0.536	0.013	99	47.8	67.8
SP20	19	F-35A	F35AD3	DEP	01DD3	35%ETR	300	3087	4290	0.442	0	100.3	47.4	67.8
SP20	20	F-35A	F35AA3	ARR	19A3	50%ETR	170	556	3087	0.893	0.021	96.2	47.3	67.8
SP21	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	381	1282	3.352	0	110	65.9	65.9
SP21	2	F-35A	F35AA2	ARR	19A2	50%ETR	170	659	1545	7.144	0.17	103.8	63.8	68
SP21	3	F-35A	F35AI2	PAT	19I2	50%ETR	170	660	1377	6.53	0	105	63.8	69.4
SP21	4	F-35A	F35BI2	PAT	19I2	50%ETR	170	660	1377	4.47	0	105	62.1	70.1
SP21	5	F-35A	F35AA1	ARR	19A1	50%ETR	170	652	2357	7.144	0.17	99.4	59.5	70.5
SP21	6	F-35A	F35AI1	PAT	19I1	50%ETR	170	652	2358	6.53	0	99.6	58.4	70.7
SP21	7	F-35A	F35CA2	ARR	19A2	50%ETR	170	659	1545	2.387	0	103.8	58.2	71
SP21	8	F-35A	F35BA16	ARR	19A2	50%ETR	150	921	1665	1.471	0.061	103.6	57.4	71.2
SP21	9	F-35A	F35BI1	PAT	19I1	50%ETR	170	652	2358	4.47	0	99.6	56.8	71.3
SP21	10	F-35A	F35BI4	PAT	19I1	50%ETR	150	903	2433	3.352	0	100.2	56.1	71.5
SP21	11	F-35A	F35BA2	ARR	19A2	50%ETR	170	659	1545	0.981	0.041	103.8	55.8	71.6
SP21	12	F-35A	F35CI2	PAT	19I2	50%ETR	170	660	1377	0.942	0	105	55.4	71.7
SP21	13	F-35A	F35AA4	ARR	19A4	50%ETR	170	659	1545	0.893	0.021	103.8	54.8	71.8
SP21	14	F-35A	F35CA1	ARR	19A1	50%ETR	170	652	2357	2.387	0	99.4	53.8	71.8
SP21	15	F-35A	F35BA15	ARR	19A1	50%ETR	150	902	2433	1.471	0.061	99.7	53.5	71.9
SP21	16	F-35A	F35AA8	ARR	19A8	50%ETR	170	659	1545	0.536	0.013	103.8	52.6	71.9
SP21	17	F-35A	F35BA1	ARR	19A1	50%ETR	170	652	2357	0.981	0.041	99.4	51.5	72
SP21	18	F-35A	F35AA6	ARR	19A6	50%ETR	170	659	1545	0.357	0.009	103.8	50.8	72

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP21	19	F-35A	F35AA3	ARR	19A3	50%ETR	170	652	2357	0.893	0.021	99.4	50.5	72
SP21	20	F-35A	F35BD23	DEP	01DD3	100%ETR	300	1742	2857	0.096	0	109.6	50	72.1
SP22	1	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	284	348	3.352	0	122.2	78.1	78.1
SP22	2	F-35A	F35BI4	PAT	19I1	58.9%ETR	120	371	421	3.352	0	120.4	76.3	80.3
SP22	3	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	370	366	1.471	0.061	121.6	75.4	81.5
SP22	4	F-35A	F35AA2	ARR	19A2	50%ETR	170	433	424	7.144	0.17	115.1	75.2	82.4
SP22	5	F-35A	F35AA1	ARR	19A1	50%ETR	170	433	472	7.144	0.17	114.2	74.3	83.1
SP22	6	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	370	420	1.471	0.061	120.4	74.2	83.6
SP22	7	F-35A	F35AI2	PAT	19I2	50%ETR	170	434	466	6.53	0	114.4	73.1	84
SP22	8	F-35A	F35AI1	PAT	19I1	50%ETR	170	434	472	6.53	0	114.3	73	84.3
SP22	9	F-35A	F35BI2	PAT	19I2	50%ETR	170	434	466	4.47	0	114.4	71.5	84.5
SP22	10	F-35A	F35BI1	PAT	19I1	50%ETR	170	434	472	4.47	0	114.3	71.4	84.7
SP22	11	F-35A	F35CA2	ARR	19A2	50%ETR	170	433	424	2.387	0	115.1	69.5	84.9
SP22	12	F-35A	F35CA1	ARR	19A1	50%ETR	170	433	472	2.387	0	114.2	68.6	85
SP22	13	F-35A	F35BA2	ARR	19A2	50%ETR	170	433	424	0.981	0.041	115.1	67.1	85
SP22	14	F-35A	F35BA18	ARR	19A4	58.9%ETR	120	370	366	0.184	0.008	121.6	66.4	85.1
SP22	15	F-35A	F35BA1	ARR	19A1	50%ETR	170	433	472	0.981	0.041	114.2	66.3	85.1
SP22	16	F-35A	F35AA4	ARR	19A4	50%ETR	170	433	424	0.893	0.021	115.1	66.1	85.2
SP22	17	F-35A	F35AA3	ARR	19A3	50%ETR	170	433	472	0.893	0.021	114.2	65.3	85.2
SP22	18	F-35A	F35BA17	ARR	19A3	58.9%ETR	120	370	420	0.184	0.008	120.4	65.2	85.3
SP22	19	F-35A	F35CI2	PAT	19I2	50%ETR	170	434	466	0.942	0	114.4	64.7	85.3
SP22	20	F-35A	F35CI1	PAT	19I1	50%ETR	170	434	472	0.942	0	114.3	64.6	85.4
SP23	1	F-35A	F35BI4	PAT	19I1	58.9%ETR	120	316	284	3.352	0	123.8	79.6	79.6
SP23	2	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	315	284	1.471	0.061	123.4	77.3	81.6
SP23	3	F-35A	F35AA1	ARR	19A1	50%ETR	170	358	325	7.144	0.17	117.1	77.2	83
SP23	4	F-35A	F35BI5	PAT	19I2	58.9%ETR	120	249	422	3.352	0	120.7	76.6	83.8
SP23	5	F-35A	F35AI1	PAT	19I1	50%ETR	170	364	332	6.53	0	117.1	75.9	84.5
SP23	6	F-35A	F35AA2	ARR	19A2	50%ETR	170	357	442	7.144	0.17	114.8	74.9	84.9
SP23	7	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	315	413	1.471	0.061	120.8	74.6	85.3
SP23	8	F-35A	F35BI1	PAT	19I1	50%ETR	170	364	332	4.47	0	117.1	74.2	85.7
SP23	9	F-35A	F35AI2	PAT	19I2	50%ETR	170	363	489	6.53	0	114	72.8	85.9
SP23	10	F-35A	F35CA1	ARR	19A1	50%ETR	170	358	325	2.387	0	117.1	71.5	86
SP23	11	F-35A	F35BI2	PAT	19I2	50%ETR	170	363	489	4.47	0	114	71.2	86.2
SP23	12	F-35A	F35AT3	PAT	19T1	50%ETR	170	387	354	1.959	0	115.9	69.4	86.3
SP23	13	F-35A	F35CA2	ARR	19A2	50%ETR	170	357	442	2.387	0	114.8	69.2	86.3
SP23	14	F-35A	F35BA1	ARR	19A1	50%ETR	170	358	325	0.981	0.041	117.1	69.1	86.4
SP23	15	F-35A	F35BA17	ARR	19A3	58.9%ETR	120	315	284	0.184	0.008	123.4	68.2	86.5
SP23	16	F-35A	F35AA3	ARR	19A3	50%ETR	170	358	325	0.893	0.021	117.1	68.2	86.6
SP23	17	F-35A	F35CI1	PAT	19I1	50%ETR	170	364	332	0.942	0	117.1	67.5	86.6
SP23	18	F-35A	F35BA2	ARR	19A2	50%ETR	170	357	442	0.981	0.041	114.8	66.9	86.7
SP23	19	F-35A	F35BA21	ARR	19A7	58.9%ETR	120	315	284	0.11	0.005	123.4	66	86.7
SP23	20	F-35A	F35AA7	ARR	19A7	50%ETR	170	358	325	0.536	0.013	117.1	65.9	86.7
SP24	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3034	2.305	0	100.1	54.3	54.3
SP24	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3034	1.578	0	100.1	52.7	56.6

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP24	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3034	1.183	0	100.1	51.4	57.7
SP24	4	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3034	0.333	0	100.1	45.9	58
SP24	5	F-35A	F35AI2	PAT	19I2	33%ETR	250	3087	3832	6.53	0	86.7	45.5	58.3
SP24	6	F-35A	F35AI1	PAT	19I1	33%ETR	250	3087	3832	6.53	0	86.7	45.5	58.5
SP24	7	F-35A	F35BI2	PAT	19I2	33%ETR	250	3087	3832	4.47	0	86.7	43.9	58.6
SP24	8	F-35A	F35BI1	PAT	19I1	33%ETR	250	3087	3832	4.47	0	86.7	43.9	58.8
SP24	9	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	18508	47.646	0	75.4	42.8	58.9
SP24	10	F-35A	F35BI5	PAT	19I2	33%ETR	250	3087	3832	3.352	0	86.7	42.6	59
SP24	11	F-35A	F35BI4	PAT	19I1	33%ETR	250	3087	3832	3.352	0	86.7	42.6	59.1
SP24	12	F-35A	F35AT2	PAT	12T1	50%ETR	170	499	15223	37.224	0	75.7	42	59.2
SP24	13	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2976	15860	4.73	0	82.4	39.8	59.2
SP24	14	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2976	15860	4.624	0	82.1	39.4	59.3
SP24	15	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8091	13039	0.525	0	90.6	38.5	59.3
SP24	16	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	18508	13.972	0	75.4	37.5	59.3
SP24	17	F-35A	F35CI2	PAT	19I2	33%ETR	250	3087	3832	0.942	0	86.7	37.1	59.4
SP24	18	F-35A	F35CI1	PAT	19I1	33%ETR	250	3087	3832	0.942	0	86.7	37.1	59.4
SP24	19	F-35A	F35BD39	DEP	30DD2R	100%ETR	300	866	15591	1.027	0	84.5	35.3	59.4
SP24	20	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	18508	10.351	0	74.3	35.1	59.4
SP25	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3920	2.305	0	97.5	51.7	51.7
SP25	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3920	1.578	0	97.5	50.1	54
SP25	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3920	1.183	0	97.5	48.9	55.2
SP25	4	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3920	0.333	0	97.5	43.3	55.4
SP25	5	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	20943	47.646	0	73.5	40.9	55.6
SP25	6	F-35A	F35AI2	PAT	19I2	33%ETR	250	3087	5669	6.53	0	81.8	40.5	55.7
SP25	7	F-35A	F35AI1	PAT	19I1	33%ETR	250	3087	5669	6.53	0	81.8	40.5	55.9
SP25	8	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8289	11481	0.525	0	92.1	40	56
SP25	9	F-35A	F35BI2	PAT	19I2	33%ETR	250	3087	5669	4.47	0	81.8	38.9	56.1
SP25	10	F-35A	F35BI1	PAT	19I1	33%ETR	250	3087	5669	4.47	0	81.8	38.9	56.1
SP25	11	F-35A	F35AT2	PAT	12T1	50%ETR	170	523	17369	37.224	0	71.5	37.9	56.2
SP25	12	F-35A	F35BI5	PAT	19I2	33%ETR	250	3087	5669	3.352	0	81.8	37.6	56.3
SP25	13	F-35A	F35BI4	PAT	19I1	33%ETR	250	3087	5669	3.352	0	81.8	37.6	56.3
SP25	14	F-35A	F35AD19	DEP	30DD2R	35%ETR	300	3087	17996	4.73	0	80	37.3	56.4
SP25	15	F-35A	F35AD17	DEP	30DD1	35%ETR	300	3087	17996	4.624	0	79.5	36.8	56.4
SP25	16	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	20943	13.972	0	73.5	35.6	56.5
SP25	17	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	8289	11481	0.154	0	92.1	34.6	56.5
SP25	18	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	7727	11048	0.114	0	93.1	34.3	56.5
SP25	19	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	20943	5.956	0	75.1	33.5	56.5
SP25	20	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	20943	10.351	0	72.7	33.5	56.6
SP26	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3065	2.305	0	94.1	48.4	48.4
SP26	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3065	1.578	0	94.1	46.7	50.6
SP26	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3065	1.183	0	94.1	45.5	51.8
SP26	4	F-35A	F35AI2	PAT	19I2	33%ETR	250	3087	4372	6.53	0	85	43.8	52.4
SP26	5	F-35A	F35AI1	PAT	19I1	33%ETR	250	3087	4372	6.53	0	85	43.8	53

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP26	6	F-35A	F35BI2	PAT	19I2	33%ETR	250	3087	4372	4.47	0	85	42.2	53.3
SP26	7	F-35A	F35BI1	PAT	19I1	33%ETR	250	3087	4372	4.47	0	85	42.2	53.6
SP26	8	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	20590	47.646	0	74.4	41.8	53.9
SP26	9	F-35A	F35BI5	PAT	19I2	33%ETR	250	3087	4372	3.352	0	85	40.9	54.1
SP26	10	F-35A	F35BI4	PAT	19I1	33%ETR	250	3087	4372	3.352	0	85	40.9	54.3
SP26	11	F-35A	F35AT2	PAT	12T1	50%ETR	170	445	18456	37.224	0	73.9	40.2	54.5
SP26	12	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3065	0.333	0	94.1	39.9	54.6
SP26	13	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2680	18903	4.73	0	79.9	37.3	54.7
SP26	14	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	9244	13957	0.525	0	89.2	37	54.8
SP26	15	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	20590	13.972	0	74.4	36.5	54.9
SP26	16	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2680	18903	4.624	0	79.1	36.3	54.9
SP26	17	F-35A	F35CI2	PAT	19I2	33%ETR	250	3087	4372	0.942	0	85	35.4	55
SP26	18	F-35A	F35CI1	PAT	19I1	33%ETR	250	3087	4372	0.942	0	85	35.4	55
SP26	19	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	20590	5.956	0	76.6	34.9	55.1
SP26	20	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	20590	10.351	0	73.9	34.6	55.1
SP27	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3255	2.305	0	90.4	44.6	44.6
SP27	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3255	1.578	0	90.4	43	46.9
SP27	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3255	1.183	0	90.4	41.7	48.1
SP27	4	F-35A	F35AI2	PAT	19I2	33%ETR	250	3087	5491	6.53	0	82.5	41.2	48.9
SP27	5	F-35A	F35AI1	PAT	19I1	33%ETR	250	3087	5491	6.53	0	82.5	41.2	49.6
SP27	6	F-35A	F35BI2	PAT	19I2	33%ETR	250	3087	5491	4.47	0	82.5	39.6	50
SP27	7	F-35A	F35BI1	PAT	19I1	33%ETR	250	3087	5491	4.47	0	82.5	39.6	50.4
SP27	8	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	24084	47.646	0	71.9	39.3	50.7
SP27	9	F-35A	F35BI5	PAT	19I2	33%ETR	250	3087	5491	3.352	0	82.5	38.4	50.9
SP27	10	F-35A	F35BI4	PAT	19I1	33%ETR	250	3087	5491	3.352	0	82.5	38.4	51.2
SP27	11	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3255	0.333	0	90.4	36.2	51.3
SP27	12	F-35A	F35AT2	PAT	12T1	50%ETR	170	404	22793	37.224	0	69.7	36	51.4
SP27	13	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2453	23075	4.73	0	78.3	35.7	51.6
SP27	14	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	10606	14690	0.525	0	87.8	35.6	51.7
SP27	15	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	24084	5.956	0	76.8	35.2	51.8
SP27	16	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	24084	13.972	0	71.9	34	51.8
SP27	17	F-35A	F35CI2	PAT	19I2	33%ETR	250	3087	5491	0.942	0	82.5	32.8	51.9
SP27	18	F-35A	F35CI1	PAT	19I1	33%ETR	250	3087	5491	0.942	0	82.5	32.8	51.9
SP27	19	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	24084	10.351	0	71.9	32.7	52
SP27	20	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2453	23075	4.624	0	75.1	32.4	52
SP28	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3048	2.305	0	98.5	52.7	52.7
SP28	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3048	1.578	0	98.5	51.1	55
SP28	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3048	1.183	0	98.5	49.8	56.2
SP28	4	F-35A	F35AI2	PAT	19I2	33%ETR	250	3087	3862	6.53	0	86.7	45.5	56.5
SP28	5	F-35A	F35AI1	PAT	19I1	33%ETR	250	3087	3862	6.53	0	86.7	45.5	56.8
SP28	6	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3048	0.333	0	98.5	44.3	57.1
SP28	7	F-35A	F35BI2	PAT	19I2	33%ETR	250	3087	3862	4.47	0	86.7	43.8	57.3
SP28	8	F-35A	F35BI1	PAT	19I1	33%ETR	250	3087	3862	4.47	0	86.7	43.8	57.5
SP28	9	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	18764	47.646	0	75.4	42.8	57.6

Table K-2. Noise Contributors at Locations of Interest Under Scenario 1, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP28	10	F-35A	F35BI5	PAT	19I2	33%ETR	250	3087	3862	3.352	0	86.7	42.6	57.7
SP28	11	F-35A	F35BI4	PAT	19I1	33%ETR	250	3087	3862	3.352	0	86.7	42.6	57.9
SP28	12	F-35A	F35AT2	PAT	12T1	50%ETR	170	484	15784	37.224	0	75.1	41.4	58
SP28	13	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2894	16378	4.73	0	81.7	39.1	58
SP28	14	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2894	16378	4.624	0	81.3	38.6	58.1
SP28	15	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8333	13344	0.525	0	90.2	38	58.1
SP28	16	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	18764	13.972	0	75.4	37.4	58.2
SP28	17	F-35A	F35CI2	PAT	19I2	33%ETR	250	3087	3862	0.942	0	86.7	37.1	58.2
SP28	18	F-35A	F35CI1	PAT	19I1	33%ETR	250	3087	3862	0.942	0	86.7	37.1	58.2
SP28	19	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	18764	5.956	0	76.7	35.1	58.3
SP28	20	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	18764	10.351	0	74.3	35.1	58.3

ARR = Arrival; dB = Decibels; DEP = Departure; DNL = Day-Night Average Sound Levels; ETR = Engine Thrust Request; ft = Feet; KIAS = Knots Indicated Airspeed; MSL = Mean Sea Level; SEL = Sound Exposure Level; POINT IDs (SP1, SP2, etc.) are defined in Table K-1 (Noise-Sensitive Receptors In the Vicinity of Affected Airfields).

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP1	1	F-35A	F35AD9	DEP	12D3	100%ETR	287	495	5677	47.646	0	101.1	68.5	68.5
SP1	2	F-35A	F35BD29	DEP	12D3	100%ETR	114	298	5664	10.351	0	102.7	63.5	69.7
SP1	3	F-35A	F35CD9	DEP	12D3	100%ETR	287	495	5677	13.972	0	101.1	63.2	70.6
SP1	4	F-35A	F35AT2	PAT	12T1	100%ETR	225	777	7172	37.224	0	96.7	63.1	71.3
SP1	5	F-35A	F35BD9	DEP	12D3	100%ETR	287	495	5677	6.635	0	101.1	59.9	71.6
SP1	6	F-35A	F35AD8	DEP	12D2	100%ETR	287	495	5677	5.956	0	101.1	59.5	71.8
SP1	7	F-35A	F35AT4	PAT	30T1	100%ETR	150	107	5658	6.569	0	99.4	58.2	72
SP1	8	F-35A	F35AD14	DEP	19D2	100%ETR	300	1748	4567	1.567	0	103.7	56.2	72.1
SP1	9	F-35A	F35AD13	DEP	19D1	100%ETR	300	1748	4567	1.379	0	103.7	55.7	72.2
SP1	10	F-35A	F35AD7	DEP	12D1	100%ETR	287	495	5677	2.382	0	101.1	55.5	72.3
SP1	11	F-35A	F35AD19	DEP	30DD2R	150%ETR	0	87	5659	4.73	0	98	55.4	72.4
SP1	12	F-35A	F35AD17	DEP	30DD1	150%ETR	0	87	5659	4.624	0	98	55.3	72.5
SP1	13	F-35A	F35AT3	PAT	19T1	50%ETR	225	1587	1978	1.959	0	101.2	54.8	72.6
SP1	14	F-35A	F35BD28	DEP	12D2	100%ETR	114	298	5664	1.294	0	102.8	54.5	72.6
SP1	15	F-35A	F35CD8	DEP	12D2	100%ETR	287	495	5677	1.747	0	101.1	54.1	72.7
SP1	16	F-35A	F35AI3	PAT	30I1	100%ETR	150	107	5658	2.305	0	99	53.2	72.8
SP1	17	F-35A	F35AD11	DEP	12D5	100%ETR	287	495	5677	1.191	0	101.1	52.5	72.8
SP1	18	F-35A	F35AD12	DEP	12D6	100%ETR	287	495	5677	1.191	0	101.1	52.5	72.8
SP1	19	F-35A	F35AD10	DEP	12D4	100%ETR	287	495	5677	1.191	0	101.1	52.5	72.9

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP1	20	F-35A	F35BD34	DEP	19D2	100%ETR	256	664	4230	0.34	0	105.7	51.7	72.9
SP2	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	271	5856	47.646	0	99.7	67.1	67.1
SP2	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	539	6083	37.224	0	99.1	65.4	69.3
SP2	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	219	5855	10.351	0	101.6	62.4	70.1
SP2	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	271	5856	13.972	0	99.7	61.7	70.7
SP2	5	F-35A	F35BD9	DEP	12D3	100%ETR	251	271	5856	6.635	0	99.7	58.5	71
SP2	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	493	5971	6.569	0	99.4	58.1	71.2
SP2	7	F-35A	F35AD8	DEP	12D2	100%ETR	251	271	5856	5.956	0	99.7	58	71.4
SP2	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	185	5855	4.73	0	98.9	56.3	71.5
SP2	9	F-35A	F35AD17	DEP	30DD1	100%ETR	251	185	5855	4.624	0	98.9	56.2	71.6
SP2	10	F-35A	F35AI3	PAT	30I1	100%ETR	170	228	5855	2.305	0	101	55.2	71.7
SP2	11	F-35A	F35AD7	DEP	12D1	100%ETR	251	271	5856	2.382	0	99.7	54.1	71.8
SP2	12	F-35A	F35BI3	PAT	30I1	100%ETR	170	228	5855	1.578	0	101	53.6	71.9
SP2	13	F-35A	F35BD28	DEP	12D2	100%ETR	114	219	5855	1.294	0	101.7	53.4	71.9
SP2	14	F-35A	F35CD8	DEP	12D2	100%ETR	251	271	5856	1.747	0	99.7	52.7	72
SP2	15	F-35A	F35BI6	PAT	30I1	100%ETR	170	228	5855	1.183	0	101	52.4	72
SP2	16	F-35A	F35AT3	PAT	19T1	50%ETR	225	1587	2347	1.959	0	98.8	52.3	72.1
SP2	17	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	188	5855	1.027	0	100.7	51.4	72.1
SP2	18	F-35A	F35BD37	DEP	30DD1	100%ETR	114	188	5855	1.005	0	100.7	51.3	72.2
SP2	19	F-35A	F35AD11	DEP	12D5	100%ETR	251	271	5856	1.191	0	99.7	51	72.2
SP2	20	F-35A	F35AD12	DEP	12D6	100%ETR	251	271	5856	1.191	0	99.7	51	72.2
SP3	1	F-35A	F35AD9	DEP	12D3	100%ETR	200	175	6160	47.646	0	98	65.4	65.4
SP3	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	426	6186	37.224	0	98.6	64.9	68.2
SP3	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	185	6161	10.351	0	100	60.8	68.9
SP3	4	F-35A	F35CD9	DEP	12D3	100%ETR	200	175	6160	13.972	0	98	60.1	69.4
SP3	5	F-35A	F35BD9	DEP	12D3	100%ETR	200	175	6160	6.635	0	98	56.8	69.7
SP3	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	594	6590	6.569	0	97.9	56.7	69.9
SP3	7	F-35A	F35AD8	DEP	12D2	100%ETR	200	175	6160	5.956	0	98	56.4	70.1
SP3	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	281	6164	4.73	0	98.9	56.3	70.2
SP3	9	F-35A	F35AD17	DEP	30DD1	100%ETR	251	281	6164	4.624	0	98.9	56.2	70.4
SP3	10	F-35A	F35AI3	PAT	30I1	100%ETR	170	279	6163	2.305	0	100.7	54.9	70.5
SP3	11	F-35A	F35BI3	PAT	30I1	100%ETR	170	279	6163	1.578	0	100.7	53.3	70.6
SP3	12	F-35A	F35AD7	DEP	12D1	100%ETR	200	175	6160	2.382	0	98	52.4	70.7

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP3	13	F-35A	F35BI6	PAT	30I1	100%ETR	170	279	6163	1.183	0	100.7	52	70.7
SP3	14	F-35A	F35BD28	DEP	12D2	100%ETR	114	185	6161	1.294	0	100	51.8	70.8
SP3	15	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	222	6162	1.027	0	100.5	51.2	70.8
SP3	16	F-35A	F35BD37	DEP	30DD1	100%ETR	114	222	6162	1.005	0	100.5	51.1	70.9
SP3	17	F-35A	F35CD8	DEP	12D2	100%ETR	200	175	6160	1.747	0	98	51	70.9
SP3	18	F-35A	F35CD19	DEP	30DD2R	100%ETR	251	281	6164	1.387	0	98.9	50.9	71
SP3	19	F-35A	F35CD17	DEP	30DD1	100%ETR	251	281	6164	1.356	0	98.9	50.8	71
SP3	20	F-35A	F35AD11	DEP	12D5	100%ETR	200	175	6160	1.191	0	98	49.4	71
SP4	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	231	5635	47.646	0	99.9	67.3	67.3
SP4	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	497	5756	37.224	0	99.9	66.3	69.8
SP4	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	205	5635	10.351	0	102	62.8	70.6
SP4	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	231	5635	13.972	0	99.9	61.9	71.1
SP4	5	F-35A	F35BD9	DEP	12D3	100%ETR	251	231	5635	6.635	0	99.9	58.7	71.4
SP4	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	542	5865	6.569	0	99.7	58.5	71.6
SP4	7	F-35A	F35AD8	DEP	12D2	100%ETR	251	231	5635	5.956	0	99.9	58.2	71.8
SP4	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	224	5636	4.73	0	99.8	57.2	71.9
SP4	9	F-35A	F35AD17	DEP	30DD1	100%ETR	251	224	5636	4.624	0	99.8	57.1	72.1
SP4	10	F-35A	F35AI3	PAT	30I1	100%ETR	170	249	5636	2.305	0	101.8	56	72.2
SP4	11	F-35A	F35BI3	PAT	30I1	100%ETR	170	249	5636	1.578	0	101.8	54.4	72.3
SP4	12	F-35A	F35AD7	DEP	12D1	100%ETR	251	231	5635	2.382	0	99.9	54.3	72.3
SP4	13	F-35A	F35BD28	DEP	12D2	100%ETR	114	205	5635	1.294	0	102	53.8	72.4
SP4	14	F-35A	F35BI6	PAT	30I1	100%ETR	170	249	5636	1.183	0	101.8	53.2	72.4
SP4	15	F-35A	F35CD8	DEP	12D2	100%ETR	251	231	5635	1.747	0	99.9	52.9	72.5
SP4	16	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	202	5636	1.027	0	101.7	52.4	72.5
SP4	17	F-35A	F35BD37	DEP	30DD1	100%ETR	114	202	5636	1.005	0	101.7	52.3	72.6
SP4	18	F-35A	F35AT3	PAT	19T1	50%ETR	225	1587	2388	1.959	0	98.5	52.1	72.6
SP4	19	F-35A	F35CD19	DEP	30DD2R	100%ETR	251	224	5636	1.387	0	99.8	51.9	72.6
SP4	20	F-35A	F35CD17	DEP	30DD1	100%ETR	251	224	5636	1.356	0	99.8	51.8	72.7
SP5	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	334	4651	47.646	0	103.2	70.6	70.6
SP5	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	637	5195	37.224	0	101.5	67.8	72.4
SP5	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	241	4647	10.351	0	105.2	65.9	73.3
SP5	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	334	4651	13.972	0	103.2	65.3	73.9
SP5	5	F-35A	F35BD9	DEP	12D3	100%ETR	251	334	4651	6.635	0	103.2	62	74.2
SP5	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	422	4669	6.569	0	103.1	61.9	74.5
SP5	7	F-35A	F35AD8	DEP	12D2	100%ETR	251	334	4651	5.956	0	103.2	61.6	74.7
SP5	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	200	126	4646	4.73	0	103.8	61.2	74.9
SP5	9	F-35A	F35AD17	DEP	30DD1	100%ETR	200	126	4646	4.624	0	103.8	61.1	75

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP5	10	F-35A	F35AI3	PAT	30I1	100%ETR	170	194	4645	2,305	0	103.9	58.1	75.1
SP5	11	F-35A	F35AD7	DEP	12D1	100%ETR	251	334	4651	2,382	0	103.2	57.6	75.2
SP5	12	F-35A	F35BD28	DEP	12D2	100%ETR	114	241	4647	1,294	0	105.2	56.9	75.3
SP5	13	F-35A	F35AT3	PAT	19T1	50%ETR	225	1587	1568	1,959	0	103.1	56.7	75.3
SP5	14	F-35A	F35BI3	PAT	30I1	100%ETR	170	194	4645	1,578	0	103.9	56.5	75.4
SP5	15	F-35A	F35CD8	DEP	12D2	100%ETR	251	334	4651	1,747	0	103.2	56.2	75.4
SP5	16	F-35A	F35CD19	DEP	30DD2R	100%ETR	200	126	4646	1,387	0	103.8	55.8	75.5
SP5	17	F-35A	F35CD17	DEP	30DD1	100%ETR	200	126	4646	1,356	0	103.8	55.7	75.5
SP5	18	F-35A	F35BI6	PAT	30I1	100%ETR	170	194	4645	1,183	0	103.9	55.3	75.6
SP5	19	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	166	4646	1,027	0	104	54.8	75.6
SP5	20	F-35A	F35BD37	DEP	30DD1	100%ETR	114	166	4646	1,005	0	104	54.7	75.6
SP6	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	368	3187	47,646	0	107.9	75.3	75.3
SP6	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	731	4083	37,224	0	104.8	71.1	76.7
SP6	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	253	3178	10,351	0	109.7	70.5	77.6
SP6	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	368	3187	13,972	0	107.9	70	78.3
SP6	5	F-35A	F35AD19	DEP	30DD2R	150%ETR	190	102	3174	4,73	0	109.6	67	78.6
SP6	6	F-35A	F35AT4	PAT	30T1	100%ETR	170	369	3187	6,569	0	108.1	66.9	78.9
SP6	7	F-35A	F35AD17	DEP	30DD1	150%ETR	190	102	3174	4,624	0	109.6	66.9	79.2
SP6	8	F-35A	F35BD9	DEP	12D3	100%ETR	251	368	3187	6,635	0	107.9	66.8	79.4
SP6	9	F-35A	F35AD8	DEP	12D2	100%ETR	251	368	3187	5,956	0	107.9	66.3	79.6
SP6	10	F-35A	F35AI3	PAT	30I1	100%ETR	170	175	3174	2,305	0	108.4	62.7	79.7
SP6	11	F-35A	F35AD7	DEP	12D1	100%ETR	251	368	3187	2,382	0	107.9	62.3	79.8
SP6	12	F-35A	F35CD19	DEP	30DD2R	150%ETR	190	102	3174	1,387	0	109.6	61.6	79.9
SP6	13	F-35A	F35CD17	DEP	30DD1	150%ETR	190	102	3174	1,356	0	109.6	61.5	79.9
SP6	14	F-35A	F35BD28	DEP	12D2	100%ETR	114	253	3178	1,294	0	109.7	61.4	80
SP6	15	F-35A	F35BI3	PAT	30I1	100%ETR	170	175	3174	1,578	0	108.4	61	80
SP6	16	F-35A	F35CD8	DEP	12D2	100%ETR	251	368	3187	1,747	0	107.9	61	80.1
SP6	17	F-35A	F35BI6	PAT	30I1	100%ETR	170	175	3174	1,183	0	108.5	59.8	80.1
SP6	18	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	154	3175	1,027	0	109	59.7	80.2
SP6	19	F-35A	F35BD37	DEP	30DD1	100%ETR	114	154	3175	1,005	0	109	59.6	80.2
SP6	20	F-35A	F35AD11	DEP	12D5	100%ETR	251	368	3187	1,191	0	107.9	59.3	80.2
SP7	1	F-35A	F35AD9	DEP	12D3	100%ETR	200	131	9009	47,646	0	92.1	59.5	59.5
SP7	2	F-35A	F35AT2	PAT	12T1	100%ETR	170	357	9014	37,224	0	92.5	58.9	62.2
SP7	3	F-35A	F35CD9	DEP	12D3	100%ETR	200	131	9009	13,972	0	92.1	54.2	62.9
SP7	4	F-35A	F35BD29	DEP	12D3	100%ETR	114	168	9010	10,351	0	92.8	53.6	63.4
SP7	5	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	329	9014	4,73	0	93.6	51	63.6
SP7	6	F-35A	F35BD9	DEP	12D3	100%ETR	200	131	9009	6,635	0	92.1	51	63.8
SP7	7	F-35A	F35AD17	DEP	30DD1	100%ETR	251	329	9014	4,624	0	93.6	50.9	64.1
SP7	8	F-35A	F35AT4	PAT	30T1	100%ETR	225	591	9523	6,569	0	91.9	50.7	64.2
SP7	9	F-35A	F35AD8	DEP	12D2	100%ETR	200	131	9009	5,956	0	92.2	50.6	64.4
SP7	10	F-35A	F35AI3	PAT	30I1	100%ETR	170	305	9012	2,305	0	95.3	49.6	64.6
SP7	11	F-35A	F35BI3	PAT	30I1	100%ETR	170	305	9012	1,578	0	95.3	47.9	64.7
SP7	12	F-35A	F35BI6	PAT	30I1	100%ETR	170	305	9012	1,183	0	95.4	46.7	64.7
SP7	13	F-35A	F35AD7	DEP	12D1	100%ETR	200	131	9009	2,382	0	92.2	46.6	64.8

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP7	14	F-35A	F35CD19	DEP	30DD2R	100%ETR	251	329	9014	1.387	0	93.6	45.7	64.9
SP7	15	F-35A	F35CD17	DEP	30DD1	100%ETR	251	329	9014	1.356	0	93.6	45.6	64.9
SP7	16	F-35A	F35CD8	DEP	12D2	100%ETR	200	131	9009	1.747	0	92.2	45.2	64.9
SP7	17	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	239	9012	1.027	0	94.2	45	65
SP7	18	F-35A	F35BD37	DEP	30DD1	100%ETR	114	239	9012	1.005	0	94.2	44.8	65
SP7	19	F-35A	F35BD28	DEP	12D2	100%ETR	114	168	9010	1.294	0	92.9	44.7	65.1
SP7	20	F-35A	F35AD11	DEP	12D5	100%ETR	200	131	9009	1.191	0	92.1	43.5	65.1
SP8	1	F-35A	F35AD9	DEP	12D3	100%ETR	300	1598	6957	47.646	0	97.9	65.3	65.3
SP8	2	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	1747	6.569	0	102.4	61.2	66.7
SP8	3	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	7032	37.224	0	94.2	60.5	67.6
SP8	4	F-35A	F35BD29	DEP	12D3	100%ETR	256	653	6787	10.351	0	99.6	60.4	68.4
SP8	5	F-35A	F35CD9	DEP	12D3	100%ETR	300	1598	6957	13.972	0	97.9	59.9	69
SP8	6	F-35A	F35AT3	PAT	19T1	100%ETR	225	440	4171	1.959	0	105.1	58.7	69.4
SP8	7	F-35A	F35BD9	DEP	12D3	100%ETR	300	1598	6957	6.635	0	97.9	56.7	69.6
SP8	8	F-35A	F35AD14	DEP	19D2	100%ETR	200	161	4154	1.567	0	103.7	56.3	69.8
SP8	9	F-35A	F35AD8	DEP	12D2	100%ETR	300	1598	6957	5.956	0	97.8	56.2	70
SP8	10	F-35A	F35AD13	DEP	19D1	100%ETR	200	161	4154	1.379	0	103.7	55.7	70.1
SP8	11	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	3031	0.346	0	109.1	55.1	70.3
SP8	12	F-35A	F35AD7	DEP	12D1	100%ETR	300	1598	6957	2.382	0	97.9	52.3	70.3
SP8	13	F-35A	F35BD34	DEP	19D2	100%ETR	114	180	4154	0.34	0	106.1	52.1	70.4
SP8	14	F-35A	F35BD33	DEP	19D1	100%ETR	114	180	4154	0.3	0	106.1	51.5	70.5
SP8	15	F-35A	F35BD28	DEP	12D2	100%ETR	256	653	6787	1.294	0	99.6	51.3	70.5
SP8	16	F-35A	F35CD14	DEP	19D2	100%ETR	200	161	4154	0.46	0	103.7	51	70.6
SP8	17	F-35A	F35CD8	DEP	12D2	100%ETR	300	1598	6957	1.747	0	97.8	50.9	70.6
SP8	18	F-35A	F35AD3	DEP	01DD3	100%ETR	200	167	4154	0.442	0	103.5	50.6	70.6
SP8	19	F-35A	F35CD13	DEP	19D1	100%ETR	200	161	4154	0.405	0	103.7	50.4	70.7
SP8	20	F-35A	F35AD11	DEP	12D5	100%ETR	300	1598	6957	1.191	0	97.9	49.3	70.7
SP9	1	F-35A	F35AD9	DEP	12D3	100%ETR	300	1944	7973	47.646	0	95.4	62.8	62.8
SP9	2	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	1545	6.569	0	103.5	62.3	65.6
SP9	3	F-35A	F35BD29	DEP	12D3	100%ETR	256	677	7738	10.351	0	97.6	58.4	66.3
SP9	4	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	8325	37.224	0	91.5	57.8	66.9
SP9	5	F-35A	F35CD9	DEP	12D3	100%ETR	300	1944	7973	13.972	0	95.4	57.5	67.4
SP9	6	F-35A	F35AT3	PAT	19T1	100%ETR	170	345	5478	1.959	0	101.2	54.8	67.6
SP9	7	F-35A	F35BD9	DEP	12D3	100%ETR	300	1944	7973	6.635	0	95.4	54.3	67.8

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP9	8	F-35A	F35AD8	DEP	12D2	100%ETR	300	1944	7973	5.956	0	95.4	53.8	68
SP9	9	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	2086	0.346	0	107.3	53.3	68.1
SP9	10	F-35A	F35AD14	DEP	19D2	100%ETR	200	126	5470	1.567	0	99.7	52.3	68.2
SP9	11	F-35A	F35AD13	DEP	19D1	100%ETR	200	126	5470	1.379	0	99.7	51.7	68.3
SP9	12	F-35A	F35AD7	DEP	12D1	100%ETR	300	1944	7973	2.382	0	95.5	49.9	68.4
SP9	13	F-35A	F35AO30	ARR	30O2	35%ETR	225	1586	1545	0.725	0.021	99.2	49.6	68.4
SP9	14	F-35A	F35AO29	ARR	30O1	35%ETR	225	1586	1545	0.725	0.021	99	49.3	68.5
SP9	15	F-35A	F35BD28	DEP	12D2	100%ETR	256	677	7738	1.294	0	97.5	49.3	68.5
SP9	16	F-35A	F35CD8	DEP	12D2	100%ETR	300	1944	7973	1.747	0	95.4	48.4	68.6
SP9	17	F-35A	F35BD34	DEP	19D2	100%ETR	114	166	5470	0.34	0	101.9	47.8	68.6
SP9	18	F-35A	F35AD3	DEP	01DD3	100%ETR	251	204	5471	0.442	0	100.3	47.4	68.7
SP9	19	F-35A	F35BD33	DEP	19D1	100%ETR	114	166	5470	0.3	0	101.9	47.3	68.7
SP9	20	F-35A	F35CD14	DEP	19D2	100%ETR	200	126	5470	0.46	0	99.7	46.9	68.7
SP10	1	F-35A	F35AT2	PAT	12T1	100%ETR	170	154	2953	37.224	0	108.1	74.4	74.4
SP10	2	F-35A	F35AD9	DEP	12D3	150%ETR	190	88	2952	47.646	0	105.1	72.5	76.5
SP10	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	135	2952	10.351	0	108.8	69.6	77.3
SP10	4	F-35A	F35CD9	DEP	12D3	150%ETR	190	88	2952	13.972	0	105.1	67.1	77.7
SP10	5	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	421	2971	4.73	0	108.9	66.3	78
SP10	6	F-35A	F35AD17	DEP	30DD1	100%ETR	251	421	2971	4.624	0	108.9	66.2	78.3
SP10	7	F-35A	F35AI3	PAT	30I1	100%ETR	250	437	2973	2.305	0	110	64.2	78.5
SP10	8	F-35A	F35BD9	DEP	12D3	150%ETR	190	88	2952	6.635	0	105.1	63.9	78.6
SP10	9	F-35A	F35AD8	DEP	12D2	150%ETR	190	88	2952	5.956	0	105.1	63.4	78.8
SP10	10	F-35A	F35BI3	PAT	30I1	100%ETR	250	437	2973	1.578	0	110	62.6	78.9
SP10	11	F-35A	F35AT4	PAT	30T1	100%ETR	225	870	4702	6.569	0	103	61.8	78.9
SP10	12	F-35A	F35BI6	PAT	30I1	100%ETR	250	437	2973	1.183	0	110	61.3	79
SP10	13	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	272	2958	1.027	0	110.5	61.2	79.1
SP10	14	F-35A	F35BD37	DEP	30DD1	100%ETR	114	272	2958	1.005	0	110.5	61.1	79.2
SP10	15	F-35A	F35CD19	DEP	30DD2R	100%ETR	251	421	2971	1.387	0	108.9	61	79.2
SP10	16	F-35A	F35CD17	DEP	30DD1	100%ETR	251	421	2971	1.356	0	108.9	60.9	79.3
SP10	17	F-35A	F35BD28	DEP	12D2	100%ETR	114	135	2952	1.294	0	108.8	60.5	79.3
SP10	18	F-35A	F35AD7	DEP	12D1	150%ETR	190	88	2952	2.382	0	105.1	59.4	79.4
SP10	19	F-35A	F35CD8	DEP	12D2	150%ETR	190	88	2952	1.747	0	105.1	58.1	79.4
SP10	20	F-35A	F35BD19	DEP	30DD2R	100%ETR	251	421	2971	0.659	0	108.9	57.7	79.4
SP11	1	F-35A	F35AD9	DEP	12D3	100%ETR	300	1912	10643	47.646	0	90.8	58.2	58.2

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP11	2	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	9399	37.224	0	88.5	54.8	59.8
SP11	3	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	3256	6.569	0	95.7	54.5	60.9
SP11	4	F-35A	F35BD29	DEP	12D3	100%ETR	256	675	10471	10.351	0	92.5	53.3	61.6
SP11	5	F-35A	F35CD9	DEP	12D3	100%ETR	300	1912	10643	13.972	0	90.8	52.9	62.2
SP11	6	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	1978	0.346	0	106.1	52.1	62.6
SP11	7	F-35A	F35AT3	PAT	19T1	100%ETR	150	87	6218	1.959	0	97.6	51.1	62.9
SP11	8	F-35A	F35BD9	DEP	12D3	100%ETR	300	1912	10643	6.635	0	90.8	49.6	63.1
SP11	9	F-35A	F35AD8	DEP	12D2	100%ETR	300	1912	10643	5.956	0	90.7	49.1	63.3
SP11	10	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	6218	1.567	0	94.9	47.4	63.4
SP11	11	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	6218	1.379	0	94.9	46.9	63.5
SP11	12	F-35A	F35AD3	DEP	01DD3	100%ETR	251	376	6228	0.442	0	99.2	46.3	63.5
SP11	13	F-35A	F35AD7	DEP	12D1	100%ETR	300	1912	10643	2.382	0	91	45.4	63.6
SP11	14	F-35A	F35BD28	DEP	12D2	100%ETR	256	675	10471	1.294	0	92.3	44	63.7
SP11	15	F-35A	F35CD8	DEP	12D2	100%ETR	300	1912	10643	1.747	0	90.7	43.8	63.7
SP11	16	F-35A	F35BD34	DEP	19D2	100%ETR	104	103	6218	0.34	0	96.8	42.7	63.7
SP11	17	F-35A	F35AD11	DEP	12D5	100%ETR	300	1912	10643	1.191	0	91.1	42.5	63.8
SP11	18	F-35A	F35AD12	DEP	12D6	100%ETR	300	1912	10643	1.191	0	91.1	42.5	63.8
SP11	19	F-35A	F35AD10	DEP	12D4	100%ETR	300	1912	10643	1.191	0	91.1	42.5	63.8
SP11	20	F-35A	F35BD33	DEP	19D1	100%ETR	104	103	6218	0.3	0	96.8	42.2	63.9
SP12	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	316	1475	3.194	0.076	104.2	60.8	60.8
SP12	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	311	1613	3.194	0.076	103.1	59.7	63.3
SP12	3	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1474	2185	0.442	0	112.2	59.3	64.8
SP12	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	334	1616	1.959	0	104	57.5	65.5
SP12	5	F-35A	F35BD23	DEP	01DD3	100%ETR	256	645	1695	0.096	0	115.6	56	66
SP12	6	F-35A	F35CA6	ARR	19A2	50%ETR	170	316	1475	1.067	0	104.2	55.1	66.3
SP12	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	311	1613	1.067	0	103.1	54	66.6
SP12	8	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1474	2185	0.13	0	112.2	54	66.8
SP12	9	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	8542	37.224	0	87.6	53.9	67
SP12	10	F-35A	F35BA6	ARR	19A2	50%ETR	170	316	1475	0.438	0.018	104.2	52.8	67.2
SP12	11	F-35A	F35AA8	ARR	19A4	50%ETR	170	316	1475	0.399	0.009	104.2	51.8	67.3
SP12	12	F-35A	F35AD9	DEP	12D3	100%ETR	287	461	14958	47.646	0	84.3	51.7	67.4
SP12	13	F-35A	F35BA5	ARR	19A1	50%ETR	170	311	1613	0.438	0.018	103.1	51.7	67.5
SP12	14	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1474	2185	0.062	0	112.2	50.8	67.6
SP12	15	F-35A	F35AA7	ARR	19A3	50%ETR	170	311	1613	0.399	0.009	103.1	50.7	67.7
SP12	16	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1474	2185	0.055	0	112.2	50.3	67.8
SP12	17	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	5056	1.567	0	97.4	50	67.9

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP12	18	F-35A	F35AA12	ARR	19A8	50%ETR	170	316	1475	0.24	0.006	104.2	49.5	67.9
SP12	19	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	5056	1.379	0	97.4	49.4	68
SP12	20	F-35A	F35AO19	ARR	19O1	50%ETR	170	353	1619	0.216	0.006	103.4	48.5	68
SP13	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	300	957	3.194	0.076	108.3	64.9	64.9
SP13	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	297	1059	3.194	0.076	107.3	63.9	67.5
SP13	3	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1351	1711	0.442	0	114.9	62	68.5
SP13	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	318	1063	1.959	0	107.8	61.3	69.3
SP13	5	F-35A	F35BD23	DEP	01DD3	100%ETR	256	636	1179	0.096	0	119.3	59.8	69.7
SP13	6	F-35A	F35CA6	ARR	19A2	50%ETR	170	300	957	1.067	0	108.3	59.2	70.1
SP13	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	297	1059	1.067	0	107.3	58.2	70.4
SP13	8	F-35A	F35BA6	ARR	19A2	50%ETR	170	300	957	0.438	0.018	108.3	56.9	70.6
SP13	9	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1351	1711	0.13	0	114.9	56.6	70.8
SP13	10	F-35A	F35AA8	ARR	19A4	50%ETR	170	300	957	0.399	0.009	108.3	55.9	70.9
SP13	11	F-35A	F35BA5	ARR	19A1	50%ETR	170	297	1059	0.438	0.018	107.3	55.9	71
SP13	12	F-35A	F35AA7	ARR	19A3	50%ETR	170	297	1059	0.399	0.009	107.3	54.9	71.1
SP13	13	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	7897	37.224	0	88.5	54.8	71.2
SP13	14	F-35A	F35AA12	ARR	19A8	50%ETR	170	300	957	0.24	0.006	108.3	53.7	71.3
SP13	15	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1351	1711	0.062	0	114.9	53.4	71.4
SP13	16	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1351	1711	0.055	0	114.9	52.9	71.4
SP13	17	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	4536	1.567	0	100.1	52.7	71.5
SP13	18	F-35A	F35AA11	ARR	19A7	50%ETR	170	297	1059	0.24	0.006	107.3	52.7	71.6
SP13	19	F-35A	F35AO19	ARR	19O1	50%ETR	170	336	1068	0.216	0.006	107.4	52.5	71.6
SP13	20	F-35A	F35AO20	ARR	19O2	50%ETR	170	336	1068	0.216	0.006	107.4	52.5	71.7
SP14	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	315	942	3.194	0.076	108.5	65.1	65.1
SP14	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	312	1077	3.194	0.076	107.2	63.8	67.5
SP14	3	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1484	1835	0.442	0	114.1	61.2	68.4
SP14	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	335	1083	1.959	0	107.5	61.1	69.1
SP14	5	F-35A	F35BD23	DEP	01DD3	100%ETR	256	645	1197	0.096	0	119.1	59.5	69.6
SP14	6	F-35A	F35CA6	ARR	19A2	50%ETR	170	315	942	1.067	0	108.5	59.4	70
SP14	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	312	1077	1.067	0	107.2	58.1	70.3
SP14	8	F-35A	F35BA6	ARR	19A2	50%ETR	170	315	942	0.438	0.018	108.5	57.1	70.5
SP14	9	F-35A	F35AA8	ARR	19A4	50%ETR	170	315	942	0.399	0.009	108.5	56.1	70.6
SP14	10	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1484	1835	0.13	0	114.1	55.9	70.8
SP14	11	F-35A	F35BA5	ARR	19A1	50%ETR	170	312	1077	0.438	0.018	107.2	55.7	70.9
SP14	12	F-35A	F35AA7	ARR	19A3	50%ETR	170	312	1077	0.399	0.009	107.2	54.7	71
SP14	13	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	8218	37.224	0	87.9	54.2	71.1
SP14	14	F-35A	F35AA12	ARR	19A8	50%ETR	170	315	942	0.24	0.006	108.5	53.8	71.2
SP14	15	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1484	1835	0.062	0	114.1	52.6	71.2

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP14	16	F-35A	F35AA11	ARR	19A7	50%ETR	170	312	1077	0.24	0.006	107.2	52.5	71.3
SP14	17	F-35A	F35AO19	ARR	19O1	50%ETR	170	354	1088	0.216	0.006	107.3	52.4	71.3
SP14	18	F-35A	F35AO20	ARR	19O2	50%ETR	170	354	1088	0.216	0.006	107.3	52.4	71.4
SP14	19	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1484	1835	0.055	0	114.1	52.2	71.4
SP14	20	F-35A	F35AA10	ARR	19A6	50%ETR	170	315	942	0.16	0.004	108.5	52.1	71.5
SP15	1	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1398	2719	0.442	0	109.9	57	57
SP15	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	309	2210	3.194	0.076	100	56.5	59.8
SP15	3	F-35A	F35AA5	ARR	19A1	50%ETR	170	302	2331	3.194	0.076	99.3	55.8	61.2
SP15	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	324	2333	1.959	0	100.9	54.4	62.1
SP15	5	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	8861	37.224	0	87.3	53.6	62.6
SP15	6	F-35A	F35BD23	DEP	01DD3	100%ETR	256	639	2389	0.096	0	112	52.5	63
SP15	7	F-35A	F35AD9	DEP	12D3	100%ETR	287	511	14958	47.646	0	84.4	51.8	63.4
SP15	8	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1398	2719	0.13	0	109.9	51.6	63.6
SP15	9	F-35A	F35CA6	ARR	19A2	50%ETR	170	309	2210	1.067	0	100	50.9	63.9
SP15	10	F-35A	F35CA5	ARR	19A1	50%ETR	170	302	2331	1.067	0	99.3	50.2	64
SP15	11	F-35A	F35BA6	ARR	19A2	50%ETR	170	309	2210	0.438	0.018	100	48.5	64.2
SP15	12	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1398	2719	0.062	0	109.9	48.4	64.3
SP15	13	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1398	2719	0.055	0	109.9	47.9	64.4
SP15	14	F-35A	F35BA5	ARR	19A1	50%ETR	170	302	2331	0.438	0.018	99.3	47.8	64.5
SP15	15	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	5121	1.567	0	95.2	47.8	64.6
SP15	16	F-35A	F35AA8	ARR	19A4	50%ETR	170	309	2210	0.399	0.009	100	47.5	64.7
SP15	17	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	5121	1.379	0	95.2	47.2	64.7
SP15	18	F-35A	F35AA7	ARR	19A3	50%ETR	170	302	2331	0.399	0.009	99.3	46.8	64.8
SP15	19	F-35A	F35CD9	DEP	12D3	100%ETR	287	511	14958	13.972	0	84.4	46.5	64.9
SP15	20	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	7512	6.569	0	87.5	46.3	64.9
SP16	1	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1369	3293	0.442	0	107.6	54.7	54.7
SP16	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	308	2870	3.194	0.076	96.9	53.5	57.1
SP16	3	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	9271	37.224	0	86.9	53.2	58.6
SP16	4	F-35A	F35AA5	ARR	19A1	50%ETR	170	299	2986	3.194	0.076	96.3	52.9	59.6
SP16	5	F-35A	F35AT3	PAT	19T1	50%ETR	170	320	2988	1.959	0	98.8	52.3	60.4
SP16	6	F-35A	F35AD9	DEP	12D3	100%ETR	300	570	15081	47.646	0	84.4	51.8	60.9
SP16	7	F-35A	F35BD23	DEP	01DD3	100%ETR	256	637	3034	0.096	0	109.5	49.9	61.3
SP16	8	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1369	3293	0.13	0	107.6	49.3	61.5
SP16	9	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	5380	1.567	0	95.5	48.1	61.7
SP16	10	F-35A	F35CA6	ARR	19A2	50%ETR	170	308	2870	1.067	0	96.9	47.8	61.9
SP16	11	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	5380	1.379	0	95.5	47.5	62.1
SP16	12	F-35A	F35CA5	ARR	19A1	50%ETR	170	299	2986	1.067	0	96.3	47.2	62.2

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP16	13	F-35A	F35CD9	DEP	12D3	100%ETR	300	570	15081	13.972	0	84.4	46.4	62.3
SP16	14	F-35A	F35BD29	DEP	12D3	100%ETR	246	385	15075	10.351	0	85.5	46.3	62.4
SP16	15	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1369	3293	0.062	0	107.6	46.1	62.5
SP16	16	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	7633	6.569	0	87.2	46	62.6
SP16	17	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1369	3293	0.055	0	107.6	45.6	62.7
SP16	18	F-35A	F35BA6	ARR	19A2	50%ETR	170	308	2870	0.438	0.018	96.9	45.5	62.8
SP16	19	F-35A	F35BA5	ARR	19A1	50%ETR	170	299	2986	0.438	0.018	96.3	44.9	62.8
SP16	20	F-35A	F35AA8	ARR	19A4	50%ETR	170	308	2870	0.399	0.009	96.9	44.5	62.9
SP17	1	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	11408	37.224	0	83.9	50.2	50.2
SP17	2	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1866	4891	0.442	0	102.5	49.6	52.9
SP17	3	F-35A	F35AD9	DEP	12D3	100%ETR	300	756	17020	47.646	0	81.8	49.2	54.5
SP17	4	F-35A	F35AA6	ARR	19A2	50%ETR	170	369	4242	3.194	0.076	92	48.6	55.5
SP17	5	F-35A	F35AA5	ARR	19A1	50%ETR	170	355	4498	3.194	0.076	91.3	47.9	56.2
SP17	6	F-35A	F35AT3	PAT	19T1	50%ETR	170	384	4500	1.959	0	94.2	47.7	56.8
SP17	7	F-35A	F35BD23	DEP	01DD3	100%ETR	256	672	4532	0.096	0	104.9	45.4	57.1
SP17	8	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1866	4891	0.13	0	102.5	44.3	57.3
SP17	9	F-35A	F35BD29	DEP	12D3	100%ETR	246	501	17011	10.351	0	83.4	44.2	57.5
SP17	10	F-35A	F35CD9	DEP	12D3	100%ETR	300	756	17020	13.972	0	81.8	43.9	57.7
SP17	11	F-35A	F35CA6	ARR	19A2	50%ETR	170	369	4242	1.067	0	92	42.9	57.8
SP17	12	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	9535	6.569	0	84	42.8	58
SP17	13	F-35A	F35CA5	ARR	19A1	50%ETR	170	355	4498	1.067	0	91.3	42.2	58.1
SP17	14	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	7515	1.567	0	88.7	41.3	58.2
SP17	15	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1866	4891	0.062	0	102.5	41.1	58.2
SP17	16	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	7515	1.379	0	88.7	40.8	58.3
SP17	17	F-35A	F35BD9	DEP	12D3	100%ETR	300	756	17020	6.635	0	81.8	40.7	58.4
SP17	18	F-35A	F35BA6	ARR	19A2	50%ETR	170	369	4242	0.438	0.018	92	40.6	58.5
SP17	19	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1866	4891	0.055	0	102.5	40.6	58.5
SP17	20	F-35A	F35AD8	DEP	12D2	100%ETR	300	756	17020	5.956	0	81.7	40.1	58.6
SP18	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	265	1188	3.194	0.076	106.4	63	63
SP18	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	262	1212	3.194	0.076	106	62.6	65.8
SP18	3	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1045	1597	0.442	0	115.5	62.6	67.5
SP18	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	279	1215	1.959	0	106.9	60.5	68.3
SP18	5	F-35A	F35BD23	DEP	01DD3	100%ETR	256	615	1321	0.096	0	118.3	58.8	68.7
SP18	6	F-35A	F35CA6	ARR	19A2	50%ETR	170	265	1188	1.067	0	106.4	57.3	69
SP18	7	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1045	1597	0.13	0	115.5	57.2	69.3
SP18	8	F-35A	F35CA5	ARR	19A1	50%ETR	170	262	1212	1.067	0	106	56.9	69.6
SP18	9	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	3671	1.567	0	103.4	56	69.8
SP18	10	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	7324	37.224	0	89.5	55.8	69.9

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP18	11	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	3671	1.379	0	103.4	55.5	70.1
SP18	12	F-35A	F35BA6	ARR	19A2	50%ETR	170	265	1188	0.438	0.018	106.4	55	70.2
SP18	13	F-35A	F35BA5	ARR	19A1	50%ETR	170	262	1212	0.438	0.018	106	54.5	70.3
SP18	14	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1045	1597	0.062	0	115.5	54	70.4
SP18	15	F-35A	F35AA8	ARR	19A4	50%ETR	170	265	1188	0.399	0.009	106.4	54	70.5
SP18	16	F-35A	F35AD9	DEP	12D3	100%ETR	287	462	13573	47.646	0	86.4	53.8	70.6
SP18	17	F-35A	F35AA7	ARR	19A3	50%ETR	170	262	1212	0.399	0.009	106	53.6	70.7
SP18	18	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1045	1597	0.055	0	115.5	53.5	70.8
SP18	19	F-35A	F35AA12	ARR	19A8	50%ETR	170	265	1188	0.24	0.006	106.4	51.8	70.8
SP18	20	F-35A	F35AA11	ARR	19A7	50%ETR	170	262	1212	0.24	0.006	106	51.3	70.9
SP19	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	347	490	3.194	0.076	113.9	70.5	70.5
SP19	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	346	682	3.194	0.076	111.3	67.9	72.4
SP19	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	347	490	1.067	0	113.9	64.8	73.1
SP19	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	373	693	1.959	0	111.1	64.6	73.7
SP19	5	F-35A	F35BD23	DEP	01DD3	100%ETR	256	666	864	0.096	0	122.2	62.6	74
SP19	6	F-35A	F35BA6	ARR	19A2	50%ETR	170	347	490	0.438	0.018	113.9	62.5	74.3
SP19	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	346	682	1.067	0	111.3	62.2	74.6
SP19	8	F-35A	F35AA8	ARR	19A4	50%ETR	170	347	490	0.399	0.009	113.9	61.5	74.8
SP19	9	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1783	1930	0.442	0	113.4	60.5	74.9
SP19	10	F-35A	F35BA5	ARR	19A1	50%ETR	170	346	682	0.438	0.018	111.3	59.8	75.1
SP19	11	F-35A	F35AA12	ARR	19A8	50%ETR	170	347	490	0.24	0.006	113.9	59.3	75.2
SP19	12	F-35A	F35AA7	ARR	19A3	50%ETR	170	346	682	0.399	0.009	111.3	58.9	75.3
SP19	13	F-35A	F35AA10	ARR	19A6	50%ETR	170	347	490	0.16	0.004	113.9	57.5	75.4
SP19	14	F-35A	F35AA11	ARR	19A7	50%ETR	170	346	682	0.24	0.006	111.3	56.6	75.4
SP19	15	F-35A	F35AO19	ARR	19O1	50%ETR	170	397	704	0.216	0.006	111.1	56.2	75.5
SP19	16	F-35A	F35AO20	ARR	19O2	50%ETR	170	397	704	0.216	0.006	111.1	56.2	75.5
SP19	17	F-35A	F35CA8	ARR	19A4	50%ETR	170	347	490	0.133	0	113.9	55.8	75.6
SP19	18	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1783	1930	0.13	0	113.4	55.2	75.6
SP19	19	F-35A	F35AA9	ARR	19A5	50%ETR	170	346	682	0.16	0.004	111.3	54.9	75.6
SP19	20	F-35A	F35CA12	ARR	19A8	50%ETR	170	347	490	0.08	0	113.9	53.6	75.7
SP20	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	566	2433	3.194	0.076	99	55.6	55.6
SP20	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	556	3087	3.194	0.076	96.2	52.8	57.4
SP20	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	566	2433	1.067	0	99	49.9	58.1
SP20	4	F-35A	F35BD23	DEP	01DD3	100%ETR	300	1256	3284	0.096	0	108	48.5	58.6
SP20	5	F-35A	F35BA6	ARR	19A2	50%ETR	170	566	2433	0.438	0.018	99	47.5	58.9
SP20	6	F-35A	F35AD3	DEP	01DD3	35%ETR	300	3087	4290	0.442	0	100.3	47.4	59.2
SP20	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	556	3087	1.067	0	96.2	47.1	59.4
SP20	8	F-35A	F35AA8	ARR	19A4	50%ETR	170	566	2433	0.399	0.009	99	46.5	59.7
SP20	9	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	14161	37.224	0	79.7	46	59.8

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP20	10	F-35A	F35AT3	PAT	19T1	50%ETR	170	613	4536	1.959	0	91.9	45.5	60
SP20	11	F-35A	F35BA5	ARR	19A1	50%ETR	170	556	3087	0.438	0.018	96.2	44.8	60.1
SP20	12	F-35A	F35AA12	ARR	19A8	50%ETR	170	566	2433	0.24	0.006	99	44.3	60.2
SP20	13	F-35A	F35AD9	DEP	12D3	100%ETR	251	433	21089	47.646	0	76.8	44.2	60.3
SP20	14	F-35A	F35AA7	ARR	19A3	50%ETR	170	556	3087	0.399	0.009	96.2	43.8	60.4
SP20	15	F-35A	F35AA10	ARR	19A6	50%ETR	170	566	2433	0.16	0.004	99	42.5	60.5
SP20	16	F-35A	F35CD3	DEP	01DD3	35%ETR	300	3087	4290	0.13	0	100.3	42	60.6
SP20	17	F-35A	F35AA11	ARR	19A7	50%ETR	170	556	3087	0.24	0.006	96.2	41.6	60.6
SP20	18	F-35A	F35CA8	ARR	19A4	50%ETR	170	566	2433	0.133	0	99	40.8	60.7
SP20	19	F-35A	F35AA9	ARR	19A5	50%ETR	170	556	3087	0.16	0.004	96.2	39.8	60.7
SP20	20	F-35A	F35BD22	DEP	01DD2	100%ETR	300	1256	3284	0.012	0	108	39.4	60.7
SP21	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	659	1545	3.194	0.076	103.8	60.3	60.3
SP21	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	652	2357	3.194	0.076	99.4	56	61.7
SP21	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	659	1545	1.067	0	103.8	54.7	62.5
SP21	4	F-35A	F35BA6	ARR	19A2	50%ETR	170	659	1545	0.438	0.018	103.8	52.3	62.9
SP21	5	F-35A	F35AA8	ARR	19A4	50%ETR	170	659	1545	0.399	0.009	103.8	51.3	63.2
SP21	6	F-35A	F35CA5	ARR	19A1	50%ETR	170	652	2357	1.067	0	99.4	50.3	63.4
SP21	7	F-35A	F35BD23	DEP	01DD3	100%ETR	300	1742	2857	0.096	0	109.6	50	63.6
SP21	8	F-35A	F35AA12	ARR	19A8	50%ETR	170	659	1545	0.24	0.006	103.8	49.1	63.7
SP21	9	F-35A	F35BA5	ARR	19A1	50%ETR	170	652	2357	0.438	0.018	99.4	48	63.9
SP21	10	F-35A	F35AA10	ARR	19A6	50%ETR	170	659	1545	0.16	0.004	103.8	47.3	64
SP21	11	F-35A	F35AA7	ARR	19A3	50%ETR	170	652	2357	0.399	0.009	99.4	47	64
SP21	12	F-35A	F35CA8	ARR	19A4	50%ETR	170	659	1545	0.133	0	103.8	45.6	64.1
SP21	13	F-35A	F35AD3	DEP	01DD3	35%ETR	300	3087	3784	0.442	0	98.2	45.3	64.2
SP21	14	F-35A	F35AA11	ARR	19A7	50%ETR	170	652	2357	0.24	0.006	99.4	44.8	64.2
SP21	15	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	15703	37.224	0	77.6	43.9	64.2
SP21	16	F-35A	F35CA12	ARR	19A8	50%ETR	170	659	1545	0.08	0	103.8	43.4	64.3
SP21	17	F-35A	F35BA8	ARR	19A4	50%ETR	170	659	1545	0.055	0.002	103.8	43.3	64.3
SP21	18	F-35A	F35AT3	PAT	19T1	50%ETR	170	697	5454	1.959	0	89.7	43.2	64.4
SP21	19	F-35A	F35AA9	ARR	19A5	50%ETR	170	652	2357	0.16	0.004	99.4	43	64.4
SP21	20	F-35A	F35AD9	DEP	12D3	100%ETR	251	341	22965	47.646	0	74.7	42.1	64.4
SP22	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	433	424	3.194	0.076	115.1	71.7	71.7
SP22	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	433	472	3.194	0.076	114.2	70.8	74.3
SP22	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	433	424	1.067	0	115.1	66	74.9
SP22	4	F-35A	F35CA5	ARR	19A1	50%ETR	170	433	472	1.067	0	114.2	65.1	75.3
SP22	5	F-35A	F35BA6	ARR	19A2	50%ETR	170	433	424	0.438	0.018	115.1	63.6	75.6
SP22	6	F-35A	F35BD23	DEP	01DD3	100%ETR	300	764	775	0.096	0	122.9	63.3	75.9
SP22	7	F-35A	F35BA5	ARR	19A1	50%ETR	170	433	472	0.438	0.018	114.2	62.8	76.1
SP22	8	F-35A	F35AA8	ARR	19A4	50%ETR	170	433	424	0.399	0.009	115.1	62.6	76.3
SP22	9	F-35A	F35AT3	PAT	19T1	50%ETR	170	548	857	1.959	0	109.1	62.6	76.4
SP22	10	F-35A	F35AA7	ARR	19A3	50%ETR	170	433	472	0.399	0.009	114.2	61.8	76.6

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP22	11	F-35A	F35AA12	ARR	19A8	50%ETR	170	433	424	0.24	0.006	115.1	60.4	76.7
SP22	12	F-35A	F35AA11	ARR	19A7	50%ETR	170	433	472	0.24	0.006	114.2	59.6	76.8
SP22	13	F-35A	F35AA10	ARR	19A6	50%ETR	170	433	424	0.16	0.004	115.1	58.7	76.8
SP22	14	F-35A	F35AA9	ARR	19A5	50%ETR	170	433	472	0.16	0.004	114.2	57.8	76.9
SP22	15	F-35A	F35CA8	ARR	19A4	50%ETR	170	433	424	0.133	0	115.1	57	76.9
SP22	16	F-35A	F35AD3	DEP	01DD3	100%ETR	300	2486	2618	0.442	0	109.4	56.5	77
SP22	17	F-35A	F35CA7	ARR	19A3	50%ETR	170	433	472	0.133	0	114.2	56.1	77
SP22	18	F-35A	F35CA12	ARR	19A8	50%ETR	170	433	424	0.08	0	115.1	54.7	77
SP22	19	F-35A	F35BA8	ARR	19A4	50%ETR	170	433	424	0.055	0.002	115.1	54.6	77.1
SP22	20	F-35A	F35BD22	DEP	01DD2	100%ETR	300	764	775	0.012	0	122.9	54.3	77.1
SP23	1	F-35A	F35AA5	ARR	19A1	50%ETR	170	358	325	3.194	0.076	117.1	73.7	73.7
SP23	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	357	442	3.194	0.076	114.8	71.4	75.7
SP23	3	F-35A	F35AT3	PAT	19T1	50%ETR	170	387	354	1.959	0	115.9	69.4	76.6
SP23	4	F-35A	F35CA5	ARR	19A1	50%ETR	170	358	325	1.067	0	117.1	68	77.2
SP23	5	F-35A	F35CA6	ARR	19A2	50%ETR	170	357	442	1.067	0	114.8	65.7	77.5
SP23	6	F-35A	F35BA5	ARR	19A1	50%ETR	170	358	325	0.438	0.018	117.1	65.6	77.8
SP23	7	F-35A	F35BD23	DEP	01DD3	100%ETR	256	673	638	0.096	0	124.8	65.3	78
SP23	8	F-35A	F35AA7	ARR	19A3	50%ETR	170	358	325	0.399	0.009	117.1	64.7	78.2
SP23	9	F-35A	F35BA6	ARR	19A2	50%ETR	170	357	442	0.438	0.018	114.8	63.4	78.3
SP23	10	F-35A	F35AA11	ARR	19A7	50%ETR	170	358	325	0.24	0.006	117.1	62.4	78.4
SP23	11	F-35A	F35AA8	ARR	19A4	50%ETR	170	357	442	0.399	0.009	114.8	62.4	78.5
SP23	12	F-35A	F35AO19	ARR	19O1	50%ETR	170	411	379	0.216	0.006	116	61.1	78.6
SP23	13	F-35A	F35AO20	ARR	19O2	50%ETR	170	411	379	0.216	0.006	116	61.1	78.7
SP23	14	F-35A	F35AA9	ARR	19A5	50%ETR	170	358	325	0.16	0.004	117.1	60.7	78.8
SP23	15	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1886	1967	0.442	0	113.1	60.2	78.8
SP23	16	F-35A	F35AA12	ARR	19A8	50%ETR	170	357	442	0.24	0.006	114.8	60.1	78.9
SP23	17	F-35A	F35CA7	ARR	19A3	50%ETR	170	358	325	0.133	0	117.1	59	78.9
SP23	18	F-35A	F35AA10	ARR	19A6	50%ETR	170	357	442	0.16	0.004	114.8	58.4	79
SP23	19	F-35A	F35CA11	ARR	19A7	50%ETR	170	358	325	0.08	0	117.1	56.7	79
SP23	20	F-35A	F35CA8	ARR	19A4	50%ETR	170	357	442	0.133	0	114.8	56.7	79
SP24	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3034	2.305	0	100.1	54.3	54.3
SP24	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3034	1.578	0	100.1	52.7	56.6
SP24	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3034	1.183	0	100.1	51.4	57.7
SP24	4	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3034	0.333	0	100.1	45.9	58
SP24	5	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	18508	47.646	0	75.2	42.6	58.1
SP24	6	F-35A	F35AT2	PAT	12T1	50%ETR	170	499	15223	37.224	0	75.7	42	58.3
SP24	7	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2976	15860	4.73	0	82.4	39.8	58.3
SP24	8	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2976	15860	4.624	0	82.1	39.4	58.4

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP24	9	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8091	13039	0.525	0	90.6	38.5	58.4
SP24	10	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	18508	13.972	0	75.2	37.3	58.4
SP24	11	F-35A	F35BD39	DEP	30DD2R	100%ETR	300	866	15591	1.027	0	84.5	35.3	58.5
SP24	12	F-35A	F35BD37	DEP	30DD1	100%ETR	300	866	15591	1.005	0	84.4	35	58.5
SP24	13	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	18508	10.351	0	74.1	34.9	58.5
SP24	14	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	18508	5.956	0	76.5	34.8	58.5
SP24	15	F-35A	F35CD19	DEP	30DD2R	100%ETR	300	2976	15860	1.387	0	82.4	34.5	58.5
SP24	16	F-35A	F35CD17	DEP	30DD1	100%ETR	300	2976	15860	1.356	0	82.1	34.1	58.6
SP24	17	F-35A	F35BD9	DEP	12D3	150%ETR	0	87	18508	6.635	0	75.2	34.1	58.6
SP24	18	F-35A	F35AT4	PAT	30T1	100%ETR	225	1007	22793	6.569	0	74.7	33.5	58.6
SP24	19	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	8091	13039	0.154	0	90.6	33.1	58.6
SP24	20	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	7531	12669	0.114	0	91.9	33.1	58.6
SP25	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3920	2.305	0	97.5	51.7	51.7
SP25	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3920	1.578	0	97.5	50.1	54
SP25	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3920	1.183	0	97.5	48.9	55.2
SP25	4	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3920	0.333	0	97.5	43.3	55.4
SP25	5	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	20943	47.646	0	73.4	40.8	55.6
SP25	6	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8289	11481	0.525	0	92.1	40	55.7
SP25	7	F-35A	F35AT2	PAT	12T1	50%ETR	170	523	17369	37.224	0	71.5	37.9	55.8
SP25	8	F-35A	F35AD19	DEP	30DD2R	35%ETR	300	3087	17996	4.73	0	80	37.3	55.8
SP25	9	F-35A	F35AD17	DEP	30DD1	35%ETR	300	3087	17996	4.624	0	79.5	36.8	55.9
SP25	10	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	20943	13.972	0	73.4	35.5	55.9
SP25	11	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	8289	11481	0.154	0	92.1	34.6	56
SP25	12	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	7727	11048	0.114	0	93.1	34.3	56
SP25	13	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	20943	5.956	0	75.1	33.4	56
SP25	14	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	20943	10.351	0	72.5	33.3	56
SP25	15	F-35A	F35BD39	DEP	30DD2R	100%ETR	300	934	17763	1.027	0	82.1	32.8	56.1
SP25	16	F-35A	F35BD37	DEP	30DD1	100%ETR	300	934	17763	1.005	0	81.8	32.4	56.1
SP25	17	F-35A	F35BD9	DEP	12D3	150%ETR	0	87	20943	6.635	0	73.4	32.2	56.1
SP25	18	F-35A	F35CD19	DEP	30DD2R	35%ETR	300	3087	17996	1.387	0	80	32	56.1
SP25	19	F-35A	F35CD17	DEP	30DD1	35%ETR	300	3087	17996	1.356	0	79.5	31.4	56.1
SP25	20	F-35A	F35BD18	DEP	30DD2L	100%ETR	300	8289	11481	0.073	0	92.1	31.4	56.1
SP26	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3065	2.305	0	94.1	48.4	48.4

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP26	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3065	1.578	0	94.1	46.7	50.6
SP26	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3065	1.183	0	94.1	45.5	51.8
SP26	4	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	20590	47.646	0	74.1	41.5	52.2
SP26	5	F-35A	F35AT2	PAT	12T1	50%ETR	170	445	18456	37.224	0	73.9	40.2	52.4
SP26	6	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3065	0.333	0	94.1	39.9	52.7
SP26	7	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2680	18903	4.73	0	79.9	37.3	52.8
SP26	8	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	9244	13957	0.525	0	89.2	37	52.9
SP26	9	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2680	18903	4.624	0	79	36.3	53
SP26	10	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	20590	13.972	0	74.1	36.2	53.1
SP26	11	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	20590	5.956	0	76.4	34.8	53.2
SP26	12	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	20590	10.351	0	73.5	34.3	53.2
SP26	13	F-35A	F35BD9	DEP	12D3	150%ETR	0	87	20590	6.635	0	74.1	33	53.3
SP26	14	F-35A	F35BD39	DEP	30DD2R	100%ETR	300	763	18725	1.027	0	81.4	32.1	53.3
SP26	15	F-35A	F35AT4	PAT	30T1	100%ETR	225	910	24273	6.569	0	73.2	32	53.3
SP26	16	F-35A	F35CD19	DEP	30DD2R	100%ETR	300	2680	18903	1.387	0	79.9	32	53.4
SP26	17	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	9244	13957	0.154	0	89.2	31.7	53.4
SP26	18	F-35A	F35BD37	DEP	30DD1	100%ETR	300	763	18725	1.005	0	80.7	31.4	53.4
SP26	19	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	8677	13554	0.114	0	90	31.2	53.4
SP26	20	F-35A	F35CD17	DEP	30DD1	100%ETR	300	2680	18903	1.356	0	79	31	53.5
SP27	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3255	2.305	0	90.4	44.6	44.6
SP27	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3255	1.578	0	90.4	43	46.9
SP27	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3255	1.183	0	90.4	41.7	48.1
SP27	4	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	24084	47.646	0	71.9	39.3	48.6
SP27	5	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3255	0.333	0	90.4	36.2	48.8
SP27	6	F-35A	F35AT2	PAT	12T1	50%ETR	170	404	22793	37.224	0	69.7	36	49.1
SP27	7	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2453	23075	4.73	0	78.3	35.7	49.3
SP27	8	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	10606	14690	0.525	0	87.8	35.6	49.4
SP27	9	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	24084	5.956	0	76.8	35.1	49.6
SP27	10	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	24084	13.972	0	71.9	33.9	49.7
SP27	11	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	24084	10.351	0	71.8	32.6	49.8
SP27	12	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2453	23075	4.624	0	75.1	32.4	49.9
SP27	13	F-35A	F35BD9	DEP	12D3	150%ETR	0	87	24084	6.635	0	71.9	30.7	49.9
SP27	14	F-35A	F35CD19	DEP	30DD2R	100%ETR	300	2453	23075	1.387	0	78.3	30.3	50

Table K-3. Noise Contributors at Locations of Interest Under Scenario 2, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP27	15	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	10606	14690	0.154	0	87.8	30.3	50
SP27	16	F-35A	F35CD8	DEP	12D2	150%ETR	0	87	24084	1.747	0	76.8	29.8	50.1
SP27	17	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	10005	14274	0.114	0	88.5	29.7	50.1
SP27	18	F-35A	F35BD39	DEP	30DD2R	100%ETR	256	699	22952	1.027	0	78.9	29.6	50.1
SP27	19	F-35A	F35AD14	DEP	19D2	35%ETR	300	3087	26451	1.567	0	76.5	29.1	50.2
SP27	20	F-35A	F35AT4	PAT	30T1	100%ETR	225	795	27054	6.569	0	70	28.8	50.2
SP28	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3048	2.305	0	98.5	52.7	52.7
SP28	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3048	1.578	0	98.5	51.1	55
SP28	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3048	1.183	0	98.5	49.8	56.2
SP28	4	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3048	0.333	0	98.5	44.3	56.4
SP28	5	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	18764	47.646	0	75.1	42.5	56.6
SP28	6	F-35A	F35AT2	PAT	12T1	50%ETR	170	484	15784	37.224	0	75.1	41.4	56.7
SP28	7	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2894	16378	4.73	0	81.7	39.1	56.8
SP28	8	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2894	16378	4.624	0	81.3	38.6	56.9
SP28	9	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8333	13344	0.525	0	90.2	38	56.9
SP28	10	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	18764	13.972	0	75.1	37.2	57
SP28	11	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	18764	5.956	0	76.6	34.9	57
SP28	12	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	18764	10.351	0	74	34.8	57
SP28	13	F-35A	F35BD39	DEP	30DD2R	100%ETR	300	838	16131	1.027	0	83.9	34.6	57.1
SP28	14	F-35A	F35BD37	DEP	30DD1	100%ETR	300	838	16131	1.005	0	83.7	34.3	57.1
SP28	15	F-35A	F35BD9	DEP	12D3	150%ETR	0	87	18764	6.635	0	75.1	34	57.1
SP28	16	F-35A	F35CD19	DEP	30DD2R	100%ETR	300	2894	16378	1.387	0	81.7	33.8	57.1
SP28	17	F-35A	F35AT4	PAT	30T1	100%ETR	225	986	22923	6.569	0	74.6	33.3	57.1
SP28	18	F-35A	F35CD17	DEP	30DD1	100%ETR	300	2894	16378	1.356	0	81.3	33.3	57.2
SP28	19	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	8333	13344	0.154	0	90.2	32.7	57.2
SP28	20	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	7772	12969	0.114	0	91.4	32.6	57.2

ARR = Arrival; dB = Decibels; DEP = Departure; DNL = Day-Night Average Sound Levels; ETR = Engine Thrust Request; ft = Feet; KIAS = Knots Indicated Airspeed; MSL = Mean Sea Level; SEL = Sound Exposure Level; POINT IDs (SP1, SP2, etc.) are defined in Table K-1 (Noise-Sensitive Receptors In the Vicinity of Affected Airfields).

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP1	1	F-35A	F35CT3	PAT	19F1	55	145	1087	1611	12.428	0	106.7	68.2	68.2
SP1	2	F-35A	F35AD9	DEP	12D3	100	287	495	5677	32.6	0	101.1	66.9	70.6
SP1	3	F-35A	F35AT3	PAT	19T1	50	225	1587	1978	26.969	0	101.2	66.1	71.9
SP1	4	F-35A	F35AI2	PAT	19I2	100	250	1050	4307	6.53	0	105.9	64.7	72.7
SP1	5	F-35A	F35AI1	PAT	19I1	100	250	1050	4307	6.53	0	105.9	64.7	73.3
SP1	6	F-35A	F35AD14	DEP	19D2	100	300	1748	4567	10.971	0	103.7	64.7	73.9
SP1	7	F-35A	F35AT2	PAT	12T1	100	225	777	7172	50.085	0	96.7	64.4	74.3
SP1	8	F-35A	F35AD13	DEP	19D1	100	300	1748	4567	9.655	0	103.7	64.1	74.7
SP1	9	F-35A	F35ASP3	PAT	19SP1	100	275	2398	4630	7.488	0	104.3	63.6	75.1
SP1	10	F-35A	F35BI2	PAT	19I2	100	250	1050	4307	4.47	0	105.9	63.1	75.3
SP1	11	F-35A	F35BI1	PAT	19I1	100	250	1050	4307	4.47	0	105.9	63.1	75.6
SP1	12	F-35A	F35BT3	PAT	19F1	50	150	1087	1611	3.584	0.229	104.6	62.9	75.8
SP1	13	F-35A	F35CT2	PAT	12F1	100	145	618	7157	23.081	0	98.5	62.8	76
SP1	14	F-35A	F35BD29	DEP	12D3	100	114	298	5664	7.082	0	102.7	61.9	76.2
SP1	15	F-35A	F35BI4	PAT	19I1	100	250	1050	4307	3.352	0	105.9	61.8	76.3
SP1	16	F-35A	F35BI5	PAT	19I2	100	250	1050	4307	3.352	0	105.9	61.8	76.5
SP1	17	F-35A	F35CD9	DEP	12D3	100	287	495	5677	9.56	0	101.1	61.5	76.6
SP1	18	F-35A	F35ASP2	PAT	12SP1	100	275	1290	6979	13.906	0	99.2	61.3	76.8
SP1	19	F-35A	F35BD34	DEP	19D2	100	256	664	4230	2.383	0	105.7	60.1	76.8
SP1	20	F-35A	F35BD33	DEP	19D1	100	256	664	4230	2.097	0	105.7	59.6	76.9
SP2	1	F-35A	F35AT2	PAT	12T1	100	225	539	6083	50.085	0	99.1	66.7	66.7
SP2	2	F-35A	F35ASP3	PAT	19SP1	100	275	2813	3769	7.488	0	106.5	65.9	69.3
SP2	3	F-35A	F35AD9	DEP	12D3	100	251	271	5856	32.6	0	99.7	65.4	70.8
SP2	4	F-35A	F35CT3	PAT	19F1	55	145	1087	2056	12.428	0	103.8	65.3	71.9
SP2	5	F-35A	F35CT2	PAT	12F1	100	145	478	6078	23.081	0	100.7	65	72.7
SP2	6	F-35A	F35AT3	PAT	19T1	50	225	1587	2347	26.969	0	98.8	63.7	73.2
SP2	7	F-35A	F35ASP2	PAT	12SP1	100	275	985	6117	13.906	0	100.6	62.7	73.6
SP2	8	F-35A	F35BT2	PAT	12F1	100	150	478	6078	6.656	0.425	100.6	61.6	73.8
SP2	9	F-35A	F35BD29	DEP	12D3	100	114	219	5855	7.082	0	101.6	60.8	74
SP2	10	F-35A	F35BSP3	PAT	19SP1	100	275	2813	3769	2.135	0	106.5	60.4	74.2
SP2	11	F-35A	F35CD9	DEP	12D3	100	251	271	5856	9.56	0	99.7	60.1	74.4
SP2	12	F-35A	F35BT3	PAT	19F1	50	150	1087	2056	3.584	0.229	101.6	60	74.6
SP2	13	F-35A	F35AT4	PAT	30T1	100	225	493	5971	8.839	0	99.4	59.4	74.7
SP2	14	F-35A	F35AI2	PAT	19I2	100	250	959	7557	6.53	0	98.9	57.6	74.8
SP2	15	F-35A	F35AI1	PAT	19I1	100	250	959	7557	6.53	0	98.9	57.6	74.9
SP2	16	F-35A	F35AD14	DEP	19D2	100	300	1477	7653	10.971	0	96.5	57.5	74.9
SP2	17	F-35A	F35BSP2	PAT	12SP1	100	275	985	6117	3.964	0	100.6	57.2	75
SP2	18	F-35A	F35AD13	DEP	19D1	100	300	1477	7653	9.655	0	96.5	56.9	75.1
SP2	19	F-35A	F35BD9	DEP	12D3	100	251	271	5856	4.54	0	99.7	56.8	75.1
SP2	20	F-35A	F35AD8	DEP	12D2	100	251	271	5856	4.075	0	99.7	56.4	75.2
SP3	1	F-35A	F35AT2	PAT	12T1	100	225	426	6186	50.085	0	98.6	66.2	66.2
SP3	2	F-35A	F35ASP3	PAT	19SP1	100	275	2961	3842	7.488	0	106.2	65.6	68.9
SP3	3	F-35A	F35CT2	PAT	12F1	100	145	411	6185	23.081	0	100.2	64.5	70.2
SP3	4	F-35A	F35AD9	DEP	12D3	100	200	175	6160	32.6	0	98	63.8	71.1

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP3	5	F-35A	F35ASP2	PAT	12SP1	100	275	843	6234	13.906	0	100.4	62.4	71.7
SP3	6	F-35A	F35CT3	PAT	19F1	55	145	1087	2930	12.428	0	100	61.5	72.1
SP3	7	F-35A	F35BT2	PAT	12F1	100	150	411	6185	6.656	0.425	100.1	61.1	72.4
SP3	8	F-35A	F35AT3	PAT	19T1	50	225	1587	3140	26.969	0	95.6	60.5	72.7
SP3	9	F-35A	F35BSP3	PAT	19SP1	100	275	2961	3842	2.135	0	106.2	60.1	72.9
SP3	10	F-35A	F35BD29	DEP	12D3	100	114	185	6161	7.082	0	100	59.1	73.1
SP3	11	F-35A	F35CD9	DEP	12D3	100	200	175	6160	9.56	0	98	58.4	73.2
SP3	12	F-35A	F35AT4	PAT	30T1	100	225	594	6590	8.839	0	97.9	58	73.4
SP3	13	F-35A	F35BSP2	PAT	12SP1	100	275	843	6234	3.964	0	100.4	57	73.5
SP3	14	F-35A	F35BT3	PAT	19F1	50	150	1087	2930	3.584	0.229	97.9	56.3	73.5
SP3	15	F-35A	F35BD9	DEP	12D3	100	200	175	6160	4.54	0	98	55.2	73.6
SP3	16	F-35A	F35AI2	PAT	19I2	100	250	942	9031	6.53	0	96.3	55.1	73.7
SP3	17	F-35A	F35AI1	PAT	19I1	100	250	942	9031	6.53	0	96.3	55.1	73.7
SP3	18	F-35A	F35AI3	PAT	30I1	100	170	279	6163	2.305	0	100.7	54.9	73.8
SP3	19	F-35A	F35AD14	DEP	19D2	100	300	1429	9105	10.971	0	93.9	54.9	73.8
SP3	20	F-35A	F35AD8	DEP	12D2	100	200	175	6160	4.075	0	98	54.7	73.9
SP4	1	F-35A	F35AT2	PAT	12T1	100	225	497	5756	50.085	0	99.9	67.5	67.5
SP4	2	F-35A	F35ASP3	PAT	19SP1	100	275	2841	3540	7.488	0	107.2	66.6	70.1
SP4	3	F-35A	F35CT2	PAT	12F1	100	145	453	5753	23.081	0	101.6	65.8	71.5
SP4	4	F-35A	F35AD9	DEP	12D3	100	251	231	5635	32.6	0	99.9	65.6	72.5
SP4	5	F-35A	F35CT3	PAT	19F1	55	145	1087	2104	12.428	0	103.5	65	73.2
SP4	6	F-35A	F35ASP2	PAT	12SP1	100	275	931	5806	13.906	0	101.4	63.5	73.6
SP4	7	F-35A	F35AT3	PAT	19T1	50	225	1587	2388	26.969	0	98.5	63.4	74
SP4	8	F-35A	F35BT2	PAT	12F1	100	150	453	5753	6.656	0.425	101.4	62.4	74.3
SP4	9	F-35A	F35BD29	DEP	12D3	100	114	205	5635	7.082	0	102	61.2	74.5
SP4	10	F-35A	F35BSP3	PAT	19SP1	100	275	2841	3540	2.135	0	107.2	61.1	74.7
SP4	11	F-35A	F35CD9	DEP	12D3	100	251	231	5635	9.56	0	99.9	60.3	74.9
SP4	12	F-35A	F35AT4	PAT	30T1	100	225	542	5865	8.839	0	99.7	59.8	75
SP4	13	F-35A	F35BT3	PAT	19F1	50	150	1087	2104	3.584	0.229	101.3	59.6	75.1
SP4	14	F-35A	F35BSP2	PAT	12SP1	100	275	931	5806	3.964	0	101.4	58	75.2
SP4	15	F-35A	F35BD9	DEP	12D3	100	251	231	5635	4.54	0	99.9	57	75.3
SP4	16	F-35A	F35AI2	PAT	19I2	100	250	916	8053	6.53	0	97.8	56.6	75.3
SP4	17	F-35A	F35AI1	PAT	19I1	100	250	916	8053	6.53	0	97.8	56.6	75.4
SP4	18	F-35A	F35AD14	DEP	19D2	100	300	1352	8124	10.971	0	95.6	56.6	75.5
SP4	19	F-35A	F35AD8	DEP	12D2	100	251	231	5635	4.075	0	99.9	56.6	75.5
SP4	20	F-35A	F35CT4	PAT	30T1	100	225	542	5865	4.073	0	99.7	56.4	75.6
SP5	1	F-35A	F35CT3	PAT	19F1	55	145	1087	1092	12.428	0	110.4	72	72
SP5	2	F-35A	F35AT2	PAT	12T1	100	225	637	5195	50.085	0	101.5	69.1	73.8
SP5	3	F-35A	F35AD9	DEP	12D3	100	251	334	4651	32.6	0	103.2	68.9	75
SP5	4	F-35A	F35AT3	PAT	19T1	50	225	1587	1568	26.969	0	103.1	68	75.8
SP5	5	F-35A	F35ASP3	PAT	19SP1	100	275	2598	3183	7.488	0	108.5	67.8	76.5
SP5	6	F-35A	F35CT2	PAT	12F1	100	145	536	5185	23.081	0	103.2	67.5	77
SP5	7	F-35A	F35BT3	PAT	19F1	50	150	1087	1092	3.584	0.229	108	66.4	77.3
SP5	8	F-35A	F35ASP2	PAT	12SP1	100	275	1100	5179	13.906	0	102.7	64.8	77.6

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP5	9	F-35A	F35BD29	DEP	12D3	100	114	241	4647	7.082	0	105.2	64.3	77.8
SP5	10	F-35A	F35BT2	PAT	12F1	100	150	536	5185	6.656	0.425	103.1	64	78
SP5	11	F-35A	F35CD9	DEP	12D3	100	251	334	4651	9.56	0	103.2	63.6	78.1
SP5	12	F-35A	F35AT4	PAT	30T1	100	225	422	4669	8.839	0	103.1	63.2	78.2
SP5	13	F-35A	F35BSP3	PAT	19SP1	100	275	2598	3183	2.135	0	108.5	62.4	78.4
SP5	14	F-35A	F35BD9	DEP	12D3	100	251	334	4651	4.54	0	103.2	60.4	78.4
SP5	15	F-35A	F35AD14	DEP	19D2	100	300	1203	6331	10.971	0	99.2	60.2	78.5
SP5	16	F-35A	F35AD8	DEP	12D2	100	251	334	4651	4.075	0	103.2	59.9	78.6
SP5	17	F-35A	F35AI2	PAT	19I2	100	250	866	6266	6.53	0	101.1	59.9	78.6
SP5	18	F-35A	F35AI1	PAT	19I1	100	250	866	6266	6.53	0	101.1	59.9	78.7
SP5	19	F-35A	F35CT4	PAT	30T1	100	225	422	4669	4.073	0	103.1	59.8	78.7
SP5	20	F-35A	F35AD13	DEP	19D1	100	300	1203	6331	9.655	0	99.2	59.7	78.8
SP6	1	F-35A	F35AD9	DEP	12D3	100	251	368	3187	32.6	0	107.9	73.7	73.7
SP6	2	F-35A	F35AT2	PAT	12T1	100	225	731	4083	50.085	0	104.8	72.4	76.1
SP6	3	F-35A	F35CT2	PAT	12F1	100	145	592	4062	23.081	0	106.6	70.8	77.2
SP6	4	F-35A	F35ASP3	PAT	19SP1	100	275	2406	2553	7.488	0	111.1	70.5	78
SP6	5	F-35A	F35CT3	PAT	19F1	55	145	1087	1660	12.428	0	108	69.6	78.6
SP6	6	F-35A	F35BD29	DEP	12D3	100	114	253	3178	7.082	0	109.7	68.8	79.1
SP6	7	F-35A	F35CD9	DEP	12D3	100	251	368	3187	9.56	0	107.9	68.3	79.4
SP6	8	F-35A	F35AT4	PAT	30T1	100	170	369	3187	8.839	0	108.1	68.2	79.7
SP6	9	F-35A	F35AT3	PAT	19T1	50	225	1587	2007	26.969	0	102.8	67.7	80
SP6	10	F-35A	F35ASP2	PAT	12SP1	100	275	1197	4002	13.906	0	105.7	67.7	80.2
SP6	11	F-35A	F35BT2	PAT	12F1	100	150	592	4062	6.656	0.425	106.4	67.4	80.5
SP6	12	F-35A	F35AD19	DEP	30DD2R	150	190	102	3174	3.236	0	109.6	65.3	80.6
SP6	13	F-35A	F35AD17	DEP	30DD1	150	190	102	3174	3.164	0	109.6	65.2	80.7
SP6	14	F-35A	F35BD9	DEP	12D3	100	251	368	3187	4.54	0	107.9	65.1	80.8
SP6	15	F-35A	F35BSP3	PAT	19SP1	100	275	2406	2553	2.135	0	111.1	65	80.9
SP6	16	F-35A	F35CT4	PAT	30T1	100	170	369	3187	4.073	0	108.1	64.8	81.1
SP6	17	F-35A	F35AD8	DEP	12D2	100	251	368	3187	4.075	0	107.9	64.6	81.2
SP6	18	F-35A	F35BT3	PAT	19F1	50	150	1087	1660	3.584	0.229	106	64.3	81.2
SP6	19	F-35A	F35AD14	DEP	19D2	100	300	840	5323	10.971	0	101.9	63	81.3
SP6	20	F-35A	F35ASP4	PAT	30SP1	100	275	782	3256	2.454	0	108.4	62.9	81.4
SP7	1	F-35A	F35AT2	PAT	12T1	100	170	357	9014	50.085	0	92.5	60.2	60.2
SP7	2	F-35A	F35ASP3	PAT	19SP1	100	275	3095	6060	7.488	0	100.6	60	63.1
SP7	3	F-35A	F35CT2	PAT	12F1	100	145	357	9014	23.081	0	94.1	58.4	64.4
SP7	4	F-35A	F35AD9	DEP	12D3	100	200	131	9009	32.6	0	92.1	57.9	65.2
SP7	5	F-35A	F35ASP2	PAT	12SP1	100	275	772	9038	13.906	0	95.5	57.6	65.9
SP7	6	F-35A	F35BT2	PAT	12F1	100	150	357	9014	6.656	0.425	94	55	66.3
SP7	7	F-35A	F35BSP3	PAT	19SP1	100	275	3095	6060	2.135	0	100.6	54.5	66.5
SP7	8	F-35A	F35AT3	PAT	19T1	50	225	1587	5765	26.969	0	89.3	54.3	66.8
SP7	9	F-35A	F35CT3	PAT	19F1	55	145	1087	5653	12.428	0	92.6	54.2	67
SP7	10	F-35A	F35AI2	PAT	19I2	100	250	1211	10612	6.53	0	94.1	52.9	67.2
SP7	11	F-35A	F35AI1	PAT	19I1	100	250	1211	10612	6.53	0	94.1	52.9	67.3
SP7	12	F-35A	F35CD9	DEP	12D3	100	200	131	9009	9.56	0	92.1	52.6	67.5

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP7	13	F-35A	F35BSP2	PAT	12SP1	100	275	772	9038	3.964	0	95.5	52.1	67.6
SP7	14	F-35A	F35AT4	PAT	30T1	100	225	591	9523	8.839	0	91.9	52	67.7
SP7	15	F-35A	F35BD29	DEP	12D3	100	114	168	9010	7.082	0	92.9	52	67.8
SP7	16	F-35A	F35AD14	DEP	19D2	100	300	2230	10799	10.971	0	90.4	51.5	67.9
SP7	17	F-35A	F35BI2	PAT	19I2	100	250	1211	10612	4.47	0	94.1	51.2	68
SP7	18	F-35A	F35BI1	PAT	19I1	100	250	1211	10612	4.47	0	94.1	51.2	68.1
SP7	19	F-35A	F35AD13	DEP	19D1	100	300	2230	10799	9.655	0	90.4	50.9	68.2
SP7	20	F-35A	F35BI4	PAT	19I1	100	250	1211	10612	3.352	0	94.1	50	68.3
SP8	1	F-35A	F35AT3	PAT	19T1	100	225	440	4171	26.969	0	105.1	70.1	70.1
SP8	2	F-35A	F35CT3	PAT	19F1	100	145	422	4169	12.428	0	106.8	68.4	72.3
SP8	3	F-35A	F35ASP2	PAT	12SP1	100	275	2706	4028	13.906	0	105.7	67.7	73.6
SP8	4	F-35A	F35AT1	PAT	01T1	50	225	1587	3031	4.759	0	109.1	66.5	74.4
SP8	5	F-35A	F35BT3	PAT	19F1	100	150	422	4169	3.584	0.229	106.7	65	74.9
SP8	6	F-35A	F35AD14	DEP	19D2	100	200	161	4154	10.971	0	103.7	64.7	75.3
SP8	7	F-35A	F35ASP3	PAT	19SP1	100	275	829	4241	7.488	0	105.3	64.7	75.6
SP8	8	F-35A	F35AD13	DEP	19D1	100	200	161	4154	9.655	0	103.7	64.2	75.9
SP8	9	F-35A	F35AI1	PAT	19I1	100	170	190	4155	6.53	0	105.2	64	76.2
SP8	10	F-35A	F35AI2	PAT	19I2	100	170	190	4155	6.53	0	105.2	64	76.5
SP8	11	F-35A	F35AD9	DEP	12D3	100	300	1598	6957	32.6	0	97.9	63.6	76.7
SP8	12	F-35A	F35CT1	PAT	01T1	50	225	1587	3031	2.193	0	109.1	63.1	76.9
SP8	13	F-35A	F35AT4	PAT	30T1	50	225	1587	1747	8.839	0	102.4	62.5	77
SP8	14	F-35A	F35BI1	PAT	19I1	100	170	190	4155	4.47	0	105.2	62.3	77.2
SP8	15	F-35A	F35BI2	PAT	19I2	100	170	190	4155	4.47	0	105.2	62.3	77.3
SP8	16	F-35A	F35BSP2	PAT	12SP1	100	275	2706	4028	3.964	0	105.7	62.3	77.4
SP8	17	F-35A	F35AT2	PAT	12T1	50	225	1586	7032	50.085	0	94.2	61.8	77.6
SP8	18	F-35A	F35BI4	PAT	19I1	100	170	190	4155	3.352	0	105.2	61.1	77.7
SP8	19	F-35A	F35BI5	PAT	19I2	100	170	190	4155	3.352	0	105.2	61.1	77.7
SP8	20	F-35A	F35BD34	DEP	19D2	100	114	180	4154	2.383	0	106.1	60.5	77.8
SP9	1	F-35A	F35AT3	PAT	19T1	100	170	345	5478	26.969	0	101.2	66.2	66.2
SP9	2	F-35A	F35ASP2	PAT	12SP1	100	275	2841	4879	13.906	0	103.4	65.4	68.8
SP9	3	F-35A	F35AT1	PAT	01T1	50	225	1587	2086	4.759	0	107.3	64.7	70.2
SP9	4	F-35A	F35CT3	PAT	19F1	100	145	345	5478	12.428	0	102.9	64.5	71.3
SP9	5	F-35A	F35AT4	PAT	30T1	50	225	1587	1545	8.839	0	103.5	63.5	71.9
SP9	6	F-35A	F35ASP3	PAT	19SP1	100	275	758	5517	7.488	0	102.2	61.6	72.3
SP9	7	F-35A	F35CT1	PAT	01T1	50	225	1587	2086	2.193	0	107.3	61.3	72.6
SP9	8	F-35A	F35AD9	DEP	12D3	100	300	1944	7973	32.6	0	95.4	61.2	72.9
SP9	9	F-35A	F35BT3	PAT	19F1	100	150	345	5478	3.584	0.229	102.8	61.1	73.2
SP9	10	F-35A	F35AD14	DEP	19D2	100	200	126	5470	10.971	0	99.7	60.7	73.5
SP9	11	F-35A	F35CT4	PAT	30T1	50	225	1587	1545	4.073	0	103.5	60.2	73.7
SP9	12	F-35A	F35AD13	DEP	19D1	100	200	126	5470	9.655	0	99.7	60.2	73.8
SP9	13	F-35A	F35AI1	PAT	19I1	100	170	169	5471	6.53	0	101.2	60	74
SP9	14	F-35A	F35AI2	PAT	19I2	100	170	169	5471	6.53	0	101.2	60	74.2
SP9	15	F-35A	F35BSP2	PAT	12SP1	100	275	2841	4879	3.964	0	103.4	60	74.3
SP9	16	F-35A	F35AT2	PAT	12T1	50	225	1586	8325	50.085	0	91.5	59.1	74.5

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP9	17	F-35A	F35BI1	PAT	19I1	100	170	169	5471	4.47	0	101.2	58.3	74.6
SP9	18	F-35A	F35BI2	PAT	19I2	100	170	169	5471	4.47	0	101.2	58.3	74.7
SP9	19	F-35A	F35CT2	PAT	12F1	55	145	1086	8247	23.081	0	93.5	57.7	74.8
SP9	20	F-35A	F35ASP1	PAT	01SP1	100	275	1663	4985	1.321	0	105.7	57.6	74.9
SP10	1	F-35A	F35AT2	PAT	12T1	100	170	154	2953	50.085	0	108.1	75.7	75.7
SP10	2	F-35A	F35CT2	PAT	12F1	100	145	154	2953	23.081	0	109.5	73.8	77.8
SP10	3	F-35A	F35ASP2	PAT	12SP1	100	225	563	2991	13.906	0	109.6	71.6	78.8
SP10	4	F-35A	F35AD9	DEP	12D3	150	190	88	2952	32.6	0	105.1	70.8	79.4
SP10	5	F-35A	F35BT2	PAT	12F1	100	150	154	2953	6.656	0.425	109.4	70.4	79.9
SP10	6	F-35A	F35ASP3	PAT	19SP1	100	275	3225	3316	7.488	0	108.7	68	80.2
SP10	7	F-35A	F35BD29	DEP	12D3	100	114	135	2952	7.082	0	108.8	67.9	80.4
SP10	8	F-35A	F35BSP2	PAT	12SP1	100	225	563	2991	3.964	0	109.6	66.2	80.6
SP10	9	F-35A	F35CD9	DEP	12D3	150	190	88	2952	9.56	0	105.1	65.5	80.7
SP10	10	F-35A	F35AD19	DEP	30DD2R	100	251	421	2971	3.236	0	108.9	64.7	80.8
SP10	11	F-35A	F35AD17	DEP	30DD1	100	251	421	2971	3.164	0	108.9	64.6	80.9
SP10	12	F-35A	F35AI3	PAT	30I1	100	250	437	2973	2.305	0	110	64.2	81
SP10	13	F-35A	F35AT4	PAT	30T1	100	225	870	4702	8.839	0	103	63.1	81.1
SP10	14	F-35A	F35CT3	PAT	19F1	55	145	1087	2669	12.428	0	101.3	62.9	81.2
SP10	15	F-35A	F35BI3	PAT	30I1	100	250	437	2973	1.578	0	110	62.6	81.2
SP10	16	F-35A	F35BSP3	PAT	19SP1	100	275	3225	3316	2.135	0	108.7	62.6	81.3
SP10	17	F-35A	F35BD9	DEP	12D3	150	190	88	2952	4.54	0	105.1	62.2	81.3
SP10	18	F-35A	F35AT3	PAT	19T1	50	225	1587	2894	26.969	0	96.9	61.8	81.4
SP10	19	F-35A	F35AD8	DEP	12D2	150	190	88	2952	4.075	0	105.1	61.8	81.4
SP10	20	F-35A	F35BD39	DEP	30DD2R	100	114	272	2958	1.082	0	110.5	61.4	81.5
SP11	1	F-35A	F35ASP2	PAT	12SP1	100	275	3104	5273	13.906	0	102.5	64.5	64.5
SP11	2	F-35A	F35AT1	PAT	01T1	50	225	1587	1978	4.759	0	106.1	63.5	67
SP11	3	F-35A	F35AT3	PAT	19T1	100	150	87	6218	26.969	0	97.6	62.5	68.3
SP11	4	F-35A	F35CT3	PAT	19F1	100	145	87	6218	12.428	0	99.3	60.9	69.1
SP11	5	F-35A	F35ASP1	PAT	01SP1	100	275	2347	3678	1.321	0	108.4	60.2	69.6
SP11	6	F-35A	F35CT1	PAT	01T1	50	225	1587	1978	2.193	0	106.1	60.1	70.1
SP11	7	F-35A	F35ASP3	PAT	19SP1	100	225	380	6228	7.488	0	100.1	59.5	70.4
SP11	8	F-35A	F35BSP2	PAT	12SP1	100	275	3104	5273	3.964	0	102.5	59.1	70.7
SP11	9	F-35A	F35BT3	PAT	19F1	100	120	87	6218	3.584	0.229	99.1	57.4	70.9
SP11	10	F-35A	F35AD9	DEP	12D3	100	300	1912	10643	32.6	0	90.8	56.5	71.1
SP11	11	F-35A	F35AT2	PAT	12T1	50	225	1586	9399	50.085	0	88.5	56.1	71.2
SP11	12	F-35A	F35AD14	DEP	19D2	150	0	87	6218	10.971	0	94.9	55.9	71.3
SP11	13	F-35A	F35AT4	PAT	30T1	50	225	1587	3256	8.839	0	95.7	55.8	71.5
SP11	14	F-35A	F35AI1	PAT	19I1	100	150	87	6218	6.53	0	96.7	55.5	71.6
SP11	15	F-35A	F35AI2	PAT	19I2	100	150	87	6218	6.53	0	96.7	55.5	71.7
SP11	16	F-35A	F35AD13	DEP	19D1	150	0	87	6218	9.655	0	94.9	55.3	71.8
SP11	17	F-35A	F35CT2	PAT	12F1	55	145	1087	9328	23.081	0	90.5	54.8	71.9
SP11	18	F-35A	F35BSP1	PAT	01SP1	100	275	2347	3678	0.377	0	108.4	54.8	71.9
SP11	19	F-35A	F35AD3	DEP	01DD3	100	251	376	6228	3.098	0	99.2	54.7	72
SP11	20	F-35A	F35ASP4	PAT	30SP1	32.9	250	3299	5082	2.454	0	100.2	54.7	72.1

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP12	1	F-35A	F35AT3	PAT	19T1	50	170	334	1616	26.969	0	104	68.9	68.9
SP12	2	F-35A	F35BA16	ARR	19A2	58.9	120	281	1470	4.592	0.262	109.6	68.8	71.9
SP12	3	F-35A	F35AD3	DEP	01DD3	100	300	1474	2185	3.098	0	112.2	67.8	73.3
SP12	4	F-35A	F35ASP2	PAT	12SP1	100	275	4000	4224	13.906	0	105.4	67.4	74.3
SP12	5	F-35A	F35BA15	ARR	19A1	58.9	120	278	1608	4.592	0.262	108.1	67.3	75.1
SP12	6	F-35A	F35AA2	ARR	19A2	50	170	316	1475	10.092	0.357	104.2	66.2	75.6
SP12	7	F-35A	F35BI5	PAT	19I2	58.9	120	228	1423	3.352	0	110.1	66	76.1
SP12	8	F-35A	F35CT3	PAT	19F1	55	145	338	2079	12.428	0	104	65.5	76.4
SP12	9	F-35A	F35AA1	ARR	19A1	50	170	311	1613	10.092	0.357	103.1	65.1	76.7
SP12	10	F-35A	F35BI4	PAT	19I1	58.9	120	278	1608	3.352	0	108.8	64.7	77
SP12	11	F-35A	F35BT3	PAT	19F1	58.9	120	338	2079	3.584	0.229	105.6	63.9	77.2
SP12	12	F-35A	F35AI2	PAT	19I2	50	170	322	1436	6.53	0	104.9	63.7	77.4
SP12	13	F-35A	F35ASP3	PAT	19SP1	32.9	250	835	2503	7.488	0	103.2	62.6	77.5
SP12	14	F-35A	F35AI1	PAT	19I1	50	170	316	1614	6.53	0	103.7	62.5	77.7
SP12	15	F-35A	F35AO19	ARR	19O1	50	170	353	1619	3.514	0.345	103.4	62.5	77.8
SP12	16	F-35A	F35AO20	ARR	19O2	50	170	353	1619	3.514	0.345	103.4	62.5	77.9
SP12	17	F-35A	F35CD3	DEP	01DD3	100	300	1474	2185	0.908	0	112.2	62.4	78
SP12	18	F-35A	F35BI2	PAT	19I2	50	170	322	1436	4.47	0	104.9	62	78.2
SP12	19	F-35A	F35BSP2	PAT	12SP1	100	275	4000	4224	3.964	0	105.4	62	78.3
SP12	20	F-35A	F35BI1	PAT	19I1	50	170	316	1614	4.47	0	103.7	60.9	78.3
SP13	1	F-35A	F35BA16	ARR	19A2	58.9	120	269	950	4.592	0.262	113.8	73	73
SP13	2	F-35A	F35AT3	PAT	19T1	50	170	318	1063	26.969	0	107.8	72.7	75.9
SP13	3	F-35A	F35BA15	ARR	19A1	58.9	120	266	1052	4.592	0.262	112.4	71.6	77.2
SP13	4	F-35A	F35AD3	DEP	01DD3	100	300	1351	1711	3.098	0	114.9	70.4	78.1
SP13	5	F-35A	F35AA2	ARR	19A2	50	170	300	957	10.092	0.357	108.3	70.3	78.7
SP13	6	F-35A	F35BI5	PAT	19I2	58.9	120	220	909	3.352	0	114.3	70.2	79.3
SP13	7	F-35A	F35AA1	ARR	19A1	50	170	297	1059	10.092	0.357	107.3	69.3	79.7
SP13	8	F-35A	F35CT3	PAT	19F1	55	145	333	1430	12.428	0	107.6	69.1	80.1
SP13	9	F-35A	F35BI4	PAT	19I1	58.9	120	266	1053	3.352	0	113	68.9	80.4
SP13	10	F-35A	F35ASP2	PAT	12SP1	100	275	3997	4047	13.906	0	105.9	68	80.6
SP13	11	F-35A	F35BT3	PAT	19F1	58.9	120	333	1430	3.584	0.229	109.5	67.8	80.9
SP13	12	F-35A	F35AI2	PAT	19I2	50	170	305	927	6.53	0	108.9	67.7	81.1
SP13	13	F-35A	F35AO19	ARR	19O1	50	170	336	1068	3.514	0.345	107.4	66.5	81.2
SP13	14	F-35A	F35AO20	ARR	19O2	50	170	336	1068	3.514	0.345	107.4	66.5	81.4
SP13	15	F-35A	F35AI1	PAT	19I1	50	170	301	1060	6.53	0	107.7	66.5	81.5
SP13	16	F-35A	F35BI2	PAT	19I2	50	170	305	927	4.47	0	108.9	66	81.6
SP13	17	F-35A	F35CD3	DEP	01DD3	100	300	1351	1711	0.908	0	114.9	65.1	81.7
SP13	18	F-35A	F35BI1	PAT	19I1	50	170	301	1060	4.47	0	107.7	64.8	81.8
SP13	19	F-35A	F35ASP3	PAT	19SP1	32.9	250	815	1890	7.488	0	104.7	64.1	81.9
SP13	20	F-35A	F35BA18	ARR	19A4	58.9	120	269	950	0.574	0.033	113.8	64	81.9
SP14	1	F-35A	F35BA16	ARR	19A2	58.9	120	281	933	4.592	0.262	114	73.2	73.2
SP14	2	F-35A	F35AT3	PAT	19T1	50	170	335	1083	26.969	0	107.5	72.4	75.9
SP14	3	F-35A	F35BA15	ARR	19A1	58.9	120	278	1070	4.592	0.262	112.3	71.5	77.2
SP14	4	F-35A	F35AA2	ARR	19A2	50	170	315	942	10.092	0.357	108.5	70.5	78

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP14	5	F-35A	F35BI5	PAT	19I2	58.9	120	228	884	3.352	0	114.6	70.4	78.7
SP14	6	F-35A	F35AD3	DEP	01DD3	100	300	1484	1835	3.098	0	114.1	69.7	79.2
SP14	7	F-35A	F35AA1	ARR	19A1	50	170	312	1077	10.092	0.357	107.2	69.1	79.6
SP14	8	F-35A	F35BI4	PAT	19I1	58.9	120	279	1071	3.352	0	112.8	68.7	80
SP14	9	F-35A	F35CT3	PAT	19F1	55	145	346	1598	12.428	0	106.4	67.9	80.2
SP14	10	F-35A	F35AI2	PAT	19I2	50	170	321	905	6.53	0	109.1	67.9	80.5
SP14	11	F-35A	F35ASP2	PAT	12SP1	100	275	4048	4153	13.906	0	105.6	67.7	80.7
SP14	12	F-35A	F35BT3	PAT	19F1	58.9	120	346	1598	3.584	0.229	108.2	66.5	80.9
SP14	13	F-35A	F35AO19	ARR	19O1	50	170	354	1088	3.514	0.345	107.3	66.3	81
SP14	14	F-35A	F35AO20	ARR	19O2	50	170	354	1088	3.514	0.345	107.3	66.3	81.2
SP14	15	F-35A	F35AI1	PAT	19I1	50	170	317	1079	6.53	0	107.5	66.3	81.3
SP14	16	F-35A	F35BI2	PAT	19I2	50	170	321	905	4.47	0	109.1	66.2	81.4
SP14	17	F-35A	F35BI1	PAT	19I1	50	170	317	1079	4.47	0	107.5	64.6	81.5
SP14	18	F-35A	F35CD3	DEP	01DD3	100	300	1484	1835	0.908	0	114.1	64.3	81.6
SP14	19	F-35A	F35BA18	ARR	19A4	58.9	120	281	933	0.574	0.033	114	64.2	81.7
SP14	20	F-35A	F35CA2	ARR	19A2	50	170	315	942	2.622	0.014	108.5	63.5	81.8
SP15	1	F-35A	F35ASP2	PAT	12SP1	100	275	3920	4332	13.906	0	105	67.1	67.1
SP15	2	F-35A	F35AT3	PAT	19T1	50	170	324	2333	26.969	0	100.9	65.8	69.5
SP15	3	F-35A	F35AD3	DEP	01DD3	100	300	1398	2719	3.098	0	109.9	65.4	70.9
SP15	4	F-35A	F35BA16	ARR	19A2	58.9	120	276	2206	4.592	0.262	105.2	64.4	71.8
SP15	5	F-35A	F35CT3	PAT	19F1	55	145	323	2677	12.428	0	101.8	63.4	72.4
SP15	6	F-35A	F35BA15	ARR	19A1	58.9	120	271	2328	4.592	0.262	104.1	63.3	72.9
SP15	7	F-35A	F35AA2	ARR	19A2	50	170	309	2210	10.092	0.357	100	61.9	73.2
SP15	8	F-35A	F35ASP3	PAT	19SP1	32.9	250	776	3066	7.488	0	102.5	61.8	73.5
SP15	9	F-35A	F35BSP2	PAT	12SP1	100	275	3920	4332	3.964	0	105	61.6	73.8
SP15	10	F-35A	F35BI5	PAT	19I2	58.9	120	225	2164	3.352	0	105.7	61.5	74.1
SP15	11	F-35A	F35BT3	PAT	19F1	58.9	120	323	2677	3.584	0.229	103.1	61.4	74.3
SP15	12	F-35A	F35AA1	ARR	19A1	50	170	302	2331	10.092	0.357	99.3	61.2	74.5
SP15	13	F-35A	F35BI4	PAT	19I1	58.9	120	271	2328	3.352	0	104.9	60.8	74.7
SP15	14	F-35A	F35CD3	DEP	01DD3	100	300	1398	2719	0.908	0	109.9	60.1	74.8
SP15	15	F-35A	F35AI2	PAT	19I2	50	170	316	2173	6.53	0	101	59.8	75
SP15	16	F-35A	F35AI1	PAT	19I1	50	170	307	2331	6.53	0	100.3	59.1	75.1
SP15	17	F-35A	F35AO19	ARR	19O1	50	170	343	2335	3.514	0.345	99.6	58.7	75.2
SP15	18	F-35A	F35AO20	ARR	19O2	50	170	343	2335	3.514	0.345	99.6	58.7	75.3
SP15	19	F-35A	F35ASP4	PAT	30SP1	32.9	250	4820	4832	2.454	0	103.6	58.1	75.3
SP15	20	F-35A	F35BI2	PAT	19I2	50	170	316	2173	4.47	0	101	58.1	75.4
SP16	1	F-35A	F35ASP2	PAT	12SP1	100	275	3876	4548	13.906	0	104.4	66.5	66.5
SP16	2	F-35A	F35AT3	PAT	19T1	50	170	320	2988	26.969	0	98.8	63.7	68.3
SP16	3	F-35A	F35AD3	DEP	01DD3	100	300	1369	3293	3.098	0	107.6	63.1	69.5
SP16	4	F-35A	F35CT3	PAT	19F1	55	145	315	3280	12.428	0	100	61.6	70.1
SP16	5	F-35A	F35BA16	ARR	19A2	58.9	120	276	2867	4.592	0.262	102	61.2	70.7
SP16	6	F-35A	F35BSP2	PAT	12SP1	100	275	3876	4548	3.964	0	104.4	61	71.1
SP16	7	F-35A	F35ASP3	PAT	19SP1	32.9	250	741	3644	7.488	0	101.6	61	71.5
SP16	8	F-35A	F35BA15	ARR	19A1	58.9	120	268	2984	4.592	0.262	101.1	60.3	71.8

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP16	9	F-35A	F35BT3	PAT	19F1	58.9	120	315	3280	3.584	0.229	101	59.3	72.1
SP16	10	F-35A	F35AA2	ARR	19A2	50	170	308	2870	10.092	0.357	96.9	58.9	72.3
SP16	11	F-35A	F35BI5	PAT	19I2	58.9	120	225	2826	3.352	0	102.6	58.5	72.4
SP16	12	F-35A	F35AA1	ARR	19A1	50	170	299	2986	10.092	0.357	96.3	58.3	72.6
SP16	13	F-35A	F35BI4	PAT	19I1	58.9	120	268	2984	3.352	0	102.1	58	72.8
SP16	14	F-35A	F35ASP4	PAT	30SP1	32.9	250	4711	4736	2.454	0	103.4	57.9	72.9
SP16	15	F-35A	F35CD3	DEP	01DD3	100	300	1369	3293	0.908	0	107.6	57.8	73
SP16	16	F-35A	F35AI2	PAT	19I2	50	170	315	2834	6.53	0	98.5	57.3	73.1
SP16	17	F-35A	F35AI1	PAT	19I1	50	170	304	2987	6.53	0	98	56.8	73.2
SP16	18	F-35A	F35AD14	DEP	19D2	150	0	87	5380	10.971	0	95.6	56.6	73.3
SP16	19	F-35A	F35ASP1	PAT	01SP1	100	275	2251	4489	1.321	0	104.5	56.3	73.4
SP16	20	F-35A	F35AD13	DEP	19D1	150	0	87	5380	9.655	0	95.6	56.1	73.5
SP17	1	F-35A	F35ASP2	PAT	12SP1	100	275	3944	5979	13.906	0	100.9	62.9	62.9
SP17	2	F-35A	F35AT3	PAT	19T1	50	170	384	4500	26.969	0	94.2	59.1	64.4
SP17	3	F-35A	F35AD3	DEP	01DD3	100	300	1866	4891	3.098	0	102.5	58.1	65.3
SP17	4	F-35A	F35ASP3	PAT	19SP1	32.9	250	842	5569	7.488	0	98.4	57.8	66
SP17	5	F-35A	F35BSP2	PAT	12SP1	100	275	3944	5979	3.964	0	100.9	57.5	66.6
SP17	6	F-35A	F35CT3	PAT	19F1	55	145	338	5210	12.428	0	95.2	56.8	67
SP17	7	F-35A	F35ASP4	PAT	30SP1	32.9	250	4549	4924	2.454	0	102.2	56.7	67.4
SP17	8	F-35A	F35BA16	ARR	19A2	58.9	120	325	4238	4.592	0.262	96.7	55.9	67.7
SP17	9	F-35A	F35BA15	ARR	19A1	58.9	120	314	4495	4.592	0.262	95.9	55.1	67.9
SP17	10	F-35A	F35AA2	ARR	19A2	50	170	369	4242	10.092	0.357	92	54	68.1
SP17	11	F-35A	F35BT3	PAT	19F1	58.9	120	338	5210	3.584	0.229	95.7	54	68.3
SP17	12	F-35A	F35ASP1	PAT	01SP1	100	275	2467	5476	1.321	0	102.1	53.9	68.4
SP17	13	F-35A	F35BI5	PAT	19I2	58.9	120	257	4168	3.352	0	98	53.8	68.6
SP17	14	F-35A	F35AA1	ARR	19A1	50	170	355	4498	10.092	0.357	91.3	53.3	68.7
SP17	15	F-35A	F35BI4	PAT	19I1	58.9	120	314	4496	3.352	0	97.1	53	68.8
SP17	16	F-35A	F35AI2	PAT	19I2	50	170	379	4176	6.53	0	94.2	52.9	68.9
SP17	17	F-35A	F35CD3	DEP	01DD3	100	300	1866	4891	0.908	0	102.5	52.7	69
SP17	18	F-35A	F35AI1	PAT	19I1	50	170	362	4499	6.53	0	93.6	52.4	69.1
SP17	19	F-35A	F35BSP3	PAT	19SP1	32.9	250	842	5569	2.135	0	98.4	52.3	69.2
SP17	20	F-35A	F35AT2	PAT	12T1	50	225	1587	11408	50.085	0	83.9	51.5	69.3
SP18	1	F-35A	F35AT3	PAT	19T1	50	170	279	1215	26.969	0	106.9	71.8	71.8
SP18	2	F-35A	F35AD3	DEP	01DD3	100	300	1045	1597	3.098	0	115.5	71	74.5
SP18	3	F-35A	F35BA16	ARR	19A2	58.9	120	240	1184	4.592	0.262	111.8	71	76.1
SP18	4	F-35A	F35BA15	ARR	19A1	58.9	120	238	1208	4.592	0.262	110.9	70.1	77
SP18	5	F-35A	F35CT3	PAT	19F1	55	145	296	1344	12.428	0	108.4	69.9	77.8
SP18	6	F-35A	F35BT3	PAT	19F1	58.9	120	296	1344	3.584	0.229	110.4	68.7	78.3
SP18	7	F-35A	F35ASP2	PAT	12SP1	100	275	3876	3877	13.906	0	106.5	68.6	78.8
SP18	8	F-35A	F35AA2	ARR	19A2	50	170	265	1188	10.092	0.357	106.4	68.4	79.1
SP18	9	F-35A	F35BI5	PAT	19I2	58.9	120	203	1164	3.352	0	112.2	68	79.5
SP18	10	F-35A	F35AA1	ARR	19A1	50	170	262	1212	10.092	0.357	106	68	79.8
SP18	11	F-35A	F35BI4	PAT	19I1	58.9	120	239	1208	3.352	0	111.7	67.6	80
SP18	12	F-35A	F35AI2	PAT	19I2	50	170	271	1175	6.53	0	107.1	65.8	80.2

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP18	13	F-35A	F35CD3	DEP	01DD3	100	300	1045	1597	0.908	0	115.5	65.7	80.3
SP18	14	F-35A	F35AI1	PAT	19I1	50	170	266	1213	6.53	0	106.7	65.4	80.5
SP18	15	F-35A	F35ASP3	PAT	19SP1	32.9	250	679	1751	7.488	0	105.9	65.3	80.6
SP18	16	F-35A	F35AO19	ARR	19O1	50	170	293	1218	3.514	0.345	106.2	65.2	80.7
SP18	17	F-35A	F35AO20	ARR	19O2	50	170	293	1218	3.514	0.345	106.2	65.2	80.8
SP18	18	F-35A	F35CO19	ARR	19B1	55	145	349	1313	1.097	0.316	107.8	64.7	81
SP18	19	F-35A	F35CO20	ARR	19B2	55	145	349	1313	1.097	0.316	107.8	64.7	81.1
SP18	20	F-35A	F35AD14	DEP	19D2	150	0	87	3671	10.971	0	103.5	64.5	81.1
SP19	1	F-35A	F35BA16	ARR	19A2	58.9	120	307	468	4.592	0.262	119.9	79.1	79.1
SP19	2	F-35A	F35BI5	PAT	19I2	58.9	120	244	389	3.352	0	121.3	77.1	81.2
SP19	3	F-35A	F35AT3	PAT	19T1	50	170	373	693	26.969	0	111.1	76	82.4
SP19	4	F-35A	F35AA2	ARR	19A2	50	170	347	490	10.092	0.357	113.9	75.9	83.3
SP19	5	F-35A	F35BA15	ARR	19A1	58.9	120	306	666	4.592	0.262	116.6	75.8	84
SP19	6	F-35A	F35AI2	PAT	19I2	50	170	353	450	6.53	0	114.8	73.5	84.4
SP19	7	F-35A	F35AA1	ARR	19A1	50	170	346	682	10.092	0.357	111.3	73.3	84.7
SP19	8	F-35A	F35BI4	PAT	19I1	58.9	120	306	666	3.352	0	117	72.9	85
SP19	9	F-35A	F35BI2	PAT	19I2	50	170	353	450	4.47	0	114.8	71.9	85.2
SP19	10	F-35A	F35AI1	PAT	19I1	50	170	352	684	6.53	0	111.4	70.2	85.3
SP19	11	F-35A	F35AO19	ARR	19O1	50	170	397	704	3.514	0.345	111.1	70.1	85.4
SP19	12	F-35A	F35AO20	ARR	19O2	50	170	397	704	3.514	0.345	111.1	70.1	85.6
SP19	13	F-35A	F35BA18	ARR	19A4	58.9	120	307	468	0.574	0.033	119.9	70.1	85.7
SP19	14	F-35A	F35CA2	ARR	19A2	50	170	347	490	2.622	0.014	113.9	69	85.8
SP19	15	F-35A	F35AD3	DEP	01DD3	100	300	1783	1930	3.098	0	113.4	68.9	85.9
SP19	16	F-35A	F35BI1	PAT	19I1	50	170	352	684	4.47	0	111.4	68.6	85.9
SP19	17	F-35A	F35BA22	ARR	19A8	58.9	120	307	468	0.344	0.02	119.9	67.9	86
SP19	18	F-35A	F35CT3	PAT	19F1	55	145	381	1703	12.428	0	105.7	67.3	86.1
SP19	19	F-35A	F35ASP2	PAT	12SP1	100	275	4192	4391	13.906	0	105	67.1	86.1
SP19	20	F-35A	F35AA4	ARR	19A4	50	170	347	490	1.262	0.045	113.9	66.9	86.2
SP20	1	F-35A	F35BI5	PAT	19I2	58.9	120	341	2252	3.352	0	105.2	61.1	61.1
SP20	2	F-35A	F35AA2	ARR	19A2	50	170	566	2433	10.092	0.357	99	60.9	64
SP20	3	F-35A	F35BA16	ARR	19A2	50	150	673	2458	4.592	0.262	100.7	59.9	65.4
SP20	4	F-35A	F35ASP2	PAT	12SP1	100	275	4390	8029	13.906	0	96.9	59	66.3
SP20	5	F-35A	F35AI2	PAT	19I2	50	170	568	2291	6.53	0	100	58.7	67
SP20	6	F-35A	F35AA1	ARR	19A1	50	170	556	3087	10.092	0.357	96.2	58.2	67.6
SP20	7	F-35A	F35BA15	ARR	19A1	50	150	646	3103	4.592	0.262	98.3	57.5	68
SP20	8	F-35A	F35BI2	PAT	19I2	50	170	568	2291	4.47	0	100	57.1	68.3
SP20	9	F-35A	F35AT3	PAT	19T1	50	170	613	4536	26.969	0	91.9	56.9	68.6
SP20	10	F-35A	F35AD3	DEP	01DD3	35	300	3087	4290	3.098	0	100.3	55.8	68.8
SP20	11	F-35A	F35AI1	PAT	19I1	50	170	556	3087	6.53	0	96.7	55.5	69
SP20	12	F-35A	F35BI4	PAT	19I1	50	150	647	3104	3.352	0	98.8	54.7	69.2
SP20	13	F-35A	F35CA2	ARR	19A2	50	170	566	2433	2.622	0.014	99	54	69.3
SP20	14	F-35A	F35BI1	PAT	19I1	50	170	556	3087	4.47	0	96.7	53.9	69.4
SP20	15	F-35A	F35BSP2	PAT	12SP1	100	275	4390	8029	3.964	0	96.9	53.5	69.5
SP20	16	F-35A	F35CT3	PAT	19F1	55	145	431	6938	12.428	0	91.2	52.7	69.6

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP20	17	F-35A	F35ASP4	PAT	30SP1	100	275	4910	7670	2.454	0	98	52.5	69.7
SP20	18	F-35A	F35ASP3	PAT	19SP1	32.9	250	1288	6963	7.488	0	93.1	52.5	69.8
SP20	19	F-35A	F35AA4	ARR	19A4	50	170	566	2433	1.262	0.045	99	51.9	69.9
SP20	20	F-35A	F35CA1	ARR	19A1	50	170	556	3087	2.622	0.014	96.2	51.3	69.9
SP21	1	F-35A	F35BI5	PAT	19I2	58.9	120	381	1282	3.352	0	110	65.9	65.9
SP21	2	F-35A	F35AA2	ARR	19A2	50	170	659	1545	10.092	0.357	103.8	65.7	68.8
SP21	3	F-35A	F35AI2	PAT	19I2	50	170	660	1377	6.53	0	105	63.8	70
SP21	4	F-35A	F35BA16	ARR	19A2	50	150	921	1665	4.592	0.262	103.6	62.8	70.8
SP21	5	F-35A	F35BI2	PAT	19I2	50	170	660	1377	4.47	0	105	62.1	71.3
SP21	6	F-35A	F35AA1	ARR	19A1	50	170	652	2357	10.092	0.357	99.4	61.4	71.7
SP21	7	F-35A	F35BA15	ARR	19A1	50	150	902	2433	4.592	0.262	99.7	58.9	72
SP21	8	F-35A	F35CA2	ARR	19A2	50	170	659	1545	2.622	0.014	103.8	58.8	72.2
SP21	9	F-35A	F35AI1	PAT	19I1	50	170	652	2358	6.53	0	99.6	58.4	72.3
SP21	10	F-35A	F35ASP2	PAT	12SP1	100	275	4563	9348	13.906	0	94.9	57	72.5
SP21	11	F-35A	F35BI1	PAT	19I1	50	170	652	2358	4.47	0	99.6	56.8	72.6
SP21	12	F-35A	F35AA4	ARR	19A4	50	170	659	1545	1.262	0.045	103.8	56.7	72.7
SP21	13	F-35A	F35BI4	PAT	19I1	50	150	903	2433	3.352	0	100.2	56.1	72.8
SP21	14	F-35A	F35BA2	ARR	19A2	50	170	659	1545	0.981	0.041	103.8	55.8	72.9
SP21	15	F-35A	F35CI2	PAT	19I2	50	170	660	1377	0.942	0	105	55.4	72.9
SP21	16	F-35A	F35AT3	PAT	19T1	50	170	697	5454	26.969	0	89.7	54.6	73
SP21	17	F-35A	F35AA8	ARR	19A8	50	170	659	1545	0.757	0.027	103.8	54.5	73.1
SP21	18	F-35A	F35CA1	ARR	19A1	50	170	652	2357	2.622	0.014	99.4	54.4	73.1
SP21	19	F-35A	F35BA18	ARR	19A4	50	150	921	1665	0.574	0.033	103.6	53.8	73.2
SP21	20	F-35A	F35AD3	DEP	01DD3	35	300	3087	3784	3.098	0	98.2	53.7	73.2
SP22	1	F-35A	F35BA16	ARR	19A2	58.9	120	370	366	4.592	0.262	121.6	80.8	80.8
SP22	2	F-35A	F35BA15	ARR	19A1	58.9	120	370	420	4.592	0.262	120.4	79.6	83.2
SP22	3	F-35A	F35BI5	PAT	19I2	58.9	120	284	348	3.352	0	122.2	78.1	84.4
SP22	4	F-35A	F35AA2	ARR	19A2	50	170	433	424	10.092	0.357	115.1	77.1	85.1
SP22	5	F-35A	F35BI4	PAT	19I1	58.9	120	371	421	3.352	0	120.4	76.3	85.7
SP22	6	F-35A	F35AA1	ARR	19A1	50	170	433	472	10.092	0.357	114.2	76.2	86.1
SP22	7	F-35A	F35AT3	PAT	19T1	50	170	548	857	26.969	0	109.1	74	86.4
SP22	8	F-35A	F35AI2	PAT	19I2	50	170	434	466	6.53	0	114.4	73.1	86.6
SP22	9	F-35A	F35AI1	PAT	19I1	50	170	434	472	6.53	0	114.3	73	86.8
SP22	10	F-35A	F35BA18	ARR	19A4	58.9	120	370	366	0.574	0.033	121.6	71.8	86.9
SP22	11	F-35A	F35BI2	PAT	19I2	50	170	434	466	4.47	0	114.4	71.5	87
SP22	12	F-35A	F35BI1	PAT	19I1	50	170	434	472	4.47	0	114.3	71.4	87.2
SP22	13	F-35A	F35BA17	ARR	19A3	58.9	120	370	420	0.574	0.033	120.4	70.5	87.3
SP22	14	F-35A	F35CA2	ARR	19A2	50	170	433	424	2.622	0.014	115.1	70.1	87.3
SP22	15	F-35A	F35BA22	ARR	19A8	58.9	120	370	366	0.344	0.02	121.6	69.6	87.4
SP22	16	F-35A	F35CA1	ARR	19A1	50	170	433	472	2.622	0.014	114.2	69.3	87.5
SP22	17	F-35A	F35BA21	ARR	19A7	58.9	120	370	420	0.344	0.02	120.4	68.3	87.5
SP22	18	F-35A	F35AA4	ARR	19A4	50	170	433	424	1.262	0.045	115.1	68	87.6
SP22	19	F-35A	F35AO19	ARR	19O1	50	170	570	886	3.514	0.345	108.9	68	87.6
SP22	20	F-35A	F35AO20	ARR	19O2	50	170	570	886	3.514	0.345	108.9	68	87.7

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP23	1	F-35A	F35BA15	ARR	19A1	58.9	120	315	284	4.592	0.262	123.4	82.6	82.6
SP23	2	F-35A	F35AT3	PAT	19T1	50	170	387	354	26.969	0	115.9	80.8	84.8
SP23	3	F-35A	F35BA16	ARR	19A2	58.9	120	315	413	4.592	0.262	120.8	80	86.1
SP23	4	F-35A	F35BI4	PAT	19I1	58.9	120	316	284	3.352	0	123.8	79.6	87
SP23	5	F-35A	F35AA1	ARR	19A1	50	170	358	325	10.092	0.357	117.1	79.1	87.6
SP23	6	F-35A	F35AA2	ARR	19A2	50	170	357	442	10.092	0.357	114.8	76.8	88
SP23	7	F-35A	F35BI5	PAT	19I2	58.9	120	249	422	3.352	0	120.7	76.6	88.3
SP23	8	F-35A	F35AI1	PAT	19I1	50	170	364	332	6.53	0	117.1	75.9	88.5
SP23	9	F-35A	F35AO19	ARR	19O1	50	170	411	379	3.514	0.345	116	75	88.7
SP23	10	F-35A	F35AO20	ARR	19O2	50	170	411	379	3.514	0.345	116	75	88.9
SP23	11	F-35A	F35BI1	PAT	19I1	50	170	364	332	4.47	0	117.1	74.2	89
SP23	12	F-35A	F35BA17	ARR	19A3	58.9	120	315	284	0.574	0.033	123.4	73.6	89.2
SP23	13	F-35A	F35AI2	PAT	19I2	50	170	363	489	6.53	0	114	72.8	89.3
SP23	14	F-35A	F35CA1	ARR	19A1	50	170	358	325	2.622	0.014	117.1	72.1	89.3
SP23	15	F-35A	F35BA21	ARR	19A7	58.9	120	315	284	0.344	0.02	123.4	71.4	89.4
SP23	16	F-35A	F35BI2	PAT	19I2	50	170	363	489	4.47	0	114	71.2	89.5
SP23	17	F-35A	F35BA18	ARR	19A4	58.9	120	315	413	0.574	0.033	120.8	71	89.5
SP23	18	F-35A	F35AA3	ARR	19A3	50	170	358	325	1.262	0.045	117.1	70	89.6
SP23	19	F-35A	F35CA2	ARR	19A2	50	170	357	442	2.622	0.014	114.8	69.8	89.6
SP23	20	F-35A	F35BA19	ARR	19A5	58.9	120	315	284	0.23	0.013	123.4	69.6	89.7
SP24	1	F-35A	F35AI3	PAT	30I1	33	250	3087	3034	2.305	0	100.1	54.3	54.3
SP24	2	F-35A	F35BI3	PAT	30I1	33	250	3087	3034	1.578	0	100.1	52.7	56.6
SP24	3	F-35A	F35BI6	PAT	30I1	33	250	3087	3034	1.183	0	100.1	51.4	57.7
SP24	4	F-35A	F35CI3	PAT	30I1	33	250	3087	3034	0.333	0	100.1	45.9	58
SP24	5	F-35A	F35AI2	PAT	19I2	33	250	3087	3832	6.53	0	86.7	45.5	58.3
SP24	6	F-35A	F35AI1	PAT	19I1	33	250	3087	3832	6.53	0	86.7	45.5	58.5
SP24	7	F-35A	F35ASP2	PAT	12SP1	32.9	250	923	16847	13.906	0	83.4	45.5	58.7
SP24	8	F-35A	F35ASP3	PAT	19SP1	100	275	4112	16336	7.488	0	85.8	45.2	58.9
SP24	9	F-35A	F35BI2	PAT	19I2	33	250	3087	3832	4.47	0	86.7	43.9	59
SP24	10	F-35A	F35BI1	PAT	19I1	33	250	3087	3832	4.47	0	86.7	43.9	59.2
SP24	11	F-35A	F35AT2	PAT	12T1	50	170	499	15223	50.085	0	75.7	43.3	59.3
SP24	12	F-35A	F35BI5	PAT	19I2	33	250	3087	3832	3.352	0	86.7	42.6	59.4
SP24	13	F-35A	F35BI4	PAT	19I1	33	250	3087	3832	3.352	0	86.7	42.6	59.4
SP24	14	F-35A	F35AD9	DEP	12D3	150	0	87	18508	32.6	0	75.4	41.1	59.5
SP24	15	F-35A	F35BSP2	PAT	12SP1	32.9	250	923	16847	3.964	0	83.4	40	59.6
SP24	16	F-35A	F35BSP3	PAT	19SP1	100	275	4112	16336	2.135	0	85.8	39.7	59.6
SP24	17	F-35A	F35CT2	PAT	12F1	55	145	351	16539	23.081	0	74	38.3	59.6
SP24	18	F-35A	F35AD19	DEP	30DD2R	100	300	2976	15860	3.236	0	82.4	38.1	59.7
SP24	19	F-35A	F35AD17	DEP	30DD1	100	300	2976	15860	3.164	0	82.1	37.8	59.7
SP24	20	F-35A	F35CI2	PAT	19I2	33	250	3087	3832	0.942	0	86.7	37.1	59.7
SP25	1	F-35A	F35AI3	PAT	30I1	33	250	3087	3920	2.305	0	97.5	51.7	51.7
SP25	2	F-35A	F35BI3	PAT	30I1	33	250	3087	3920	1.578	0	97.5	50.1	54
SP25	3	F-35A	F35BI6	PAT	30I1	33	250	3087	3920	1.183	0	97.5	48.9	55.2
SP25	4	F-35A	F35CI3	PAT	30I1	33	250	3087	3920	0.333	0	97.5	43.3	55.4

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP25	5	F-35A	F35ASP2	PAT	12SP1	32.9	250	968	19140	13.906	0	81.2	43.3	55.7
SP25	6	F-35A	F35ASP3	PAT	19SP1	100	275	4135	18707	7.488	0	83.6	42.9	55.9
SP25	7	F-35A	F35AI2	PAT	19I2	33	250	3087	5669	6.53	0	81.8	40.5	56
SP25	8	F-35A	F35AI1	PAT	19I1	33	250	3087	5669	6.53	0	81.8	40.5	56.2
SP25	9	F-35A	F35AD9	DEP	12D3	150	0	87	20943	32.6	0	73.5	39.3	56.3
SP25	10	F-35A	F35AT2	PAT	12T1	50	170	523	17369	50.085	0	71.5	39.1	56.3
SP25	11	F-35A	F35BI2	PAT	19I2	33	250	3087	5669	4.47	0	81.8	38.9	56.4
SP25	12	F-35A	F35BI1	PAT	19I1	33	250	3087	5669	4.47	0	81.8	38.9	56.5
SP25	13	F-35A	F35AD18	DEP	30DD2L	100	300	8289	11481	0.36	0	92.1	38.3	56.6
SP25	14	F-35A	F35BSP2	PAT	12SP1	32.9	250	968	19140	3.964	0	81.2	37.8	56.6
SP25	15	F-35A	F35BI5	PAT	19I2	33	250	3087	5669	3.352	0	81.8	37.6	56.7
SP25	16	F-35A	F35BI4	PAT	19I1	33	250	3087	5669	3.352	0	81.8	37.6	56.7
SP25	17	F-35A	F35BSP3	PAT	19SP1	100	275	4135	18707	2.135	0	83.6	37.5	56.8
SP25	18	F-35A	F35AD19	DEP	30DD2R	35	300	3087	17996	3.236	0	80	35.7	56.8
SP25	19	F-35A	F35AD17	DEP	30DD1	35	300	3087	17996	3.164	0	79.5	35.1	56.8
SP25	20	F-35A	F35BD38	DEP	30DD2L	100	300	7727	11048	0.12	0	93.1	34.5	56.9
SP26	1	F-35A	F35AI3	PAT	30I1	33	250	3087	3065	2.305	0	94.1	48.4	48.4
SP26	2	F-35A	F35BI3	PAT	30I1	33	250	3087	3065	1.578	0	94.1	46.7	50.6
SP26	3	F-35A	F35BI6	PAT	30I1	33	250	3087	3065	1.183	0	94.1	45.5	51.8
SP26	4	F-35A	F35AI2	PAT	19I2	33	250	3087	4372	6.53	0	85	43.8	52.4
SP26	5	F-35A	F35AI1	PAT	19I1	33	250	3087	4372	6.53	0	85	43.8	53
SP26	6	F-35A	F35ASP3	PAT	19SP1	100	275	3915	18245	7.488	0	84.3	43.6	53.5
SP26	7	F-35A	F35ASP2	PAT	12SP1	32.9	250	762	19612	13.906	0	81.4	43.4	53.9
SP26	8	F-35A	F35BI2	PAT	19I2	33	250	3087	4372	4.47	0	85	42.2	54.1
SP26	9	F-35A	F35BI1	PAT	19I1	33	250	3087	4372	4.47	0	85	42.2	54.4
SP26	10	F-35A	F35AT2	PAT	12T1	50	170	445	18456	50.085	0	73.9	41.5	54.6
SP26	11	F-35A	F35BI5	PAT	19I2	33	250	3087	4372	3.352	0	85	40.9	54.8
SP26	12	F-35A	F35BI4	PAT	19I1	33	250	3087	4372	3.352	0	85	40.9	55
SP26	13	F-35A	F35AD9	DEP	12D3	150	0	87	20590	32.6	0	74.4	40.2	55.1
SP26	14	F-35A	F35CI3	PAT	30I1	33	250	3087	3065	0.333	0	94.1	39.9	55.3
SP26	15	F-35A	F35BSP3	PAT	19SP1	100	275	3915	18245	2.135	0	84.3	38.2	55.3
SP26	16	F-35A	F35BSP2	PAT	12SP1	32.9	250	762	19612	3.964	0	81.4	38	55.4
SP26	17	F-35A	F35CT2	PAT	12F1	55	145	323	19302	23.081	0	72	36.2	55.5
SP26	18	F-35A	F35AT3	PAT	19T1	50	225	1587	21500	26.969	0	71.1	36.1	55.5
SP26	19	F-35A	F35AD14	DEP	19D2	35	300	3087	26713	10.971	0	74.8	35.8	55.6
SP26	20	F-35A	F35AD19	DEP	30DD2R	100	300	2680	18903	3.236	0	79.9	35.7	55.6
SP27	1	F-35A	F35AI3	PAT	30I1	33	250	3087	3255	2.305	0	90.4	44.6	44.6
SP27	2	F-35A	F35BI3	PAT	30I1	33	250	3087	3255	1.578	0	90.4	43	46.9
SP27	3	F-35A	F35BI6	PAT	30I1	33	250	3087	3255	1.183	0	90.4	41.7	48.1
SP27	4	F-35A	F35AI2	PAT	19I2	33	250	3087	5491	6.53	0	82.5	41.2	48.9
SP27	5	F-35A	F35AI1	PAT	19I1	33	250	3087	5491	6.53	0	82.5	41.2	49.6
SP27	6	F-35A	F35ASP3	PAT	19SP1	100	275	3773	21496	7.488	0	81.3	40.7	50.1
SP27	7	F-35A	F35ASP2	PAT	12SP1	32.9	250	627	23546	13.906	0	78	40.1	50.5
SP27	8	F-35A	F35BI2	PAT	19I2	33	250	3087	5491	4.47	0	82.5	39.6	50.8

Table K-4. Noise Contributors at Locations of Interest Under Scenario 3, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP27	9	F-35A	F35BI1	PAT	19I1	33	250	3087	5491	4.47	0	82.5	39.6	51.2
SP27	10	F-35A	F35BI5	PAT	19I2	33	250	3087	5491	3.352	0	82.5	38.4	51.4
SP27	11	F-35A	F35BI4	PAT	19I1	33	250	3087	5491	3.352	0	82.5	38.4	51.6
SP27	12	F-35A	F35AD9	DEP	12D3	150	0	87	24084	32.6	0	71.9	37.7	51.8
SP27	13	F-35A	F35AD14	DEP	19D2	35	300	3087	26451	10.971	0	76.5	37.5	51.9
SP27	14	F-35A	F35AT2	PAT	12T1	50	170	404	22793	50.085	0	69.7	37.3	52.1
SP27	15	F-35A	F35CI3	PAT	30I1	33	250	3087	3255	0.333	0	90.4	36.2	52.2
SP27	16	F-35A	F35BSP3	PAT	19SP1	100	275	3773	21496	2.135	0	81.3	35.2	52.3
SP27	17	F-35A	F35AT3	PAT	19T1	50	225	1587	23750	26.969	0	70.3	35.2	52.4
SP27	18	F-35A	F35BSP2	PAT	12SP1	32.9	250	627	23546	3.964	0	78	34.6	52.4
SP27	19	F-35A	F35AD19	DEP	30DD2R	100	300	2453	23075	3.236	0	78.3	34	52.5
SP27	20	F-35A	F35AD18	DEP	30DD2L	100	300	10606	14690	0.36	0	87.8	33.9	52.6
SP28	1	F-35A	F35AI3	PAT	30I1	33	250	3087	3048	2.305	0	98.5	52.7	52.7
SP28	2	F-35A	F35BI3	PAT	30I1	33	250	3087	3048	1.578	0	98.5	51.1	55
SP28	3	F-35A	F35BI6	PAT	30I1	33	250	3087	3048	1.183	0	98.5	49.8	56.2
SP28	4	F-35A	F35AI2	PAT	19I2	33	250	3087	3862	6.53	0	86.7	45.5	56.5
SP28	5	F-35A	F35AI1	PAT	19I1	33	250	3087	3862	6.53	0	86.7	45.5	56.8
SP28	6	F-35A	F35ASP3	PAT	19SP1	100	275	4065	16570	7.488	0	85.6	45	57.1
SP28	7	F-35A	F35ASP2	PAT	12SP1	32.9	250	881	17291	13.906	0	82.9	45	57.4
SP28	8	F-35A	F35CI3	PAT	30I1	33	250	3087	3048	0.333	0	98.5	44.3	57.6
SP28	9	F-35A	F35BI2	PAT	19I2	33	250	3087	3862	4.47	0	86.7	43.8	57.8
SP28	10	F-35A	F35BI1	PAT	19I1	33	250	3087	3862	4.47	0	86.7	43.8	57.9
SP28	11	F-35A	F35AT2	PAT	12T1	50	170	484	15784	50.085	0	75.1	42.7	58.1
SP28	12	F-35A	F35BI5	PAT	19I2	33	250	3087	3862	3.352	0	86.7	42.6	58.2
SP28	13	F-35A	F35BI4	PAT	19I1	33	250	3087	3862	3.352	0	86.7	42.6	58.3
SP28	14	F-35A	F35AD9	DEP	12D3	150	0	87	18764	32.6	0	75.4	41.1	58.4
SP28	15	F-35A	F35BSP3	PAT	19SP1	100	275	4065	16570	2.135	0	85.6	39.6	58.4
SP28	16	F-35A	F35BSP2	PAT	12SP1	32.9	250	881	17291	3.964	0	82.9	39.5	58.5
SP28	17	F-35A	F35CT2	PAT	12F1	55	145	344	16974	23.081	0	73.3	37.5	58.5
SP28	18	F-35A	F35AD19	DEP	30DD2R	100	300	2894	16378	3.236	0	81.7	37.4	58.6
SP28	19	F-35A	F35CI2	PAT	19I2	33	250	3087	3862	0.942	0	86.7	37.1	58.6
SP28	20	F-35A	F35CI1	PAT	19I1	33	250	3087	3862	0.942	0	86.7	37.1	58.6

ARR = Arrival; dB = Decibels; DEP = Departure; DNL = Day-Night Average Sound Levels; ETR = Engine Thrust Request; ft = Feet; KIAS = Knots Indicated Airspeed; MSL = Mean Sea Level; SEL = Sound Exposure Level; POINT IDs (SP1, SP2, etc.) are defined in Table K-1 (Noise-Sensitive Receptors In the Vicinity of Affected Airfields).

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP1	1	F-35A	F35AD29	DEP	12D3	100%ETR	287	495	5677	14.294	0	101.5	63.7	63.7
SP1	2	F-35A	F35AD9	DEP	12D3	100%ETR	287	495	5677	14.294	0	101.1	63.3	66.5
SP1	3	F-35A	F35AD69	DEP	12D3	100%ETR	244	458	5674	9.529	0	101.5	61.9	67.8
SP1	4	F-35A	F35AD49	DEP	12D3	100%ETR	244	458	5674	9.529	0	101.2	61.6	68.7

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP1	5	F-35A	F35BD109	DEP	12D3	100%ETR	114	298	5664	5.175	0	102.8	60.6	69.3
SP1	6	F-35A	F35BD89	DEP	12D3	100%ETR	114	298	5664	5.175	0	102.7	60.5	69.9
SP1	7	F-35A	F35AT2	PAT	12T1	100%ETR	225	777	7172	15.908	0	96.7	59.4	70.2
SP1	8	F-35A	F35CD29	DEP	12D3	100%ETR	287	495	5677	4.192	0	101.5	58.3	70.5
SP1	9	F-35A	F35CD9	DEP	12D3	100%ETR	287	495	5677	4.192	0	101.1	57.9	70.8
SP1	10	F-35A	F35AI4	PAT	12I1	100%ETR	170	289	6377	6.538	0	98.3	57.1	70.9
SP1	11	F-35A	F35CD49	DEP	12D3	100%ETR	244	458	5674	2.795	0	101.5	56.6	71.1
SP1	12	F-35A	F35CD69	DEP	12D3	100%ETR	244	458	5674	2.795	0	101.5	56.6	71.2
SP1	13	F-35A	F35CT2	PAT	12F1	100%ETR	145	618	7157	4.926	0	98.5	56.1	71.4
SP1	14	F-35A	F35BI7	PAT	12I1	100%ETR	170	289	6377	4.475	0	98.3	55.4	71.5
SP1	15	F-35A	F35BD29	DEP	12D3	100%ETR	287	495	5677	1.99	0	101.5	55.1	71.6
SP1	16	F-35A	F35BD9	DEP	12D3	100%ETR	287	495	5677	1.99	0	101.1	54.7	71.7
SP1	17	F-35A	F35AD28	DEP	12D2	100%ETR	287	495	5677	1.787	0	101.6	54.7	71.8
SP1	18	F-35A	F35AT4	PAT	30T1	100%ETR	150	107	5658	2.807	0	99.4	54.5	71.8
SP1	19	F-35A	F35AD8	DEP	12D2	100%ETR	287	495	5677	1.787	0	101.1	54.2	71.9
SP1	20	F-35A	F35B18	PAT	12I1	100%ETR	170	289	6377	3.356	0	98.3	54.2	72
SP2	1	F-35A	F35AD29	DEP	12D3	100%ETR	251	271	5856	14.294	0	100	62.1	62.1
SP2	2	F-35A	F35AD9	DEP	12D3	100%ETR	251	271	5856	14.294	0	99.7	61.8	65
SP2	3	F-35A	F35AT2	PAT	12T1	100%ETR	225	539	6083	15.908	0	99.1	61.7	66.7
SP2	4	F-35A	F35AD69	DEP	12D3	100%ETR	203	180	5854	9.529	0	99.5	60	67.5
SP2	5	F-35A	F35AD49	DEP	12D3	100%ETR	203	180	5854	9.529	0	99.3	59.7	68.2
SP2	6	F-35A	F35BD109	DEP	12D3	100%ETR	114	219	5855	5.175	0	101.7	59.5	68.7
SP2	7	F-35A	F35BD89	DEP	12D3	100%ETR	114	219	5855	5.175	0	101.6	59.4	69.2
SP2	8	F-35A	F35CT2	PAT	12F1	100%ETR	145	478	6078	4.926	0	100.7	58.3	69.5
SP2	9	F-35A	F35AI4	PAT	12I1	100%ETR	170	243	5860	6.538	0	99.5	58.2	69.8
SP2	10	F-35A	F35CD29	DEP	12D3	100%ETR	251	271	5856	4.192	0	100	56.8	70.1
SP2	11	F-35A	F35BI7	PAT	12I1	100%ETR	170	243	5860	4.475	0	99.5	56.6	70.2
SP2	12	F-35A	F35CD9	DEP	12D3	100%ETR	251	271	5856	4.192	0	99.7	56.5	70.4
SP2	13	F-35A	F35B18	PAT	12I1	100%ETR	170	243	5860	3.356	0	99.5	55.4	70.6
SP2	14	F-35A	F35AI3	PAT	30I1	100%ETR	170	228	5855	2.297	0	101	55.2	70.7
SP2	15	F-35A	F35CD49	DEP	12D3	100%ETR	203	180	5854	2.795	0	99.6	54.7	70.8
SP2	16	F-35A	F35CD69	DEP	12D3	100%ETR	203	180	5854	2.795	0	99.5	54.6	70.9
SP2	17	F-35A	F35AT4	PAT	30T1	100%ETR	225	493	5971	2.807	0	99.4	54.5	71
SP2	18	F-35A	F35BD29	DEP	12D3	100%ETR	251	271	5856	1.99	0	100	53.6	71.1
SP2	19	F-35A	F35BI3	PAT	30I1	100%ETR	170	228	5855	1.572	0	101	53.6	71.1
SP2	20	F-35A	F35BD9	DEP	12D3	100%ETR	251	271	5856	1.99	0	99.7	53.3	71.2
SP3	1	F-35A	F35AT2	PAT	12T1	100%ETR	225	426	6186	15.908	0	98.6	61.2	61.2
SP3	2	F-35A	F35AD29	DEP	12D3	100%ETR	200	175	6160	14.294	0	98.3	60.5	63.9
SP3	3	F-35A	F35AD9	DEP	12D3	100%ETR	200	175	6160	14.294	0	98	60.2	65.4
SP3	4	F-35A	F35AD69	DEP	12D3	100%ETR	203	114	6159	9.529	0	97.6	58	66.1
SP3	5	F-35A	F35BD109	DEP	12D3	100%ETR	114	185	6161	5.175	0	100.1	57.8	66.7
SP3	6	F-35A	F35BD89	DEP	12D3	100%ETR	114	185	6161	5.175	0	100	57.8	67.3
SP3	7	F-35A	F35CT2	PAT	12F1	100%ETR	145	411	6185	4.926	0	100.2	57.8	67.7
SP3	8	F-35A	F35AD49	DEP	12D3	100%ETR	203	114	6159	9.529	0	97.3	57.7	68.1

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP3	9	F-35A	F35AI4	PAT	12I1	100%ETR	170	198	6161	6.538	0	98.2	57	68.5
SP3	10	F-35A	F35BI7	PAT	12I1	100%ETR	170	198	6161	4.475	0	98.2	55.4	68.7
SP3	11	F-35A	F35CD29	DEP	12D3	100%ETR	200	175	6160	4.192	0	98.3	55.2	68.9
SP3	12	F-35A	F35AI3	PAT	30I1	100%ETR	170	279	6163	2.297	0	100.7	54.9	69
SP3	13	F-35A	F35CD9	DEP	12D3	100%ETR	200	175	6160	4.192	0	98	54.8	69.2
SP3	14	F-35A	F35BI8	PAT	12I1	100%ETR	170	198	6161	3.356	0	98.2	54.1	69.3
SP3	15	F-35A	F35BI3	PAT	30I1	100%ETR	170	279	6163	1.572	0	100.7	53.2	69.4
SP3	16	F-35A	F35AT4	PAT	30T1	100%ETR	225	594	6590	2.807	0	97.9	53	69.5
SP3	17	F-35A	F35CD49	DEP	12D3	100%ETR	203	114	6159	2.795	0	97.6	52.7	69.6
SP3	18	F-35A	F35CD69	DEP	12D3	100%ETR	203	114	6159	2.795	0	97.6	52.7	69.7
SP3	19	F-35A	F35BI6	PAT	30I1	100%ETR	170	279	6163	1.179	0	100.7	52	69.8
SP3	20	F-35A	F35BD29	DEP	12D3	100%ETR	200	175	6160	1.99	0	98.3	51.9	69.8
SP4	1	F-35A	F35AT2	PAT	12T1	100%ETR	225	497	5756	15.908	0	99.9	62.6	62.6
SP4	2	F-35A	F35AD29	DEP	12D3	100%ETR	251	231	5635	14.294	0	100.1	62.3	65.4
SP4	3	F-35A	F35AD9	DEP	12D3	100%ETR	251	231	5635	14.294	0	99.9	62	67.1
SP4	4	F-35A	F35AD69	DEP	12D3	100%ETR	203	153	5633	9.529	0	99.7	60.1	67.9
SP4	5	F-35A	F35BD109	DEP	12D3	100%ETR	114	205	5635	5.175	0	102.1	59.9	68.5
SP4	6	F-35A	F35AD49	DEP	12D3	100%ETR	203	153	5633	9.529	0	99.4	59.8	69.1
SP4	7	F-35A	F35BD89	DEP	12D3	100%ETR	114	205	5635	5.175	0	102	59.8	69.5
SP4	8	F-35A	F35CT2	PAT	12F1	100%ETR	145	453	5753	4.926	0	101.6	59.1	69.9
SP4	9	F-35A	F35AI4	PAT	12I1	100%ETR	170	228	5635	6.538	0	100.1	58.8	70.2
SP4	10	F-35A	F35BI7	PAT	12I1	100%ETR	170	228	5635	4.475	0	100.1	57.2	70.5
SP4	11	F-35A	F35CD29	DEP	12D3	100%ETR	251	231	5635	4.192	0	100.1	57	70.6
SP4	12	F-35A	F35CD9	DEP	12D3	100%ETR	251	231	5635	4.192	0	99.9	56.7	70.8
SP4	13	F-35A	F35AI3	PAT	30I1	100%ETR	170	249	5636	2.297	0	101.8	56	71
SP4	14	F-35A	F35B18	PAT	12I1	100%ETR	170	228	5635	3.356	0	100.1	56	71.1
SP4	15	F-35A	F35AT4	PAT	30T1	100%ETR	225	542	5865	2.807	0	99.7	54.8	71.2
SP4	16	F-35A	F35CD49	DEP	12D3	100%ETR	203	153	5633	2.795	0	99.7	54.8	71.3
SP4	17	F-35A	F35CD69	DEP	12D3	100%ETR	203	153	5633	2.795	0	99.7	54.8	71.4
SP4	18	F-35A	F35BI3	PAT	30I1	100%ETR	170	249	5636	1.572	0	101.8	54.4	71.5
SP4	19	F-35A	F35BD29	DEP	12D3	100%ETR	251	231	5635	1.99	0	100.1	53.8	71.5
SP4	20	F-35A	F35BD9	DEP	12D3	100%ETR	251	231	5635	1.99	0	99.9	53.5	71.6
SP5	1	F-35A	F35AD29	DEP	12D3	100%ETR	251	334	4651	14.294	0	103.4	65.6	65.6
SP5	2	F-35A	F35AD9	DEP	12D3	100%ETR	251	334	4651	14.294	0	103.2	65.4	68.5
SP5	3	F-35A	F35AT2	PAT	12T1	100%ETR	225	637	5195	15.908	0	101.5	64.1	69.8
SP5	4	F-35A	F35AD69	DEP	12D3	100%ETR	203	224	4646	9.529	0	103.3	63.7	70.8
SP5	5	F-35A	F35AD49	DEP	12D3	100%ETR	203	224	4646	9.529	0	103.1	63.6	71.5
SP5	6	F-35A	F35BD109	DEP	12D3	100%ETR	114	241	4647	5.175	0	105.2	63	72.1
SP5	7	F-35A	F35BD89	DEP	12D3	100%ETR	114	241	4647	5.175	0	105.2	62.9	72.6
SP5	8	F-35A	F35AI4	PAT	12I1	100%ETR	170	259	4741	6.538	0	102.8	61.6	72.9
SP5	9	F-35A	F35CT2	PAT	12F1	100%ETR	145	536	5185	4.926	0	103.2	60.8	73.2
SP5	10	F-35A	F35CD29	DEP	12D3	100%ETR	251	334	4651	4.192	0	103.4	60.2	73.4
SP5	11	F-35A	F35CD9	DEP	12D3	100%ETR	251	334	4651	4.192	0	103.2	60	73.6
SP5	12	F-35A	F35BI7	PAT	12I1	100%ETR	170	259	4741	4.475	0	102.8	59.9	73.8

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP5	13	F-35A	F35BI8	PAT	12I1	100%ETR	170	259	4741	3.356	0	102.8	58.7	73.9
SP5	14	F-35A	F35CD49	DEP	12D3	100%ETR	203	224	4646	2.795	0	103.3	58.4	74
SP5	15	F-35A	F35CD69	DEP	12D3	100%ETR	203	224	4646	2.795	0	103.3	58.4	74.1
SP5	16	F-35A	F35AT4	PAT	30T1	100%ETR	225	422	4669	2.807	0	103.1	58.2	74.3
SP5	17	F-35A	F35AI3	PAT	30I1	100%ETR	170	194	4645	2.297	0	103.9	58.1	74.4
SP5	18	F-35A	F35BD29	DEP	12D3	100%ETR	251	334	4651	1.99	0	103.4	57	74.4
SP5	19	F-35A	F35BD9	DEP	12D3	100%ETR	251	334	4651	1.99	0	103.2	56.8	74.5
SP5	20	F-35A	F35AD28	DEP	12D2	100%ETR	251	334	4651	1.787	0	103.4	56.6	74.6
SP6	1	F-35A	F35AD29	DEP	12D3	100%ETR	251	368	3187	14.294	0	108	70.2	70.2
SP6	2	F-35A	F35AD9	DEP	12D3	100%ETR	251	368	3187	14.294	0	107.9	70.1	73.1
SP6	3	F-35A	F35AD69	DEP	12D3	100%ETR	244	257	3178	9.529	0	108.2	68.6	74.5
SP6	4	F-35A	F35AD49	DEP	12D3	100%ETR	244	257	3178	9.529	0	108.2	68.6	75.5
SP6	5	F-35A	F35BD109	DEP	12D3	100%ETR	114	253	3178	5.175	0	109.7	67.5	76.1
SP6	6	F-35A	F35BD89	DEP	12D3	100%ETR	114	253	3178	5.175	0	109.7	67.5	76.7
SP6	7	F-35A	F35AT2	PAT	12T1	100%ETR	225	731	4083	15.908	0	104.8	67.4	77.1
SP6	8	F-35A	F35AI4	PAT	12I1	100%ETR	170	273	3407	6.538	0	107.1	65.9	77.5
SP6	9	F-35A	F35CD29	DEP	12D3	100%ETR	251	368	3187	4.192	0	108	64.8	77.7
SP6	10	F-35A	F35CD9	DEP	12D3	100%ETR	251	368	3187	4.192	0	107.9	64.8	77.9
SP6	11	F-35A	F35BI7	PAT	12I1	100%ETR	170	273	3407	4.475	0	107.1	64.3	78.1
SP6	12	F-35A	F35CT2	PAT	12F1	100%ETR	145	592	4062	4.926	0	106.6	64.1	78.3
SP6	13	F-35A	F35CD49	DEP	12D3	100%ETR	244	257	3178	2.795	0	108.2	63.3	78.4
SP6	14	F-35A	F35CD69	DEP	12D3	100%ETR	244	257	3178	2.795	0	108.2	63.3	78.5
SP6	15	F-35A	F35AT4	PAT	30T1	100%ETR	170	369	3187	2.807	0	108.1	63.2	78.7
SP6	16	F-35A	F35BI8	PAT	12I1	100%ETR	170	273	3407	3.356	0	107.1	63	78.8
SP6	17	F-35A	F35AI3	PAT	30I1	100%ETR	170	175	3174	2.297	0	108.4	62.7	78.9
SP6	18	F-35A	F35AD39	DEP	30DD2R	150%ETR	190	102	3174	1.419	0	109.6	61.8	79
SP6	19	F-35A	F35AD19	DEP	30DD2R	150%ETR	190	102	3174	1.419	0	109.6	61.7	79
SP6	20	F-35A	F35AD37	DEP	30DD1	150%ETR	190	102	3174	1.387	0	109.6	61.7	79.1
SP7	1	F-35A	F35AT2	PAT	12T1	100%ETR	170	357	9014	15.908	0	92.5	55.2	55.2
SP7	2	F-35A	F35AD29	DEP	12D3	100%ETR	200	131	9009	14.294	0	92.9	55	58.1
SP7	3	F-35A	F35AD9	DEP	12D3	100%ETR	200	131	9009	14.294	0	92.1	54.3	59.6
SP7	4	F-35A	F35AD69	DEP	12D3	100%ETR	177	87	9009	9.529	0	92	52.4	60.4
SP7	5	F-35A	F35AD49	DEP	12D3	100%ETR	177	87	9009	9.529	0	91.3	51.7	60.9
SP7	6	F-35A	F35CT2	PAT	12F1	100%ETR	145	357	9014	4.926	0	94.1	51.7	61.4
SP7	7	F-35A	F35BD109	DEP	12D3	100%ETR	114	168	9010	5.175	0	93.1	50.9	61.8
SP7	8	F-35A	F35BD89	DEP	12D3	100%ETR	114	168	9010	5.175	0	92.8	50.6	62.1
SP7	9	F-35A	F35CD29	DEP	12D3	100%ETR	200	131	9009	4.192	0	92.9	49.7	62.4
SP7	10	F-35A	F35AI3	PAT	30I1	100%ETR	170	305	9012	2.297	0	95.3	49.6	62.6
SP7	11	F-35A	F35AI4	PAT	12I1	100%ETR	170	172	9010	6.538	0	90.7	49.5	62.8
SP7	12	F-35A	F35CD9	DEP	12D3	100%ETR	200	131	9009	4.192	0	92.1	49	63
SP7	13	F-35A	F35B13	PAT	30I1	100%ETR	170	305	9012	1.572	0	95.3	47.9	63.1
SP7	14	F-35A	F35BI7	PAT	12I1	100%ETR	170	172	9010	4.475	0	90.7	47.9	63.2
SP7	15	F-35A	F35CD49	DEP	12D3	100%ETR	177	87	9009	2.795	0	92.1	47.2	63.3
SP7	16	F-35A	F35CD69	DEP	12D3	100%ETR	177	87	9009	2.795	0	92	47.1	63.4

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP7	17	F-35A	F35AT4	PAT	30T1	100%ETR	225	591	9523	2.807	0	91.9	47	63.5
SP7	18	F-35A	F35BI6	PAT	30I1	100%ETR	170	305	9012	1.179	0	95.4	46.7	63.6
SP7	19	F-35A	F35BI8	PAT	12I1	100%ETR	170	172	9010	3.356	0	90.8	46.7	63.7
SP7	20	F-35A	F35BD29	DEP	12D3	100%ETR	200	131	9009	1.99	0	92.9	46.5	63.8
SP8	1	F-35A	F35AD29	DEP	12D3	100%ETR	300	1598	6957	14.294	0	99	61.2	61.2
SP8	2	F-35A	F35AI4	PAT	12I1	100%ETR	250	867	5288	6.538	0	101.9	60.7	64
SP8	3	F-35A	F35AD9	DEP	12D3	100%ETR	300	1598	6957	14.294	0	97.9	60	65.4
SP8	4	F-35A	F35AD69	DEP	12D3	100%ETR	273	1270	6872	9.529	0	99.2	59.6	66.4
SP8	5	F-35A	F35BI7	PAT	12I1	100%ETR	250	867	5288	4.475	0	101.9	59	67.2
SP8	6	F-35A	F35AD49	DEP	12D3	100%ETR	273	1270	6872	9.529	0	98.3	58.7	67.7
SP8	7	F-35A	F35BI8	PAT	12I1	100%ETR	250	867	5288	3.356	0	101.9	57.8	68.2
SP8	8	F-35A	F35BD109	DEP	12D3	100%ETR	256	653	6787	5.175	0	99.8	57.6	68.5
SP8	9	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	1747	2.807	0	102.4	57.5	68.9
SP8	10	F-35A	F35BD89	DEP	12D3	100%ETR	256	653	6787	5.175	0	99.6	57.4	69.2
SP8	11	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	7032	15.908	0	94.2	56.8	69.4
SP8	12	F-35A	F35CD29	DEP	12D3	100%ETR	300	1598	6957	4.192	0	99	55.9	69.6
SP8	13	F-35A	F35AT3	PAT	19T1	100%ETR	225	440	4171	0.837	0	105.1	55	69.7
SP8	14	F-35A	F35CD9	DEP	12D3	100%ETR	300	1598	6957	4.192	0	97.9	54.7	69.9
SP8	15	F-35A	F35CD49	DEP	12D3	100%ETR	273	1270	6872	2.795	0	99.3	54.3	70
SP8	16	F-35A	F35CD69	DEP	12D3	100%ETR	273	1270	6872	2.795	0	99.2	54.2	70.1
SP8	17	F-35A	F35CT2	PAT	12F1	55%ETR	145	1086	6940	4.926	0	96.2	53.8	70.2
SP8	18	F-35A	F35BD29	DEP	12D3	100%ETR	300	1598	6957	1.99	0	99	52.7	70.3
SP8	19	F-35A	F35CT4	PAT	30T1	50%ETR	225	1587	1747	0.869	0	102.4	52.4	70.4
SP8	20	F-35A	F35CI4	PAT	12I1	100%ETR	250	867	5288	0.943	0	101.9	52.3	70.4
SP9	1	F-35A	F35AD29	DEP	12D3	100%ETR	300	1944	7973	14.294	0	97.1	59.3	59.3
SP9	2	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	1545	2.807	0	103.5	58.6	61.9
SP9	3	F-35A	F35AD69	DEP	12D3	100%ETR	300	1496	7864	9.529	0	97.3	57.7	63.3
SP9	4	F-35A	F35AD9	DEP	12D3	100%ETR	300	1944	7973	14.294	0	95.4	57.6	64.4
SP9	5	F-35A	F35AI4	PAT	12I1	100%ETR	250	889	6627	6.538	0	98.8	57.6	65.2
SP9	6	F-35A	F35AD49	DEP	12D3	100%ETR	300	1496	7864	9.529	0	96	56.4	65.7
SP9	7	F-35A	F35BI7	PAT	12I1	100%ETR	250	889	6627	4.475	0	98.8	55.9	66.2
SP9	8	F-35A	F35BD109	DEP	12D3	100%ETR	256	677	7738	5.175	0	98	55.7	66.5
SP9	9	F-35A	F35BD89	DEP	12D3	100%ETR	256	677	7738	5.175	0	97.6	55.4	66.9
SP9	10	F-35A	F35BI8	PAT	12I1	100%ETR	250	889	6627	3.356	0	98.8	54.7	67.1
SP9	11	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	8325	15.908	0	91.5	54.1	67.3
SP9	12	F-35A	F35CD29	DEP	12D3	100%ETR	300	1944	7973	4.192	0	97.1	53.9	67.5
SP9	13	F-35A	F35CT4	PAT	30T1	50%ETR	225	1587	1545	0.869	0	103.5	53.5	67.7
SP9	14	F-35A	F35CD49	DEP	12D3	100%ETR	300	1496	7864	2.795	0	97.4	52.5	67.8
SP9	15	F-35A	F35CD69	DEP	12D3	100%ETR	300	1496	7864	2.795	0	97.3	52.4	67.9
SP9	16	F-35A	F35CD9	DEP	12D3	100%ETR	300	1944	7973	4.192	0	95.4	52.3	68.1
SP9	17	F-35A	F35AT3	PAT	19T1	100%ETR	170	345	5478	0.837	0	101.2	51.1	68.1
SP9	18	F-35A	F35CT2	PAT	12F1	55%ETR	145	1086	8247	4.926	0	93.5	51	68.2
SP9	19	F-35A	F35BD29	DEP	12D3	100%ETR	300	1944	7973	1.99	0	97.1	50.7	68.3
SP9	20	F-35A	F35AD28	DEP	12D2	100%ETR	300	1944	7973	1.787	0	97	50.1	68.4

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP10	1	F-35A	F35AT2	PAT	12T1	100%ETR	170	154	2953	15.908	0	108.1	70.7	70.7
SP10	2	F-35A	F35AD29	DEP	12D3	150%ETR	190	88	2952	14.294	0	105.1	67.3	72.3
SP10	3	F-35A	F35AD9	DEP	12D3	150%ETR	190	88	2952	14.294	0	105.1	67.2	73.5
SP10	4	F-35A	F35CT2	PAT	12F1	100%ETR	145	154	2953	4.926	0	109.5	67.1	74.4
SP10	5	F-35A	F35BD109	DEP	12D3	100%ETR	114	135	2952	5.175	0	108.8	66.6	75.1
SP10	6	F-35A	F35BD89	DEP	12D3	100%ETR	114	135	2952	5.175	0	108.8	66.6	75.6
SP10	7	F-35A	F35AI4	PAT	12I1	100%ETR	170	122	2952	6.538	0	107.4	66.1	76.1
SP10	8	F-35A	F35BI7	PAT	12I1	100%ETR	170	122	2952	4.475	0	107.4	64.5	76.4
SP10	9	F-35A	F35AI3	PAT	30I1	100%ETR	250	437	2973	2.297	0	110	64.2	76.6
SP10	10	F-35A	F35BI8	PAT	12I1	100%ETR	170	122	2952	3.356	0	107.4	63.3	76.8
SP10	11	F-35A	F35AD69	DEP	12D3	150%ETR	0	87	2952	9.529	0	102.9	63.3	77
SP10	12	F-35A	F35AD49	DEP	12D3	150%ETR	0	87	2952	9.529	0	102.7	63.2	77.2
SP10	13	F-35A	F35BI3	PAT	30I1	100%ETR	250	437	2973	1.572	0	110	62.6	77.3
SP10	14	F-35A	F35CD29	DEP	12D3	150%ETR	190	88	2952	4.192	0	105.1	62	77.5
SP10	15	F-35A	F35CD9	DEP	12D3	150%ETR	190	88	2952	4.192	0	105.1	61.9	77.6
SP10	16	F-35A	F35BI6	PAT	30I1	100%ETR	250	437	2973	1.179	0	110	61.3	77.7
SP10	17	F-35A	F35AD39	DEP	30DD2R	100%ETR	251	421	2971	1.419	0	109	61.2	77.8
SP10	18	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	421	2971	1.419	0	108.9	61.1	77.9
SP10	19	F-35A	F35AD37	DEP	30DD1	100%ETR	251	421	2971	1.387	0	109	61.1	78
SP10	20	F-35A	F35AD17	DEP	30DD1	100%ETR	251	421	2971	1.387	0	108.9	61	78.1
SP11	1	F-35A	F35AI4	PAT	12I1	100%ETR	250	990	7875	6.538	0	96.8	55.6	55.6
SP11	2	F-35A	F35AD29	DEP	12D3	100%ETR	300	1912	10643	14.294	0	93	55.1	58.4
SP11	3	F-35A	F35BI7	PAT	12I1	100%ETR	250	990	7875	4.475	0	96.8	54	59.7
SP11	4	F-35A	F35AD69	DEP	12D3	100%ETR	300	1465	10562	9.529	0	93	53.4	60.6
SP11	5	F-35A	F35AD9	DEP	12D3	100%ETR	300	1912	10643	14.294	0	90.8	53	61.3
SP11	6	F-35A	F35BI8	PAT	12I1	100%ETR	250	990	7875	3.356	0	96.8	52.7	61.9
SP11	7	F-35A	F35AD49	DEP	12D3	100%ETR	300	1465	10562	9.529	0	91.3	51.7	62.3
SP11	8	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	9399	15.908	0	88.5	51.1	62.6
SP11	9	F-35A	F35BD109	DEP	12D3	100%ETR	256	675	10471	5.175	0	93.1	50.9	62.9
SP11	10	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	3256	2.807	0	95.7	50.8	63.1
SP11	11	F-35A	F35BD89	DEP	12D3	100%ETR	256	675	10471	5.175	0	92.5	50.3	63.4
SP11	12	F-35A	F35CD29	DEP	12D3	100%ETR	300	1912	10643	4.192	0	93	49.8	63.5
SP11	13	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	1978	0.148	0	106.1	48.4	63.7
SP11	14	F-35A	F35CD49	DEP	12D3	100%ETR	300	1465	10562	2.795	0	93.2	48.2	63.8
SP11	15	F-35A	F35CT2	PAT	12F1	55%ETR	145	1087	9328	4.926	0	90.5	48.1	63.9
SP11	16	F-35A	F35CD69	DEP	12D3	100%ETR	300	1465	10562	2.795	0	93	48.1	64
SP11	17	F-35A	F35CD9	DEP	12D3	100%ETR	300	1912	10643	4.192	0	90.8	47.6	64.1
SP11	18	F-35A	F35AT3	PAT	19T1	100%ETR	150	87	6218	0.837	0	97.6	47.4	64.2
SP11	19	F-35A	F35CI4	PAT	12I1	100%ETR	250	990	7875	0.943	0	96.8	47.2	64.3
SP11	20	F-35A	F35BD29	DEP	12D3	100%ETR	300	1912	10643	1.99	0	93	46.6	64.4
SP12	1	F-35A	F35AI4	PAT	12I1	100%ETR	250	1602	6903	6.538	0	99.2	58	58
SP12	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	316	1475	1.597	0.038	104.2	57.8	60.9
SP12	3	F-35A	F35AA5	ARR	19A1	50%ETR	170	311	1613	1.597	0.038	103.1	56.7	62.3
SP12	4	F-35A	F35BI7	PAT	12I1	100%ETR	250	1602	6903	4.475	0	99.2	56.4	63.3

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP12	5	F-35A	F35BI8	PAT	12I1	100%ETR	250	1602	6903	3.356	0	99.2	55.1	63.9
SP12	6	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1474	2185	0.133	0	112.5	54.3	64.4
SP12	7	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1474	2185	0.133	0	112.2	54.1	64.8
SP12	8	F-35A	F35AT3	PAT	19T1	50%ETR	170	334	1616	0.837	0	104	53.8	65.1
SP12	9	F-35A	F35AD63	DEP	01DD3	100%ETR	273	1200	1966	0.089	0	113.5	53.6	65.4
SP12	10	F-35A	F35AD43	DEP	01DD3	100%ETR	273	1200	1966	0.089	0	113.4	53.5	65.7
SP12	11	F-35A	F35CA6	ARR	19A2	50%ETR	170	316	1475	0.534	0	104.2	52.1	65.8
SP12	12	F-35A	F35CA5	ARR	19A1	50%ETR	170	311	1613	0.534	0	103.1	51	66
SP12	13	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	8542	15.908	0	87.6	50.2	66.1
SP12	14	F-35A	F35BA6	ARR	19A2	50%ETR	170	316	1475	0.219	0.009	104.2	49.7	66.2
SP12	15	F-35A	F35CI4	PAT	12I1	100%ETR	250	1602	6903	0.943	0	99.2	49.6	66.3
SP12	16	F-35A	F35AO19	ARR	19O1	50%ETR	170	353	1619	0.242	0.007	103.4	49	66.4
SP12	17	F-35A	F35AO20	ARR	19O2	50%ETR	170	353	1619	0.242	0.007	103.4	49	66.5
SP12	18	F-35A	F35CD23	DEP	01DD3	100%ETR	300	1474	2185	0.039	0	112.5	49	66.5
SP12	19	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1474	2185	0.039	0	112.2	48.8	66.6
SP12	20	F-35A	F35AA8	ARR	19A4	50%ETR	170	316	1475	0.2	0.005	104.2	48.8	66.7
SP13	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	300	957	1.597	0.038	108.3	61.9	61.9
SP13	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	297	1059	1.597	0.038	107.3	60.9	64.4
SP13	3	F-35A	F35AI4	PAT	12I1	100%ETR	250	1598	6244	6.538	0	100.5	59.3	65.6
SP13	4	F-35A	F35B17	PAT	12I1	100%ETR	250	1598	6244	4.475	0	100.5	57.6	66.2
SP13	5	F-35A	F35AT3	PAT	19T1	50%ETR	170	318	1063	0.837	0	107.8	57.6	66.8
SP13	6	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1351	1711	0.133	0	115	56.9	67.2
SP13	7	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1351	1711	0.133	0	114.9	56.7	67.6
SP13	8	F-35A	F35AD63	DEP	01DD3	100%ETR	273	1131	1495	0.089	0	116.5	56.6	67.9
SP13	9	F-35A	F35AD43	DEP	01DD3	100%ETR	273	1131	1495	0.089	0	116.4	56.5	68.2
SP13	10	F-35A	F35B18	PAT	12I1	100%ETR	250	1598	6244	3.356	0	100.5	56.4	68.5
SP13	11	F-35A	F35CA6	ARR	19A2	50%ETR	170	300	957	0.534	0	108.3	56.2	68.8
SP13	12	F-35A	F35CA5	ARR	19A1	50%ETR	170	297	1059	0.534	0	107.3	55.2	68.9
SP13	13	F-35A	F35BA6	ARR	19A2	50%ETR	170	300	957	0.219	0.009	108.3	53.9	69.1
SP13	14	F-35A	F35AO19	ARR	19O1	50%ETR	170	336	1068	0.242	0.007	107.4	53	69.2
SP13	15	F-35A	F35AO20	ARR	19O2	50%ETR	170	336	1068	0.242	0.007	107.4	53	69.3
SP13	16	F-35A	F35AA8	ARR	19A4	50%ETR	170	300	957	0.2	0.005	108.3	52.9	69.4
SP13	17	F-35A	F35BA5	ARR	19A1	50%ETR	170	297	1059	0.219	0.009	107.3	52.8	69.5
SP13	18	F-35A	F35CT3	PAT	19F1	55%ETR	145	333	1430	0.259	0	107.6	52.3	69.6
SP13	19	F-35A	F35AA7	ARR	19A3	50%ETR	170	297	1059	0.2	0.005	107.3	51.9	69.6
SP13	20	F-35A	F35CD23	DEP	01DD3	100%ETR	300	1351	1711	0.039	0	115	51.5	69.7
SP14	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	315	942	1.597	0.038	108.5	62.1	62.1
SP14	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	312	1077	1.597	0.038	107.2	60.7	64.5
SP14	3	F-35A	F35AI4	PAT	12I1	100%ETR	250	1635	6474	6.538	0	100	58.7	65.5
SP14	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	335	1083	0.837	0	107.5	57.4	66.1
SP14	5	F-35A	F35B17	PAT	12I1	100%ETR	250	1635	6474	4.475	0	100	57.1	66.6
SP14	6	F-35A	F35CA6	ARR	19A2	50%ETR	170	315	942	0.534	0	108.5	56.4	67
SP14	7	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1484	1835	0.133	0	114.3	56.1	67.4
SP14	8	F-35A	F35AD63	DEP	01DD3	100%ETR	273	1205	1561	0.089	0	115.9	56	67.7

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP14	9	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1484	1835	0.133	0	114.1	56	68
SP14	10	F-35A	F35AD43	DEP	01DD3	100%ETR	273	1205	1561	0.089	0	115.8	55.9	68.2
SP14	11	F-35A	F35BI8	PAT	12I1	100%ETR	250	1635	6474	3.356	0	100	55.8	68.5
SP14	12	F-35A	F35CA5	ARR	19A1	50%ETR	170	312	1077	0.534	0	107.2	55.1	68.7
SP14	13	F-35A	F35BA6	ARR	19A2	50%ETR	170	315	942	0.219	0.009	108.5	54	68.8
SP14	14	F-35A	F35AA8	ARR	19A4	50%ETR	170	315	942	0.2	0.005	108.5	53.1	68.9
SP14	15	F-35A	F35AO19	ARR	19O1	50%ETR	170	354	1088	0.242	0.007	107.3	52.8	69
SP14	16	F-35A	F35AO20	ARR	19O2	50%ETR	170	354	1088	0.242	0.007	107.3	52.8	69.1
SP14	17	F-35A	F35BA5	ARR	19A1	50%ETR	170	312	1077	0.219	0.009	107.2	52.7	69.2
SP14	18	F-35A	F35AA7	ARR	19A3	50%ETR	170	312	1077	0.2	0.005	107.2	51.7	69.3
SP14	19	F-35A	F35CT3	PAT	19F1	55%ETR	145	346	1598	0.259	0	106.4	51.1	69.4
SP14	20	F-35A	F35AA12	ARR	19A8	50%ETR	170	315	942	0.12	0.003	108.5	50.8	69.4
SP15	1	F-35A	F35AI4	PAT	12I1	100%ETR	250	1540	7378	6.538	0	98.4	57.1	57.1
SP15	2	F-35A	F35BI7	PAT	12I1	100%ETR	250	1540	7378	4.475	0	98.4	55.5	59.4
SP15	3	F-35A	F35BI8	PAT	12I1	100%ETR	250	1540	7378	3.356	0	98.4	54.2	60.6
SP15	4	F-35A	F35AA6	ARR	19A2	50%ETR	170	309	2210	1.597	0.038	100	53.5	61.3
SP15	5	F-35A	F35AA5	ARR	19A1	50%ETR	170	302	2331	1.597	0.038	99.3	52.8	61.9
SP15	6	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1398	2719	0.133	0	110.2	52	62.3
SP15	7	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1398	2719	0.133	0	109.9	51.7	62.7
SP15	8	F-35A	F35AD63	DEP	01DD3	100%ETR	273	1158	2572	0.089	0	110.8	50.9	63
SP15	9	F-35A	F35AT3	PAT	19T1	50%ETR	170	324	2333	0.837	0	100.9	50.8	63.2
SP15	10	F-35A	F35AD43	DEP	01DD3	100%ETR	273	1158	2572	0.089	0	110.6	50.7	63.5
SP15	11	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	8861	15.908	0	87.3	49.9	63.7
SP15	12	F-35A	F35CI4	PAT	12I1	100%ETR	250	1540	7378	0.943	0	98.4	48.7	63.8
SP15	13	F-35A	F35AD29	DEP	12D3	100%ETR	287	511	14958	14.294	0	86.5	48.7	63.9
SP15	14	F-35A	F35CA6	ARR	19A2	50%ETR	170	309	2210	0.534	0	100	47.8	64
SP15	15	F-35A	F35CT2	PAT	12F1	55%ETR	145	1087	8789	4.926	0	89.6	47.2	64.1
SP15	16	F-35A	F35CA5	ARR	19A1	50%ETR	170	302	2331	0.534	0	99.3	47.1	64.2
SP15	17	F-35A	F35AD69	DEP	12D3	100%ETR	244	484	14958	9.529	0	86.5	46.9	64.3
SP15	18	F-35A	F35CD23	DEP	01DD3	100%ETR	300	1398	2719	0.039	0	110.2	46.7	64.4
SP15	19	F-35A	F35AD9	DEP	12D3	100%ETR	287	511	14958	14.294	0	84.4	46.6	64.4
SP15	20	F-35A	F35CT3	PAT	19F1	55%ETR	145	323	2677	0.259	0	101.8	46.6	64.5
SP16	1	F-35A	F35AI4	PAT	12I1	100%ETR	250	1495	7881	6.538	0	97.3	56	56
SP16	2	F-35A	F35BI7	PAT	12I1	100%ETR	250	1495	7881	4.475	0	97.3	54.4	58.3
SP16	3	F-35A	F35BI8	PAT	12I1	100%ETR	250	1495	7881	3.356	0	97.3	53.1	59.5
SP16	4	F-35A	F35AA6	ARR	19A2	50%ETR	170	308	2870	1.597	0.038	96.9	50.5	60
SP16	5	F-35A	F35AA5	ARR	19A1	50%ETR	170	299	2986	1.597	0.038	96.3	49.9	60.4
SP16	6	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1369	3293	0.133	0	108	49.8	60.8
SP16	7	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	9271	15.908	0	86.9	49.5	61.1
SP16	8	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1369	3293	0.133	0	107.6	49.4	61.4
SP16	9	F-35A	F35AD29	DEP	12D3	100%ETR	300	570	15081	14.294	0	86.5	48.7	61.6
SP16	10	F-35A	F35AT3	PAT	19T1	50%ETR	170	320	2988	0.837	0	98.8	48.6	61.8
SP16	11	F-35A	F35AD63	DEP	01DD3	100%ETR	273	1142	3178	0.089	0	108.4	48.5	62
SP16	12	F-35A	F35AD43	DEP	01DD3	100%ETR	273	1142	3178	0.089	0	108.2	48.3	62.2

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL	DNL	Cumulative DNL
										Day	Night			
SP16	13	F-35A	F35CI4	PAT	12I1	100%ETR	250	1495	7881	0.943	0	97.3	47.6	62.3
SP16	14	F-35A	F35AD69	DEP	12D3	100%ETR	273	570	15081	9.529	0	86.5	46.9	62.4
SP16	15	F-35A	F35CT2	PAT	12F1	55%ETR	145	1087	9201	4.926	0	89.2	46.7	62.6
SP16	16	F-35A	F35AD9	DEP	12D3	100%ETR	300	570	15081	14.294	0	84.4	46.5	62.7
SP16	17	F-35A	F35AD49	DEP	12D3	100%ETR	273	570	15081	9.529	0	84.6	45	62.7
SP16	18	F-35A	F35CA6	ARR	19A2	50%ETR	170	308	2870	0.534	0	96.9	44.8	62.8
SP16	19	F-35A	F35CT3	PAT	19F1	55%ETR	145	315	3280	0.259	0	100	44.8	62.9
SP16	20	F-35A	F35CD23	DEP	01DD3	100%ETR	300	1369	3293	0.039	0	108	44.5	62.9
SP17	1	F-35A	F35AI4	PAT	12I1	100%ETR	250	1553	9957	6.538	0	93.5	52.3	52.3
SP17	2	F-35A	F35BI7	PAT	12I1	100%ETR	250	1553	9957	4.475	0	93.5	50.6	54.5
SP17	3	F-35A	F35B18	PAT	12I1	100%ETR	250	1553	9957	3.356	0	93.5	49.4	55.7
SP17	4	F-35A	F35AD29	DEP	12D3	100%ETR	300	756	17020	14.294	0	84.6	46.8	56.2
SP17	5	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	11408	15.908	0	83.9	46.5	56.7
SP17	6	F-35A	F35AA6	ARR	19A2	50%ETR	170	369	4242	1.597	0.038	92	45.6	57
SP17	7	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1866	4891	0.133	0	103.6	45.4	57.3
SP17	8	F-35A	F35AD69	DEP	12D3	100%ETR	273	744	17020	9.529	0	84.6	45.1	57.5
SP17	9	F-35A	F35AA5	ARR	19A1	50%ETR	170	355	4498	1.597	0.038	91.3	44.9	57.8
SP17	10	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1866	4891	0.133	0	102.5	44.4	58
SP17	11	F-35A	F35AD63	DEP	01DD3	100%ETR	300	1420	4720	0.089	0	104.3	44.4	58.1
SP17	12	F-35A	F35AT3	PAT	19T1	50%ETR	170	384	4500	0.837	0	94.2	44	58.3
SP17	13	F-35A	F35AD9	DEP	12D3	100%ETR	300	756	17020	14.294	0	81.8	44	58.5
SP17	14	F-35A	F35CI4	PAT	12I1	100%ETR	250	1553	9957	0.943	0	93.5	43.9	58.6
SP17	15	F-35A	F35CT2	PAT	12F1	55%ETR	145	1087	11351	4.926	0	86	43.6	58.8
SP17	16	F-35A	F35AD43	DEP	01DD3	100%ETR	300	1420	4720	0.089	0	103.4	43.5	58.9
SP17	17	F-35A	F35AD49	DEP	12D3	100%ETR	273	744	17020	9.529	0	82.4	42.8	59
SP17	18	F-35A	F35BD109	DEP	12D3	100%ETR	246	501	17011	5.175	0	84.5	42.3	59.1
SP17	19	F-35A	F35CD29	DEP	12D3	100%ETR	300	756	17020	4.192	0	84.6	41.4	59.2
SP17	20	F-35A	F35CD59	DEP	30DD2R	100%ETR	300	3087	10488	0.277	0	96.1	41.2	59.2
SP18	1	F-35A	F35AI4	PAT	12I1	100%ETR	250	1502	5882	6.538	0	101.6	60.3	60.3
SP18	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	265	1188	1.597	0.038	106.4	60	63.2
SP18	3	F-35A	F35AA5	ARR	19A1	50%ETR	170	262	1212	1.597	0.038	106	59.6	64.8
SP18	4	F-35A	F35BI7	PAT	12I1	100%ETR	250	1502	5882	4.475	0	101.6	58.7	65.7
SP18	5	F-35A	F35B18	PAT	12I1	100%ETR	250	1502	5882	3.356	0	101.6	57.4	66.3
SP18	6	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1045	1597	0.133	0	115.6	57.4	66.8
SP18	7	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1045	1597	0.133	0	115.5	57.3	67.3
SP18	8	F-35A	F35AT3	PAT	19T1	50%ETR	170	279	1215	0.837	0	106.9	56.8	67.7
SP18	9	F-35A	F35AD63	DEP	01DD3	100%ETR	273	960	1512	0.089	0	116.5	56.6	68
SP18	10	F-35A	F35AD43	DEP	01DD3	100%ETR	273	960	1512	0.089	0	116.4	56.5	68.3
SP18	11	F-35A	F35CA6	ARR	19A2	50%ETR	170	265	1188	0.534	0	106.4	54.3	68.5
SP18	12	F-35A	F35CA5	ARR	19A1	50%ETR	170	262	1212	0.534	0	106	53.9	68.6
SP18	13	F-35A	F35CT3	PAT	19F1	55%ETR	145	296	1344	0.259	0	108.4	53.1	68.7
SP18	14	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	7324	15.908	0	89.5	52.1	68.8
SP18	15	F-35A	F35CD23	DEP	01DD3	100%ETR	300	1045	1597	0.039	0	115.6	52.1	68.9
SP18	16	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1045	1597	0.039	0	115.5	52	69

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP18	17	F-35A	F35BA6	ARR	19A2	50%ETR	170	265	1188	0.219	0.009	106.4	52	69.1
SP18	18	F-35A	F35CI4	PAT	12I1	100%ETR	250	1502	5882	0.943	0	101.6	51.9	69.2
SP18	19	F-35A	F35AO19	ARR	19O1	50%ETR	170	293	1218	0.242	0.007	106.2	51.7	69.3
SP18	20	F-35A	F35AO20	ARR	19O2	50%ETR	170	293	1218	0.242	0.007	106.2	51.7	69.3
SP19	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	347	490	1.597	0.038	113.9	67.5	67.5
SP19	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	346	682	1.597	0.038	111.3	64.9	69.4
SP19	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	347	490	0.534	0	113.9	61.8	70.1
SP19	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	373	693	0.837	0	111.1	60.9	70.6
SP19	5	F-35A	F35BA6	ARR	19A2	50%ETR	170	347	490	0.219	0.009	113.9	59.5	70.9
SP19	6	F-35A	F35CA5	ARR	19A1	50%ETR	170	346	682	0.534	0	111.3	59.2	71.2
SP19	7	F-35A	F35AA8	ARR	19A4	50%ETR	170	347	490	0.2	0.005	113.9	58.5	71.4
SP19	8	F-35A	F35AI4	PAT	12I1	100%ETR	250	1745	6617	6.538	0	99.5	58.3	71.6
SP19	9	F-35A	F35BA5	ARR	19A1	50%ETR	170	346	682	0.219	0.009	111.3	56.8	71.8
SP19	10	F-35A	F35AO19	ARR	19O1	50%ETR	170	397	704	0.242	0.007	111.1	56.7	71.9
SP19	11	F-35A	F35AO20	ARR	19O2	50%ETR	170	397	704	0.242	0.007	111.1	56.7	72
SP19	12	F-35A	F35BI7	PAT	12I1	100%ETR	250	1745	6617	4.475	0	99.5	56.6	72.2
SP19	13	F-35A	F35AD63	DEP	01DD3	100%ETR	300	1339	1486	0.089	0	116.3	56.4	72.3
SP19	14	F-35A	F35AA12	ARR	19A8	50%ETR	170	347	490	0.12	0.003	113.9	56.3	72.4
SP19	15	F-35A	F35AD43	DEP	01DD3	100%ETR	300	1339	1486	0.089	0	116.2	56.3	72.5
SP19	16	F-35A	F35AA7	ARR	19A3	50%ETR	170	346	682	0.2	0.005	111.3	55.9	72.6
SP19	17	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1783	1930	0.133	0	113.7	55.5	72.7
SP19	18	F-35A	F35BI8	PAT	12I1	100%ETR	250	1745	6617	3.356	0	99.5	55.4	72.7
SP19	19	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1783	1930	0.133	0	113.4	55.3	72.8
SP19	20	F-35A	F35AA10	ARR	19A6	50%ETR	170	347	490	0.08	0.002	113.9	54.5	72.9
SP20	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	566	2433	1.597	0.038	99	52.5	52.5
SP20	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	556	3087	1.597	0.038	96.2	49.8	54.4
SP20	3	F-35A	F35AI4	PAT	12I1	100%ETR	250	2071	11256	6.538	0	90.7	49.5	55.6
SP20	4	F-35A	F35BI7	PAT	12I1	100%ETR	250	2071	11256	4.475	0	90.7	47.9	56.3
SP20	5	F-35A	F35CA6	ARR	19A2	50%ETR	170	566	2433	0.534	0	99	46.9	56.8
SP20	6	F-35A	F35BI8	PAT	12I1	100%ETR	250	2071	11256	3.356	0	90.7	46.6	57.2
SP20	7	F-35A	F35AD23	DEP	01DD3	100%ETR	300	3394	4671	0.133	0	104.1	45.9	57.5
SP20	8	F-35A	F35AD63	DEP	01DD3	100%ETR	300	2906	4282	0.089	0	105.1	45.1	57.7
SP20	9	F-35A	F35BA6	ARR	19A2	50%ETR	170	566	2433	0.219	0.009	99	44.5	57.9
SP20	10	F-35A	F35CA5	ARR	19A1	50%ETR	170	556	3087	0.534	0	96.2	44.1	58.1
SP20	11	F-35A	F35CD59	DEP	30DD2R	100%ETR	300	3087	7959	0.277	0	99.1	44.1	58.3
SP20	12	F-35A	F35CD57	DEP	30DD1	100%ETR	300	3087	7959	0.271	0	99	44	58.4
SP20	13	F-35A	F35AA8	ARR	19A4	50%ETR	170	566	2433	0.2	0.005	99	43.5	58.6
SP20	14	F-35A	F35AD43	DEP	01DD3	100%ETR	300	2906	4282	0.089	0	102.7	42.8	58.7
SP20	15	F-35A	F35AD29	DEP	12D3	100%ETR	251	433	21089	14.294	0	80.1	42.3	58.8
SP20	16	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	14161	15.908	0	79.7	42.3	58.9
SP20	17	F-35A	F35AD3	DEP	01DD3	35%ETR	300	3087	4290	0.133	0	100.3	42.1	59
SP20	18	F-35A	F35AT3	PAT	19T1	50%ETR	170	613	4536	0.837	0	91.9	41.8	59
SP20	19	F-35A	F35BA5	ARR	19A1	50%ETR	170	556	3087	0.219	0.009	96.2	41.8	59.1
SP20	20	F-35A	F35AA12	ARR	19A8	50%ETR	170	566	2433	0.12	0.003	99	41.3	59.2

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP21	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	659	1545	1.597	0.038	103.8	57.3	57.3
SP21	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	652	2357	1.597	0.038	99.4	53	58.7
SP21	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	659	1545	0.534	0	103.8	51.6	59.5
SP21	4	F-35A	F35BA6	ARR	19A2	50%ETR	170	659	1545	0.219	0.009	103.8	49.3	59.9
SP21	5	F-35A	F35AA8	ARR	19A4	50%ETR	170	659	1545	0.2	0.005	103.8	48.3	60.2
SP21	6	F-35A	F35AI4	PAT	12I1	33%ETR	250	2187	11764	6.538	0	89.1	47.9	60.4
SP21	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	652	2357	0.534	0	99.4	47.3	60.6
SP21	8	F-35A	F35CD59	DEP	30DD2R	100%ETR	300	3087	6316	0.277	0	101.5	46.6	60.8
SP21	9	F-35A	F35CD57	DEP	30DD1	100%ETR	300	3087	6316	0.271	0	101.5	46.4	60.9
SP21	10	F-35A	F35BI7	PAT	12I1	33%ETR	250	2187	11764	4.475	0	89.1	46.2	61.1
SP21	11	F-35A	F35AA12	ARR	19A8	50%ETR	170	659	1545	0.12	0.003	103.8	46.1	61.2
SP21	12	F-35A	F35AD23	DEP	01DD3	100%ETR	300	4174	4853	0.133	0	103.6	45.4	61.3
SP21	13	F-35A	F35B18	PAT	12I1	33%ETR	250	2187	11764	3.356	0	89.1	45	61.4
SP21	14	F-35A	F35BA5	ARR	19A1	50%ETR	170	652	2357	0.219	0.009	99.4	44.9	61.5
SP21	15	F-35A	F35AD63	DEP	01DD3	100%ETR	300	3598	4382	0.089	0	104.8	44.8	61.6
SP21	16	F-35A	F35AA10	ARR	19A6	50%ETR	170	659	1545	0.08	0.002	103.8	44.3	61.7
SP21	17	F-35A	F35AA7	ARR	19A3	50%ETR	170	652	2357	0.2	0.005	99.4	44	61.8
SP21	18	F-35A	F35CA8	ARR	19A4	50%ETR	170	659	1545	0.067	0	103.8	42.6	61.8
SP21	19	F-35A	F35AA11	ARR	19A7	50%ETR	170	652	2357	0.12	0.003	99.4	41.8	61.9
SP21	20	F-35A	F35CD43	DEP	01DD3	100%ETR	300	3087	3784	0.026	0	106.6	41.4	61.9
SP22	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	433	424	1.597	0.038	115.1	68.7	68.7
SP22	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	433	472	1.597	0.038	114.2	67.8	71.3
SP22	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	433	424	0.534	0	115.1	63	71.9
SP22	4	F-35A	F35CA5	ARR	19A1	50%ETR	170	433	472	0.534	0	114.2	62.1	72.3
SP22	5	F-35A	F35BA6	ARR	19A2	50%ETR	170	433	424	0.219	0.009	115.1	60.6	72.6
SP22	6	F-35A	F35BA5	ARR	19A1	50%ETR	170	433	472	0.219	0.009	114.2	59.8	72.8
SP22	7	F-35A	F35AA8	ARR	19A4	50%ETR	170	433	424	0.2	0.005	115.1	59.6	73
SP22	8	F-35A	F35AT3	PAT	19T1	50%ETR	170	548	857	0.837	0	109.1	58.9	73.2
SP22	9	F-35A	F35AA7	ARR	19A3	50%ETR	170	433	472	0.2	0.005	114.2	58.8	73.3
SP22	10	F-35A	F35AA12	ARR	19A8	50%ETR	170	433	424	0.12	0.003	115.1	57.4	73.4
SP22	11	F-35A	F35AA11	ARR	19A7	50%ETR	170	433	472	0.12	0.003	114.2	56.6	73.5
SP22	12	F-35A	F35AI4	PAT	12I1	100%ETR	250	1968	7484	6.538	0	97.2	56	73.6
SP22	13	F-35A	F35AA10	ARR	19A6	50%ETR	170	433	424	0.08	0.002	115.1	55.7	73.7
SP22	14	F-35A	F35AA9	ARR	19A5	50%ETR	170	433	472	0.08	0.002	114.2	54.8	73.7
SP22	15	F-35A	F35AO19	ARR	19O1	50%ETR	170	570	886	0.242	0.007	108.9	54.5	73.8
SP22	16	F-35A	F35AO20	ARR	19O2	50%ETR	170	570	886	0.242	0.007	108.9	54.5	73.8
SP22	17	F-35A	F35BI7	PAT	12I1	100%ETR	250	1968	7484	4.475	0	97.2	54.3	73.9
SP22	18	F-35A	F35CA8	ARR	19A4	50%ETR	170	433	424	0.067	0	115.1	53.9	73.9
SP22	19	F-35A	F35CA7	ARR	19A3	50%ETR	170	433	472	0.067	0	114.2	53.1	74
SP22	20	F-35A	F35BI8	PAT	12I1	100%ETR	250	1968	7484	3.356	0	97.2	53.1	74
SP23	1	F-35A	F35AA5	ARR	19A1	50%ETR	170	358	325	1.597	0.038	117.1	70.7	70.7
SP23	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	357	442	1.597	0.038	114.8	68.4	72.7
SP23	3	F-35A	F35AT3	PAT	19T1	50%ETR	170	387	354	0.837	0	115.9	65.8	73.5
SP23	4	F-35A	F35CA5	ARR	19A1	50%ETR	170	358	325	0.534	0	117.1	65	74.1

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP23	5	F-35A	F35CA6	ARR	19A2	50%ETR	170	357	442	0.534	0	114.8	62.7	74.4
SP23	6	F-35A	F35BA5	ARR	19A1	50%ETR	170	358	325	0.219	0.009	117.1	62.6	74.7
SP23	7	F-35A	F35AA7	ARR	19A3	50%ETR	170	358	325	0.2	0.005	117.1	61.7	74.9
SP23	8	F-35A	F35AO19	ARR	19O1	50%ETR	170	411	379	0.242	0.007	116	61.5	75.1
SP23	9	F-35A	F35AO20	ARR	19O2	50%ETR	170	411	379	0.242	0.007	116	61.5	75.3
SP23	10	F-35A	F35BA6	ARR	19A2	50%ETR	170	357	442	0.219	0.009	114.8	60.3	75.4
SP23	11	F-35A	F35AA11	ARR	19A7	50%ETR	170	358	325	0.12	0.003	117.1	59.4	75.5
SP23	12	F-35A	F35AA8	ARR	19A4	50%ETR	170	357	442	0.2	0.005	114.8	59.4	75.6
SP23	13	F-35A	F35AI4	PAT	12I1	100%ETR	250	1813	6247	6.538	0	100.1	58.8	75.7
SP23	14	F-35A	F35AA9	ARR	19A5	50%ETR	170	358	325	0.08	0.002	117.1	57.7	75.8
SP23	15	F-35A	F35B17	PAT	12I1	100%ETR	250	1813	6247	4.475	0	100.1	57.2	75.8
SP23	16	F-35A	F35AA12	ARR	19A8	50%ETR	170	357	442	0.12	0.003	114.8	57.2	75.9
SP23	17	F-35A	F35AD63	DEP	01DD3	100%ETR	300	1439	1486	0.089	0	116.4	56.4	75.9
SP23	18	F-35A	F35AD43	DEP	01DD3	100%ETR	300	1439	1486	0.089	0	116.2	56.3	76
SP23	19	F-35A	F35CA7	ARR	19A3	50%ETR	170	358	325	0.067	0	117.1	56	76
SP23	20	F-35A	F35B18	PAT	12I1	100%ETR	250	1813	6247	3.356	0	100.1	55.9	76.1
SP24	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3034	2.297	0	100.1	54.3	54.3
SP24	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3034	1.572	0	100.1	52.7	56.6
SP24	3	F-35A	F35B16	PAT	30I1	33%ETR	250	3087	3034	1.179	0	100.1	51.4	57.7
SP24	4	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3034	0.331	0	100.1	45.9	58
SP24	5	F-35A	F35AD29	DEP	12D3	150%ETR	0	87	18508	14.294	0	77.9	40	58.1
SP24	6	F-35A	F35AT2	PAT	12T1	50%ETR	170	499	15223	15.908	0	75.7	38.3	58.1
SP24	7	F-35A	F35AD69	DEP	12D3	150%ETR	0	87	18508	9.529	0	77.8	38.3	58.2
SP24	8	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	18508	14.294	0	75.2	37.4	58.2
SP24	9	F-35A	F35AD39	DEP	30DD2R	100%ETR	300	2976	15860	1.419	0	85.1	37.3	58.2
SP24	10	F-35A	F35AD37	DEP	30DD1	100%ETR	300	2976	15860	1.387	0	85.1	37.2	58.3
SP24	11	F-35A	F35AD49	DEP	12D3	150%ETR	0	87	18508	9.529	0	76.2	36.6	58.3
SP24	12	F-35A	F35AD79	DEP	30DD2R	100%ETR	300	2454	15768	0.946	0	85.4	35.8	58.3
SP24	13	F-35A	F35AD77	DEP	30DD1	100%ETR	300	2454	15768	0.925	0	85.4	35.7	58.4
SP24	14	F-35A	F35CD29	DEP	12D3	150%ETR	0	87	18508	4.192	0	77.9	34.7	58.4
SP24	15	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2976	15860	1.419	0	82.4	34.5	58.4
SP24	16	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2976	15860	1.387	0	82.1	34.2	58.4
SP24	17	F-35A	F35BD109	DEP	12D3	150%ETR	0	87	18508	5.175	0	76.4	34.2	58.4
SP24	18	F-35A	F35CD49	DEP	12D3	150%ETR	0	87	18508	2.795	0	79	34.1	58.4
SP24	19	F-35A	F35AI4	PAT	12I1	50%ETR	170	719	14039	6.538	0	75.3	34	58.5
SP24	20	F-35A	F35AA1	ARR	12A1	50%ETR	170	595	14375	11.094	0.264	71.9	33.9	58.5
SP25	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3920	2.297	0	97.5	51.7	51.7
SP25	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3920	1.572	0	97.5	50.1	54
SP25	3	F-35A	F35B16	PAT	30I1	33%ETR	250	3087	3920	1.179	0	97.5	48.8	55.2
SP25	4	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3920	0.331	0	97.5	43.3	55.4
SP25	5	F-35A	F35AD29	DEP	12D3	150%ETR	0	87	20943	14.294	0	76.3	38.5	55.5
SP25	6	F-35A	F35AD69	DEP	12D3	150%ETR	0	87	20943	9.529	0	76.2	36.7	55.6
SP25	7	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	20943	14.294	0	73.4	35.6	55.6

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP25	8	F-35A	F35AD39	DEP	30DD2R	100%ETR	300	3117	18021	1.419	0	83.2	35.3	55.7
SP25	9	F-35A	F35AD37	DEP	30DD1	100%ETR	300	3117	18021	1.387	0	83.2	35.2	55.7
SP25	10	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8289	11481	0.158	0	92.1	34.7	55.7
SP25	11	F-35A	F35AT2	PAT	12T1	50%ETR	170	523	17369	15.908	0	71.5	34.2	55.8
SP25	12	F-35A	F35AD49	DEP	12D3	150%ETR	0	87	20943	9.529	0	73.6	34	55.8
SP25	13	F-35A	F35AD79	DEP	30DD2R	100%ETR	300	2589	17935	0.946	0	83.4	33.8	55.8
SP25	14	F-35A	F35AD77	DEP	30DD1	100%ETR	300	2589	17935	0.925	0	83.4	33.7	55.8
SP25	15	F-35A	F35CD29	DEP	12D3	150%ETR	0	87	20943	4.192	0	76.3	33.2	55.9
SP25	16	F-35A	F35AD58	DEP	30DD2L	100%ETR	300	8309	11496	0.105	0	92.2	33.1	55.9
SP25	17	F-35A	F35BD109	DEP	12D3	150%ETR	0	87	20943	5.175	0	75.1	32.8	55.9
SP25	18	F-35A	F35AD38	DEP	30DD2L	100%ETR	300	11842	14396	0.158	0	89.7	32.3	55.9
SP25	19	F-35A	F35CD49	DEP	12D3	150%ETR	0	87	20943	2.795	0	77.1	32.2	55.9
SP25	20	F-35A	F35AD19	DEP	30DD2R	35%ETR	300	3087	17996	1.419	0	80	32.1	56
SP26	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3065	2.297	0	94.1	48.3	48.3
SP26	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3065	1.572	0	94.1	46.7	50.6
SP26	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3065	1.179	0	94.1	45.4	51.8
SP26	4	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3065	0.331	0	94.1	39.9	52
SP26	5	F-35A	F35AD29	DEP	12D3	150%ETR	0	87	20590	14.294	0	76.8	38.9	52.2
SP26	6	F-35A	F35AD69	DEP	12D3	150%ETR	0	87	20590	9.529	0	76.7	37.2	52.4
SP26	7	F-35A	F35AT2	PAT	12T1	50%ETR	170	445	18456	15.908	0	73.9	36.5	52.5
SP26	8	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	20590	14.294	0	74.1	36.3	52.6
SP26	9	F-35A	F35AD49	DEP	12D3	150%ETR	0	87	20590	9.529	0	74.8	35.3	52.7
SP26	10	F-35A	F35AD39	DEP	30DD2R	100%ETR	300	2680	18903	1.419	0	82.3	34.5	52.7
SP26	11	F-35A	F35AD37	DEP	30DD1	100%ETR	300	2680	18903	1.387	0	82.3	34.4	52.8
SP26	12	F-35A	F35CD29	DEP	12D3	150%ETR	0	87	20590	4.192	0	76.8	33.6	52.8
SP26	13	F-35A	F35BD109	DEP	12D3	150%ETR	0	87	20590	5.175	0	75.7	33.4	52.9
SP26	14	F-35A	F35AD79	DEP	30DD2R	100%ETR	300	2165	18835	0.946	0	82.5	32.9	52.9
SP26	15	F-35A	F35AD77	DEP	30DD1	100%ETR	300	2165	18835	0.925	0	82.5	32.7	53
SP26	16	F-35A	F35CD49	DEP	12D3	150%ETR	0	87	20590	2.795	0	77.6	32.7	53
SP26	17	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2680	18903	1.419	0	79.9	32.1	53.1
SP26	18	F-35A	F35CD69	DEP	12D3	150%ETR	0	87	20590	2.795	0	76.7	31.8	53.1
SP26	19	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	9244	13957	0.158	0	89.2	31.8	53.1
SP26	20	F-35A	F35AD28	DEP	12D2	150%ETR	0	87	20590	1.787	0	78.2	31.4	53.1
SP27	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3255	2.297	0	90.4	44.6	44.6
SP27	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3255	1.572	0	90.4	43	46.9
SP27	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3255	1.179	0	90.4	41.7	48
SP27	4	F-35A	F35AD29	DEP	12D3	150%ETR	0	87	24084	14.294	0	74.9	37	48.4
SP27	5	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3255	0.331	0	90.4	36.2	48.6
SP27	6	F-35A	F35AD69	DEP	12D3	150%ETR	0	87	24084	9.529	0	74.6	35.1	48.8
SP27	7	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	24084	14.294	0	71.9	34	49
SP27	8	F-35A	F35AD49	DEP	12D3	150%ETR	0	87	24084	9.529	0	72.1	32.5	49.1

Table K-5. Noise Contributors at Locations of Interest Under Scenario 4, Cont'd

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP27	9	F-35A	F35AT2	PAT	12T1	50%ETR	170	404	22793	15.908	0	69.7	32.3	49.1
SP27	10	F-35A	F35CD29	DEP	12D3	150%ETR	0	87	24084	4.192	0	74.9	31.7	49.2
SP27	11	F-35A	F35BD109	DEP	12D3	150%ETR	0	87	24084	5.175	0	73.9	31.7	49.3
SP27	12	F-35A	F35AD39	DEP	30DD2R	100%ETR	300	2453	23075	1.419	0	78.7	30.8	49.4
SP27	13	F-35A	F35AD37	DEP	30DD1	100%ETR	300	2453	23075	1.387	0	78.6	30.7	49.4
SP27	14	F-35A	F35CD49	DEP	12D3	150%ETR	0	87	24084	2.795	0	75.5	30.6	49.5
SP27	15	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2453	23075	1.419	0	78.3	30.4	49.5
SP27	16	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	10606	14690	0.158	0	87.8	30.4	49.6
SP27	17	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	24084	1.787	0	76.8	29.9	49.6
SP27	18	F-35A	F35CD69	DEP	12D3	150%ETR	0	87	24084	2.795	0	74.6	29.7	49.7
SP27	19	F-35A	F35BD89	DEP	12D3	150%ETR	0	87	24084	5.175	0	71.8	29.6	49.7
SP27	20	F-35A	F35AD79	DEP	30DD2R	100%ETR	300	1943	23025	0.946	0	78.8	29.2	49.8
SP28	1	F-35A	F35AI3	PAT	30I1	33%ETR	250	3087	3048	2.297	0	98.5	52.7	52.7
SP28	2	F-35A	F35BI3	PAT	30I1	33%ETR	250	3087	3048	1.572	0	98.5	51.1	55
SP28	3	F-35A	F35BI6	PAT	30I1	33%ETR	250	3087	3048	1.179	0	98.5	49.8	56.1
SP28	4	F-35A	F35CI3	PAT	30I1	33%ETR	250	3087	3048	0.331	0	98.5	44.3	56.4
SP28	5	F-35A	F35AD29	DEP	12D3	150%ETR	0	87	18764	14.294	0	77.8	40	56.5
SP28	6	F-35A	F35AD69	DEP	12D3	150%ETR	0	87	18764	9.529	0	77.8	38.2	56.6
SP28	7	F-35A	F35AT2	PAT	12T1	50%ETR	170	484	15784	15.908	0	75.1	37.8	56.6
SP28	8	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	18764	14.294	0	75.1	37.3	56.7
SP28	9	F-35A	F35AD39	DEP	30DD2R	100%ETR	300	2894	16377	1.419	0	84.7	36.8	56.7
SP28	10	F-35A	F35AD37	DEP	30DD1	100%ETR	300	2894	16377	1.387	0	84.7	36.7	56.8
SP28	11	F-35A	F35AD49	DEP	12D3	150%ETR	0	87	18764	9.529	0	75.9	36.3	56.8
SP28	12	F-35A	F35AD79	DEP	30DD2R	100%ETR	300	2375	16291	0.946	0	84.9	35.2	56.8
SP28	13	F-35A	F35AD77	DEP	30DD1	100%ETR	300	2375	16291	0.925	0	84.9	35.1	56.9
SP28	14	F-35A	F35CD29	DEP	12D3	150%ETR	0	87	18764	4.192	0	77.8	34.6	56.9
SP28	15	F-35A	F35BD109	DEP	12D3	150%ETR	0	87	18764	5.175	0	76.3	34	56.9
SP28	16	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2894	16378	1.419	0	81.7	33.9	56.9
SP28	17	F-35A	F35CD49	DEP	12D3	150%ETR	0	87	18764	2.795	0	78.7	33.8	57
SP28	18	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2894	16378	1.387	0	81.3	33.4	57
SP28	19	F-35A	F35AI4	PAT	12I1	50%ETR	170	692	14789	6.538	0	74.5	33.3	57
SP28	20	F-35A	F35CD69	DEP	12D3	150%ETR	0	87	18764	2.795	0	77.8	32.9	57

ARR = Arrival; dB = Decibels; DEP = Departure; DNL = Day-Night Average Sound Levels; ETR = Engine Thrust Request; ft = Feet; KIAS = Knots Indicated Airspeed; MSL = Mean Sea Level; SEL = Sound Exposure Level

References

Joint Strike Fighter Program Office, 2007. *Programmatic Environment, Safety and Occupational Health Evaluation, System Development and Demonstration, Final*, March 2007.

Wyle Noise Reports



July 31, 2007

J/N 53638

Mr. Henry McLaurine
SAIC
1140 Eglin Parkway
Suite 101
Shalimar, FL 23502

Reference: "Duke Heavy" Scenario One

Dear Mr. McLaurine:

This letter documents the results of the **"Duke Heavy" Scenario One** noise run in support of the Environmental Impact Statement (EIS) for the Proposed Beddown of the Joint Strike Fighter at Eglin Air Force Base (AFB) and the Implementation of the Base Realignment and Closure (BRAC) Commission recommendations. The noise modeling requirements are further outlined in "Attachment 1, Statement of Work (SOW), Rev. February 19, 2007" and "Proposal Assumptions for Draft_SOW_Mod2_TOO206_HCM 021707." This analysis includes Eglin AFB, Duke Field and Naval Outlying Landing Field (NOLF) Choctaw.

This letter describes the model and assumptions, airfield configurations, operational data, sensitive receptor analysis and the resulting contour for the "Duke Heavy" Scenario One run. All data and assumptions used were developed in collaboration with the 46th Test Wing (46TW) personnel and validated by a representative from the Eglin F-35 Site Activation Task Force.

"Duke Heavy" Scenario One

Under this scenario, flights would originate from and terminate at Eglin AFB. The majority of training activities by the Air Force's F-35A Conventional TakeOff and Landing (CTOL) and the Marine Corps' F-35B Short TakeOff and Vertical Landing (STOVL) aircraft would take place at Duke Filed. All training activities by the Navy's F-35C Carrier Variant (CV) would take place at NOLF Choctaw. The total numbers of flight operations (defined as a takeoff or landing of one aircraft with patterns counted as two operations) was estimated at 109,000 for Eglin AFB, 110,000 at Duke Field and 24,000 at NOLF Choctaw.

NOISEMAP Version 7

Analyses of aircraft noise exposure around Department of Defense (DoD) facilities are normally accomplished using a group of computer-based programs, collectively called NOISEMAP. The NOISEMAP suite of computer programs was primarily developed by the Air Force, which serves as the lead DoD agency for aircraft noise modeling. The NOISEMAP suite of computer programs includes BaseOps, OMEGA10, OMEGA11, NOISEMAP and NMPlot. The suite also includes the NOISEFILE databases.

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BaseOps

The BaseOps program allows entry of runway coordinates, airfield information, flight tracks, flight profiles (engine thrust settings, altitudes, speeds in addition to pitch, yaw, roll and nacelle angles for tilt rotors and helicopters) along each flight track for each aircraft, numbers of daily flight operations, run-up coordinates, run-up profiles, and run-up operations. For entry into Baseops, closed-pattern operations which are counted by ATC as two operations (one departure and one arrival), are entered in the program as one noise event (one departure followed by one arrival with the aircraft remaining in the vicinity of the airfield).

OMEGA10

For fixed-wing and helicopters modeled using NOISEMAP, the OMEGA10 program calculates the SEL versus distance for each model of aircraft from the NOISEFILE database, taking into consideration the specified speeds, engine thrust settings, and environmental conditions appropriate to each type of flight operation. The NOISEFILE database contains one-third octave band sound data for flight and ground run-up by most military aircraft and some civil aircraft. The OMEGA10 output is used by NOISEMAP in subsequent calculations.

OMEGA11

The OMEGA11 program calculates maximum A-weighted sound levels from the NOISEFILE database for each model of aircraft taking into consideration the engine thrust settings and environmental conditions appropriate to run-up operations. Similar to the OMEGA10 output, the OMEGA11 output is also used by NOISEMAP in subsequent calculations.

NOISEMAP

NOISEMAP uses the OMEGA10 and OMEGA11 outputs, incorporates the number of day and night operations, flight paths, and profiles of the aircraft to calculate DNL at many points on the ground around the facility. This process results in a "grid" file containing noise levels at different points of a user specified rectangular area. NOISEMAP Version 7 has been expanded to include atmospheric sound propagation effects over varying terrain, including hills and mountainous regions, as well as regions of varying acoustical impedance—for example, water around coastal regions. This feature was used in computing the noise levels presented in this analysis because the area around Eglin AFB features large bodies of water.

Airfield Configuration

Eglin AFB

Eglin AFB is located about a mile southwest of Valparaiso, Florida. As depicted in the Eglin AFB configuration map (Figure 1), Eglin is centered on two runways. Runway 12/30 is 12,005-feet long and 300-feet wide and Runway 01/19 is 10,012-feet long and 300-feet wide. In the context of the F-35 beddown at Eglin AFB, there would be an addition of two Vertical Takeoff and Landing (VTOL) pads, labeled in Figure 1 as 12PN/30PN and 12PS/30PS. These pads would be 250 feet by 250 feet. Eglin AFB elevation is 87 feet above Mean Sea Level (MSL) and the magnetic declination is 1.9 degrees west.

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Duke Field

Duke Field is located approximately three miles west of Crestview, Florida. As depicted in the Duke Field configuration map (Figure 2), Duke Field consists of one main runway and one assault strip. Runway 18/36 is 8,000-feet long and 200-feet wide. The Assault Strip (Runway 18A/36A) is 3,500-feet long and 200-feet wide. Under Scenario One, there would be an addition of a Landing Hover Deck (LHD) and two VTOL pads. In Figure 2, the LHD is labeled 18D/36D and the VTOL pads 18PN/36PN and 18PS/36PS. The vertical landing pads are 250 feet by 250 feet. The elevation at Duke Field is 191 feet MSL and the magnetic declination is 1.7 degrees west.

NOLF Choctaw

NOLF Choctaw is located near Milton, Florida. As depicted in Figure 3, NOLF Choctaw configuration map (Figure 3), the airfield consists of one runway. Runway 18/36 is 7,650-feet long and 200-feet wide. The elevation at NOLF Choctaw is 102 feet MSL and the magnetic declination is 0.85 degrees west.

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Locations of Interest

As part of the noise analysis, a detailed acoustical analysis was performed for a series of locations, which are listed in Table 1 and shown in Figures 4-1, 4-2 and 4-3. Figure 4-1 shows locations near the city of Fort Walton Beach. Figure 4-2 depicts locations on and in the vicinity of Eglin AFB. Figure 4-3 shows locations near the city of Valparaiso.

Table 1. Locations of Interest near Eglin AFB

Location ID	General Description	Latitude (WGS84)	Longitude (WGS84)
SP1	Eglin Housing (Capehart)	N 30° 27.7260'	W 86° 32.0602'
SP2	Eglin Housing (Ben's Lake)	N 30° 27.9786'	W 86° 32.6446'
SP3	Chapel 2 - Building 2574	N 30° 28.0545'	W 86° 32.9153'
SP4	Cherokee Elem. School	N 30° 28.0592'	W 86° 32.7230'
SP5	Child Development Center	N 30° 28.0726'	W 86° 32.3707'
SP6	Oakhill School	N 30° 28.2399'	W 86° 32.1440'
SP7	Eglin Hospital	N 30° 27.7062'	W 86° 33.3051'
SP8	Eglin VAQ and Dorms	N 30° 29.1113'	W 86° 30.0943'
SP9	Eglin Chapel 1	N 30° 29.8260'	W 86° 07.9653'
SP10	JSF ITC	N 30° 28.6894'	W 86° 32.9662'
SP11	Lewis Middle School	N 30° 29.5813'	W 86° 07.9653'
SP12	Valparaiso Elementary School	N 30° 30.1947'	W 86° 07.9653'
SP13	First Assembly of God (Valp)	N 30° 30.6765'	W 86° 30.3143'
SP14	New Hope Baptist (Valp)	N 30° 30.7426'	W 86° 30.2948'
SP15	Sovereign Grace Church (Valp)	N 30° 30.6563'	W 86° 30.0692'
SP16	First Baptist Church (Valp)	N 30° 30.6200'	W 86° 29.9500'
SP17	Unitarian Church (Valp)	N 30° 30.8172'	W 86° 29.6067'
SP18	Housing (Valp)	N 30° 30.5187'	W 86° 30.3225'
SP19	Housing (Valp)	N 30° 30.9077'	W 86° 30.3376'
SP20	Edge Elementary School	N 30° 31.6322'	W 86° 29.6852'
SP21	Twin Cities Medical Center	N 30° 32.0156'	W 86° 29.7390'
SP22	Niceville Community Church	N 30° 31.2748'	W 86° 30.3176'
SP23	Private School (Niceville)	N 30° 30.9844'	W 86° 30.4512'
SP24	Private School (Ft Walton)	N 30° 28.2321'	W 86° 36.4212'
SP25	Okaloosa Walton College	N 30° 28.1460'	W 86° 36.8792'
SP26	Kenwood Elementary	N 30° 27.5359'	W 86° 36.4608'
SP27	Pryor Middle School	N 30° 26.7376'	W 86° 36.6058'
SP28	Housing (Ft Walton Bch)	N 30° 28.0831'	W 86° 36.4028'

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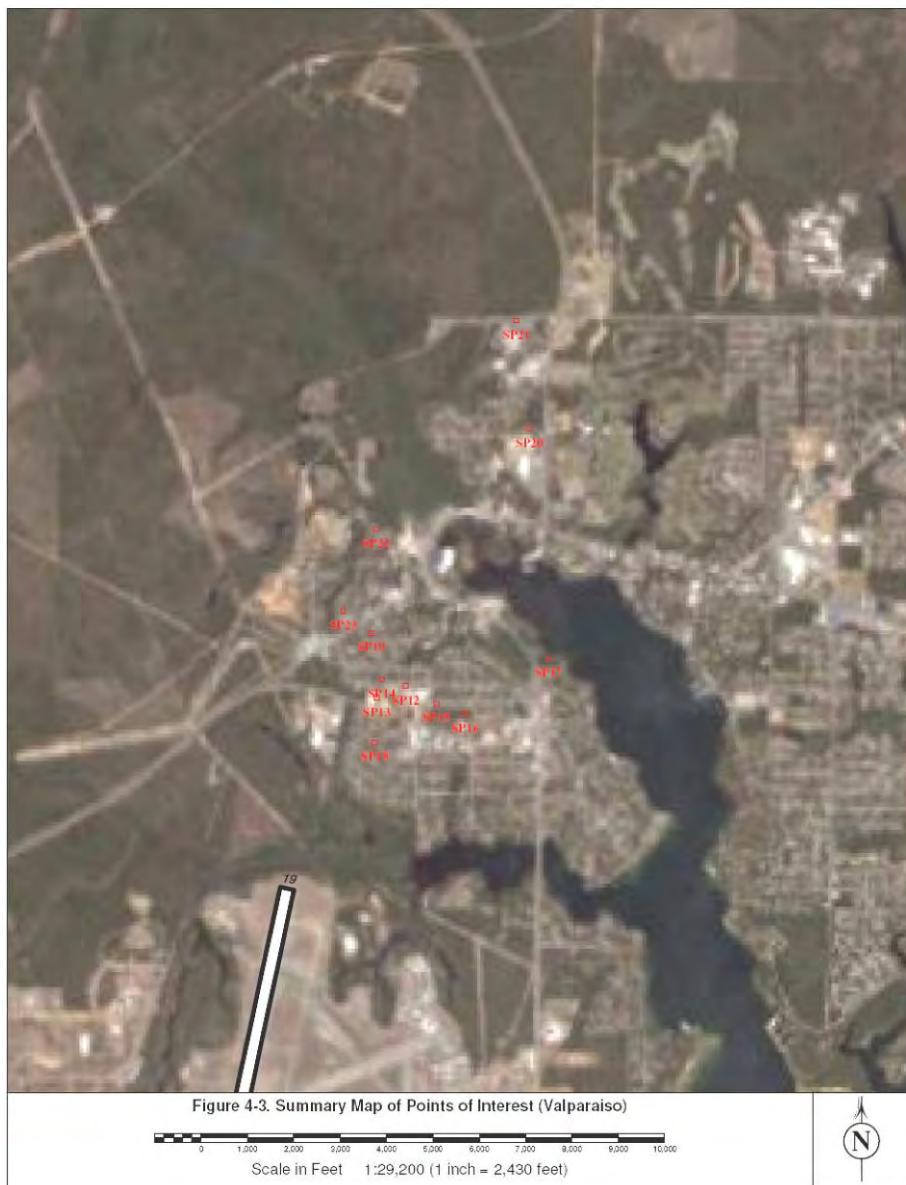
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Input Data

Daily Flight Operations

The first step in the noise analysis process is to determine the number of flight operations for an average day. The computer noise model requires input of the daily operations by aircraft type, operation type, and temporal period (acoustical daytime hours of 0700-2200 and nighttime hours of 2200-0700). The number and type of operations used for this analysis were based on a syllabus provided by the 46th TW. Tables 2-1, 2-2 and 2-3 present the daily flight operations for all three versions of the F-35 for all three airfields. The data is based on 246 days of operations.

Table 2-1. Eglin AFB Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Afterburner Departure	73.76	0.00	73.76	10.27	0.00	10.27	21.63	0.00	21.63	105.66	0.00	105.66
Short Takeoff Departure	0.00	0.00	0.00	16.02	0.00	16.02	0.00	0.00	0.00	16.02	0.00	16.02
Overhead Break Arrival (Conventional Landings)	50.74	1.50	52.24	3.25	0.14	3.38	14.85	0.85	15.70	68.84	2.49	71.32
Overhead Break Arrival (Slow Landings)	0.00	0.00	0.00	2.88	0.12	3.00	0.00	0.00	0.00	2.88	0.12	3.00
Overhead Break Arrival (RVL)	0.00	0.00	0.00	4.33	0.18	4.51	0.00	0.00	0.00	4.33	0.18	4.51
Overhead Break Arrival (VL)	0.00	0.00	0.00	7.57	0.32	7.89	0.00	0.00	0.00	7.57	0.32	7.89
Standard Straight-in Arrivals	21.01	0.50	21.51	2.88	0.12	3.00	7.02	0.00	7.02	30.92	0.62	31.54
Standard Straight-in Arrivals (Slow Landings)	0.00	0.00	0.00	4.33	0.18	4.51	0.00	0.00	0.00	4.33	0.18	4.51
SFO Arrivals (Break)	20.74	0.00	20.74	6.42	0.00	6.42	3.33	0.00	3.33	30.49	0.00	30.49
SFO Arrival (Straight-in)	2.30	0.00	2.30	0.71	0.00	0.71	0.37	0.00	0.37	3.39	0.00	3.39
Touch and Go *	92.20	0.00	92.20	0.00	0.00	0.00	0.00	0.00	0.00	92.20	0.00	92.20
IFR Pattern *	30.73	0.00	30.73	21.03	0.00	21.03	4.43	0.00	4.43	56.20	0.00	56.20
IFR Pattern (Slow Landings) *	0.00	0.00	0.00	15.78	0.00	15.78	0.00	0.00	0.00	15.78	0.00	15.78
TOTAL	291.49	2.00	293.49	95.48	1.05	96.53	51.63	0.85	52.48	438.60	3.90	442.50

Source: 46th TW

* Counted as two operations

RVL - Rolling Vertical Landing

VL - Vertical Landing

SFO - Simulated Flame-Out

IFR - Instrument Flight Rules

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Table 2-2. Duke Field Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200	2200- 0700	Total									
Interfacility Departure (From main runway)	58.06	3.71	61.77	28.92	1.85	30.76	19.50	1.23	20.73	106.49	6.78	113.27
Interfacility Departure (From assault strip)	0.00	0.00	0.00	5.30	0.34	5.63	0.00	0.00	0.00	5.30	0.34	5.63
Overhead Break Arrival (East Side)	11.05	0.71	11.75	0.00	0.00	0.00	0.00	0.00	0.00	11.05	0.71	11.75
Overhead Break Arrival (West Side)	14.95	0.95	15.90	7.77	0.50	8.26	0.00	0.00	0.00	22.72	1.45	24.17
Carrier Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	12.69	0.81	13.51	12.69	0.81	13.51
Carrier Break Arrival (West Side)	0.00	0.00	0.00	0.00	0.00	0.00	4.86	0.29	5.16	4.86	0.29	5.16
Carrier Break Arrival to VL (East Side)	0.00	0.00	0.00	5.30	0.34	5.63	0.00	0.00	0.00	5.30	0.34	5.63
Standard Straight-in Arrivals	8.67	0.55	9.22	0.00	0.00	0.00	0.69	0.04	0.74	9.36	0.60	9.96
Standard Straight-in Arrivals (Slow Landing)	0.00	0.00	0.00	9.18	0.59	9.77	0.00	0.00	0.00	9.18	0.59	9.77
FOB Standard Straight-in Arrivals to RVL (Assault Strip)	0.00	0.00	0.00	5.30	0.34	5.63	0.00	0.00	0.00	5.30	0.34	5.63
SFO Arrivals (Break)	21.06	1.34	22.40	6.01	0.38	6.39	1.13	0.07	1.20	28.19	1.80	29.99
SFO Arrival (Straight-in)	2.34	0.15	2.49	0.67	0.04	0.71	0.13	0.01	0.13	3.13	0.20	3.33
Multiple SFO Patterns *	5.20	0.33	5.53	1.48	0.09	1.58	0.28	0.02	0.30	6.96	0.44	7.40
Conventional Touch and Go Pattern (East Side) *	13.51	0.86	14.37	0.00	0.00	0.00	0.00	0.00	0.00	13.51	0.86	14.37
Conventional Touch and Go Pattern (West Side) *	18.27	1.17	19.44	0.00	0.00	0.00	0.00	0.00	0.00	18.27	1.17	19.44
Carrier Pattern (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	53.14	3.39	56.53	53.14	3.39	56.53
Carrier Pattern (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	9.38	0.60	9.98	9.38	0.60	9.98
Carrier Pattern to Slow Landing (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern to Slow Landing (West Side) *	0.00	0.00	0.00	20.48	1.31	21.79	0.00	0.00	0.00	20.48	1.31	21.79
Carrier Pattern to RVL (East Side) *	0.00	0.00	0.00	30.37	1.94	32.30	0.00	0.00	0.00	30.37	1.94	32.30
FOB FCLP to VL (East Side) *	0.00	0.00	0.00	45.19	2.88	48.08	0.00	0.00	0.00	45.19	2.88	48.08
TOTAL	153.11	9.77	162.88	165.95	10.59	176.54	101.81	6.46	108.27	420.86	26.83	447.69

Source: 46th TW

* Counted as two operations

VL - Vertical Landing

FOB - Forward Operating Base

RVL - Rolling Vertical Landing

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

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Table 2-3. NOLF Choctaw Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			Total		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Interfacility Departure	0.00	0.00	0.00	0.00	0.00	0.00	8.41	0.54	8.94	8.41	0.54	8.94
Carrier Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	4.13	0.26	4.40	4.13	0.26	4.40
Carrier Break Arrival (West Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.05	0.78	0.73	0.05	0.78
Standard Straight-in Arrivals	0.00	0.00	0.00	0.00	0.00	0.00	2.08	0.13	2.22	2.08	0.13	2.22
SFO Arrivals (Break)	0.00	0.00	0.00	0.00	0.00	0.00	1.31	0.08	1.40	1.31	0.08	1.40
SFO Arrival (Straight-in)	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.01	0.16	0.15	0.01	0.16
Multiple SFO Patterns *	0.00	0.00	0.00	0.00	0.00	0.00	1.25	0.08	1.33	1.25	0.08	1.33
FCLP (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	62.59	4.00	66.58	62.59	4.00	66.58
FCLP (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	11.05	0.71	11.75	11.05	0.71	11.75
TOTAL	0.00	0.00	0.00	0.00	0.00	0.00	91.69	5.85	97.55	91.69	5.85	97.55

Source: 46th TW

* Counted as two operations

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

Runway Usage

The second step is the allocation of the modeled average daily events by runway. The daily operation numbers were successively multiplied by runway utilization percentage for each aircraft type and operation type. Tables 3-1, 3-2 and 3-3 present the runway usage for all three versions of the F-35 for all three airfields. The data is based on anticipated wind directions as well as operational requirements. For example, Table 3-1 shows the majority of Afterburner Departures (80.75 percent) at Eglin AFB would be expected to occur on Runway 12. This is the same as Afterburner Departures of 105.66 (Table 2-1) times 0.8075 which equals 85.32045 Afterburner Departures per day on Runway 12.

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Table 3-1. Eglin AFB Projected Runway Usage

Operation Type	Runway/Pad									
	01	01D	12	19	30	30D	12PN - North Pad 120	30PN - North Pad 300	12PS - South Pad 120	30PS - South Pad 300
Afterburner Departure		0.75%	80.75%	4.25%		14.25%				
Short Takeoff Departure ¹			80.75%	4.25%		15.00%				
Overhead Break Arrival (Conventional Landings)	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (Slow Landings) ¹	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (RVL) ¹	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (VL) ¹							42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals				85.00%	15.00%					
Standard Straight-in Arrivals (Slow Landings) ¹				85.00%	15.00%					
SFO Arrivals (Break)	0.75%		80.75%	4.25%	14.25%					
SFO Arrival (Straight-in)	0.75%		80.75%	4.25%	14.25%					
Touch and Go *	0.75%		80.75%	4.25%	14.25%					
IFR Pattern *				85.00%	15.00%					
IFR Pattern (Slow Landings) ^{1*}				85.00%	15.00%					

Source: 46th TW

^{*} Counted as two operations¹ F-35B STOVL Only

RVL - Rolling Vertical Landing

VL - Vertical Landing

SFO - Simulated Flame-Out

IFR - Instrument Flight Rules

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Table 3-2. Duke Field Projected Runway Usage

Operation Type	Runway/Pad									
	18	36	18A - Assault Strip 180	36A - Assault Strip 360	18D - LHD	36D - LHD	18PN - North Pad 180	36PN - North Pad 360	18PS - South Pad 180	36PS - South Pad 360
Interfacility Departure (From main runway)	85.00%	15.00%								
Interfacility Departure (From assault strip) ¹			85.00%	15.00%						
Overhead Break Arrival (East Side)	85.00%	15.00%								
Overhead Break Arrival (West Side)	85.00%	15.00%								
Carrier Break Arrival (East Side) ²	100.00%									
Carrier Break Arrival (West Side) ²		100.00%								
Carrier Break Arrival to VL (East Side) ¹							42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals	85.00%	15.00%								
Standard Straight-in Arrivals (Slow Landing) ³	85.00%	15.00%								
FOB Standard Straight-in Arrivals to RVL (Assault Strip) ¹			85.00%	15.00%						
SFO Arrivals (Break)	85.00%	15.00%								
SFO Arrival (Straight-in)	85.00%	15.00%								
Multiple SFO Patterns *	85.00%	15.00%								
Conventional Touch and Go Pattern (East Side) *	85.00%	15.00%								
Conventional Touch and Go Pattern (West Side) *	85.00%	15.00%								
Carrier Pattern (East Side) ^{2*}	100.00%									
Carrier Pattern (West Side) ^{2*}		100.00%								
Carrier Pattern to Slow Landing (East Side) ^{1*}	85.00%	15.00%								
Carrier Pattern to Slow Landing (West Side) ^{1*}	85.00%	15.00%								
Carrier Pattern to RVL (East Side) ^{1*}			85.00%	15.00%						
FOB FCLP to VL (East Side) ^{1*}					100.00%					

Source: 46th TW

FOB - Forward Operating Base

* Counted as two operations

RVL - Rolling Vertical Landing

¹F-35B STOVL Only

SFO - Simulated Flame-Out

²F-35C CV Only

FCLP - Field Carrier Landing Practice

VL - Vertical Landing

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Table 3-3. NOLF Choctaw Projected Runway Usage

Operation Type	Runway/Pad	
	18	36
Interfacility Departure	85.00%	15.00%
Carrier Break Arrival (East Side)	100.00%	
Carrier Break Arrival (West Side)		100.00%
Standard Straight-in Arrivals	85.00%	15.00%
SFO Arrivals (Break)	85.00%	15.00%
SFO Arrival (Straight-in)	85.00%	15.00%
Multiple SFO Patterns *	85.00%	15.00%
FCLP (East Side) *	100.00%	
FCLP (West Side) *		100.00%

Source: 46th TW

* Counted as two operations

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

F-35C CV Only

Flight Track and Usage

The next step is the distribution of the daily operations for each runway onto different flight tracks. The daily operation numbers by runway were successively multiplied by flight track utilization percentages for each aircraft type and operation type. At this stage, all closed-pattern operations (Touch and Go and IFR patterns) were divided by two because of the definition of ATC operations vice the requirements of the noise model. Figures 5-1 through 5-23 are snapshots of the modeled Eglin AFB flight tracks. Approximately 80 percent of the operations are on the south tracks, 4 percent on the east tracks, 10 percent on the west tracks and finally, 6 percent on the north tracks. It is important to note that 88.6765 percent of the overhead arrivals were modeled as interfacility arrivals from Duke Field. Figures 5-24 through 5-41 are snapshots of the modeled Duke Field Flight Tracks. Figures 5-42 through 5-51 are snapshots of the modeled NOLF Choctaw flight tracks.



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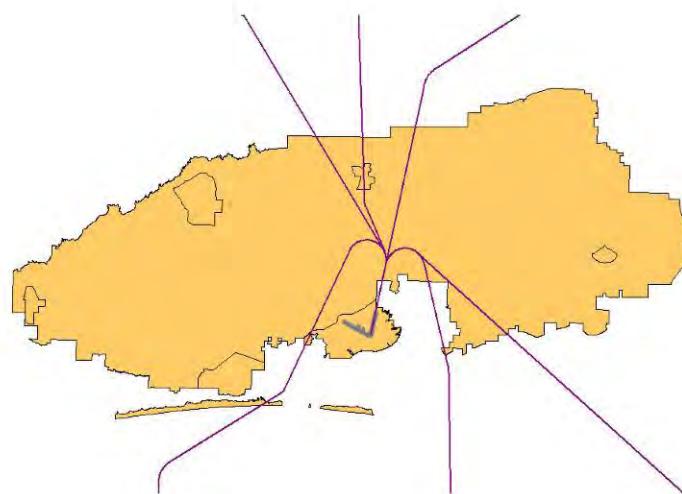


Figure 5-1. Eglin AFB Runway 01 Departures (F-35A/B/C)

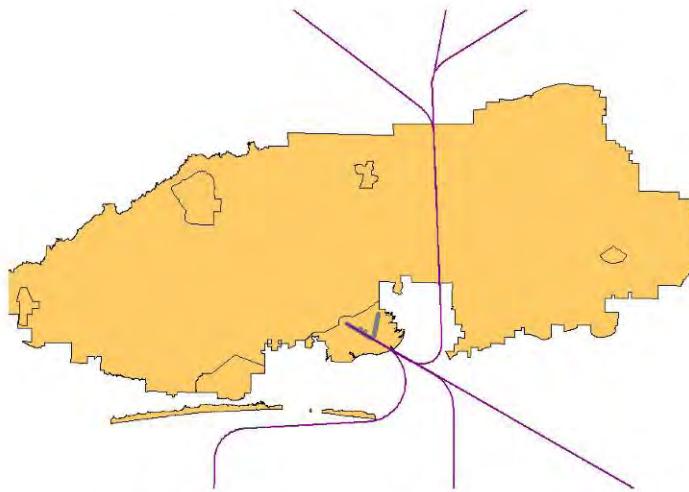


Figure 5-2. Eglin AFB Runway 12 Departures (F-35A/B/C)

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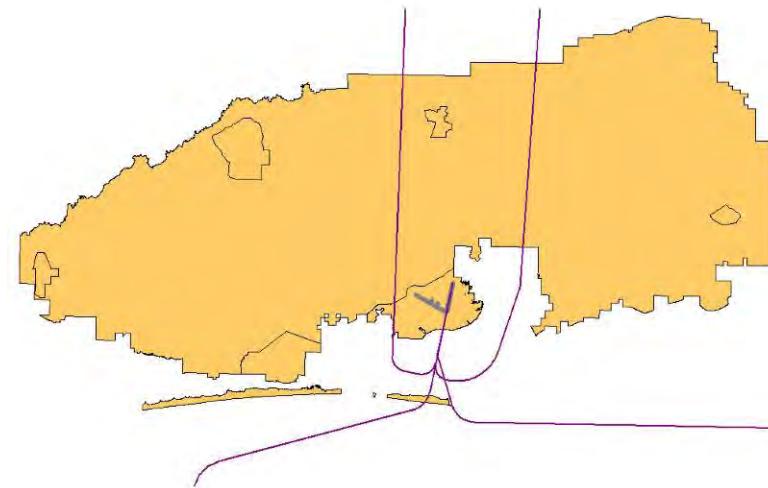


Figure 5-3. Eglin AFB Runway 19 Departures (F-35A/B/C)

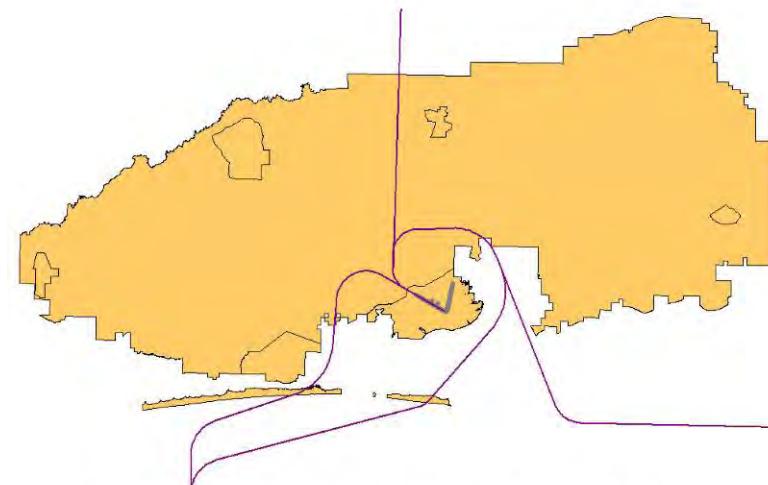


Figure 5-4. Eglin AFB Runway 30 Departures (F-35A/B/C)

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Figure 5-5. Eglin AFB Runway 01 Overhead Break Arrivals (F-35A/B/C, North Flow, 1nm Final)



Figure 5-6. Eglin AFB Runway 12 Overhead Break Arrivals (F-35B/C, South Flow, 2531 ft Final)

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Figure 5-7. Eglin AFB Runway 12 Overhead Break Arrivals (F-35A, South Flow, 1nm Final)

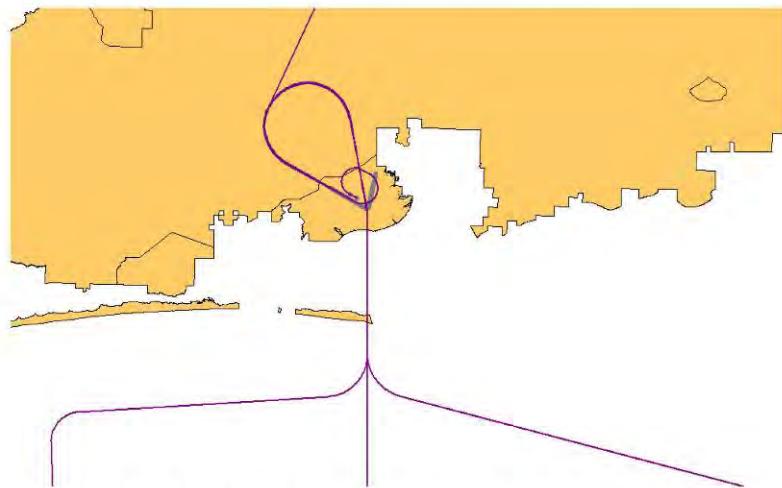


Figure 5-8. Eglin AFB South Pad Overhead Break Arrivals to Vertical Landings
(Southeast Heading)

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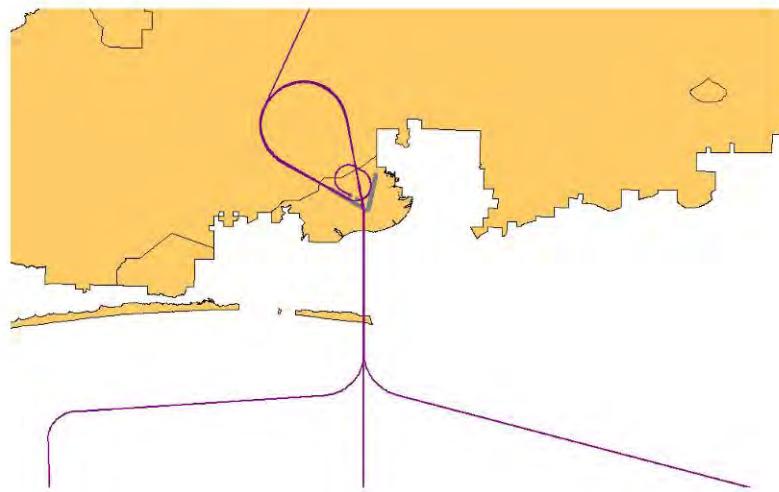


Figure 5-9. Eglin AFB North Pad Overhead Break Arrivals to Vertical Landings
(Southeast Heading)



Figure 5-10. Eglin AFB Runway 19 Overhead Break Arrivals
(F-35B/C, South Flow, 2531 ft Final)

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Figure 5-11. Eglin AFB Runway 19 Overhead Break Arrivals
(F-35A, South Flow, 1nm Final)

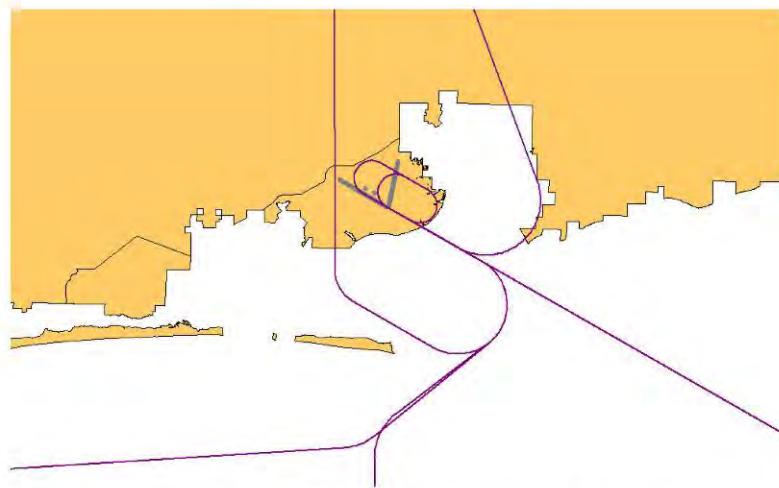


Figure 5-12. Eglin AFB Runway 30 Overhead Break Arrivals
(F-35A/B/C, North Flow, 1nm Final)

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Figure 5-13. Eglin AFB North Pad Overhead Break Arrivals to Vertical Landings
(Northwest Heading)



Figure 5-14. Eglin AFB South Pad Overhead Break Arrivals to Vertical Landings
(Northwest Heading)

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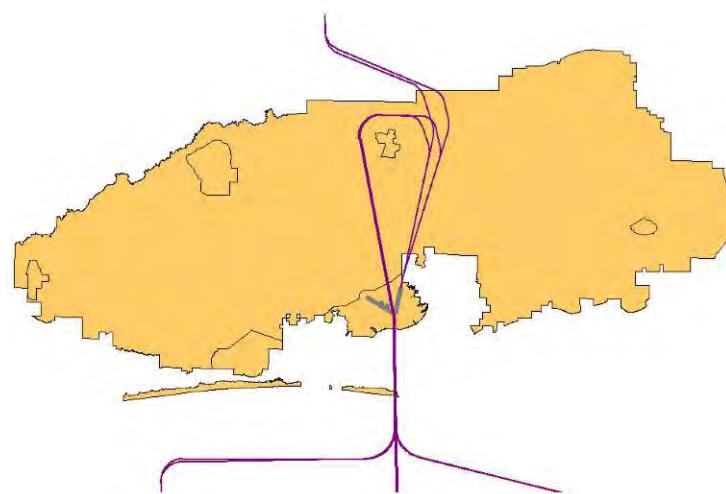


Figure 5-15. Eglin AFB Runway 19 Straight-in Arrivals

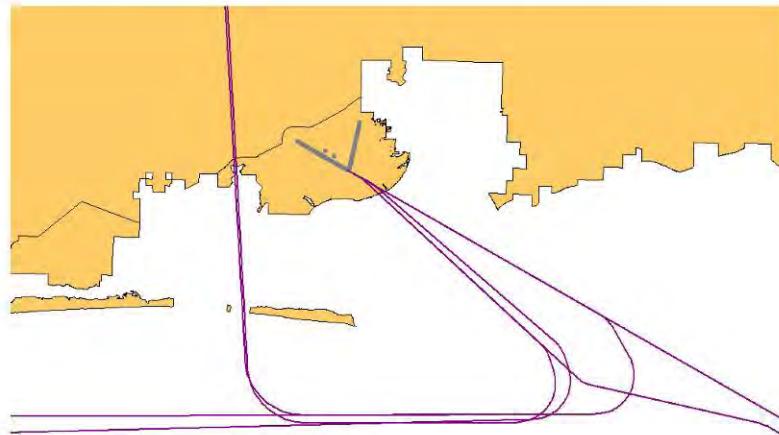


Figure 5-16. Eglin AFB Runway 30 Straight-in Arrivals

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Figure 5-17. Eglin AFB Runway 01 Straight-in/Break SFO Arrivals



Figure 5-18. Eglin AFB Runway 12 Straight-in/Break SFO Arrivals

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Figure 5-19. Eglin AFB Runway 19 Straight-in/Break SFO Arrivals



Figure 5-20. Eglin AFB Runway 30 Straight-in/Break SFO Arrivals

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Figure 5-21. Eglin AFB Runways 01 and 30 Touch and Go Patterns
(F-35A/B/C, North Flow, 1nm Final)

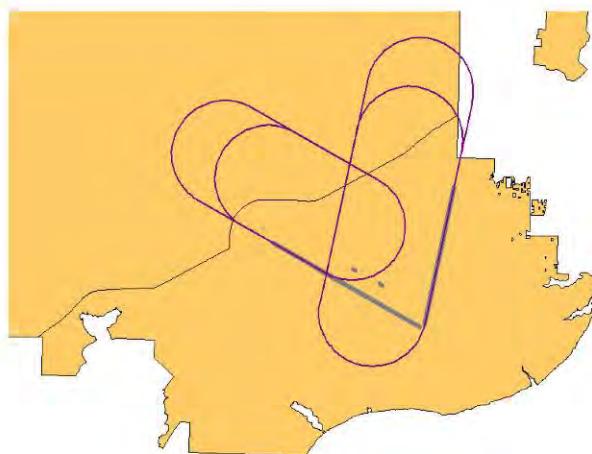


Figure 5-22. Eglin AFB Runways 12 and 19 Touch and Go Patterns
(F-35A, South Flow, 1nm Final; F-35B/C, South Flow, 2531 ft Final)

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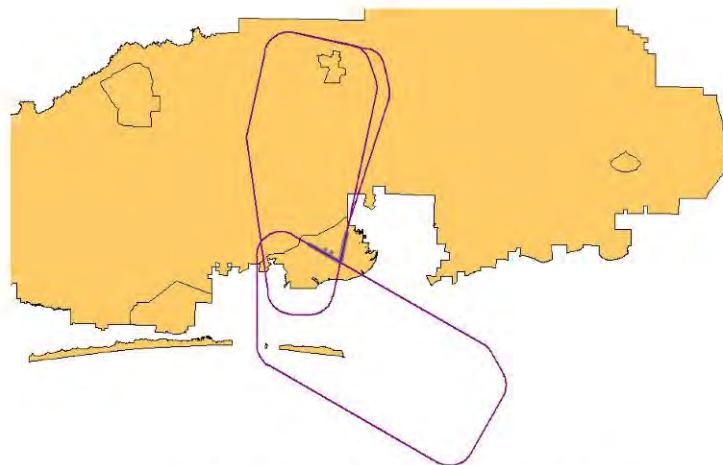


Figure 5-23. Eglin AFB Runways 19 and 30 IFR Patterns



Figure 5-24. Duke Field Runway 18 Departures (F-35A/B/C)

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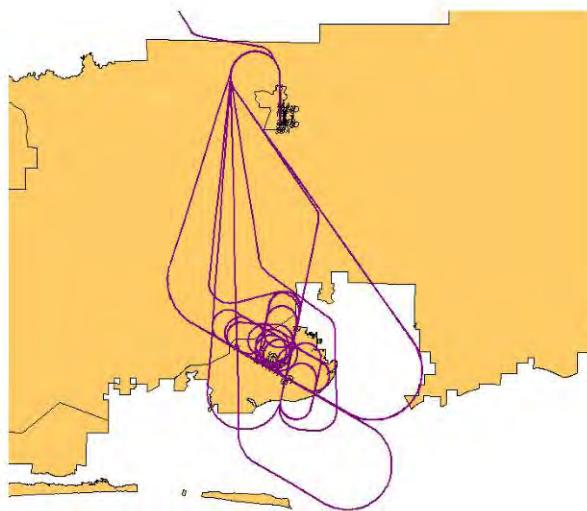


Figure 5-25. Duke Field Runway 36 Departures (F-35A/B/C)

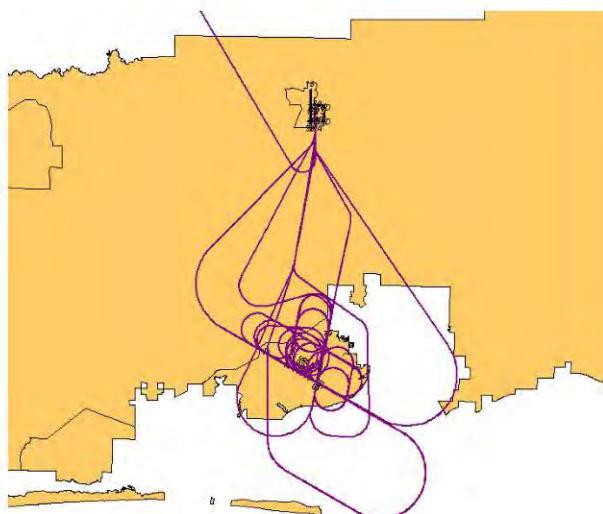


Figure 5-26. Duke Field Assault Strip 18A Departures (F-35B)

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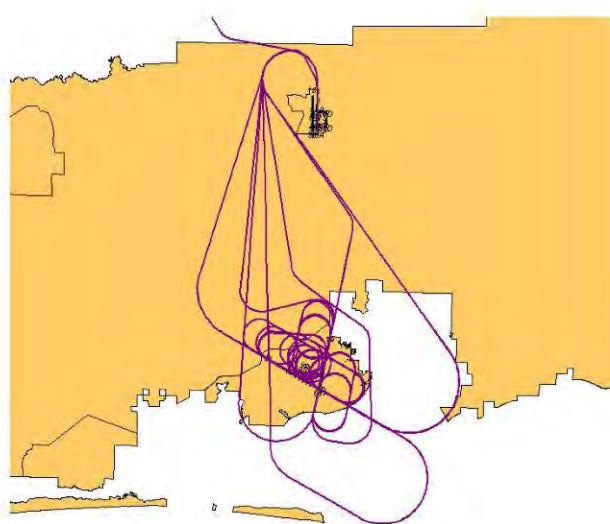


Figure 5-27. Duke Field Assault Strip 36A Departures (F-35B)

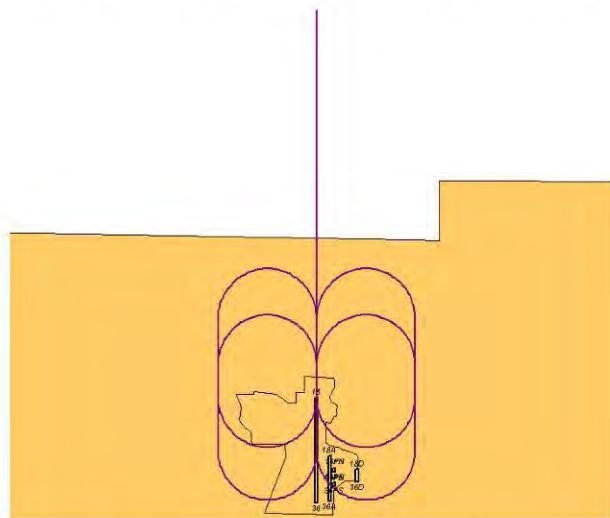


Figure 5-28. Duke Field Runway 18 Break Arrivals
(F-35A Overhead, 1nm Final; F-35B Overhead/Carrier Break,
2531 ft Final; F-35C Carrier Break, 2531 ft Final)

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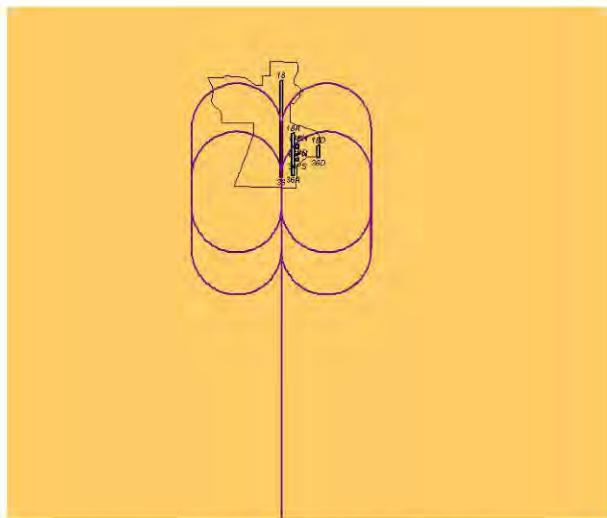


Figure 5-29. Duke Field Runway 36 Break Arrivals (F-35A Overhead, 1nm Final; F-35B Overhead/Carrier Break, 2531 ft Final; F-35C Carrier Break, 2531 ft Final)

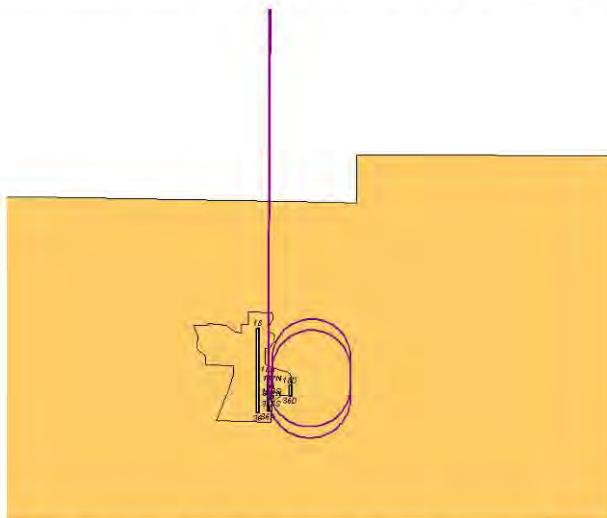


Figure 5-30. Duke Field North/South Pad Carrier Break Arrivals to Vertical Landings
(South Heading)

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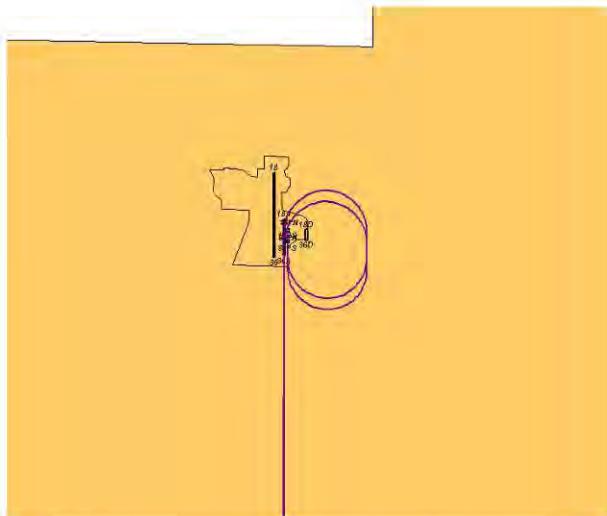


Figure 5-31. Duke Field North/South Pad Carrier Break Arrivals to Vertical Landings
(North Heading)

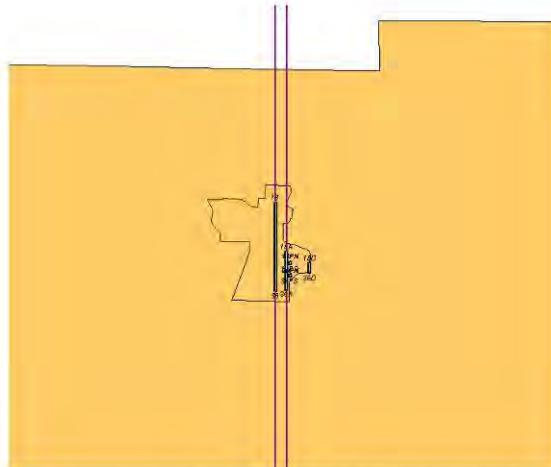


Figure 5-32. Duke Field Runway 18/36 (F-35A/B/C) and Assault Strip 18A/36A (F-35B) Standard
Straight-in Arrivals

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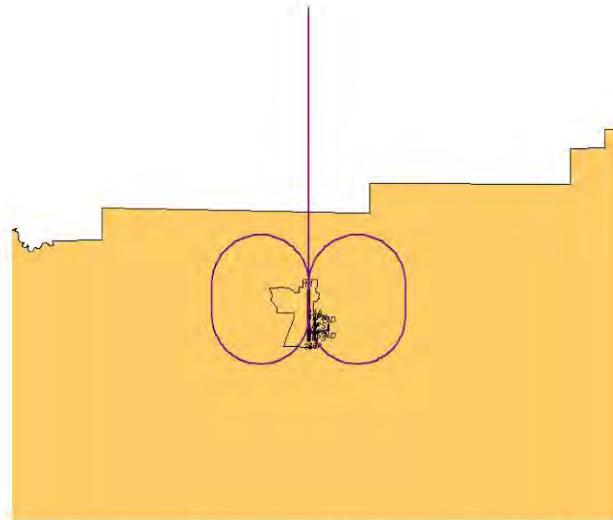


Figure 5-33. Duke Field Runway 18 Straight-in/Break SFO Arrivals

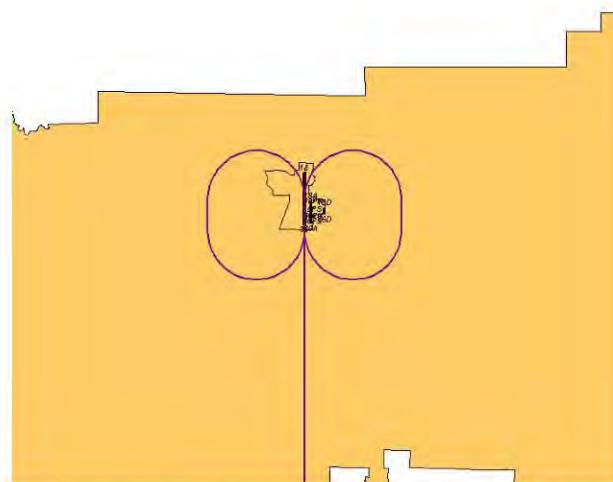


Figure 5-34. Duke Field Runway 36 Straight-in/Break SFO Arrivals

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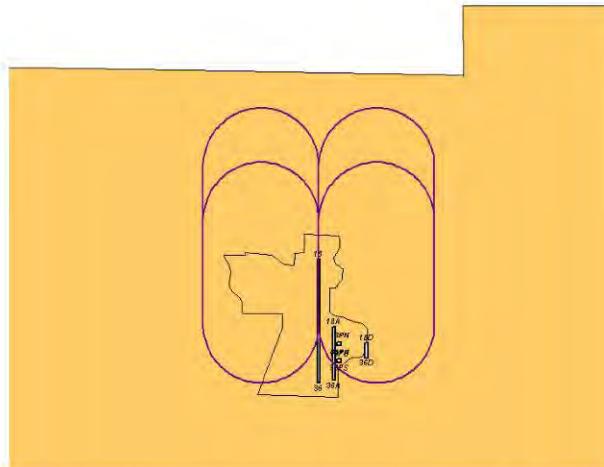


Figure 5-35. Duke Field Runway 18 Touch and Go/Carrier Patterns
(F-35A, 1nm Final; F-35B/C, 2531 ft Final)

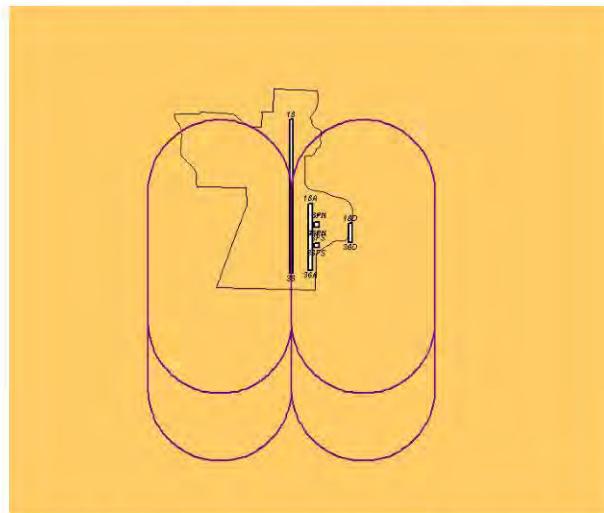


Figure 5-36. Duke Field Runway 36 Touch and Go/Carrier Patterns
(F-35A, 1nm Final; F-35B/C, 2531 ft Final)

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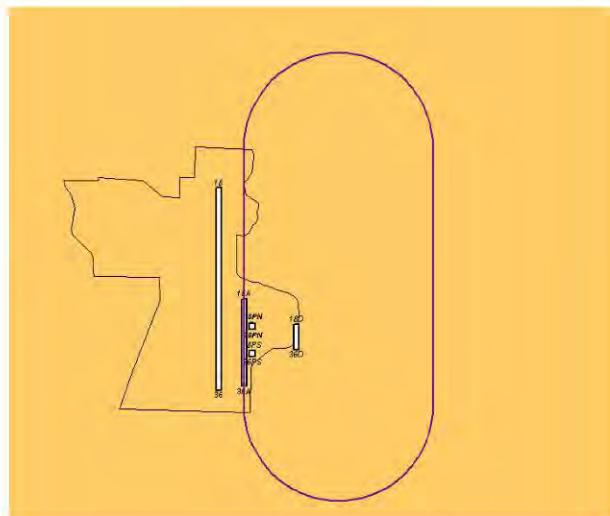


Figure 5-37. Duke Field Runway 18A Carrier Pattern to RVL Arrivals (F-35B Only)

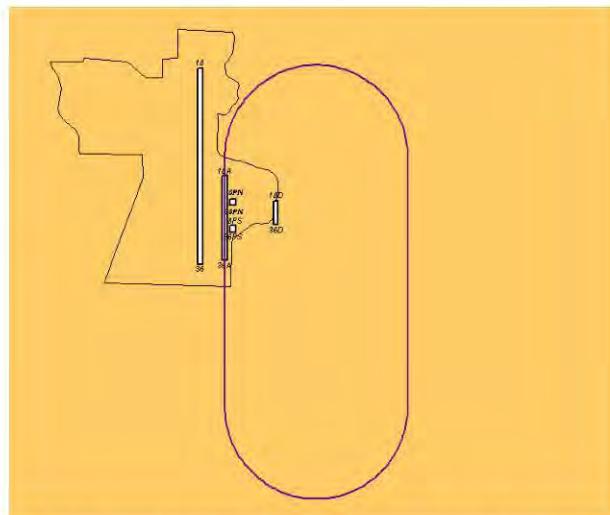


Figure 5-36. Duke Field Runway 36A Carrier Pattern to RVL Arrivals (F-35B Only)

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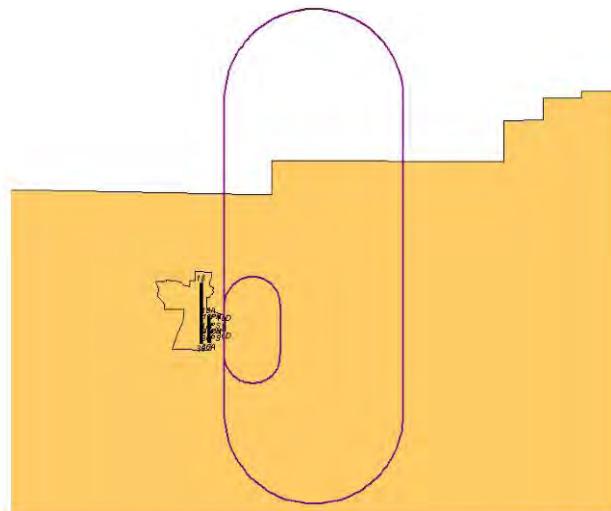


Figure 5-39. Duke Field LHD 18D FCLP and Night FCLP

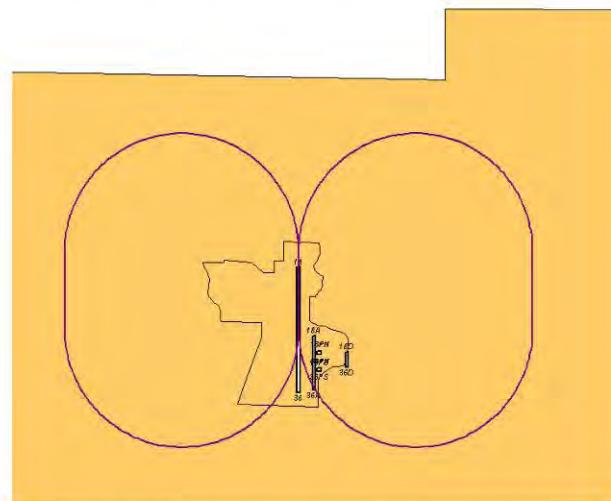


Figure 5-40. Duke Field Runway 18 SFO Pattern

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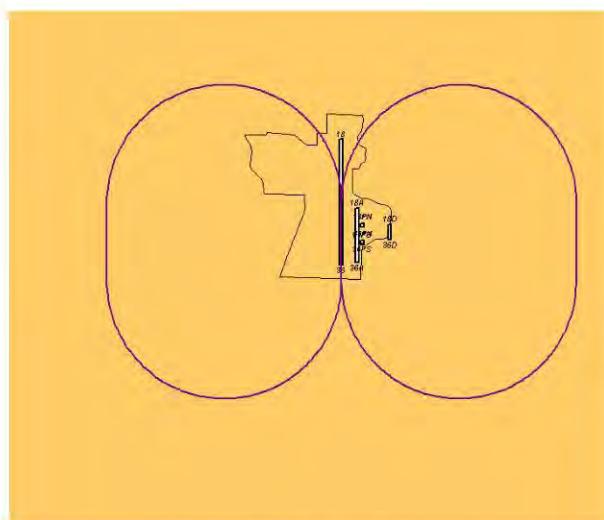


Figure 5-41. Duke Field Runway 36 SFO Pattern

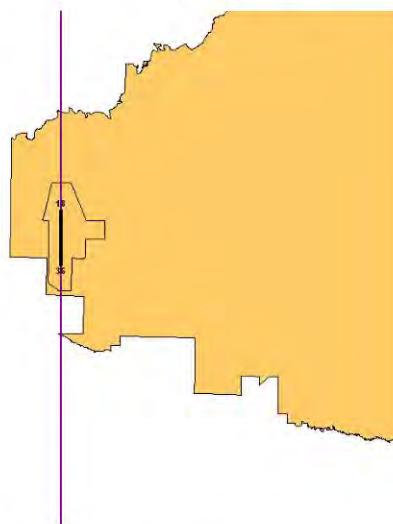


Figure 5-42. NOLF Choctaw Runway 18/36 Departures

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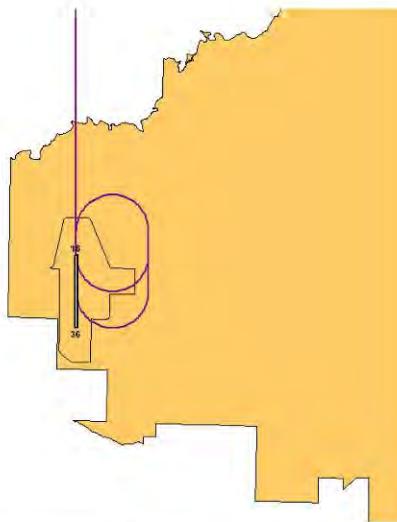


Figure 5-43. NOLF Choctaw Runway 18 Carrier Break Arrivals (2531 ft Final)

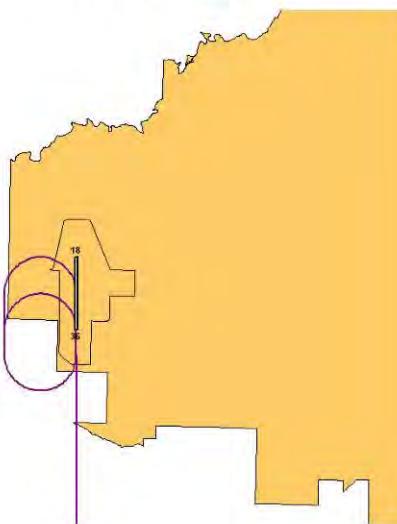


Figure 5-44. NOLF Choctaw Runway 36 Carrier Break Arrivals (2531 ft Final)

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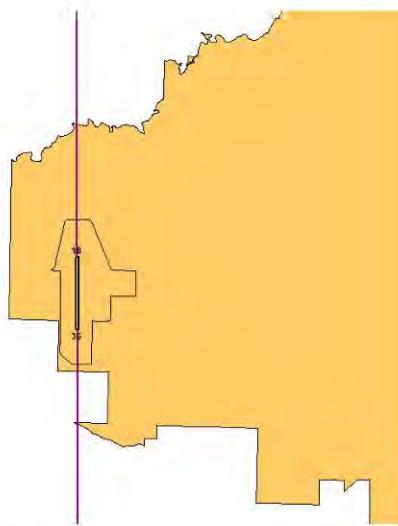


Figure 5-45. NOLF Choctaw Runway 18/36 Standard Straight-in Arrivals

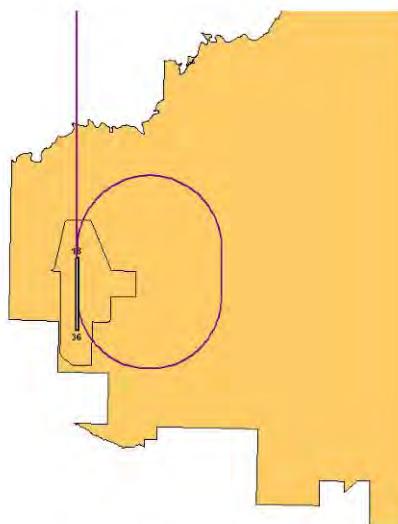


Figure 5-46. NOLF Choctaw Runway 18 Straight-in/Break SFO Arrivals

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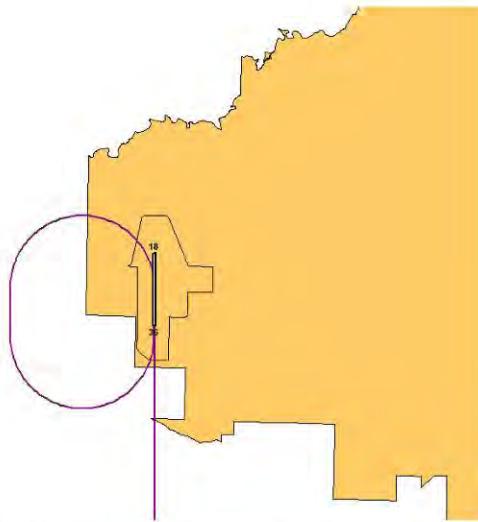


Figure 5-47. NOLF Choctaw Runway 36 Straight-in/Break SFO Arrivals

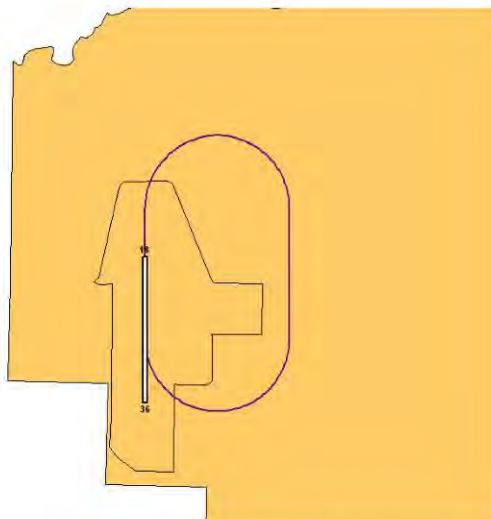


Figure 5-48. NOLF Choctaw Runway 18 FCLP (2531 ft Final)

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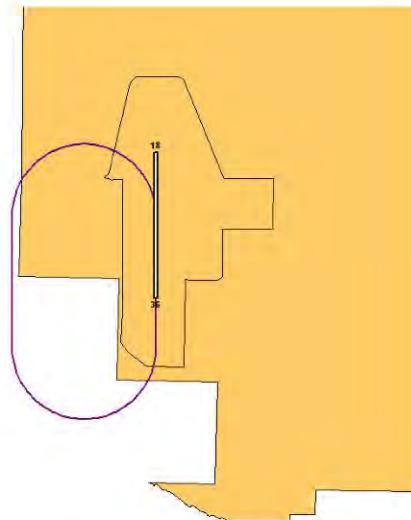


Figure 5-49. NOLF Choctaw Runway 36 FCLP (2531 ft Final)

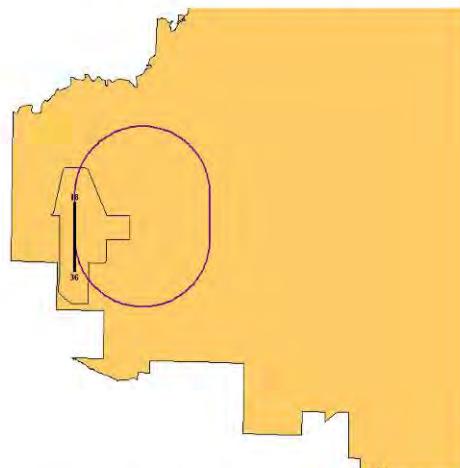


Figure 5-50. NOLF Choctaw Runway 18 SFO Pattern

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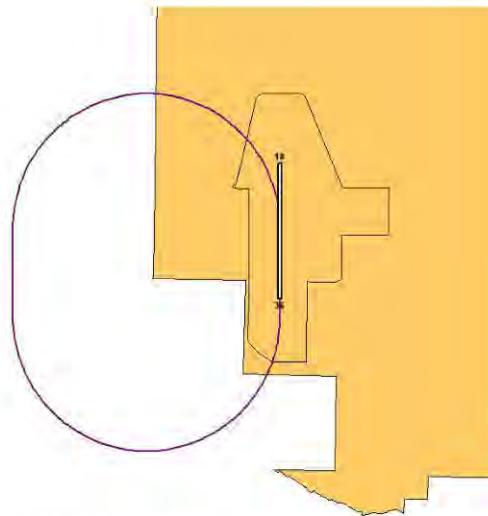


Figure 5-51. NOLF Choctaw Runway 36 SFO Pattern

Maintenance Run-up

The 46th TW and Eglin Site Activation Task Force personnel provided data for maintenance run-up operations to include durations and power settings. Four ramp locations were modeled at Eglin labeled 1 through 4. Table 4 lists the modeled daily run-up activity for the F-35 A/B/C. The aircraft are orientated at headings of 315 degrees and 135 degrees. Seventy five percent of the runs are conducted during acoustic daytime (0700 to 2200 local) and twenty five percent during acoustic nighttime (2200 to 0700 local). All run-ups are done with one engine running at Mil Power for 15 minutes. Figure 6 shows the run-up locations.

Table 4. Average Daily Maintenance Run-up Events at Eglin AFB

Aircraft	Pad	Heading (Degree)	Power %ETR	Number of Events		Duration (seconds)	Number of Engine	Notes
				0700-2200	2200-0700			
F-35A/B/C	New Ramp - Spots 1, 2, 3, 4	315	Mil 100%	0.30375	0.1013	900	1	0.81 run per training day times 246 =200 runs per year
	New Ramp - Spots 1, 2, 3, 4	135	Mil 100%	0.30375	0.1013	900	1	

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Other Modeling Assumptions

Additional assumptions were used in the modeling the "Duke Heavy" Scenario One, i.e., assumptions with regards to the noise model and the flight rules:

1) Noise Model

- ✓ NOISEMAP Version 7 was used for all modeling without any changes
- ✓ F-35A source noise data provided by the Eglin F-35 Site Activation Task Force was used. The Air Force Research Laboratory (AFRL) measured and processed flight data into NOISEFILE on 27 April 2007. AFRL also estimated the F-35A run-up data in NOISEFILE.
- ✓ The F-35A source noise data was used to model all versions of the aircraft, i.e., the F-35A CTOL, the F-35B STOVL and the F-35C CV.

2) Flight Rules

- ✓ Generic flight profiles for different activities by the F-35A/B/C were developed in collaboration with the Joint Strike Fighter Site Support Test Pilot/Lockheed Martin Aerospace and validated by the Eglin F-35 Site Activation Task Force. All altitudes were estimated in feet above ground level.

Eglin AFB

- ✓ All departures by the F-35A/B/C were modeled with an initial climb to 3,000 feet, then a hold down at 3,000 feet until five nautical miles from the airfield. Normal climb is resumed at approximately five nautical miles from the airfield.
- ✓ On north flow at Eglin AFB (Runways 01 and 30), F-35A/B/C would initiate the overhead break arrival at 1,500 feet. They maintain 1,500 feet until the start of turn to base.
- ✓ On south flow at Eglin AFB (Runways 12 and 19), F-35A would initiate the overhead break arrival at 1,500 feet. They will maintain 1,500 feet until the start of turn to base. F-35B/C would initiate the overhead break arrival at 1,500 feet and then, descend to 1,000 feet by the start of downwind. They maintain 1,000 feet until the start of turn to base.
- ✓ Standard straight-in arrivals (IFR or VFR) to Runways 19 and 30 have a glide slope of 2.5 degrees.
- ✓ On north flow at Eglin AFB (Runways 01 and 30), touch and go patterns by the F-35A/B/C would have a downwind altitude of 1,500 feet. They would maintain 1,500 feet until the start of turn to base.
- ✓ On south flow at Eglin AFB (Runways 12 and 19), touch and go patterns by F-35A would have a downwind altitude of 1,500 feet. They would maintain 1,500 feet until the start of turn to base. Touch and go patterns by F-35B/C would have a downwind altitude of 1,000 feet. They maintain 1,000 feet until the start of turn to base.

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- ✓ IFR patterns are modeled at 3000 feet, with a final approach glide slope of 2.5 degrees.

Duke Field

- ✓ Interfacility departures by the F-35A/B/C were modeled with a climb to 1,700 feet, then a hold down at 1,700 feet into the arrival pattern at Eglin AFB (75 percent of departures). All other departures were modeled with a climb to 3,000 feet.
- ✓ F-35A would initiate the overhead break arrival at 1,500 feet. They would maintain 1,500 feet until the start of turn to base. F-35B/C would initiate the carrier break arrival at 800 feet and then, descend to 600 feet by the start of downwind. They maintain 600 feet until the start of turn to base. F-35C would fly only left-hand patterns.
- ✓ Standard straight-in arrivals (IFR or VFR) have a glide slope of 3 degrees.
- ✓ The pattern altitude for touch and go operations by the F-35A would be 1,500 feet. F-35B/C would practice carrier patterns at Duke Field at a height of 600 feet. F-35C would fly only left-hand patterns.
- ✓ The night carrier pattern would be a larger pattern flown at a height of 1,200 feet.

NOLF Choctaw

- ✓ Interfacility departures by the F-35C were modeled with a climb to 10,000 feet.
- ✓ F-35C would initiate the carrier break arrival at 800 feet and then descend to 600 feet by the start of downwind. They maintain 600 feet until the start of turn to base. F-35C would fly only left-hand patterns.
- ✓ Standard straight-in arrivals (IFR or VFR) have a glide slope of 3 degrees.
- ✓ F-35C would practice carrier patterns at NOLF Choctaw at a height of 600 feet. F-35C would fly only left-hand patterns.

Day-Night Average Sound Level Contours

Using the operations data described above, NOISEMAP was used to calculate the Day-Night Average Sound Level for all three airfields. The NMPLLOT program was used to plot the resulting DNL contours of 65 to 85 dB in increments of 5 dB for an average operating day condition. The contours for Eglin AFB and Duke Field intersect due to their proximity. As a result, the contours for both fields are discussed under the same heading.

Eglin AFB and Duke Field – Figure 7-1 shows the DNL contours for a projected average operating day condition at Eglin AFB and Duke Field. Figure 7-2 shows the same contours with the focus on Eglin AFB while Figure 7-3 places the focus on Duke Field.

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At Eglin AFB, the 65 dB DNL contour extends southeast approximately 8 nautical miles from Runway 12/30 and south approximately 5.5 nautical miles from Runway 01/19. This is mainly the result of departure operations which are held down at 3000 feet until the aircraft is 5 nautical miles from the airfield. At that point, climb is initiated again with Mil power. The re-start of climb is evidenced by the increase in the size of the 65 dB contour near the 5-nautical mile point south and southeast of Eglin AFB.

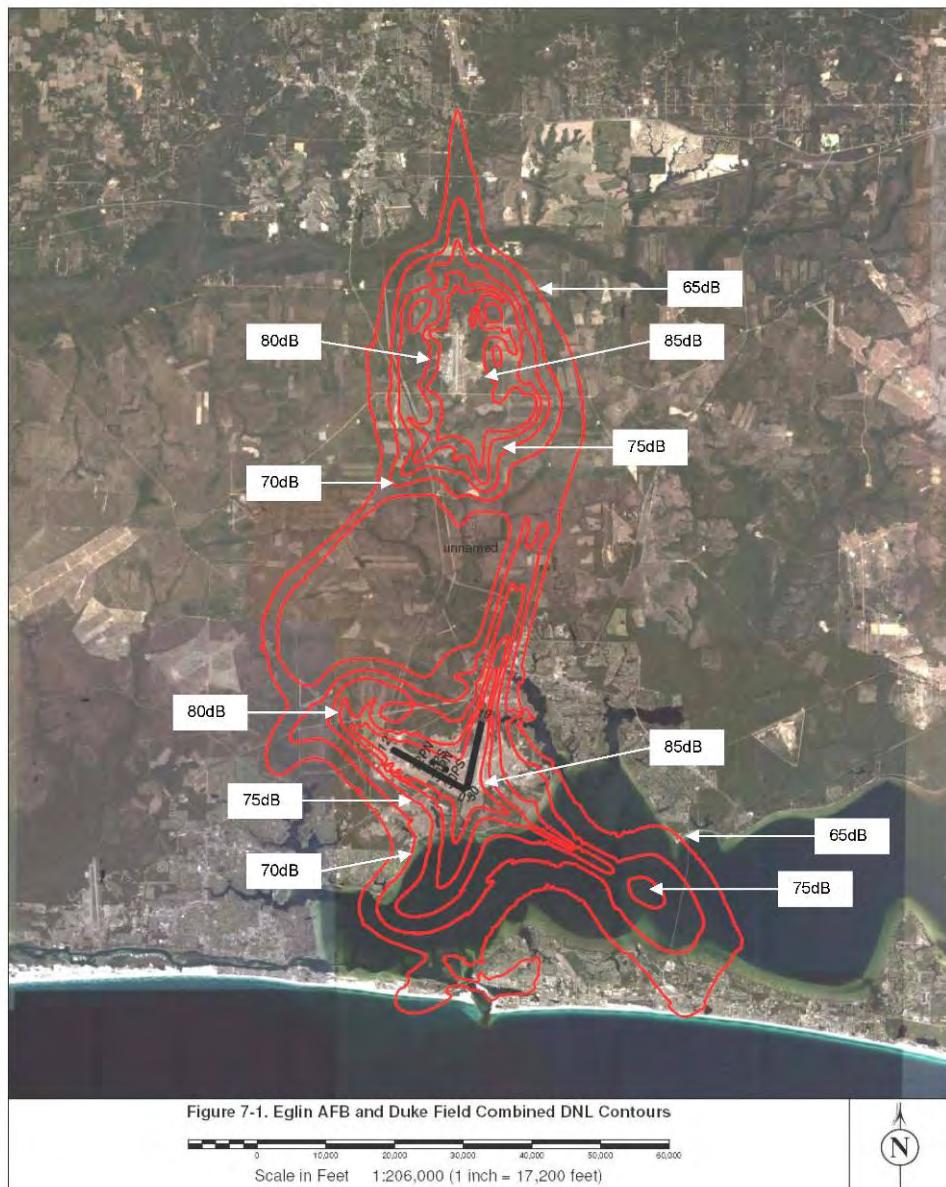
The 65 dB contour extends north and northwest of Eglin AFB, the result of straight-in arrivals to Runway 19 and interfacility arrivals at 1,500 feet to Runway 12. The 65 dB contour extends laterally about 2 nautical miles either side of the operational runways as a result of closed pattern operations, i.e., touch and go operations.

At Duke Field, the 65 dB DNL contour extends approximately 5.5 nautical miles north of Runway 18 and 3.5 nautical miles south of Runway 36, mainly the result of departure operations. The 65 dB contour extends laterally for about 3 and 2 nautical miles east and west of the operational runway. This results from patterns on the east and west sides of the runway.

NOLF Choctaw – Figure 7-4 shows the results for NOLF Choctaw. The 65 dB DNL contour extends approximately 3 nautical miles north and south of the operational runway, mainly the result of departure operations. The 65 dB contour extends laterally approximately 2 nautical miles east and west of the operational runway. This results from patterns on the east and west sides of the runway.

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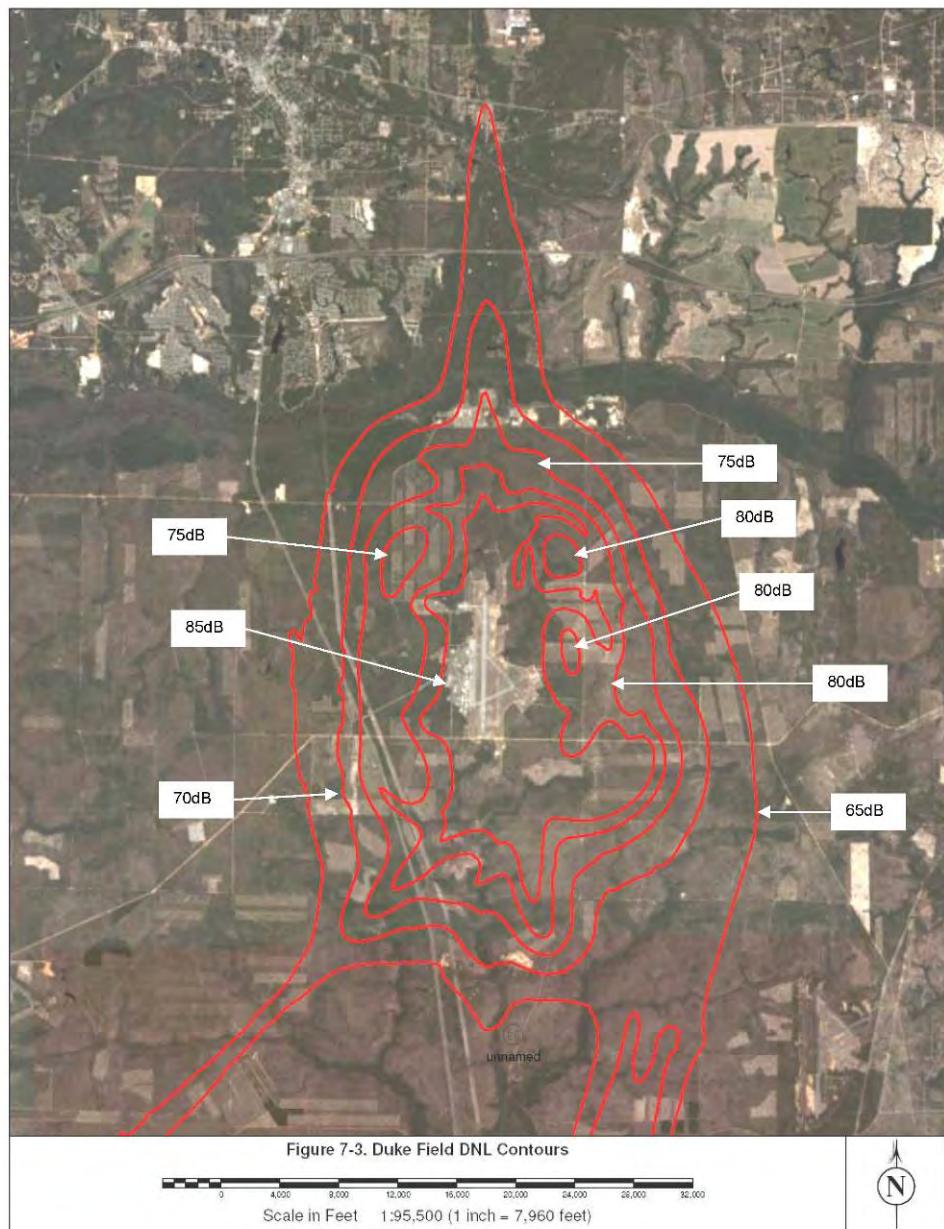
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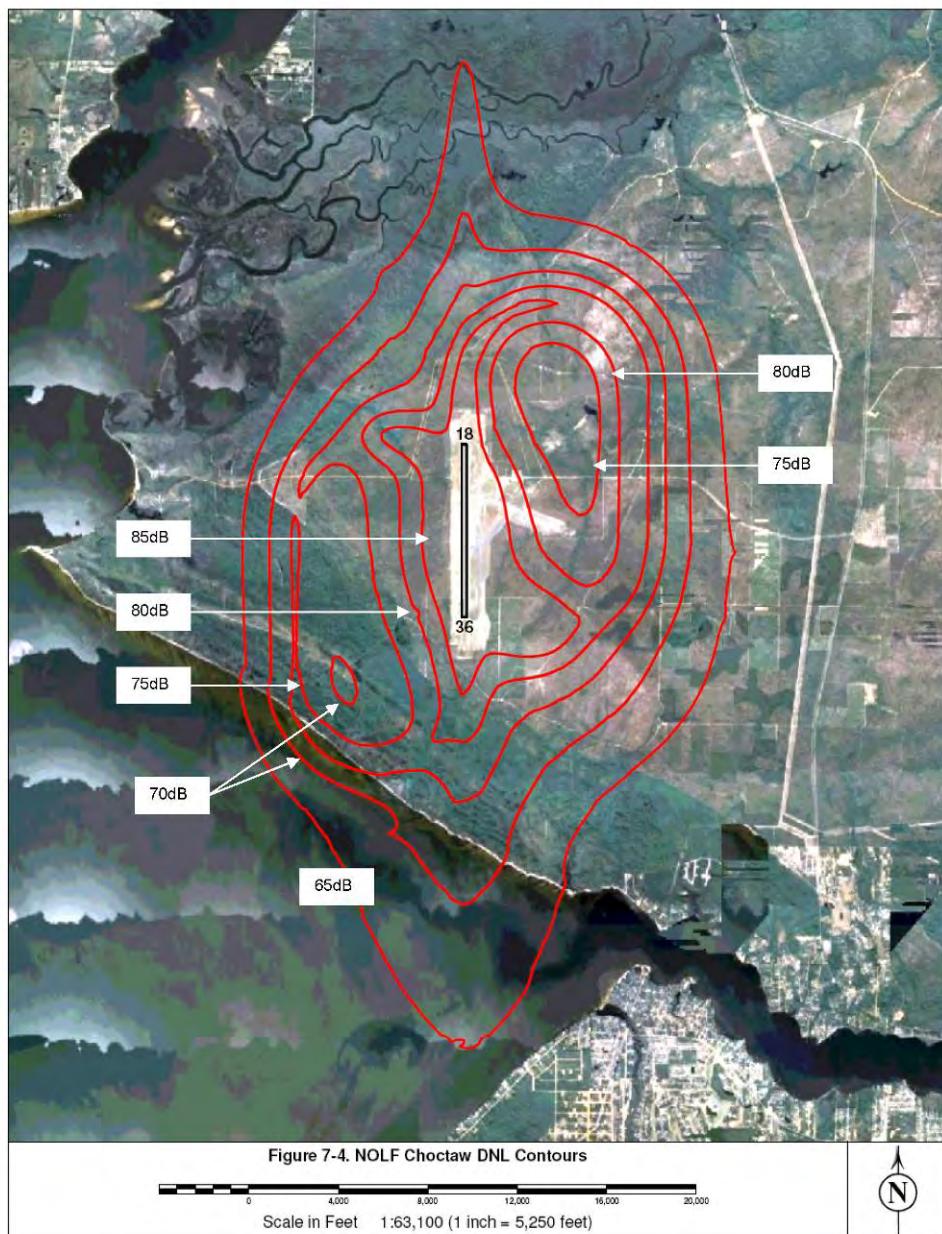
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Locations of Interest

This analysis uses the same NOISEMAP program used for the contour calculations. For each location, the analysis provides the resultant DNL values as well as the top ten contributors to that value. For each contributor, the analysis also provides the flight profile ID, the height of the aircraft, the power setting and airspeed, the day and night events and finally, the Single Event Level (SEL), the DNL of the event and the cumulative DNL. Table 5 presents the summary of the DNL at each location of interest, and Table 6 presents details of contributors at each location. For example, the contributor of the most noise to the Eglin Housing (Capehart) or SP1 is the F-35A flying profile F35AD9, which is a departure. That event contributes a DNL of 68.5 dB to the Eglin Housing. At the point of maximum noisiness, the aircraft is located at a slant distance of 5,677 feet, at a height of 495 feet MSL, a power setting of 100% ETR and a speed of 287 knots. The event would be expected to occur approximately 47.646 times per training day during the hours of 0700-2200, and the SEL for that event is approximately 101.1 dB.

Table 5. DNL Values at Locations of Interest

Location ID	General Description	DNL (dB)
SP1	Eglin Housing (Capehart)	76
SP2	Eglin Housing (Ben's Lake)	74
SP3	Chapel 2 - Building 2574	72
SP4	Cherokee Elcm. School	74
SP5	Child Development Center	77
SP6	Oakhill School	81
SP7	Eglin Hospital	67
SP8	Eglin VAQ and Dorms	75
SP9	Eglin Chapel I	72
SP10	JSF ITC	81
SP11	Lewis Middle School	67
SP12	Valpariso Elementary School	75
SP13	First Assembly of God (Valp)	79
SP14	New Hope Baptist (Valp)	79
SP15	Sovereign Grace Church (Valp)	72
SP16	First Baptist Church (Valp)	70
SP17	Unitarian Church (Valp)	65
SP18	Housing (Valp)	78
SP19	Housing (Valp)	84
SP20	Edge Elementary School	69
SP21	Twin Critics Medical Center	72
SP22	Niceville Community Church	86
SP23	Private School (Niceville)	87
SP24	Private School (Ft Walton)	60
SP25	Okaloosa Walton College	57
SP26	Kenwood Elcmetary	56
SP27	Pryor Middle School	54
SP28	Housing (Ft Walton Bch)	59

XX - < 65 dB
 XX = 65dB and > 75 dB
 XX - >=75dB

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Table 6. Contributors at Locations of Interest

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (KIAS)	Airspeed	Altitude (ft MSL)	Slant Distance (ft)	Operations		SFL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP1	1	F-35A	F35AD9	DEP	12D3	100%ETR	287	495	5677	47.646	0	101.1	68.5	68.5
SP1	2	F-35A	F35AI2	PAT	19I2	100%ETR	250	1050	4307	6.53	0	105.9	64.7	70
SP1	3	F-35A	F35AI1	PAT	19I1	100%ETR	250	1050	4307	6.53	0	105.9	64.7	71.1
SP1	4	F-35A	F35BD29	DEP	12D3	100%ETR	114	298	5664	10.351	0	102.7	63.5	71.8
SP1	5	F-35A	F35CD9	DEP	12D3	100%ETR	287	495	5677	13.972	0	101.1	63.2	72.4
SP1	6	F-35A	F35AT2	PAT	12T1	100%ETR	225	777	7172	37.224	0	96.7	63.1	72.9
SP1	7	F-35A	F35B12	PAT	19I2	100%ETR	250	1050	4307	4.47	0	105.9	63.1	73.3
SP1	8	F-35A	F35D11	PAT	19I1	100%ETR	250	1050	4307	4.47	0	105.9	63.1	73.7
SP1	9	F-35A	F35B14	PAT	19I1	100%ETR	250	1050	4307	3.352	0	105.9	61.8	74
SP1	10	F-35A	F35B15	PAT	19I2	100%ETR	250	1050	4307	3.352	0	105.9	61.8	74.2
SP1	11	F-35A	F35BD9	DEP	12D3	100%ETR	287	495	5677	6.635	0	101.1	59.9	74.4
SP1	12	F-35A	F35AD8	DEP	12D2	100%ETR	287	495	5677	5.956	0	101.1	59.5	74.5
SP1	13	F-35A	F35A14	PAT	30I1	100%ETR	150	107	5658	6.569	0	99.4	58.2	74.6
SP1	14	F-35A	F35C12	PAT	19I2	100%ETR	250	1050	4307	0.942	0	105.9	56.3	74.7
SP1	15	F-35A	F35C11	PAT	19I1	100%ETR	250	1050	4307	0.942	0	105.9	56.3	74.7
SP1	16	F-35A	F35AD14	DEP	19D2	100%ETR	300	1748	4567	1.567	0	103.7	56.2	74.8
SP1	17	F-35A	F35AD13	DEP	19D1	100%ETR	300	1748	4567	1.379	0	103.7	55.7	74.9
SP1	18	F-35A	F35AD7	DEP	12D1	100%ETR	287	495	5677	2.382	0	101.1	55.5	74.9
SP1	19	F-35A	F35AD19	DEP	30DD2R	150%ETR	0	87	5659	4.73	0	98	55.4	75
SP1	20	F-35A	F35AD17	DEP	30DD1	150%ETR	0	87	5659	4.624	0	98	55.3	75
SP2	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	271	5856	47.646	0	99.7	67.1	67.1
SP2	2	F-35A	F35SAT2	PAT	12T1	100%ETR	225	539	6083	37.224	0	99.1	65.4	69.3
SP2	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	219	5855	10.351	0	101.6	62.4	70.1
SP2	4	F-35A	F35C10	DEP	12D3	100%ETR	251	271	5856	13.972	0	99.7	61.7	70.7
SP2	5	F-35A	F35BD9	DEP	12D3	100%ETR	251	271	5856	6.635	0	99.7	58.5	71
SP2	6	F-35A	F35AT4	PAT	30I1	100%ETR	225	493	5971	6.569	0	99.4	58.1	71.2
SP2	7	F-35A	F35AD8	DEP	12D2	100%ETR	251	271	5856	5.956	0	99.7	58	71.4
SP2	8	F-35A	F35AI2	PAT	19I2	100%ETR	250	959	7557	1.567	0	98.9	57.6	71.6
SP2	9	F-35A	F35AI1	PAT	19I1	100%ETR	250	959	7557	6.53	0	98.9	57.6	71.7
SP2	10	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	185	5855	4.73	0	98.9	56.3	71.9
SP2	11	F-35A	F35AD17	DEP	30DD1	100%ETR	251	185	5855	4.624	0	98.9	56.2	72
SP2	12	F-35A	F35B12	PAT	19I2	100%ETR	250	959	7557	4.47	0	98.9	56	72.1
SP2	13	F-35A	F35B11	PAT	19I1	100%ETR	250	959	7557	4.47	0	98.9	56	72.2
SP2	14	F-35A	F35AT3	PAT	30I1	100%ETR	170	228	5855	2.305	0	101	55.2	72.3
SP2	15	F-35A	F35B14	PAT	19I1	100%ETR	250	959	7557	3.352	0	98.9	54.7	72.3
SP2	16	F-35A	F35B15	PAT	19I2	100%ETR	250	959	7557	3.352	0	98.9	54.7	72.4
SP2	17	F-35A	F35AD7	DEP	12D1	100%ETR	251	271	5856	2.382	0	99.7	54.1	72.5
SP2	18	F-35A	F35BD13	PAT	30I1	100%ETR	170	228	5855	1.578	0	101	53.6	72.5
SP2	19	F-35A	F35BD28	DEP	12D2	100%ETR	114	219	5855	1.294	0	101.7	53.4	72.6
SP2	20	F-35A	F35C108	DEP	12D2	100%ETR	251	271	5856	1.747	0	99.7	52.7	72.6
SP3	1	F-35A	F35AD9	DEP	12D3	100%ETR	200	175	6160	47.646	0	98	65.4	65.4
SP3	2	F-35A	F35AI2	PAT	12T1	100%ETR	225	426	6186	37.224	0	98.6	64.9	68.2
SP3	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	185	6161	10.351	0	100	60.8	68.9
SP3	4	F-35A	F35CD9	DEP	12D3	100%ETR	200	175	6160	13.972	0	98	60.1	69.4
SP3	5	F-35A	F35BD9	DEP	12D3	100%ETR	200	175	6160	6.635	0	98	56.8	69.7
SP3	6	F-35A	F35AT4	PAT	30I1	100%ETR	225	594	6590	6.569	0	97.9	56.7	69.9
SP3	7	F-35A	F35AD8	DEP	12D2	100%ETR	200	175	6160	5.956	0	98	56.4	70.1
SP3	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	281	6164	4.73	0	98.9	56.3	70.2
SP3	9	F-35A	F35AD17	DEP	30DD1	100%ETR	251	281	6164	4.624	0	98.9	56.2	70.4
SP3	10	F-35A	F35AI2	PAT	19I2	100%ETR	250	942	6031	6.53	0	96.3	55.1	70.5
SP3	11	F-35A	F35AI1	PAT	19I1	100%ETR	250	942	6031	6.53	0	96.3	55.1	70.7
SP3	12	F-35A	F35AT3	PAT	30I1	100%ETR	170	279	6163	2.305	0	100.7	54.9	70.8
SP3	13	F-35A	F35B12	PAT	19I2	100%ETR	250	942	6031	4.47	0	98.3	53.5	70.9
SP3	14	F-35A	F35B11	PAT	19I1	100%ETR	250	942	6031	4.47	0	96.3	53.5	70.9
SP3	15	F-35A	F35BD13	PAT	30I1	100%ETR	170	279	6163	1.578	0	100.7	53.3	71
SP3	16	F-35A	F35AD7	DEP	12D1	100%ETR	200	175	6160	2.382	0	98	52.4	71.1
SP3	17	F-35A	F35B14	PAT	19I1	100%ETR	250	942	6031	3.352	0	96.4	52.2	71.1
SP3	18	F-35A	F35D15	PAT	19I2	100%ETR	250	942	6031	3.352	0	96.3	52.2	71.2
SP3	19	F-35A	F35B16	PAT	30I1	100%ETR	170	279	6163	1.183	0	100.7	52	71.2
SP3	20	F-35A	F35BD28	DEP	12D2	100%ETR	114	185	6161	1.294	0	100	51.8	71.3

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP4	1	F-35A	F35AD9	DBP	12D3	100%ETR	251	231	5635	47.616	0	99.9	67.3	67.3
SP4	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	497	5756	37.224	0	99.9	66.3	69.8
SP4	3	F-35A	F35BD29	DBP	12D3	100%ETR	114	205	5635	10.351	0	102	62.8	70.6
SP4	4	F-35A	F35CD9	DBP	12D3	100%ETR	251	231	5635	13.972	0	99.9	61.9	71.1
SP4	5	F-35A	F35BD9	DBP	12D3	100%ETR	251	231	5635	6.635	0	99.9	58.7	71.4
SP4	6	F-35A	F35AI4	PAT	30T1	100%ETR	225	542	5865	6.569	0	90.7	58.5	71.6
SP4	7	F-35A	F35AD8	DBP	12D2	100%ETR	251	231	5635	5.956	0	99.9	58.2	71.8
SP4	8	F-35A	F35AD19	DBP	30DD2R	100%ETR	251	224	5636	4.73	0	99.9	57.2	71.9
SP4	9	F-35A	F35AD17	DBP	30DD1	100%ETR	251	221	5636	4.621	0	99.8	57.1	72.1
SP4	10	F-35A	F35AI2	PAT	19T2	100%ETR	250	916	8053	6.53	0	97.8	56.6	72.2
SP4	11	F-35A	F35AI1	PAT	19T1	100%ETR	250	916	8053	6.53	0	97.8	56.6	72.3
SP4	12	F-35A	F35AI3	PAT	30T1	100%ETR	170	249	5636	2.305	0	101.8	56	72.4
SP4	13	F-35A	F35BD2	PAT	19T2	100%ETR	250	916	8053	4.47	0	97.8	54.9	72.5
SP4	14	F-35A	F35BD1	PAT	19T1	100%ETR	250	916	8053	4.47	0	97.8	54.9	72.6
SP4	15	F-35A	F35BD3	PAT	30T1	100%ETR	170	249	5636	1.578	0	101.8	54.1	72.6
SP4	16	F-35A	F35AD7	DBP	12D1	100%ETR	251	231	5635	2.382	0	99.9	54.3	72.7
SP4	17	F-35A	F35BD28	DBP	12D2	100%ETR	114	205	5635	1.294	0	102	53.8	72.8
SP4	18	F-35A	F35BI4	PAT	19T1	100%ETR	250	916	8053	3.352	0	97.8	53.7	72.8
SP4	19	F-35A	F35BI5	PAT	19T2	100%ETR	250	916	8053	3.352	0	97.8	53.7	72.9
SP4	20	F-35A	F35BI6	PAT	30T1	100%ETR	170	249	5636	1.183	0	101.8	53.1	72.9
SP5	1	F-35A	F35AD9	DBP	12D3	100%ETR	251	334	4651	47.646	0	103.2	70.6	70.6
SP5	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	637	8195	37.224	0	101.5	67.8	72.4
SP5	3	F-35A	F35BD29	DBP	12D3	100%ETR	114	241	4617	10.351	0	105.2	65.9	73.3
SP5	4	F-35A	F35CD9	DBP	12D3	100%ETR	251	334	4651	13.972	0	103.2	65.3	73.9
SP5	5	F-35A	F35RD9	DBP	12D3	100%ETR	251	334	4651	6.635	0	103.2	62	74.2
SP5	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	422	4669	6.569	0	103.1	61.9	74.5
SP5	7	F-35A	F35AD8	DBP	12D2	100%ETR	251	334	4651	5.956	0	103.2	61.6	74.7
SP5	8	F-35A	F35AD19	DBP	30DD2R	100%ETR	200	126	4646	4.73	0	103.8	61.2	74.9
SP5	9	F-35A	F35AD17	DBP	30DD1	100%ETR	200	126	4646	4.624	0	103.8	61.1	75
SP5	10	F-35A	F35AI2	PAT	19T2	100%ETR	250	866	6266	6.53	0	101.1	59.9	75.2
SP5	11	F-35A	F35AI1	PAT	19T1	100%ETR	250	866	6266	6.53	0	101.1	59.9	75.3
SP5	12	F-35A	F35BI2	PAT	19T2	100%ETR	250	866	6266	4.47	0	101.1	58.3	75.4
SP5	13	F-35A	F35BI1	PAT	19T1	100%ETR	250	866	6266	4.47	0	101.1	58.3	75.5
SP5	14	F-35A	F35AI3	PAT	30T1	100%ETR	170	194	4645	2.305	0	103.9	58.1	75.6
SP5	15	F-35A	F35AD7	DBP	12D1	100%ETR	251	334	4651	2.382	0	103.2	57.6	75.6
SP5	16	F-35A	F35BI4	PAT	19T1	100%ETR	250	866	6266	3.352	0	101.1	57	75.7
SP5	17	F-35A	F35BI5	PAT	19T2	100%ETR	250	866	6266	3.352	0	101.1	57	75.7
SP5	18	F-35A	F35BD28	DBP	12D2	100%ETR	114	241	4647	1.294	0	105.2	56.9	75.8
SP5	19	F-35A	F35AT3	PAT	19T1	50%ETR	225	1587	1568	1.959	0	103.1	56.7	75.9
SP5	20	F-35A	F35BI3	PAT	30T1	100%ETR	170	194	4645	1.578	0	103.9	56.5	75.9
SP6	1	F-35A	F35AD9	DBP	12D3	100%ETR	251	368	3187	47.646	0	107.9	75.3	75.3
SP6	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	731	4083	37.224	0	104.8	71.1	76.7
SP6	3	F-35A	F35BD29	DBP	12D3	100%ETR	114	253	3178	10.351	0	109.7	70.5	77.6
SP6	4	F-35A	F35CD9	DBP	12D3	100%ETR	251	368	3187	13.972	0	107.9	70	78.3
SP6	5	F-35A	F35AD19	DBP	30DD2R	150%ETR	190	102	3174	4.73	0	109.6	67	78.6
SP6	6	F-35A	F35AT4	PAT	30T1	100%ETR	170	369	3187	6.569	0	108.1	66.9	78.9
SP6	7	F-35A	F35AD17	DBP	30DD1	150%ETR	190	102	3174	4.624	0	109.6	66.9	79.2
SP6	8	F-35A	F35BD9	DBP	12D3	100%ETR	251	368	3187	6.635	0	107.9	66.8	79.4
SP6	9	F-35A	F35AD8	DBP	12D2	100%ETR	251	368	3187	5.956	0	107.9	66.3	79.6
SP6	10	F-35A	F35AI3	PAT	30T1	100%ETR	170	175	3174	2.365	0	108.4	62.7	79.7
SP6	11	F-35A	F35AD7	DBP	12D1	100%ETR	251	368	3187	2.382	0	107.9	62.3	79.8
SP6	12	F-35A	F35AI2	PAT	19T2	100%ETR	250	732	5306	6.53	0	103.4	62.2	79.9
SP6	13	F-35A	F35AI1	PAT	19T1	100%ETR	250	732	5306	6.53	0	103.4	62.2	79.9
SP6	14	F-35A	F35CD19	DBP	30DD2R	150%ETR	190	102	3174	1.387	0	109.6	61.6	80
SP6	15	F-35A	F35CD17	DBP	30DD1	150%ETR	190	102	3174	1.356	0	109.6	61.5	80.1
SP6	16	F-35A	F35BD28	DBP	12D2	100%ETR	114	253	3178	1.294	0	109.7	61.4	80.1
SP6	17	F-35A	F35BI3	PAT	30T1	100%ETR	170	175	3174	1.578	0	108.4	61	80.2
SP6	18	F-35A	F35CD8	DBP	12D2	100%ETR	251	368	3187	1.747	0	107.9	61	80.2
SP6	19	F-35A	F35BI2	PAT	19T2	100%ETR	250	732	5306	4.47	0	103.4	60.5	80.3
SP6	20	F-35A	F35BI1	PAT	19T1	100%ETR	250	732	5306	4.47	0	103.4	60.5	80.3

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP7	1	F-35A	F35AD9	DRP	12D3	100%ETR	200	131	9009	47.616	0	92.1	59.6	59.6
SP7	2	F-35A	F35AT2	PAT	12T1	100%ETR	170	357	9014	37.224	0	92.5	58.9	62.2
SP7	3	F-35A	F35CD9	DLP	12D3	100%ETR	200	131	9009	13.972	0	92.1	54.2	62.9
SP7	4	F-35A	F35BD29	DEP	12D3	100%ETR	114	168	9010	10.351	0	92.9	53.6	63.4
SP7	5	F-35A	F35AI2	PAT	19T2	100%ETR	250	1211	10612	6.53	0	94.1	52.9	63.7
SP7	6	F-35A	F35AU1	PAT	19T1	100%ETR	250	1211	10612	4.47	0	94.1	51.2	64.1
SP7	7	F-35A	F35BU2	PAT	19T2	100%ETR	250	1211	10612	4.47	0	94.1	51.2	64.3
SP7	8	F-35A	F35BU1	PAT	19T1	100%ETR	250	1211	10612	4.47	0	94.1	51.2	64.5
SP7	9	F-35A	F35AD19	DRP	30DD2R	100%ETR	251	329	9014	4.73	0	93.6	51	64.7
SP7	10	F-35A	F35BD9	DRP	12D3	100%ETR	200	131	9009	6.635	0	92.1	51	64.9
SP7	11	F-35A	F35AD17	DEP	30DD1	100%ETR	251	329	9014	4.624	0	93.6	50.9	65
SP7	12	F-35A	F35AT4	PAT	30T1	100%ETR	225	591	9523	6.569	0	91.9	50.7	65.2
SP7	13	F-35A	F35CD9	DRP	12D2	100%ETR	200	131	9009	5.956	0	92.2	50.6	65.3
SP7	14	F-35A	F35BI4	PAT	19T1	100%ETR	250	1211	10612	3.352	0	94.1	50	65.5
SP7	15	F-35A	F35BL5	PAT	19T2	100%ETR	250	1211	10612	3.352	0	94.1	50	65.6
SP7	16	F-35A	F35AI3	PAT	30H1	100%ETR	170	305	9012	2.305	0	95.3	49.6	65.7
SP7	17	F-35A	F35BL3	PAT	30H1	100%ETR	170	305	9012	1.578	0	95.3	47.9	65.8
SP7	18	F-35A	F35BL6	PAT	30H1	100%ETR	170	305	9012	1.183	0	95.3	46.7	65.8
SP7	19	F-35A	F35AD7	DRP	12D1	100%ETR	200	131	9009	2.382	0	92.2	46.6	65.9
SP7	20	F-35A	F35CD19	DRP	30DD2R	100%ETR	251	329	9014	1.387	0	93.6	45.7	65.9
SP8	1	F-35A	F35AD9	DRP	12D3	100%ETR	300	1598	6957	47.616	0	97.9	65.3	65.3
SP8	2	F-35A	F35AI1	PAT	19T1	100%ETR	170	190	4155	6.53	0	105.2	64	67.7
SP8	3	F-35A	F35AI2	PAT	19T2	100%ETR	170	190	4155	6.53	0	105.2	64	69.2
SP8	4	F-35A	F35BL1	PAT	19T1	100%ETR	170	190	4155	4.47	0	105.2	62.3	70
SP8	5	F-35A	F35BL2	PAT	19T2	100%ETR	170	190	4155	4.47	0	105.2	62.3	70.7
SP8	6	F-35A	F35AT4	DRP	30T1	50%ETR	225	1587	1374	6.569	0	102.4	61.2	71.2
SP8	7	F-35A	F35BI4	PAT	19T1	100%ETR	170	190	4155	3.352	0	105.2	61.1	71.6
SP8	8	F-35A	F35BL5	PAT	19T2	100%ETR	170	190	4155	3.352	0	105.2	61.1	72
SP8	9	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	7042	37.224	0	94.2	60.5	72.3
SP8	10	F-35A	F35CD29	DRP	12D3	100%ETR	256	653	6978	10.351	0	99.6	60.4	72.5
SP8	11	F-35A	F35CD9	DLP	12D3	100%ETR	300	1598	6957	13.972	0	97.9	59.9	72.8
SP8	12	F-35A	F35AT3	PAT	19T1	100%ETR	225	440	4171	1.959	0	105.1	58.7	72.9
SP8	13	F-35A	F35BD9	DRP	12D3	100%ETR	300	1598	6957	6.635	0	97.9	56.7	73
SP8	14	F-35A	F35AD14	DRP	19D2	100%ETR	200	161	4154	1.567	0	103.7	56.3	73.1
SP8	15	F-35A	F35AD9	DLP	12D2	100%ETR	300	1598	6957	5.956	0	97.8	56.2	73.2
SP8	16	F-35A	F35AD13	DRP	19D1	100%ETR	200	161	4154	1.379	0	103.3	55.7	73.3
SP8	17	F-35A	F35C11	PAT	19T1	100%ETR	170	190	4155	0.942	0	105.2	55.6	73.4
SP8	18	F-35A	F35C12	PAT	19T2	100%ETR	170	190	4155	0.942	0	105.2	55.6	73.4
SP8	19	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	3031	0.346	0	109.1	55.1	73.5
SP8	20	F-35A	F35AD7	DRP	12D1	100%ETR	300	1598	6957	2.382	0	97.9	52.3	73.5
SP9	1	F-35A	F35AD9	DRP	12D3	100%ETR	300	1944	7973	47.646	0	95.4	62.8	62.8
SP9	2	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	1545	6.569	0	103.5	62.3	65.6
SP9	3	F-35A	F35AT1	PAT	19T1	100%ETR	170	169	5471	6.53	0	101.2	60	66.6
SP9	4	F-35A	F35AI2	PAT	19T2	100%ETR	170	169	5471	6.53	0	101.2	60	67.5
SP9	5	F-35A	F35BD29	DLP	12D3	100%ETR	256	677	7738	10.351	0	97.6	58.4	68
SP9	6	F-35A	F35BL1	PAT	19T1	100%ETR	170	169	5471	4.47	0	101.2	58.3	68.4
SP9	7	F-35A	F35BL2	PAT	19T2	100%ETR	170	169	5471	4.47	0	101.2	58.3	68.8
SP9	8	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	8325	37.224	0	91.5	57.8	69.2
SP9	9	F-35A	F35CD9	DLP	12D3	100%ETR	300	1944	7973	13.972	0	95.4	57.5	69.4
SP9	10	F-35A	F35B14	PAT	19T1	100%ETR	170	169	5471	3.352	0	101.3	57.1	69.7
SP9	11	F-35A	F35B15	PAT	19T2	100%ETR	170	169	5471	3.352	0	101.2	57.1	69.9
SP9	12	F-35A	F35AT3	PAT	19T1	100%ETR	170	345	5478	1.959	0	101.2	54.8	70.1
SP9	13	F-35A	F35ED9	DRP	12D3	100%ETR	300	1944	7973	6.635	0	95.4	54.3	70.2
SP9	14	F-35A	F35AD8	DRP	12D2	100%ETR	300	1944	7973	5.956	0	95.4	53.8	70.3
SP9	15	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	2086	0.346	0	107.3	53.3	70.4
SP9	16	F-35A	F35AD14	DRP	19D2	100%ETR	200	126	5470	1.567	0	99.7	52.3	70.4
SP9	17	F-35A	F35AD13	DRP	19D1	100%ETR	200	126	5470	1.379	0	99.7	51.7	70.5
SP9	18	F-35A	F35C11	PAT	19T1	100%ETR	170	169	5471	0.942	0	101.2	51.6	70.5
SP9	19	F-35A	F35C12	PAT	19T2	100%ETR	170	169	5471	0.942	0	101.2	51.6	70.6
SP9	20	F-35A	F35AD7	DLP	12D1	100%ETR	300	1944	7973	2.382	0	95.5	49.9	70.6

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SDL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP10	1	F-35A	F35AT2	PAT	12T1	100%ETR	170	154	2953	37,224	0	108.1	74.4	74.4
SP10	2	F-35A	F35AD9	DEP	12D3	150%ETR	190	88	2952	47,646	0	105.1	72.5	76.5
SP10	3	F-35A	F35BD29	DLP	12D3	100%ETR	114	135	2952	10,351	0	108.8	69.6	77.3
SP10	4	F-35A	F35CD9	DEP	12D3	150%ETR	190	88	2952	13,972	0	105.1	67.1	77.7
SP10	5	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	421	2971	4,73	0	108.9	66.3	78
SP10	6	F-35A	F35AD17	DLP	30DD1	100%ETR	251	421	2971	4,621	0	108.9	66.2	78.3
SP10	7	F-35A	F35AL3	PAT	30H1	100%ETR	250	137	2973	2,305	0	110	64.2	78.5
SP10	8	F-35A	F35BD9	DEP	12D3	150%ETR	190	88	2952	6,635	0	105.1	63.9	78.6
SP10	9	F-35A	F35AD8	DEP	12D2	150%ETR	190	88	2952	5,956	0	105.1	63.4	78.8
SP10	10	F-35A	F35B13	PAT	30H1	100%ETR	250	437	2973	1,578	0	110	62.6	78.9
SP10	11	F-35A	F35AT4	PAT	30T1	100%ETR	225	870	4702	6,569	0	103	61.8	78.9
SP10	12	F-35A	F35B16	PAT	30H1	100%ETR	250	437	2973	1,183	0	110	61.3	79
SP10	13	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	272	2958	1,027	0	110.5	61.2	79.1
SP10	14	F-35A	F35BD37	DEP	30DD1	100%ETR	114	272	2958	1,005	0	110.5	61.1	79.2
SP10	15	F-35A	F35CD19	DEP	30DD2R	100%ETR	251	421	2971	1,387	0	108.9	61	79.2
SP10	16	F-35A	F35CD17	DEP	30DD1	100%ETR	251	421	2971	1,356	0	108.9	60.9	79.3
SP10	17	F-35A	F35BD28	DLP	12D2	100%ETR	114	135	2952	1,294	0	108.8	60.5	79.3
SP10	18	F-35A	F35AD7	DLP	12D1	150%ETR	190	88	2952	2,382	0	105.1	59.5	79.4
SP10	19	F-35A	F35CD8	DEP	12D2	150%ETR	190	88	2952	1,747	0	105.1	58.1	79.4
SP10	20	F-35A	F35BD19	DEP	30DD2R	100%ETR	251	421	2971	0,659	0	108.9	57.7	79.4
SP11	1	F-35A	F35AD9	DEP	12D3	100%ETR	300	1912	1061	47,646	0	90.8	58.2	58.2
SP11	2	F-35A	F35AM1	PAT	19T1	100%ETR	150	87	6218	6,53	0	96.7	55.5	60
SP11	3	F-35A	F35AM2	PAT	19T2	100%ETR	150	87	6218	6,53	0	96.7	55.5	61.3
SP11	4	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	9399	37,224	0	88.5	54.8	62.2
SP11	5	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	3256	6,569	0	95.7	54.5	62.9
SP11	6	F-35A	F35B11	PAT	19H1	100%ETR	150	87	6218	4,47	0	96.7	53.8	63.4
SP11	7	F-35A	F35B12	PAT	19T2	100%ETR	150	87	6218	4,47	0	96.7	53.8	63.9
SP11	8	F-35A	F35BD29	DEP	12D3	100%ETR	256	675	10471	10,351	0	92.5	53.3	64.2
SP11	9	F-35A	F35CD9	DEP	12D3	100%ETR	300	1912	10643	13,972	0	90.8	52.9	64.5
SP11	10	F-35A	F35B14	PAT	19H1	100%ETR	150	87	6218	3,352	0	97	52.8	64.8
SP11	11	F-35A	F35B13	PAT	19H2	100%ETR	150	87	6218	3,352	0	96.7	52.5	65.1
SP11	12	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	1978	0,316	0	106.1	52.1	65.3
SP11	13	F-35A	F35AT3	PAT	19T1	100%ETR	150	87	6218	1,959	0	97.6	51.1	65.4
SP11	14	F-35A	F35BD9	DEP	12D3	100%ETR	300	1912	10643	6,635	0	90.8	49.6	65.6
SP11	15	F-35A	F35AD6	DEP	12D2	100%ETR	300	1912	10643	5,956	0	90.7	49.1	65.6
SP11	16	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	6218	1,567	0	94.9	47.4	65.7
SP11	17	F-35A	F35C11	PAT	19H1	100%ETR	150	87	6218	0,942	0	96.7	47.1	65.8
SP11	18	F-35A	F35C12	PAT	19H2	100%ETR	150	87	6218	0,942	0	96.7	47	65.8
SP11	19	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	6218	1,379	0	94.9	46.9	65.9
SP11	20	F-35A	F35AD3	DEP	01DD3	100%ETR	251	376	6228	0,442	0	99.2	46.3	65.9
SP12	1	F-35A	F35B15	PAT	19H2	58.9%ETR	120	228	1423	3,352	0	110.1	66	66
SP12	2	F-35A	F35B14	PAT	19H1	58.9%ETR	120	278	1608	3,352	0	108.8	64.7	68.4
SP12	3	F-35A	F35AA2	ARR	19A2	50%ETR	170	316	1475	7,144	0.17	104.2	64.3	69.8
SP12	4	F-35A	F35AM2	PAT	19H2	50%ETR	170	322	1436	4,47	0	104.9	62	70.7
SP12	5	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	281	1470	1,471	0.083	109.6	63.4	71.5
SP12	6	F-35A	F35AA1	ARR	19A1	50%ETR	170	311	1613	7,144	0.17	103.1	63.2	72.1
SP12	7	F-35A	F35AA1	PAT	19H1	50%ETR	170	316	1614	6,53	0	103.7	62.5	72.5
SP12	8	F-35A	F35BA12	PAT	19H2	50%ETR	170	322	1436	4,47	0	104.9	62	72.9
SP12	9	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	278	1608	1,471	0.061	108.1	61.9	73.2
SP12	10	F-35A	F35BD1	PAT	19H1	50%ETR	170	316	1614	4,47	0	103.7	60.9	73.5
SP12	11	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1474	2185	0,442	0	112.2	59.3	73.7
SP12	12	F-35A	F35CA2	ARR	19A2	50%ETR	170	316	1475	2,387	0	104.2	58.6	73.8
SP12	13	F-35A	F35CA1	ARR	19A1	50%ETR	170	311	1613	2,387	0	103.1	57.5	73.9
SP12	14	F-35A	F35AT3	PAT	19T1	50%ETR	170	334	1616	1,959	0	104	57.5	74
SP12	15	F-35A	F35PA2	ARR	19A2	50%ETR	170	316	1475	0.981	0.041	104.2	56.3	74.1
SP12	16	F-35A	F35BD23	DEP	01DD3	100%ETR	256	645	1695	0,096	0	115.6	56	74.1
SP12	17	F-35A	F35AA4	ARR	19A4	50%ETR	170	316	1475	0.893	0.021	104.2	55.3	74.2
SP12	18	F-35A	F35C12	PAT	19H2	50%ETR	170	322	1436	0.942	0	104.9	55.3	74.2
SP12	19	F-35A	F35BA1	ARR	19A1	50%ETR	170	311	1613	0.981	0.041	103.1	55.2	74.3
SP12	20	F-35A	F35BA18	ARR	19A1	58.9%ETR	120	281	1470	0,184	0.008	109.6	54.4	74.3

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP13	1	F-35A	F35B15	PAT	1912	58.9%ETR	120	220	909	3,352	0	114.3	70.2	70.2
SP13	2	F-35A	F35B14	PAT	1911	58.9%ETR	120	266	1053	3,352	0	113	68.9	72.6
SP13	3	F-35A	F35AA2	ARR	19A2	50%ETR	170	300	957	7,144	0.17	108.3	68.4	74
SP13	4	F-35A	F35A12	PAT	1912	50%ETR	170	305	927	6.53	0	108.9	67.7	74.9
SP13	5	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	269	950	1,471	0.061	113.8	67.6	75.7
SP13	6	F-35A	F35AA1	ARR	19A1	50%ETR	170	297	1059	7,144	0.17	107.3	67.4	76.3
SP13	7	F-35A	F35A11	PAT	1911	50%ETR	170	301	1060	6.53	0	107.7	66.5	76.7
SP13	8	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	266	1052	1,471	0.061	112.4	66.2	77.1
SP13	9	F-35A	F35B12	PAT	1912	50%ETR	170	305	927	4.47	0	108.9	66	77.4
SP13	10	F-35A	F35B11	PAT	1911	50%ETR	170	301	1060	4.47	0	107.7	64.8	77.6
SP13	11	F-35A	F35CA2	ARR	19A2	50%ETR	170	300	957	2,387	0	108.3	62.7	77.8
SP13	12	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1351	1711	0.442	0	114.9	62	77.9
SP13	13	F-35A	F35CA1	ARR	19A1	50%ETR	170	297	1059	2,387	0	107.3	61.7	78
SP13	14	F-35A	F35AT3	PAT	19T1	50%ETR	170	318	1063	1,959	0	107.8	61.3	78.1
SP13	15	F-35A	F35BA2	ARR	19A2	50%ETR	170	300	957	0.981	0.041	108.3	60.4	78.1
SP13	16	F-35A	F35H1023	DHP	01DD3	100%ETR	256	636	1179	0.096	0	119.3	59.8	78.2
SP13	17	F-35A	F35AA4	ARR	19A4	50%ETR	170	300	957	0.893	0.021	108.3	59.4	78.3
SP13	18	F-35A	F35BA1	ARR	19A1	50%ETR	170	297	1059	0.981	0.041	107.3	59.4	78.3
SP13	19	F-35A	F35C12	PAT	1912	50%ETR	170	305	927	0.942	0	108.9	59.3	78.4
SP13	20	F-35A	F35BA18	ARR	19A4	58.9%ETR	120	269	950	0.184	0.008	113.8	58.6	78.4
SP14	1	F-35A	F35B15	PAT	1912	58.9%ETR	120	228	884	3,352	0	114.6	70.4	70.4
SP14	2	F-35A	F35B14	PAT	1911	58.9%ETR	120	279	1071	3,352	0	112.8	68.7	72.7
SP14	3	F-35A	F35AA2	ARR	19A2	50%ETR	170	315	942	7,144	0.17	108.5	68.6	74.1
SP14	4	F-35A	F35A12	PAT	1912	50%ETR	170	321	905	6.53	0	109.1	67.9	75
SP14	5	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	281	933	1,471	0.061	114	67.8	75.8
SP14	6	F-35A	F35AA1	ARR	19A1	50%ETR	170	312	1077	7,144	0.17	107.2	67.2	76.4
SP14	7	F-35A	F35A11	PAT	1911	50%ETR	170	317	1079	6.53	0	107.5	66.3	76.8
SP14	8	F-35A	F35B12	PAT	1912	50%ETR	170	321	905	4.47	0	109.1	66.2	77.1
SP14	9	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	278	1070	1,471	0.061	112.3	66.1	77.5
SP14	10	F-35A	F35B11	PAT	1911	50%ETR	170	317	1079	4.47	0	107.5	64.6	77.7
SP14	11	F-35A	F35CA2	ARR	19A2	50%ETR	170	315	942	2,387	0	108.5	62.9	77.8
SP14	12	F-35A	F35CA1	ARR	19A1	50%ETR	170	312	1077	2,387	0	107.2	61.6	77.9
SP14	13	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1484	1835	0.442	0	114	61.2	78
SP14	14	F-35A	F35AT3	PAT	19T1	50%ETR	170	335	1083	1,959	0	107.5	61.1	78.1
SP14	15	F-35A	F35BA2	ARR	19A2	50%ETR	170	315	942	0.981	0.041	108.5	60.5	78.2
SP14	16	F-35A	F35A44	ARR	19A4	50%ETR	170	315	942	0.893	0.021	108.5	59.6	78.2
SP14	17	F-35A	F35H1023	DHP	01DD3	100%ETR	256	645	1197	0.096	0	119.1	59.5	78.3
SP14	18	F-35A	F35C12	PAT	1912	50%ETR	170	321	905	0.942	0	109.1	59.5	78.3
SP14	19	F-35A	F35BA1	ARR	19A1	50%ETR	170	312	1077	0.981	0.041	107.2	59.2	78.4
SP14	20	F-35A	F35BA18	ARR	19A4	58.9%ETR	120	281	933	0.184	0.008	114	58.8	78.4
SP15	1	F-35A	F35B15	PAT	1912	58.9%ETR	120	225	2164	3,352	0	105.7	61.5	61.5
SP15	2	F-35A	F35D14	PAT	1911	58.9%ETR	120	271	2328	3,352	0	104.9	60.8	64.2
SP15	3	F-35A	F35AA2	ARR	19A2	50%ETR	170	309	2210	7,144	0.17	100	60	65.6
SP15	4	F-35A	F35A12	PAT	1912	50%ETR	170	316	2173	6.53	0	101	59.8	66.6
SP15	5	F-35A	F35AA1	ARR	19A1	50%ETR	170	302	2331	7,144	0.17	99.3	59.3	67.4
SP15	6	F-35A	F35AA11	PAT	1911	50%ETR	170	307	2331	6.53	0	100.3	59.1	68
SP15	7	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	276	2206	1,471	0.061	105.2	59	68.5
SP15	8	F-35A	F35D12	PAT	19T2	50%ETR	170	316	2173	4.47	0	101	58.1	68.9
SP15	9	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	271	2328	1,471	0.061	104.1	57.9	69.2
SP15	10	F-35A	F35B11	PAT	1911	50%ETR	170	307	2331	4.47	0	100.3	57.5	69.5
SP15	11	F-35A	F35AU3	DHP	01DD3	100%ETR	300	1398	2719	0.442	0	109.9	57	69.7
SP15	12	F-35A	F35AT3	PAT	19T1	50%ETR	170	324	2333	1,959	0	100.9	54.4	69.9
SP15	13	F-35A	F35CA2	ARR	19A2	50%ETR	170	309	2210	2,387	0	100	54.4	70
SP15	14	F-35A	F35CA1	ARR	19A1	50%ETR	170	302	2331	2,387	0	99.3	53.7	70.1
SP15	15	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	8861	37.224	0	87.3	53.6	70.2
SP15	16	F-35A	F35BD23	DEP	01DD3	100%ETR	256	639	2389	0.096	0	112	52.5	70.2
SP15	17	F-35A	F35BA2	ARR	19A2	50%ETR	170	309	2210	0.981	0.041	100	52	70.3
SP15	18	F-35A	F35AD9	DHP	12D3	100%ETR	287	511	14958	47.646	0	84.4	51.8	70.4
SP15	19	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1398	2719	0.13	0	109.9	51.6	70.4
SP15	20	F-35A	F35C12	PAT	19T2	50%ETR	170	316	2173	0.942	0	101	51.4	70.5

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP16	1	F-35A	F35BLS	PAT	1912	58.9%ETR	120	225	2826	3,352	0	102.6	58.5	58.5
SP16	2	F-35A	F35B14	PAT	1911	58.9%ETR	120	268	2984	3,352	0	102.1	58	61.3
SP16	3	F-35A	F35A12	PAT	1912	50%ETR	170	315	2831	6,53	0	98.5	37.3	62.7
SP16	4	F-35A	F35AA2	ARR	19A2	50%ETR	170	308	2870	7,144	0.17	96.9	57	63.8
SP16	5	F-35A	F35AA1	PAT	1911	50%ETR	170	304	2987	6,53	0	98	56.8	64.5
SP16	6	F-35A	F35BA16	ARR	19A1	50%ETR	170	299	2986	7,144	0.17	98.3	56.1	65.2
SP16	7	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	276	2867	1,471	0.061	102	55.9	65.6
SP16	8	F-35A	F35B12	PAT	1912	50%ETR	170	315	2834	4,47	0	98.5	55.6	66.1
SP16	9	F-35A	F35B11	PAT	1911	50%ETR	170	304	2987	4,47	0	98	55.1	66.4
SP16	10	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	268	2984	1,471	0.061	101.1	54.9	66.7
SP16	11	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1369	3293	0.442	0	107.6	54.7	67
SP16	12	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	9271	37,224	0	86.9	53.2	67.1
SP16	13	F-35A	F35AT3	PAT	19T1	50%ETR	170	320	2988	1,595	0	98.8	52.3	67.3
SP16	14	F-35A	F35AD9	DLP	12D3	100%ETR	300	570	15081	47,646	0	84.4	51.8	67.4
SP16	15	F-35A	F35CA2	ARR	19A2	50%ETR	170	308	2870	2,387	0	96.9	51.3	67.5
SP16	16	F-35A	F35CA1	ARR	19A1	50%ETR	170	299	2986	2,387	0	96.3	50.7	67.6
SP16	17	F-35A	F35BA23	DLP	01DD3	100%ETR	256	637	3034	0.096	0	109.5	49.9	67.7
SP16	18	F-35A	F35CD3	DLP	01DD3	100%ETR	300	1369	3293	0.13	0	107.6	49.3	67.7
SP16	19	F-35A	F35BA2	ARR	19A2	50%ETR	170	308	2870	0.981	0.041	96.9	49	67.8
SP16	20	F-35A	F35C12	PAT	1912	50%ETR	170	315	2834	0.942	0	98.5	48.8	67.8
SP17	1	F-35A	F35BLS	PAT	1912	58.9%ETR	120	257	4168	3,352	0	98	53.8	53.8
SP17	2	F-35A	F35B14	PAT	1911	58.9%ETR	120	314	4496	3,352	0	97.1	53	56.5
SP17	3	F-35A	F35A12	PAT	1912	50%ETR	170	379	4176	6,53	0	94.2	52.9	58.1
SP17	4	F-35A	F35A11	PAT	1911	50%ETR	170	362	4499	6,53	0	93.6	52.4	59.1
SP17	5	F-35A	F35AA2	ARR	19A2	50%ETR	170	369	4242	7,144	0.17	92	52.1	59.9
SP17	6	F-35A	F35AA1	ARR	19A1	50%ETR	170	355	4498	7,144	0.17	91.3	51.4	60.5
SP17	7	F-35A	F35B12	PAT	1912	50%ETR	170	379	4176	4,47	0	94.2	51.3	61
SP17	8	F-35A	F35B10	PAT	1911	50%ETR	170	362	4499	4,47	0	93.6	50.8	61.4
SP17	9	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	325	4248	1,471	0.061	96.7	50.5	61.7
SP17	10	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	11408	37,224	0	83.9	50.2	62
SP17	11	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	314	4495	1,471	0.061	95.9	49.7	62.2
SP17	12	F-35A	F35AD3	DLP	01DD3	100%ETR	300	1866	4891	0.112	0	102.5	49.6	62.5
SP17	13	F-35A	F35AD9	DLP	12D3	100%ETR	300	756	17020	47,646	0	81.8	49.2	62.7
SP17	14	F-35A	F35AT3	PAT	19T1	50%ETR	170	384	4500	1,959	0	94.2	47.7	62.8
SP17	15	F-35A	F35CA2	ARR	19A2	50%ETR	170	369	4242	2,387	0	92	46.1	62.9
SP17	16	F-35A	F35CA1	ARR	19A1	50%ETR	170	355	4498	2,387	0	91.3	45.7	63
SP17	17	F-35A	F35BD23	DEP	01DD3	100%ETR	256	672	4532	0.096	0	104.9	45.4	63.1
SP17	18	F-35A	F35C12	PAT	1912	50%ETR	170	379	4176	0.942	0	94.2	44.5	63.1
SP17	19	F-35A	F35CD3	DLP	01DD3	100%ETR	300	1866	4891	0.13	0	102.5	44.3	63.2
SP17	20	F-35A	F35BD29	DEP	12D3	100%ETR	246	501	17011	10,351	0	83.4	44.2	63.2
SP18	1	F-35A	F35B15	PAT	1912	58.9%ETR	120	203	1164	3,352	0	112.2	68	68
SP18	2	F-35A	F35B14	PAT	1911	58.9%ETR	120	239	1208	3,352	0	111.7	67.6	70.8
SP18	3	F-35A	F35AA2	ARR	19A2	50%ETR	170	265	1188	7,144	0.17	106.4	66.5	72.2
SP18	4	F-35A	F35AA1	ARR	19A1	50%ETR	170	262	1212	7,144	0.17	106	66.1	73.1
SP18	5	F-35A	F35A12	PAT	1912	50%ETR	170	271	1175	6,53	0	107.1	65.8	73.9
SP18	6	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	240	1184	1,471	0.061	111.8	65.6	74.5
SP18	7	F-35A	F35A11	PAT	1911	50%ETR	170	266	1213	6,53	0	106.7	65.4	75
SP18	8	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	238	1208	1,471	0.061	110.9	64.7	75.4
SP18	9	F-35A	F35B12	PAT	1912	50%ETR	170	271	1175	4,47	0	107.1	64.2	75.7
SP18	10	F-35A	F35B10	PAT	1911	50%ETR	170	266	1213	4,47	0	106.7	63.8	76
SP18	11	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1045	1597	0.442	0	115.5	62.6	76.2
SP18	12	F-35A	F35CA2	ARR	19A2	50%ETR	170	265	1188	2,387	0	106.1	60.8	76.3
SP18	13	F-35A	F35AT3	PAT	19T1	50%ETR	170	279	1215	1,959	0	106.9	60.5	76.4
SP18	14	F-35A	F35CA1	ARR	19A1	50%ETR	170	262	1212	2,387	0	106	60.4	76.5
SP18	15	F-35A	F35BD23	DEP	01DD3	100%ETR	256	615	1321	0.096	0	118.3	58.8	76.6
SP18	16	F-35A	F35BA2	ARR	19A2	50%ETR	170	265	1188	0.981	0.041	106.4	58.5	76.6
SP18	17	F-35A	F35BA1	ARR	19A1	50%ETR	170	262	1212	0.981	0.041	106.4	58	76.7
SP18	18	F-35A	F35AA4	ARR	19A4	50%ETR	170	265	1188	0.989	0.021	106.4	57.5	76.8
SP18	19	F-35A	F35C12	PAT	1912	50%ETR	170	271	1175	0.942	0	107.1	57.4	76.8
SP18	20	F-35A	F35CD3	DLP	01DD3	100%ETR	300	1045	1597	0.13	0	115.5	57.2	76.9

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP19	1	F-35A	F35B15	PAT	19I2	58.9%ETR	120	244	389	3,352	0	121.3	77.1	77.1
SP19	2	F-35A	F35AA2	ARR	19A2	50%ETR	170	347	490	7,144	0.17	113.9	74	78.9
SP19	3	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	307	468	1,471	0.061	119.9	73.7	80
SP19	4	F-35A	F35MA12	PAT	19I2	50%ETR	170	353	480	6,53	0	114.8	73.5	80.9
SP19	5	F-35A	F35B14	PAT	19I1	58.9%ETR	120	306	666	3,352	0	117	72.9	81.5
SP19	6	F-35A	F35B12	PAT	19I2	50%ETR	170	353	450	4,47	0	114.8	71.9	82
SP19	7	F-35A	F35AA1	ARR	19A1	50%ETR	170	346	682	7,144	0.17	111.3	71.4	82.4
SP19	8	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	306	666	1,471	0.061	116.6	70.4	82.6
SP19	9	F-35A	F35AA11	PAT	19I1	50%ETR	170	352	684	6,53	0	111.4	70.2	82.9
SP19	10	F-35A	F35B11	PAT	19I1	50%ETR	170	352	681	4,47	0	111.4	68.6	83
SP19	11	F-35A	F35CA2	ARR	19A2	50%ETR	170	347	490	2,387	0	113.9	68.3	83.2
SP19	12	F-35A	F35BA2	ARR	19A2	50%ETR	170	347	490	0.981	0.041	113.9	66	83.3
SP19	13	F-35A	F35CA1	ARR	19A1	50%ETR	170	346	682	2,387	0	111.3	65.7	83.3
SP19	14	F-35A	F35C12	PAT	19I2	50%ETR	170	353	450	0.942	0	114.8	65.1	83.4
SP19	15	J-35A	F35AA1	ARR	19A1	50%ETR	170	347	490	0.893	0.021	113.9	65	83.5
SP19	16	J-35A	F35BA18	ARR	19A1	58.9%ETR	120	307	468	0.184	0.008	119.9	61.7	83.5
SP19	17	J-35A	F35AT3	PAT	19I1	50%ETR	170	373	693	1,959	0	111.1	64.6	83.6
SP19	18	J-35A	F35BA1	ARR	19A1	50%ETR	170	346	682	0.981	0.011	111.3	63.3	83.6
SP19	19	J-35A	F35AA8	ARR	19A8	50%ETR	170	347	490	0.336	0.013	113.9	62.8	83.6
SP19	20	J-35A	F35BD23	DEP	01DD3	100%ETR	256	666	864	0.096	0	122.2	62.6	83.7
SP20	1	J-35A	F35B15	PAT	19I2	58.9%ETR	120	341	2252	3,352	0	105.2	61.1	61.1
SP20	2	J-35A	F35AA2	ARR	19A2	50%ETR	170	566	2433	7,144	0.17	99	59	63.2
SP20	3	J-35A	F35A12	PAT	19I2	50%ETR	170	568	2291	6,53	0	100	58.7	64.5
SP20	4	J-35A	F35B12	PAT	19I2	50%ETR	170	568	2291	4,47	0	100	57.1	65.2
SP20	5	J-35A	F35AA1	ARR	19A1	50%ETR	170	556	3087	7,144	0.17	96.2	56.3	65.8
SP20	6	J-35A	F35AA11	PAT	19I1	50%ETR	170	556	3087	6,53	0	96.7	55.5	66.2
SP20	7	J-35A	F35B14	PAT	19I1	50%ETR	150	647	3104	3,352	0	98.8	54.7	66.4
SP20	8	J-35A	F35BA16	ARR	19A2	50%ETR	150	673	2458	1,471	0.061	100.7	54.5	66.7
SP20	9	J-35A	F35B11	PAT	19I1	50%ETR	170	556	3087	4,47	0	96.7	53.9	66.9
SP20	10	J-35A	F35CA2	ARR	19A2	50%ETR	170	566	2433	2,387	0	99	53.4	67.1
SP20	11	J-35A	F35BA15	ARR	19A1	50%ETR	150	646	3103	1,471	0.061	98.3	52.1	67.3
SP20	12	J-35A	F35BA2	ARR	19A2	50%ETR	170	566	2433	0.981	0.041	99	51	67.4
SP20	13	J-35A	F35CA1	ARR	19A1	50%ETR	170	556	3087	2,387	0	96.2	50.6	67.5
SP20	14	J-35A	F35C12	PAT	19I2	50%ETR	170	568	2291	0.942	0	100	50.3	67.5
SP20	15	J-35A	F35AA4	ARR	19A4	50%ETR	150	566	2433	6,893	0.021	99	50	67.6
SP20	16	J-35A	F35BD23	DEP	01DD3	100%ETR	300	1256	3284	0.096	0	108	48.5	67.7
SP20	17	J-35A	F35BA1	ARR	19A1	50%ETR	170	556	3087	0.981	0.041	96.2	48.3	67.7
SP20	18	J-35A	F35AA8	ARR	19A8	50%ETR	170	566	2433	0.536	0.013	99	47.8	67.8
SP20	19	J-35A	F35AD3	DEP	01DD3	35%ETR	300	3087	4290	0.442	0	100.3	47.4	67.8
SP20	20	J-35A	F35AA3	ARR	19A3	50%ETR	170	556	3087	0.893	0.021	96.2	47.3	67.8
SP21	1	J-35A	F35B15	PAT	19I2	58.9%ETR	120	381	1282	3,352	0	110	65.9	65.9
SP21	2	J-35A	F35AA2	ARR	19A2	50%ETR	170	659	1545	7,144	0.17	103.8	63.8	68
SP21	3	J-35A	F35A12	PAT	19I2	50%ETR	170	669	1377	6,53	0	105	65.8	69.3
SP21	4	J-35A	F35B12	PAT	19I2	50%ETR	170	660	1377	4,47	0	105	62.1	70.1
SP21	5	J-35A	F35AA1	ARR	19A1	50%ETR	170	652	2357	7,144	0.17	99.4	59.5	70.5
SP21	6	J-35A	F35AA11	PAT	19I1	50%ETR	170	652	2358	6,53	0	99.6	58.4	70.7
SP21	7	J-35A	F35CA2	ARR	19A2	50%ETR	170	659	1545	2,387	0	103.8	58.2	71
SP21	8	J-35A	F35BA16	ARR	19A2	50%ETR	150	921	1665	1,471	0.061	103.6	57.4	71.2
SP21	9	J-35A	F35B11	PAT	19I1	50%ETR	170	652	2358	4,47	0	99.6	56.8	71.3
SP21	10	J-35A	F35B14	PAT	19I1	50%ETR	150	903	2433	3,352	0	100.2	56.1	71.5
SP21	11	J-35A	F35BA2	ARR	19A2	50%ETR	170	659	1545	0.981	0.041	103.8	55.8	71.6
SP21	12	J-35A	F35C12	PAT	19I2	50%ETR	170	660	1377	0.942	0	105	55.4	71.7
SP21	13	J-35A	F35AA4	ARR	19A4	50%ETR	170	659	1545	0.893	0.021	103.8	54.8	71.8
SP21	14	J-35A	F35CA1	ARR	19A1	50%ETR	170	652	2357	2,387	0	99.4	53.8	71.8
SP21	15	J-35A	F35BA15	ARR	19A1	50%ETR	150	902	2433	1,471	0.061	99.7	53.5	71.9
SP21	16	J-35A	F35AA8	ARR	19A8	50%ETR	170	659	1545	0.536	0.013	103.8	52.6	71.9
SP21	17	J-35A	F35BA1	ARR	19A1	50%ETR	170	652	2357	0.981	0.041	99.4	51.5	72
SP21	18	J-35A	F35AA6	ARR	19A6	50%ETR	170	659	1545	0.357	0.009	103.8	50.8	72
SP21	19	J-35A	F35AA3	ARR	19A3	50%ETR	170	652	2357	0.893	0.021	99.4	50.5	72
SP21	20	J-35A	F35BD23	DEP	01DD3	100%ETR	300	1742	2857	0.096	0	109.6	50	72.1

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP22	1	F-35A	F35B15	PAT	19I2	58.9%ETR	120	284	348	3,352	0	122.2	78.1	78.1
SP22	2	F-35A	F35B14	PAT	19I1	58.9%ETR	120	371	421	3,352	0	120.4	76.3	80.3
SP22	3	F-35A	F35BA16	ARR	19A2	58.9%ETR	120	370	366	1,471	0.061	121.6	75.4	81.5
SP22	4	F-35A	F35A2	ARR	19A2	50%ETR	170	433	424	7,144	0.17	115.1	75.2	82.4
SP22	5	F-35A	F35AA1	ARR	19A1	50%ETR	170	433	472	7,144	0.17	114.2	74.3	83.1
SP22	6	F-35A	F35BA15	ARR	19A1	58.9%ETR	120	370	420	1,471	0.061	120.4	74.2	83.6
SP22	7	F-35A	F35BA12	PAT	19I2	50%ETR	170	434	466	6,53	0	114.4	73.1	84
SP22	8	F-35A	F35AA11	PAT	19I1	50%ETR	170	434	472	6,53	0	114.3	73	84.3
SP22	9	F-35A	F35B12	PAT	19I2	50%ETR	170	434	466	4,47	0	114.4	71.5	84.5
SP22	10	J-35A	J35B11	PAT	19I1	50%ETR	170	434	472	4,47	0	114.3	71.4	84.7
SP22	11	J-35A	F35CA2	ARR	19A2	50%ETR	170	433	424	2,387	0	115.1	69.5	84.9
SP22	12	J-35A	F35CA1	ARR	19A1	50%ETR	170	433	472	2,387	0	114.2	68.6	85
SP22	13	J-35A	F35BA2	ARR	19A2	50%ETR	170	433	421	0.981	0.011	115.1	67.1	85
SP22	14	J-35A	F35BA18	ARR	19A4	58.9%ETR	120	370	366	0.184	0.008	121.6	66.4	85.1
SP22	15	J-35A	J35BA1	ARR	19A1	50%ETR	170	433	472	0.981	0.011	114.2	66.3	85.1
SP22	16	J-35A	J35AA1	ARR	19A1	50%ETR	170	433	421	0.893	0.021	115.1	66.1	85.2
SP22	17	J-35A	J35AA3	ARR	19A3	50%ETR	170	433	472	0.893	0.021	114.2	65.3	85.2
SP22	18	J-35A	J35BA17	ARR	19A3	58.9%ETR	120	370	420	0.184	0.008	120.4	65.2	85.3
SP22	19	J-35A	F35CL2	PAT	19I2	50%ETR	170	431	466	0.942	0	114.4	64.7	85.3
SP22	20	J-35A	F35CII	PAT	19I1	50%ETR	170	434	472	0.942	0	114.3	64.6	85.4
SP23	1	J-35A	J35B14	PAT	19I1	58.9%ETR	120	316	281	3,352	0	123.8	79.6	79.6
SP23	2	J-35A	F35BA15	ARR	19A1	58.9%ETR	120	315	284	1,471	0.061	123.4	77.3	81.6
SP23	3	J-35A	J35AA1	ARR	19A1	50%ETR	170	358	325	7,144	0.17	117.1	77.2	83
SP23	4	J-35A	F35B15	PAT	19I2	58.9%ETR	120	249	422	3,352	0	120.7	76.6	83.8
SP23	5	J-35A	F35AA1	PAT	19I1	50%ETR	170	364	352	6,53	0	117.1	75.9	84.5
SP23	6	J-35A	J35AA2	ARR	19A2	50%ETR	170	357	412	7,144	0.17	114.8	74.9	84.9
SP23	7	J-35A	F35BA16	ARR	19A2	58.9%ETR	120	315	413	1,471	0.061	120.8	74.6	85.3
SP23	8	J-35A	J35B11	PAT	19I1	50%ETR	170	364	332	4,47	0	117.1	74.2	85.7
SP23	9	J-35A	F35AT2	PAT	19I2	50%ETR	170	363	489	6,53	0	114	72.8	85.9
SP23	10	J-35A	F35CA1	ARR	19A1	50%ETR	170	358	325	2,387	0	117.1	71.5	86
SP23	11	J-35A	J35B12	PAT	19I2	50%ETR	170	363	489	4,47	0	114	71.2	86.2
SP23	12	J-35A	F35AT3	PAT	19I1	50%ETR	170	387	354	1,959	0	115.9	69.4	86.3
SP23	13	J-35A	F35CA2	ARR	19A2	50%ETR	170	357	442	2,387	0	114.8	69.2	86.3
SP23	14	J-35A	F35BA1	ARR	19A1	50%ETR	170	358	325	0.981	0.041	117.1	69.1	86.4
SP23	15	J-35A	F35BA17	ARR	19A3	58.9%ETR	120	315	284	0.184	0.008	123.4	68.2	86.5
SP23	16	J-35A	J35AA3	ARR	19A3	50%ETR	170	358	325	0.893	0.021	117.1	68.2	86.6
SP23	17	J-35A	F35CI1	PAT	19I1	50%ETR	170	364	332	0.942	0	117.1	67.5	86.6
SP23	18	J-35A	F35BA2	ARR	19A2	50%ETR	170	357	442	0.981	0.041	114.8	66.9	86.7
SP23	19	J-35A	J35BA21	ARR	19A7	58.9%ETR	120	315	281	0.11	0.005	123.4	66	86.7
SP23	20	J-35A	J35AA7	ARR	19A7	50%ETR	170	358	325	0.536	0.013	117.1	65.9	86.7
SP24	1	J-35A	F35A13	PAT	30I1	33%ETR	250	3087	3031	2,305	0	100.1	54.3	54.3
SP24	2	J-35A	F35B13	PAT	30I1	33%ETR	250	3087	3034	1,578	0	100.1	52.7	56.6
SP24	3	J-35A	J35B16	PAT	30I1	33%ETR	250	3087	3034	1,183	0	100.1	51.4	57.7
SP24	4	J-35A	F35CL3	PAT	30I1	33%ETR	250	3087	3031	0.333	0	100.1	45.9	58
SP24	5	J-35A	F35A12	PAT	19I2	33%ETR	250	3087	3832	6,53	0	86.7	45.5	58.3
SP24	6	J-35A	J35A11	PAT	19I1	33%ETR	250	3087	3832	6,53	0	86.7	45.5	58.5
SP24	7	J-35A	F35BL2	PAT	19I2	33%ETR	250	3087	3832	4,47	0	86.7	43.9	58.6
SP24	8	J-35A	J35B11	PAT	19I1	33%ETR	250	3087	3832	4,47	0	86.7	43.9	58.8
SP24	9	J-35A	J35AD9	DIP	12D3	150%ETR	0	87	18508	47,646	0	75.4	42.8	58.9
SP24	10	J-35A	F35BL5	PAT	19I2	33%ETR	250	3087	3832	3,352	0	86.7	42.6	59
SP24	11	J-35A	F35BL4	PAT	19I1	33%ETR	250	3087	3832	3,352	0	86.7	42.6	59.1
SP24	12	J-35A	J35A12	PAT	12I1	50%ETR	170	499	15223	37,224	0	75.7	42	59.2
SP24	13	J-35A	F35AD19	DIP	30DD2R	100%ETR	300	2976	15860	4,73	0	82.4	39.8	59.2
SP24	14	J-35A	F35AD17	DIP	30DD1	100%ETR	300	2976	15860	4,624	0	82.1	39.4	59.3
SP24	15	J-35A	J35AD18	DIP	30DD2L	100%ETR	300	8091	13039	0.525	0	90.6	38.5	59.3
SP24	16	J-35A	F35CD9	DIP	12D3	150%ETR	0	87	18508	13,972	0	75.4	37.5	59.3
SP24	17	J-35A	F35CL2	PAT	19I2	33%ETR	250	3087	3832	0.942	0	86.7	37.1	59.4
SP24	18	J-35A	F35CT1	PAT	19I1	33%ETR	250	3087	3832	0.942	0	86.7	37.1	59.4
SP24	19	J-35A	J35BD39	DIP	30DD2R	100%ETR	300	866	15591	1,027	0	84.5	35.3	59.4
SP24	20	J-35A	J35BD29	DIP	12D3	150%ETR	0	87	18508	10,351	0	74.3	35.1	59.4

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SRI.	DNL Day (dB)	DNL Night (dB)	Cumulative DNL (dB)
										Day	Night				
SP25	1	F-35A	F35A13	PAT	3011	33%ETR	250	3087	3920	2,305	0	97.5	51.7	51.7	
SP25	2	F-35A	F35B13	PAT	3011	33%ETR	250	3087	3920	1,578	0	97.5	50.1	54	
SP25	3	F-35A	F35B16	PAT	3011	33%ETR	250	3087	3920	1,183	0	97.5	48.9	55.2	
SP25	4	F-35A	F35C13	PAT	3011	33%ETR	250	3087	3920	0,333	0	97.5	43.3	55.4	
SP25	5	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	20943	47,646	0	73.5	40.9	55.6	
SP25	6	F-35A	F35A12	PAT	1912	33%ETR	250	3087	5669	6,53	0	81.8	40.5	55.7	
SP25	7	F-35A	F35A11	PAT	1911	33%ETR	250	3087	5669	6,53	0	81.8	40.5	55.9	
SP25	8	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8289	11481	0,525	0	92.1	40	56	
SP25	9	F-35A	F35BD2	PAT	1912	33%ETR	250	3087	5669	4,47	0	81.8	38.9	56.1	
SP25	10	F-35A	F35B11	PAT	1911	33%ETR	250	3087	5669	4,47	0	81.8	38.9	56.1	
SP25	11	F-35A	F35AT2	PAT	12T1	50%ETR	170	523	17369	37,224	0	71.5	37.9	56.2	
SP25	12	F-35A	F35B15	PAT	1912	33%ETR	250	3087	5669	3,352	0	81.8	37.6	56.3	
SP25	13	F-35A	F35B14	PAT	1911	33%ETR	250	3087	5669	3,352	0	81.8	37.6	56.3	
SP25	14	F-35A	F35AD19	DEP	30DD2R	35%ETR	300	3087	17996	4,73	0	80	37.3	56.4	
SP25	15	F-35A	F35AD17	DEP	30DD1	35%ETR	300	3087	17996	4,624	0	79.5	36.8	56.4	
SP25	16	F-35A	F35CD19	DEP	12D3	150%ETR	0	87	20943	13,972	0	73.5	35.6	56.5	
SP25	17	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	8289	11481	0,154	0	92.1	34.6	56.5	
SP25	18	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	7727	11048	0,114	0	93.1	34.3	56.5	
SP25	19	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	20943	5,956	0	75.1	33.5	56.5	
SP25	20	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	20943	10,351	0	72.7	33.5	56.6	
SP26	1	F-35A	F35A13	PAT	3011	33%ETR	250	3087	3065	2,305	0	94.1	48.4	48.4	
SP26	2	F-35A	F35B13	PAT	3011	33%ETR	250	3087	3065	1,578	0	94.1	46.7	50.6	
SP26	3	F-35A	F35B16	PAT	3011	33%ETR	250	3087	3065	1,183	0	94.1	45.5	51.8	
SP26	4	F-35A	F35A12	PAT	1912	33%ETR	250	3087	4372	6,53	0	85	43.8	52.4	
SP26	5	F-35A	F35A11	PAT	1911	33%ETR	250	3087	4372	6,53	0	85	43.8	53	
SP26	6	F-35A	F35B12	PAT	1912	33%ETR	250	3087	4372	4,47	0	85	42.2	53.3	
SP26	7	F-35A	F35B11	PAT	1911	33%ETR	250	3087	4372	4,47	0	85	42.2	53.6	
SP26	8	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	20590	47,646	0	74.4	41.8	53.9	
SP26	9	F-35A	F35B15	PAT	1912	33%ETR	250	3087	4372	3,352	0	85	40.9	54.1	
SP26	10	F-35A	F35BD4	PAT	1911	33%ETR	250	3087	4372	3,352	0	85	40.9	54.3	
SP26	11	F-35A	F35AT2	PAT	12T1	50%ETR	170	445	18456	37,224	0	73.9	40.2	54.5	
SP26	12	F-35A	F35C13	PAT	3011	33%ETR	250	3087	3065	0,333	0	94.1	39.9	54.6	
SP26	13	F-35A	F35AD19	DHP	30DD2K	100%ETR	300	2680	18903	4,73	0	79.9	37.3	54.7	
SP26	14	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	9244	13957	0,525	0	89.2	37	54.8	
SP26	15	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	20590	13,972	0	74.4	36.5	54.9	
SP26	16	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2680	18903	4,624	0	79.1	36.3	54.9	
SP26	17	F-35A	F35C12	PAT	1912	33%ETR	250	3087	4372	0,942	0	85	35.4	55	
SP26	18	F-35A	F35C11	PAT	1911	33%ETR	250	3087	4372	0,942	0	85	35.4	55	
SP26	19	F-35A	F35AD8	DHP	12D2	150%ETR	0	87	20590	5,956	0	76.6	34.9	55.1	
SP26	20	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	20590	10,351	0	73.9	34.6	55.1	
SP27	1	F-35A	F35A13	PAT	3011	33%ETR	250	3087	3255	2,305	0	90.4	44.6	44.6	
SP27	2	F-35A	F35B13	PAT	3011	33%ETR	250	3087	3255	1,578	0	90.4	43	46.9	
SP27	3	F-35A	F35B16	PAT	3011	33%ETR	250	3087	3255	1,183	0	90.4	41.7	48.1	
SP27	4	F-35A	F35A12	PAT	1912	33%ETR	250	3087	5491	6,53	0	82.5	41.2	48.9	
SP27	5	F-35A	F35A11	PAT	1911	33%ETR	250	3087	5491	6,53	0	82.5	41.2	49.6	
SP27	6	F-35A	F35B12	PAT	1912	33%ETR	250	3087	5491	4,47	0	82.5	39.6	50	
SP27	7	F-35A	F35B11	PAT	1911	33%ETR	250	3087	5491	4,47	0	82.5	39.6	50.4	
SP27	8	F-35A	F35AD9	DHP	12D3	150%ETR	0	87	24084	47,646	0	71.9	39.3	50.7	
SP27	9	F-35A	F35B15	PAT	1912	33%ETR	250	3087	5491	3,352	0	82.5	38.4	50.9	
SP27	10	F-35A	F35BD4	PAT	1911	33%ETR	250	3087	5491	3,352	0	82.5	38.4	51.2	
SP27	11	F-35A	F35C13	PAT	3011	33%ETR	250	3087	3255	0,333	0	90.4	36.2	51.3	
SP27	12	F-35A	F35AT2	PAT	12T1	50%ETR	170	404	22793	37,224	0	69.7	36	51.4	
SP27	13	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2453	23075	4,73	0	78.3	35.7	51.6	
SP27	14	F-35A	F35AD18	DHP	30DD2L	100%ETR	300	10606	14690	0,525	0	87.8	35.6	51.7	
SP27	15	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	24084	5,956	0	76.8	35.2	51.8	
SP27	16	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	24084	13,972	0	71.9	34	51.8	
SP27	17	F-35A	F35C12	PAT	1912	33%ETR	250	3087	5491	0,942	0	82.5	32.8	51.9	
SP27	18	F-35A	F35C11	PAT	1911	33%ETR	250	3087	5491	0,942	0	82.5	32.8	51.9	
SP27	19	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	24084	10,351	0	71.9	32.7	52	
SP27	20	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2453	23075	4,624	0	75.1	32.4	52	

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Table 6. Contributors at Locations of Interest (Concluded)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP28	1	F-35A	F35A13	PAT	30I1	33%ETR	250	3087	3048	2,305	0	98.5	52.7	52.7
SP28	2	F-35A	F35B13	PAT	30I1	33%ETR	250	3087	3048	1,578	0	98.5	51.1	55
SP28	3	F-35A	F35B16	PAT	30I1	33%ETR	250	3087	3048	1,183	0	98.5	49.8	56.2
SP28	4	F-35A	F35A12	PAT	19I2	33%ETR	250	3087	3862	6.53	0	86.7	45.5	56.5
SP28	5	F-35A	F35A11	PAT	19I1	33%ETR	250	3087	3862	6.53	0	86.7	45.5	56.8
SP28	6	F-35A	F35C13	PAT	30I1	33%ETR	250	3087	3048	0.333	0	98.5	44.3	57.1
SP28	7	F-35A	F35B12	PAT	19I2	33%ETR	250	3087	3862	4.47	0	86.7	43.8	57.3
SP28	8	F-35A	F35B11	PAT	19I1	33%ETR	250	3087	3862	4.47	0	86.7	43.8	57.5
SP28	9	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	18764	47,646	0	75.4	42.8	57.6
SP28	10	F-35A	F35B15	PAT	19I2	33%ETR	250	3087	3862	3,352	0	86.7	42.6	57.7
SP28	11	F-35A	F35B14	PAT	19I1	33%ETR	250	3087	3862	3,352	0	86.7	42.6	57.9
SP28	12	F-35A	F35AT2	PAT	12T1	50%ETR	170	484	15784	37,224	0	75.1	41.4	58
SP28	13	F-35A	F35AD19	DEP	30DD22	100%ETR	300	2894	16378	4,73	0	81.7	39.1	58
SP28	14	F-35A	F35AD17	DEP	30DD11	100%ETR	300	2894	16378	4,624	0	81.3	38.6	58.1
SP28	15	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8333	13344	0.525	0	90.2	38	58.1
SP28	16	F-35A	F35C19	DEP	12D3	150%ETR	0	87	18764	13,972	0	75.4	37.4	58.2
SP28	17	F-35A	F35C12	PAT	19I2	33%ETR	250	3087	3862	0.942	0	86.7	37.1	58.2
SP28	18	F-35A	F35C11	PAT	19I1	33%ETR	250	3087	3862	0.942	0	86.7	37.1	58.2
SP28	19	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	18764	5,956	0	76.7	35.1	58.3
SP28	20	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	18764	10,351	0	74.3	35.1	58.3

Feel free to contact me at 703/415-4550 ext. 32, should you have any questions.

Sincerely,

Koffi Amefia
 Noise Analyst

KA/vt



December 21, 2007

J/N 53638

Mr. Henry McLaurine
SAIC
1140 Eglin Parkway
Suite 101
Shalimar, FL 23502

Reference: "Choctaw Heavy" Scenario Two

Dear Mr. McLaurine:

This letter documents the results of the "**Choctaw Heavy**" **Scenario Two** noise run in support of the Environmental Impact Statement (EIS) for the Proposed Beddown of the Joint Strike Fighter at Eglin Air Force Base (AFB) and the Implementation of the Base Realignment and Closure (BRAC) Commission recommendations. The noise modeling requirements are further outlined in "Statement of Work (SOW), Rev. February 19, 2007" and "Proposal Assumptions for Draft_SOW_Mod2_TOO206_HCM 021707." This analysis includes Eglin AFB, Duke Field and Naval Outlying Landing Field (NOLF) Choctaw.

This letter describes the model, assumptions, airfield configurations, operational data, sensitive receptor analysis and the resulting contours for the "Choctaw Heavy" Scenario Two run. All data and assumptions used were developed in collaboration with the 46th Test Wing (46TW) personnel and validated by a representative from the Eglin F-35 Site Activation Task Force.

"Choctaw Heavy" Scenario Two

Under this scenario, flights would originate from and terminate at Eglin AFB. The majority of training activities by the Air Force's F-35A Conventional TakeOff and Landing (CTOL) aircraft would take place at Duke Field. The majority of training activities by the Marine Corps' F-35B Short TakeOff and Vertical Landing (STOVL) and the Navy's F-35C Carrier Variant (CV) would take place at NOLF Choctaw. The total numbers of flight operations (defined as a takeoff or landing of one aircraft with patterns counted as two operations) was estimated at 94,000 for Eglin AFB, 70,000 at Duke Field and 95,000 at NOLF Choctaw.

NOISEMAP Version 7

Analyses of aircraft noise exposure around Department of Defense (DoD) facilities are normally accomplished using a group of computer-based programs, collectively called NOISEMAP. The NOISEMAP suite of computer programs was primarily developed by the Air Force, which serves as the lead DoD agency for aircraft noise modeling. The NOISEMAP suite of computer programs includes BaseOps, OMEGA10, OMEGA11, NOISEMAP and NMPlot. The suite also includes the NOISEFILE databases.

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BaseOps

The BaseOps program allows entry of runway coordinates, airfield information, flight tracks, flight profiles (engine thrust settings, altitudes, speeds and, in addition pitch, yaw, roll and nacelle angles for tilt rotors and helicopters) along each flight track for each aircraft, numbers of daily flight operations, run-up coordinates, run-up profiles, and run-up operations. For entry into Baseops, closed-pattern operations which are counted by ATC as two operations (one departure and one arrival), are entered in the program as one noise event (one departure followed by one arrival with the aircraft remaining in the vicinity of the airfield).

OMEGA10

For fixed-wing and helicopters modeled using NOISEMAP, the OMEGA10 program calculates the SEL versus distance for each model of aircraft from the NOISEFILE database, taking into consideration the specified speeds, engine thrust settings, and environmental conditions appropriate to each type of flight operation. The NOISEFILE database contains one-third octave band sound data for flight and pre-flight run-up by most military aircraft and some civil aircraft. The OMEGA10 output is used by NOISEMAP in subsequent calculations.

OMEGA11

The OMEGA11 program calculates maximum A-weighted sound levels from the NOISEFILE database for each model of aircraft taking into consideration the engine thrust settings and environmental conditions appropriate to maintenance run-up operations. Similar to the OMEGA10 output, the OMEGA11 output is also used by NOISEMAP in subsequent calculations.

NOISEMAP

NOISEMAP uses the OMEGA10 and OMEGA11 outputs, incorporates the number of day and night operations, flight paths, and profiles of the aircraft to calculate DNL at many points on the ground around the facility. This process results in a "grid" file containing noise levels at different points of a user specified rectangular area. NOISEMAP Version 7 has been expanded to include atmospheric sound propagation effects over varying terrain, including hills and mountainous regions, as well as regions of varying acoustical impedance—for example, water around coastal regions. This feature was used in computing the noise levels presented in this analysis because the area around Eglin AFB features large bodies of water.

Airfield Configuration

Eglin AFB

Eglin AFB is located about a mile southwest of Valparaiso, Florida. As depicted in the Eglin AFB configuration map (Figure 1), Eglin is centered on two runways. Runway 12/30 is 12,005-feet long and 300-feet wide and Runway 01/19 is 10,012-feet long and 300-feet wide. In the context of the F-35 beddown at Eglin AFB, there would be an addition of two Vertical Takeoff and Landing (VTOL) pads, labeled in Figure 1 as 12PN/30PN and 12PS/30PS. These pads would be 250 feet by 250 feet. Eglin AFB elevation is 87 feet above Mean Sea Level (MSL) and the magnetic declination is 1.9 degrees west.

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Duke Field

Duke Field is located approximately three miles west of Crestview, Florida. As depicted in the Duke Field configuration map (Figure 2), Duke Field consists of one main runway and one assault strip. Runway 18/36 is 8,000-feet long and 200-feet wide. Under this scenario, VTOL pads labeled 18PN/36PN and 18PS/36PS would be added. The Assault Strip (Runway 18A/36A) is 3,500-feet long and 200-feet wide. The elevation at Duke Field is 191 feet MSL and the magnetic declination is 1.7 degrees west.

NOLF Choctaw

NOLF Choctaw is located near Milton, Florida. As depicted in Figure 3, NOLF Choctaw configuration map, the airfield consists of one runway. Runway 18/36 is 7,650-feet long and 200-feet wide. Under Scenario Two, there would be an addition of a Landing Hover Deck (LHD) and two VTOL pads. In Figure 3, the LHD is labeled 18D/36D and the VTOL pads 18PN/36PN and 18PS/36PS. The vertical landing pads are 250 feet by 250 feet. The elevation at NOLF Choctaw is 102 feet MSL and the magnetic declination is 1 degree west.

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Locations of Interest

As part of the noise analysis, a detailed acoustical analysis was performed for a series of locations, which are listed in Table 1 and shown in Figures 4-1, 4-2 and 4-3. Figure 4-1 shows locations near the city of Fort Walton Beach. Figure 4-2 depicts locations on and in the vicinity of Eglin AFB. Figure 4-3 shows locations near the city of Valparaiso.

Table 1. Locations of Interest near Eglin AFB

Location ID	General Description	Latitude (WGS84)	Longitude (WGS84)
SP1	Eglin Housing (Capehart)	N 30° 27.7260'	W 86° 32.0602'
SP2	Eglin Housing (Ben's Lake)	N 30° 27.9786'	W 86° 32.6446'
SP3	Chapel 2 - Building 2574	N 30° 28.0545'	W 86° 32.9153'
SP4	Cherokee Elem. School	N 30° 28.0592'	W 86° 32.7230'
SP5	Child Development Center	N 30° 28.0726'	W 86° 32.3707'
SP6	Oakhill School	N 30° 28.2399'	W 86° 32.1440'
SP7	Eglin Hospital	N 30° 27.7062'	W 86° 33.3051'
SP8	Eglin VAQ and Dorms	N 30° 29.1113'	W 86° 30.0943'
SP9	Eglin Chapel 1	N 30° 29.8260'	W 86° 07.9653'
SP10	JSF ITC	N 30° 28.6894'	W 86° 32.9662'
SP11	Lewis Middle School	N 30° 29.5813'	W 86° 07.9653'
SP12	Valparaiso Elementary School	N 30° 30.1947'	W 86° 07.9653'
SP13	First Assembly of God (Valp)	N 30° 30.6765'	W 86° 30.3143'
SP14	New Hope Baptist (Valp)	N 30° 30.7426'	W 86° 30.2948'
SP15	Sovereign Grace Church (Valp)	N 30° 30.6563'	W 86° 30.0692'
SP16	First Baptist Church (Valp)	N 30° 30.6200'	W 86° 29.9500'
SP17	Unitarian Church (Valp)	N 30° 30.8172'	W 86° 29.6067'
SP18	Housing (Valp)	N 30° 30.5187'	W 86° 30.3225'
SP19	Housing (Valp)	N 30° 30.9077'	W 86° 30.3376'
SP20	Edge Elementary School	N 30° 31.6322'	W 86° 29.6852'
SP21	Twin Cities Medical Center	N 30° 32.0156'	W 86° 29.7390'
SP22	Niceville Community Church	N 30° 31.2748'	W 86° 30.3176'
SP23	Private School (Niceville)	N 30° 30.9844'	W 86° 30.4512'
SP24	Private School (Ft Walton)	N 30° 28.2321'	W 86° 36.4212'
SP25	Okaloosa Walton College	N 30° 28.1460'	W 86° 36.8792'
SP26	Kenwood Elementary	N 30° 27.5359'	W 86° 36.4608'
SP27	Pryor Middle School	N 30° 26.7376'	W 86° 36.6058'
SP28	Housing (Ft Walton Bch)	N 30° 28.0831'	W 86° 36.4028'

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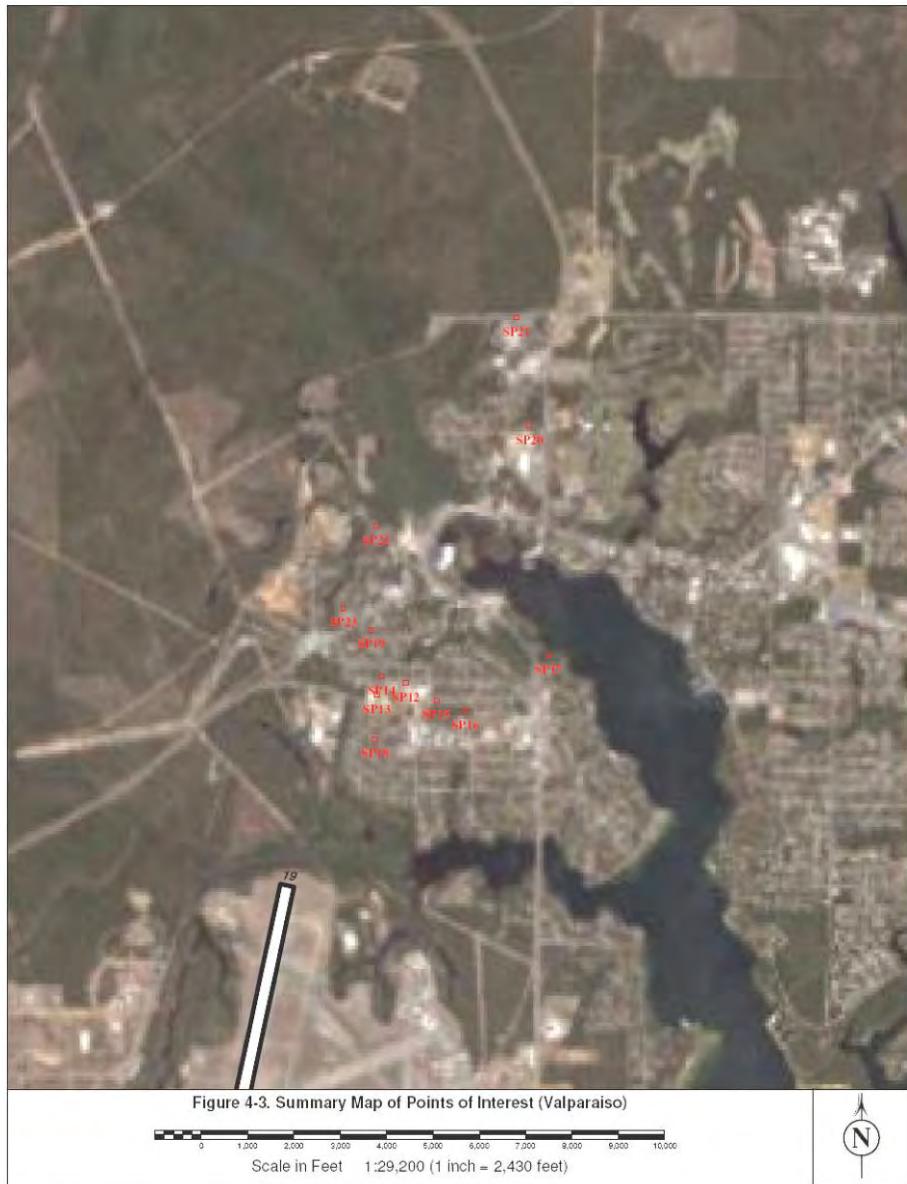
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Input Data

Daily Flight Operations

The first step in the noise analysis process is to determine the number of flight operations for an average day. The computer noise model requires input of the daily operations by aircraft type, operation type, and temporal period (acoustical daytime hours of 0700-2200 and nighttime hours of 2200-0700). The number and type of operations used for this analysis were based on a syllabus provided by the 46th TW. Tables 2-1, 2-2 and 2-3 present the daily flight operations for all three versions of the F-35 for all three airfields. The data is based on 246 days of operations.

Table 2-1. Eglin AFB Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Afterburner Departure	73.76	0.00	73.76	10.27	0.00	10.27	21.63	0.00	21.63	105.66	0.00	105.66
Short Takeoff Departure	0.00	0.00	0.00	16.02	0.00	16.02	0.00	0.00	0.00	16.02	0.00	16.02
Overhead Break Arrival (Conventional Landings)	50.74	1.50	52.24	3.25	0.14	3.38	14.85	0.85	15.70	68.84	2.49	71.32
Overhead Break Arrival (Slow Landings)	0.00	0.00	0.00	2.88	0.12	3.00	0.00	0.00	0.00	2.88	0.12	3.00
Overhead Break Arrival (RVL)	0.00	0.00	0.00	4.33	0.18	4.51	0.00	0.00	0.00	4.33	0.18	4.51
Overhead Break Arrival (VL)	0.00	0.00	0.00	7.57	0.32	7.89	0.00	0.00	0.00	7.57	0.32	7.89
Standard Straight-in Arrivals	21.01	0.50	21.51	2.88	0.12	3.00	7.02	0.00	7.02	30.92	0.62	31.54
Standard Straight-in Arrivals (Slow Landings)	0.00	0.00	0.00	4.33	0.18	4.51	0.00	0.00	0.00	4.33	0.18	4.51
SFO Arrivals (Break)	20.74	0.00	20.74	6.42	0.00	6.42	3.33	0.00	3.33	30.49	0.00	30.49
SFO Arrival (Straight-in)	2.30	0.00	2.30	0.71	0.00	0.71	0.37	0.00	0.37	3.39	0.00	3.39
Touch and Go *	92.20	0.00	92.20	0.00	0.00	0.00	0.00	0.00	0.00	92.20	0.00	92.20
IFR Pattern *	4.61	0.00	4.61	3.16	0.00	3.16	0.67	0.00	0.67	8.43	0.00	8.43
IFR Pattern (Slow Landings) *	0.00	0.00	0.00	2.37	0.00	2.37	0.00	0.00	0.00	2.37	0.00	2.37
TOTAL	265.37	2.00	267.37	64.19	1.05	65.25	47.86	0.85	48.71	377.42	3.90	381.32

Source: 46th TW

* Counted as two operations

RVI - Rolling Vertical Landing

VL - Vertical Landing

SFO - Simulated Flame-Out

IFR - Instrument Flight Rules

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Table 2-2. Duke Field Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Interfacility Departure (From main runway)	58.10	3.71	61.81	17.76	1.13	18.89	2.35	0.15	2.50	78.21	4.99	83.20
Interfacility Departure (From assault strip)	0.00	0.00	0.00	3.25	0.21	3.46	0.00	0.00	0.00	3.25	0.21	3.46
Overhead Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Overhead Break Arrival (West Side)	26.04	1.66	27.70	4.77	0.30	5.07	0.00	0.00	0.00	30.81	1.97	32.77
Carrier Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Break Arrival (West Side)	0.00	0.00	0.00	0.00	0.00	0.00	2.35	0.15	2.50	2.35	0.15	2.50
Carrier Break Arrival to VL (East Side)	0.00	0.00	0.00	3.25	0.21	3.46	0.00	0.00	0.00	3.25	0.21	3.46
Standard Straight-in Arrivals	8.67	0.55	9.22	0.00	0.00	0.00	0.00	0.00	0.00	8.67	0.55	9.22
Standard Straight-in Arrivals (Slow Landing)	0.00	0.00	0.00	5.64	0.36	6.00	0.00	0.00	0.00	5.64	0.36	6.00
FOB Standard Straight-in Arrivals to RVL (Assault Strip)	0.00	0.00	0.00	3.25	0.21	3.46	0.00	0.00	0.00	3.25	0.21	3.46
SFO Arrivals (Break)	21.06	1.34	22.40	3.69	0.24	3.92	0.00	0.00	0.00	24.75	1.58	26.33
SFO Arrival (Straight-in)	2.34	0.15	2.49	0.41	0.03	0.44	0.00	0.00	0.00	2.75	0.18	2.93
Multiple SFO Patterns *	5.20	0.33	5.53	0.00	0.00	0.00	0.00	0.00	0.00	5.20	0.33	5.53
Conventional Touch and Go Pattern (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Conventional Touch and Go Pattern (West Side) *	31.78	2.03	33.80	0.00	0.00	0.00	0.00	0.00	0.00	31.78	2.03	33.80
Carrier Pattern (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	9.40	0.60	10.00	9.40	0.60	10.00
Carrier Pattern to Slow Landing (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern to Slow Landing (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern to RVL (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
POB FCLP to VL (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
IFR Pattern*	24.55	1.57	26.12	16.81	1.07	17.88	3.54	0.23	3.77	44.90	2.87	47.77
IFR Pattern (Slow Landing)*	0.00	0.00	0.00	12.61	0.80	13.41	0.00	0.00	0.00	12.61	0.80	13.41
TOTAL	177.74	11.34	189.08	71.43	4.56	75.99	17.64	1.13	18.77	266.81	17.03	283.84

Source: 46th TW

* Counted as two operations

VL - Vertical Landing

FOB - Forward Operating Base

RVL - Rolling Vertical Landing

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

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Table 2-3. NOLF Choctaw Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Interfacility Departure (From main runway)	0.00	0.00	0.00	28.92	1.85	30.76	25.70	1.64	27.34	54.62	3.49	58.11
Short Takeoff Departure (From main runway)	0.00	0.00	0.00	9.89	0.63	10.52	0.00	0.00	0.00	9.89	0.63	10.52
Overhead Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Overhead Break Arrival (West Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Break Arrival (East Side)	0.00	0.00	0.00	5.81	0.37	6.18	16.83	1.07	17.90	22.64	1.44	24.08
Carrier Break Arrival (West Side)	0.00	0.00	0.00	1.96	0.13	2.08	2.97	0.19	3.16	4.93	0.31	5.24
Carrier Break Arrival to VL (East Side)	0.00	0.00	0.00	5.30	0.34	5.63	0.00	0.00	0.00	5.30	0.34	5.63
Standard Straight-in Arrivals	0.00	0.00	0.00	0.00	0.00	0.00	2.78	0.18	2.96	2.78	0.18	2.96
Standard Straight-in Arrivals (Slow Landing)	0.00	0.00	0.00	9.18	0.59	9.77	0.00	0.00	0.00	9.18	0.59	9.77
FOB Standard Straight-in Arrivals to RVL (Main runway)	0.00	0.00	0.00	9.89	0.63	10.52	0.00	0.00	0.00	9.89	0.63	10.52
SFO Arrivals (Break)	0.00	0.00	0.00	6.01	0.38	6.39	2.81	0.18	2.99	8.82	0.56	9.38
SFO Arrival (Straight-in)	0.00	0.00	0.00	0.67	0.04	0.71	0.31	0.02	0.33	0.98	0.06	1.04
Multiple SFO Patterns *	0.00	0.00	0.00	1.48	0.09	1.58	0.69	0.04	0.74	2.18	0.14	2.32
Conventional Touch and Go Pattern (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Conventional Touch and Go Pattern (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	115.73	7.39	123.12	115.73	7.39	123.12
Carrier Pattern (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	20.42	1.30	21.73	20.42	1.30	21.73
Carrier Pattern to Slow Landing (East Side) *	0.00	0.00	0.00	25.85	1.65	27.50	0.00	0.00	0.00	25.85	1.65	27.50
Carrier Pattern to Slow Landing (West Side) *	0.00	0.00	0.00	14.41	0.92	15.33	0.00	0.00	0.00	14.41	0.92	15.33
Carrier Pattern to RVI (East Side) *	0.00	0.00	0.00	10.59	0.68	11.27	0.00	0.00	0.00	10.59	0.68	11.27
FOB FCLP to VL (East Side) *	0.00	0.00	0.00	45.19	2.88	48.08	0.00	0.00	0.00	45.19	2.88	48.08
TOTAL	0.00	0.00	0.00	175.13	11.18	186.31	188.25	12.02	200.27	363.38	23.19	386.58

Source: 46th TW

* Counted as two operations

VL - Vertical Landing

FOB - Forward Operating Base

RVL - Rolling Vertical Landing

SFO - Simulated Plane-Out

FCLP - Field Carrier Landing Practice

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Runway Usage

The second step is the allocation of the modeled average daily events by runway. The daily operation numbers were successively multiplied by runway utilization percentage for each aircraft type and operation type. Tables 3-1, 3-2 and 3-3 present the runway usage for all three versions of the F-35 for all three airfields. The data is based on anticipated wind direction as well as operational requirements.

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Table 3-1. Eglin AFB Projected Runway Usage

Operation Type	Runway/Pad									
	01	01D	12	19	30	30D	12PN - North Pad 120	30PN - North Pad 300	12PS - South Pad 120	30PS - South Pad 300
Afterburner Departure		0.75%	80.75%	4.25%		14.25%				
Short Takeoff Departure ¹			80.75%	4.25%		15.00%				
Overhead Break Arrival (Conventional Landings)	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (Slow Landings) ¹	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (RVL) ¹	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (VT) ¹							42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals			47.00%	38.00%	15.00%					
Standard Straight-in Arrivals (Slow Landings) ¹			85.00%	0.00%	15.00%					
SFO Arrivals (Break)	0.75%		80.75%	4.25%	14.25%					
SPO Arrival (Straight-in)	0.75%		80.75%	4.25%	14.25%					
Touch and Go *	0.75%		80.75%	4.25%	14.25%					
IFR Pattern *				0.00%	100.00%					
IFR Pattern (Slow Landings) ^{1*}				0.00%	100.00%					

Source: 46th TW

* Counted as two operations

¹F-35B STOVL Only

RVT - Rolling Vertical Landing

VL - Vertical Landing

SFO - Simulated Flame-Out

IFR - Instrument Flight Rules

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Table 3-2. Duke Field Projected Runway Usage

Operation Type	Runway/Pad							
	18	36	18A - Assault Strip 180	36A - Assault Strip 360	18PN - North Pad 180	36PN - North Pad 360	18PS - South Pad 180	36PS South Pad 360
Interfacility Departure (From main runway)	85.00%	15.00%						
Interfacility Departure (From assault strip) ¹			85.00%	15.00%				
Overhead Break Arrival (East Side)	85.00%	15.00%						
Overhead Break Arrival (West Side)	85.00%	15.00%						
Carrier Break Arrival (East Side) ²	100.00%							
Carrier Break Arrival (West Side) ²		100.00%						
Carrier Break Arrival to VL (East Side) ¹					42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals	85.00%	15.00%						
Standard Straight-in Arrivals (Slow Landing) ¹	85.00%	15.00%						
FOB Standard Straight-in Arrivals to RVL (Assault Strip) ¹			85.00%	15.00%				
SFO Arrivals (Break)	85.00%	15.00%						
SFO Arrival (Straight-in)	85.00%	15.00%						
Multiple SFO Patterns *	85.00%	15.00%						
Conventional Touch and Go Pattern (East Side) *	85.00%	15.00%						
Conventional Touch and Go Pattern (West Side) *	85.00%	15.00%						
Carrier Pattern (East Side) ^{2*}	100.00%							
Carrier Pattern (West Side) ^{2*}		100.00%						
Carrier Pattern to Slow Landing (East Side) ^{1*}	85.00%	15.00%						
Carrier Pattern to Slow Landing (West Side) ^{1*}	85.00%	15.00%						
Carrier Pattern to RVL (East Side) ^{1*}			85.00%	15.00%				
IFR Pattern *	100.00%							
IFR Pattern (Slow Landings) ^{1*}	100.00%							

Source: 46th TW

FOB - Forward Operating Base

* Counted as two operations

RVL - Rolling Vertical Landing

¹F-35B STOVL Only

SFO - Simulated Flame Out

²I-35C CV Only

FCLP - Field Carrier Landing Practice

VL - Vertical Landing

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Table 3-3. NOLF Choctaw Projected Runway Usage

Operation Type	Runway/Pad							
	18	36	18D - LHD	36D - LHD	18PN - North Pad 180	36PN - North Pad 360	18PS - South Pad 180	36PS South Pad 360
Interfacility Departure (From main runway)	85.00%	15.00%						
Short Takeoff Departure (From main runway) ¹	85.00%	15.00%						
Overhead Break Arrival (East Side)	85.00%	15.00%						
Overhead Break Arrival (West Side)	85.00%	15.00%						
Carrier Break Arrival (East Side) ²	100.00%							
Carrier Break Arrival (West Side) ²		100.00%						
Carrier Break Arrival to VL (East Side) ¹					42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals	85.00%	15.00%						
Standard Straight-in Arrivals (Slow Landing) ¹	85.00%	15.00%						
FOB Standard Straight-in Arrivals to RVL (Assault Strip) ¹	85.00%	15.00%						
SFO Arrivals (Break)	85.00%	15.00%						
SFO Arrival (Straight-in)	85.00%	15.00%						
Multiple SFO Patterns *	85.00%	15.00%						
Conventional Touch and Go Pattern (East Side) *	85.00%	15.00%						
Conventional Touch and Go Pattern (West Side) *	85.00%	15.00%						
Carrier Pattern (East Side) ^{2*}	100.00%							
Carrier Pattern (West Side) ^{2*}		100.00%						
Carrier Pattern to Slow Landing (East Side) ^{1*}	85.00%	15.00%						
Carrier Pattern to Slow Landing (West Side) ^{1*}	85.00%	15.00%						
Carrier Pattern to RVL (East Side) ^{1*}	85.00%	15.00%						
FOB FCLP to VL (East Side) ^{1*}			100.00%					

Source: 46th TW

* Counted as two operations

¹ F-35B STOVL Only² F-35C CV Only

VL - Vertical Landing

FOB - Forward Operating Base

RVL - Rolling Vertical Landing

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

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Flight Track and Usage

The next step is the distribution of the daily operations for each runway onto different flight tracks. The daily operation numbers by runway were successively multiplied by flight track utilization percentages for each aircraft type and operation type. At this stage, all closed-pattern operations (Touch and Go and IFR patterns) were divided by two because of the definition of ATC operations vice the requirements of the noise model. Figures 5-1 through 5-23 are snapshots of the modeled Eglin AFB flight tracks. Approximately 80 percent of the operations are on the south tracks, 4 percent on the east tracks, 10 percent on the west tracks and finally, 6 percent on the north tracks. It is important to note that over 25 percent of the overhead arrivals were modeled as interfacility arrivals from Duke Field. Figures 5-24 through 5-40 are snapshots of the modeled Duke Field Flight Tracks. Figures 5-41 through 5-55 are snapshots of the modeled NOLF Choctaw flight tracks.

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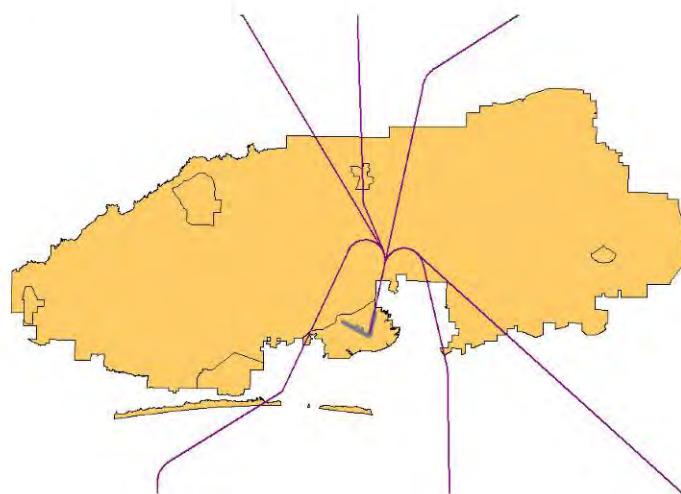


Figure 5-1. Eglin AFB Runway 01 Departures (F-35A/B/C)

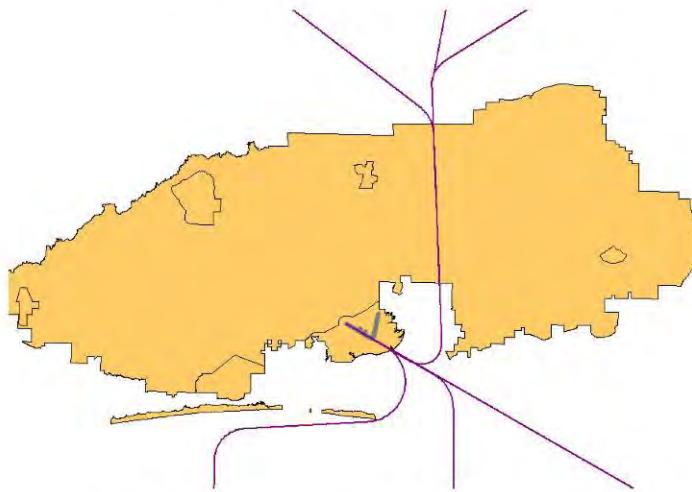


Figure 5-2. Eglin AFB Runway 12 Departures (F-35A/B/C)

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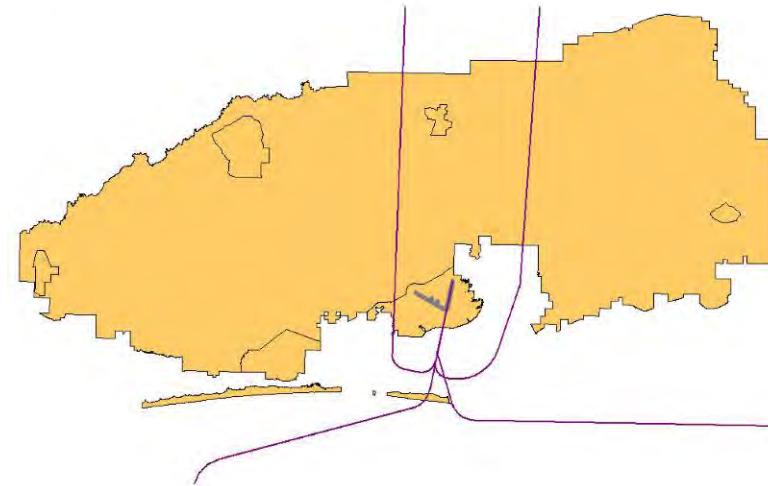


Figure 5-3. Eglin AFB Runway 19 Departures (F-35A/B/C)

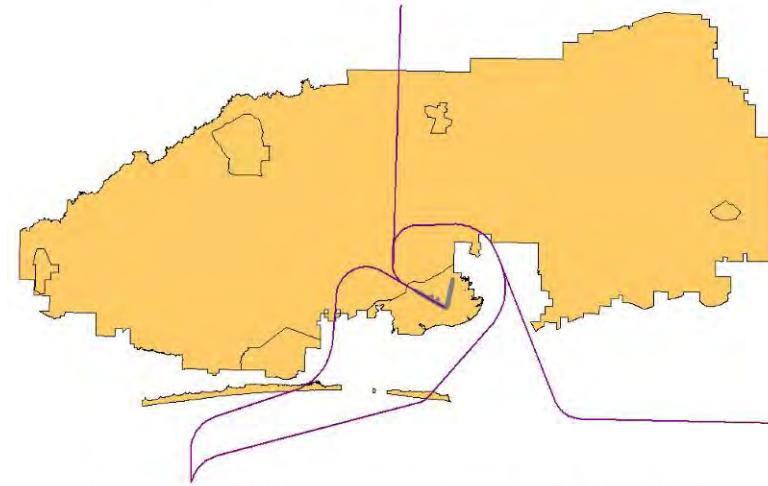


Figure 5-4. Eglin AFB Runway 30 Departures (F-35A/B/C)

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Figure 5-5. Eglin AFB Runway 01 Overhead Break Arrivals (F-35A/B/C, North Flow, 1nm Final)



Figure 5-6. Eglin AFB Runway 12 Overhead Break Arrivals (F-35B/C, South Flow, 2531 ft Final)

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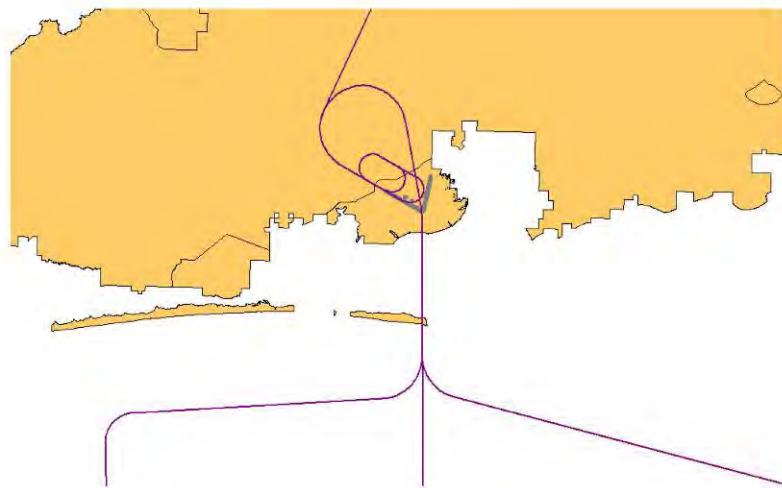


Figure 5-7. Eglin AFB Runway 12 Overhead Break Arrivals (F-35A, South Flow, 1nm Final)



Figure 5-8. Eglin AFB South Pad Overhead Break Arrivals to Vertical Landings
(Southeast Heading)

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Figure 5-9. Eglin AFB North Pad Overhead Break Arrivals to Vertical Landings
(Southeast Heading)



Figure 5-10. Eglin AFB Runway 19 Overhead Break Arrivals
(F-35B/C, South Flow, 2531 ft Final)

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Figure 5-11. Eglin AFB Runway 19 Overhead Break Arrivals
(F-35A, South Flow, 1nm Final)



Figure 5-12. Eglin AFB Runway 30 Overhead Break Arrivals
(F-35A/B/C, North Flow, 1nm Final)

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Figure 5-13. Eglin AFB North Pad Overhead Break Arrivals to Vertical Landings
(Northwest Heading)



Figure 5-14. Eglin AFB South Pad Overhead Break Arrivals to Vertical Landings
(Northwest Heading)

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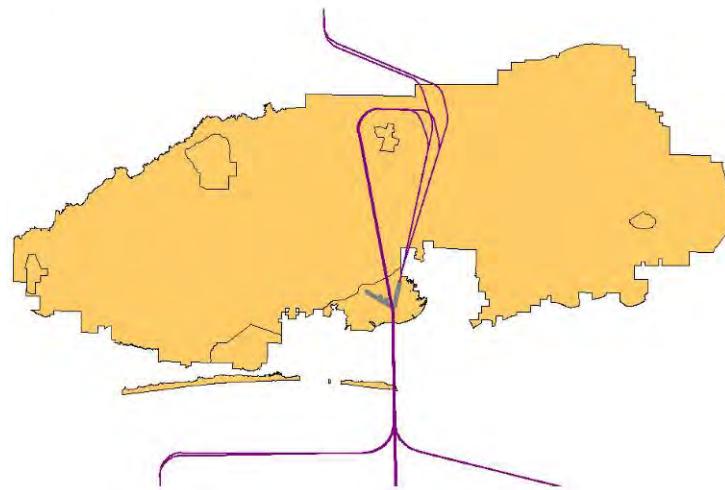


Figure 5-15. Eglin AFB Runway 19 Straight-in Arrivals



Figure 5-16. Eglin AFB Runway 30 Straight-in Arrivals

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Figure 5-17. Eglin AFB Runway 01 Straight-in/Break SFO Arrivals



Figure 5-18. Eglin AFB Runway 12 Straight-in/Break SFO Arrivals

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Figure 5-19. Eglin AFB Runway 19 Straight-in/Break SFO Arrivals



Figure 5-20. Eglin AFB Runway 30 Straight-in/Break SFO Arrivals

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Figure 5-21. Eglin AFB Runways 01 and 30 Touch and Go Patterns
(F-35A/B/C, North Flow, 1nm Final)

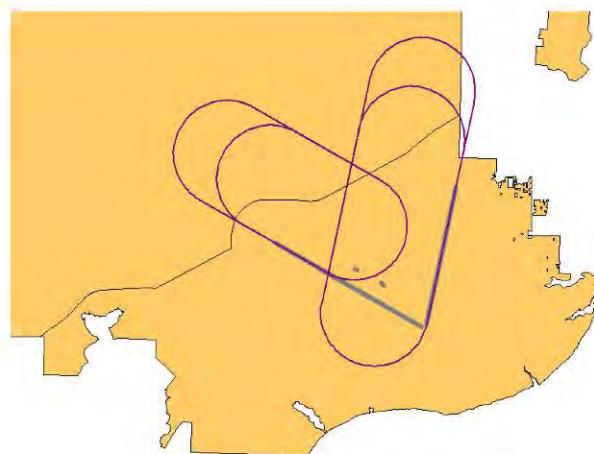


Figure 5-22. Eglin AFB Runways 12 and 19 Touch and Go Patterns
(F-35A, South Flow, 1nm Final; F-35B/C, South Flow, 2531 ft Final)

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Figure 5-23. Eglin AFB Runway 30 IFR Patterns



Figure 5-24. Duke Field Runway 18 Departures (F-35A/B/C)

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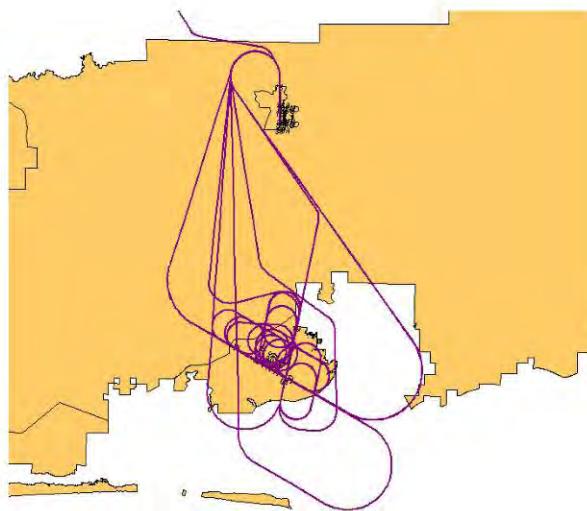


Figure 5-25. Duke Field Runway 36 Departures (F-35A/B/C)

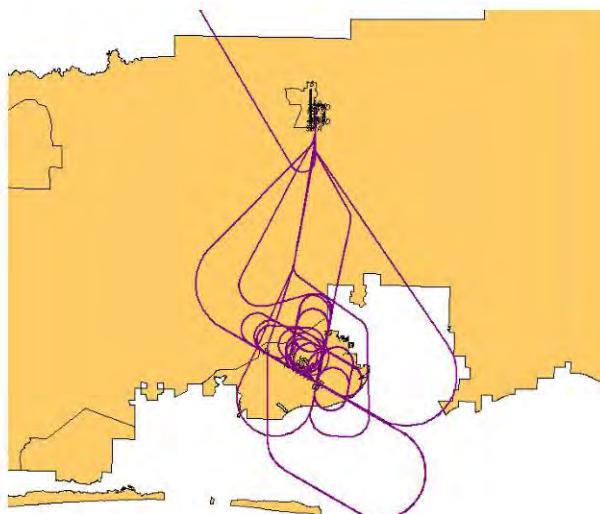


Figure 5-26. Duke Field Assault Strip 18A Departures (F-35B)

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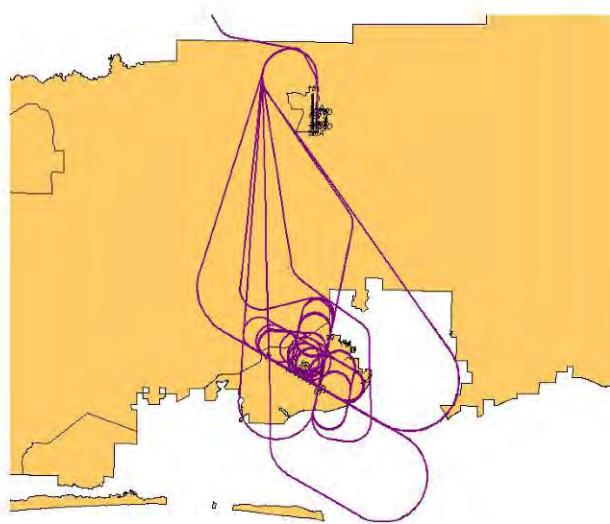


Figure 5-27. Duke Field Assault Strip 36A Departures (F-35B)

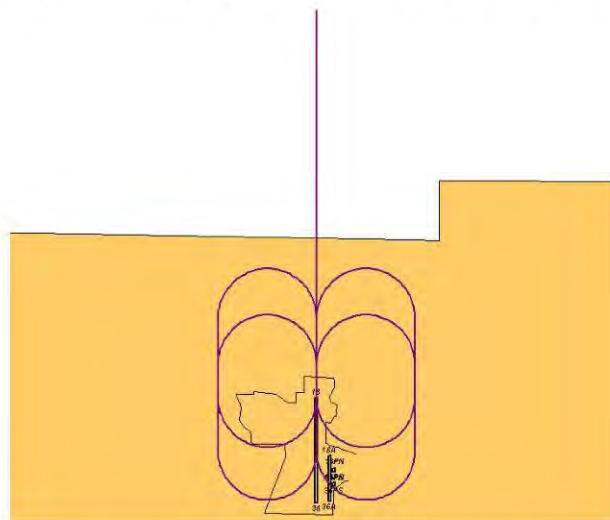


Figure 5-28. Duke Field Runway 18 Break Arrivals
(F-35A Overhead, 1nm Final; F-35B Overhead/Carrier Break,
2531 ft Final; F-35C Carrier Break, 2531 ft Final)

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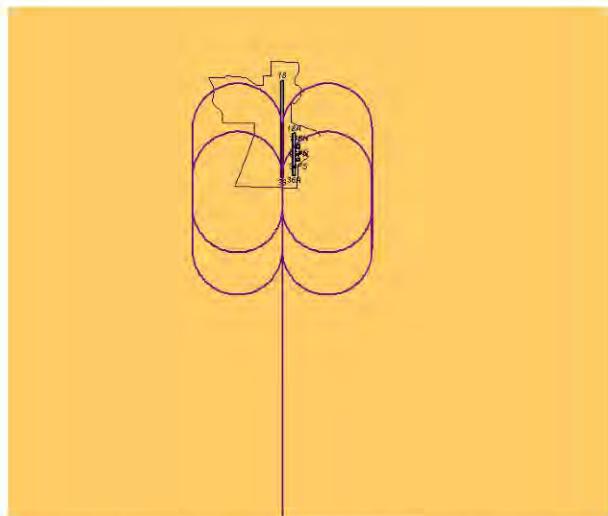


Figure 5-29. Duke Field Runway 36 Break Arrivals (F-35A Overhead, 1nm Final; F-35B Overhead/Carrier Break, 2531 ft Final; F-35C Carrier Break, 2531 ft Final)

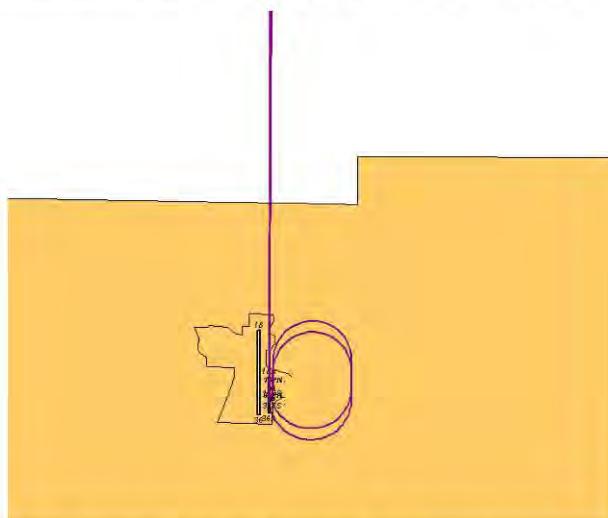


Figure 5-30. Duke Field North/South Pad Carrier Break Arrivals to Vertical Landings (South Heading)

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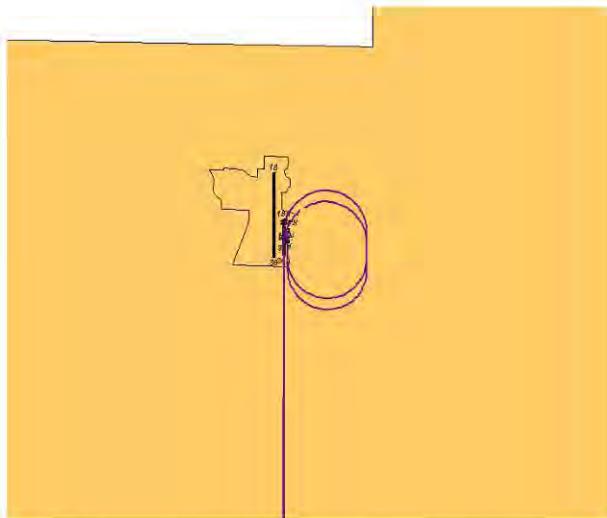


Figure 5-31. Duke Field North/South Pad Carrier Break Arrivals to Vertical Landings
(North Heading)

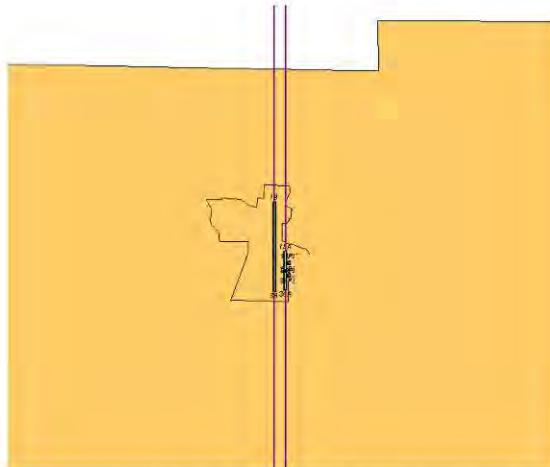


Figure 5-32. Duke Field Runway 18/36 (F-35A/B/C) and Assault Strip 18A/36A (F-35B) Standard
Straight-in Arrivals

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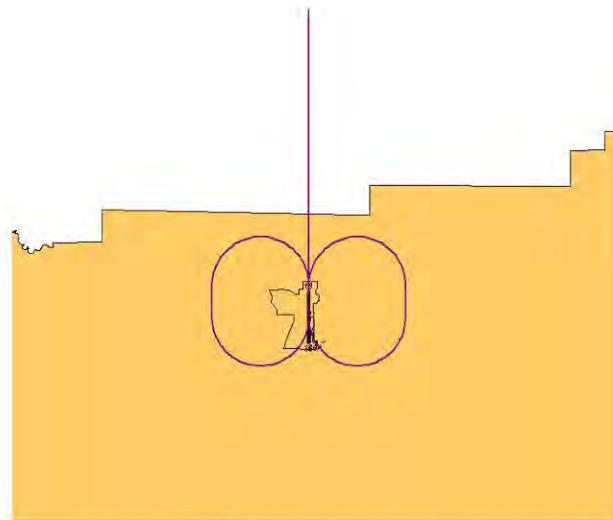


Figure 5-33. Duke Field Runway 18 Straight-in/Break SFO Arrivals

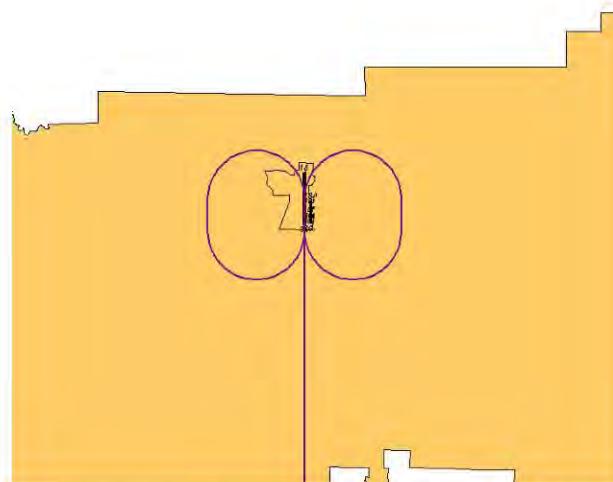


Figure 5-34. Duke Field Runway 36 Straight-in/Break SFO Arrivals

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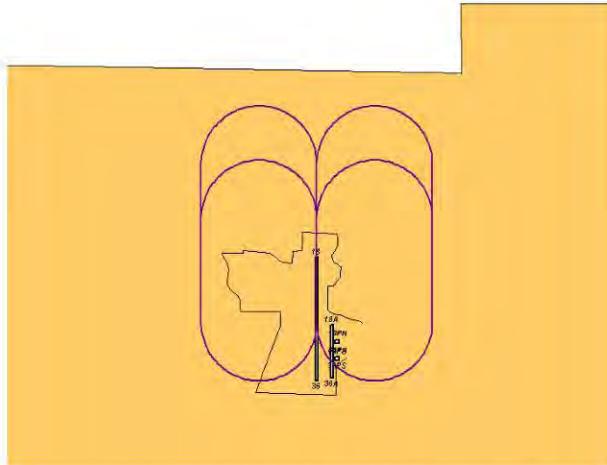


Figure 5-35. Duke Field Runway 18 Touch and Go/Carrier Patterns
(F-35A, 1nm Final; F-35B/C, 2531 ft Final)

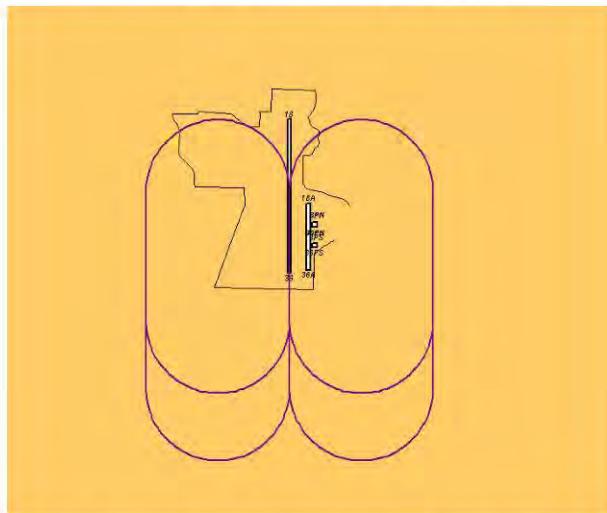


Figure 5-36. Duke Field Runway 36 Touch and Go/Carrier Patterns
(F-35A, 1nm Final; F-35B/C, 2531 ft Final)

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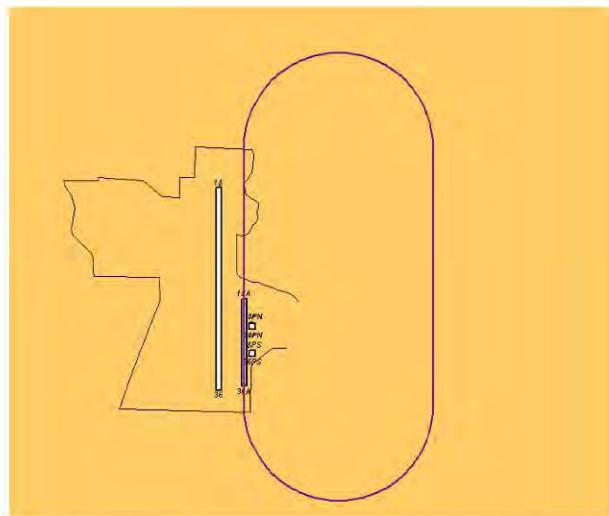


Figure 5-37. Duke Field Runway 18A Carrier Pattern to RVL (F-35B Only)

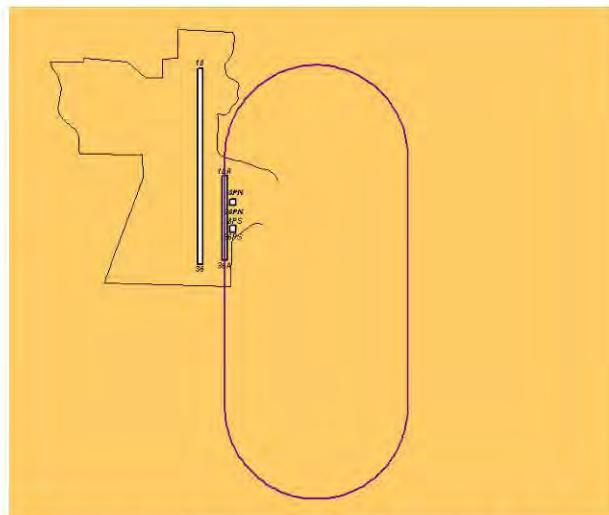


Figure 5-38. Duke Field Runway 36A Carrier Pattern to RVL (F-35B Only)

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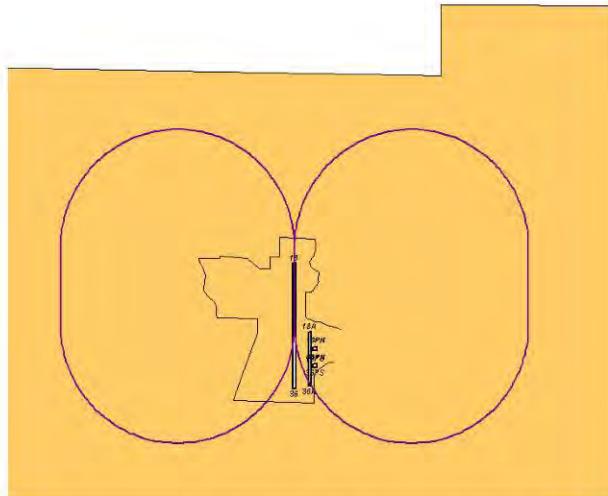


Figure 5-39. Duke Field Runway 18 SFO Pattern

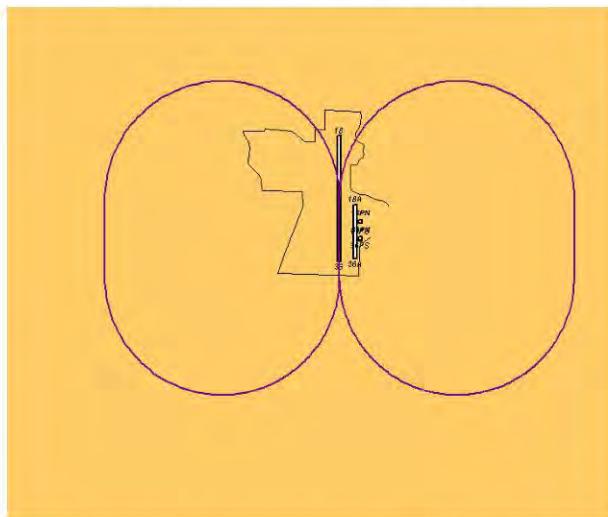


Figure 5-40. Duke Field Runway 36 SFO Pattern

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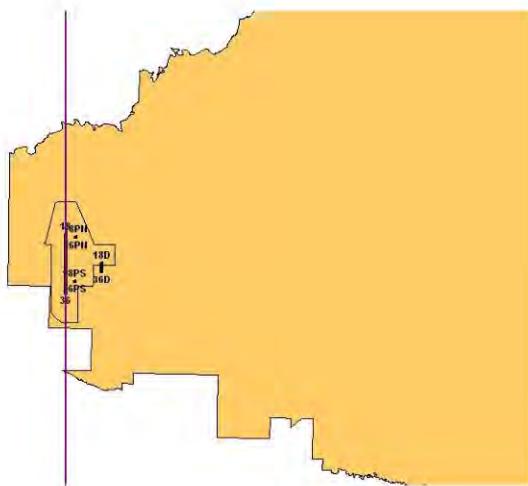


Figure 5-41. NOLF Choctaw Runway 18/36 Departures

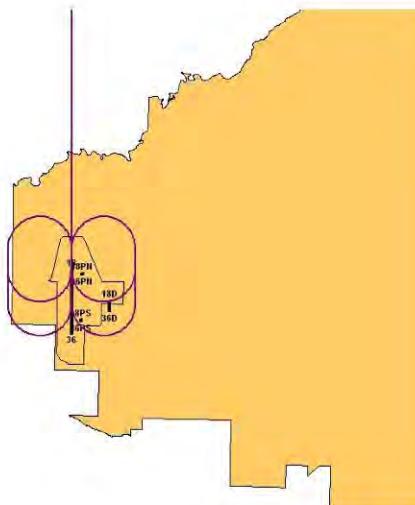


Figure 5-42. NOLF Choctaw Runway 18 Carrier Break Arrivals (F-35B/C, 2531 ft Final)
** Left Turn only for Navy patterns

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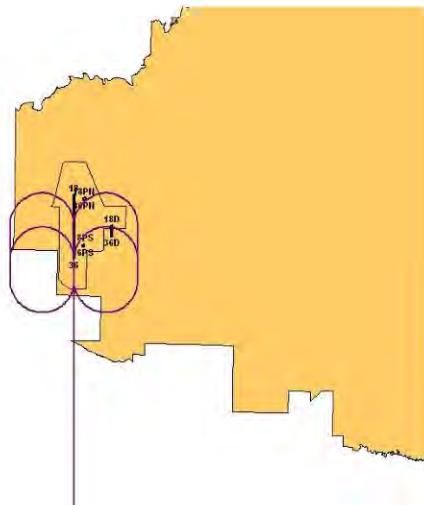


Figure 5-43. NOLF Choctaw Runway 36 Carrier Break Arrivals (F-35B/C, 2531 ft Final)
** Left Turn only for Navy patterns

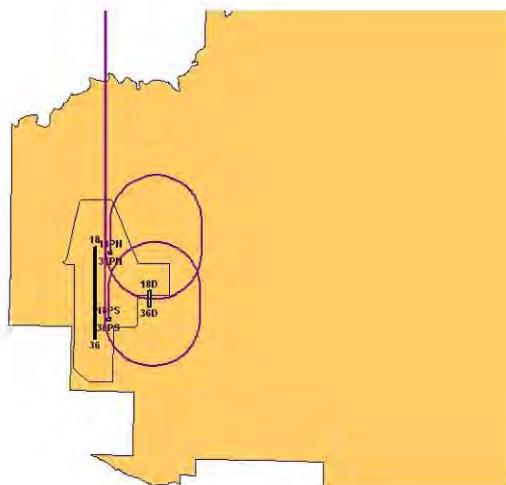


Figure 5-44. NOLF Choctaw North/South Pad Carrier Break Arrivals to Vertical Landings

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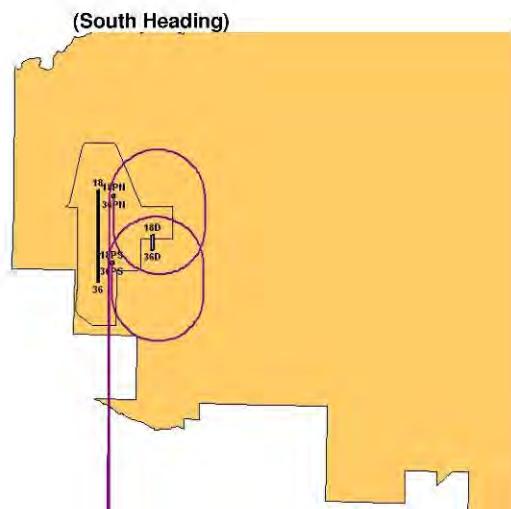


Figure 5-45. NOLF Choctaw North/South Pad Carrier Break Arrivals to Vertical Landings
(North Heading)

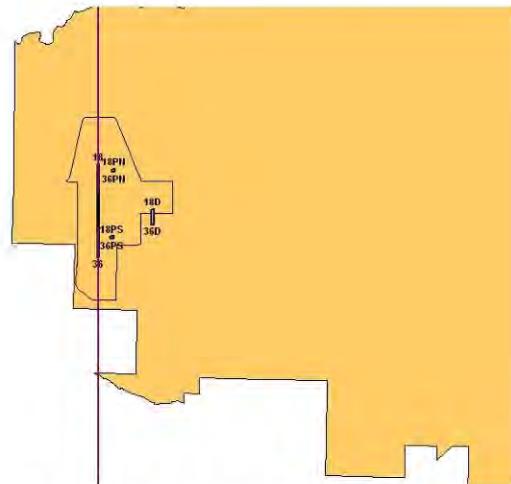


Figure 5-46. NOLF Choctaw Runway 18/36 (F-35A/B/C) Standard Straight-in Arrivals

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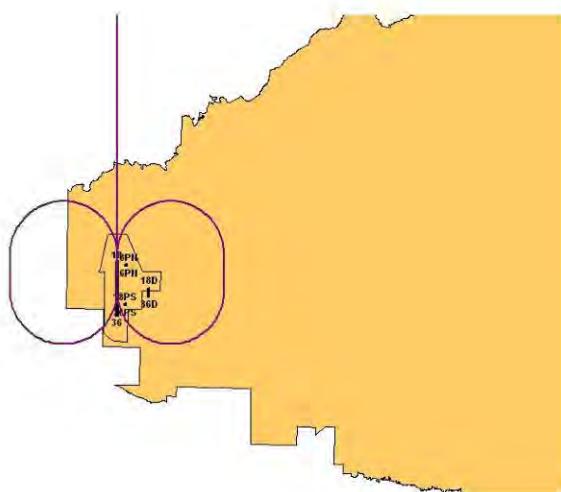


Figure 5-47. NOLF Choctaw Runway 18 Straight-in/Break SFO Arrivals
** Left Turn only for Navy patterns

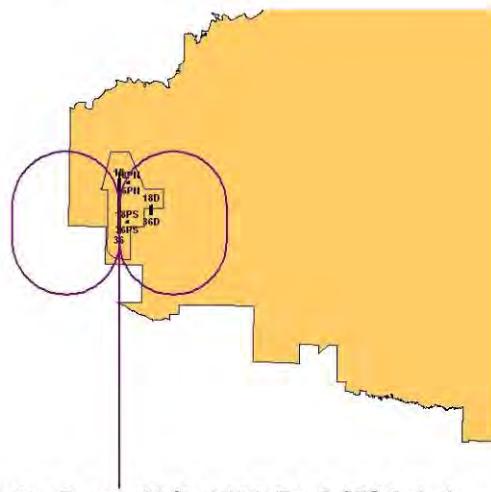


Figure 5-48. NOLF Choctaw Runway 36 Straight-in/Break SFO Arrivals
** Left Turn only for Navy patterns

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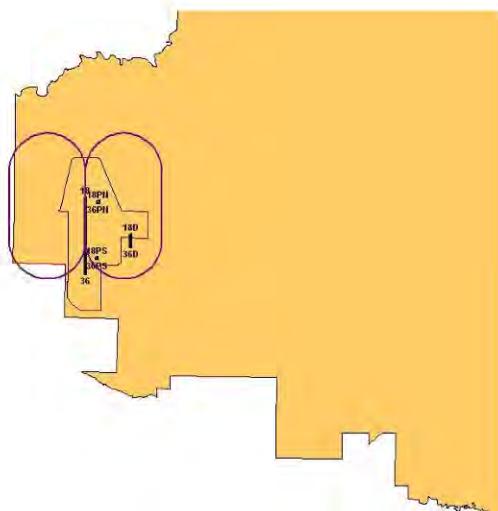


Figure 5-49. NOLF Choctaw Runway 18 Touch and Go/ Carrier Patterns
(F-35B/C, 2531 ft Final)
** Left Turn only for Navy patterns

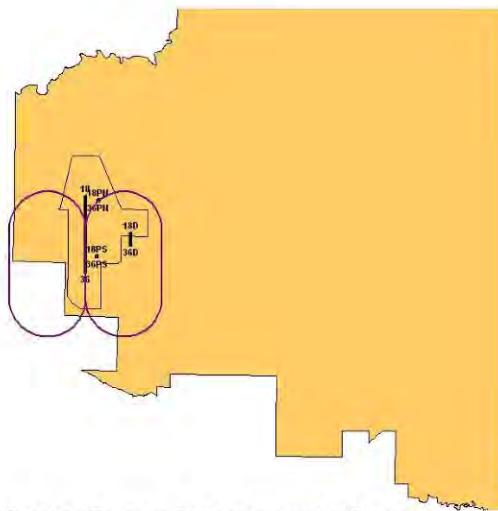


Figure 5-50. NOLF Choctaw Runway 36 Touch and Go/ Carrier Patterns
(F-35B/C, 2531 ft Final)
** Left Turn only for Navy patterns

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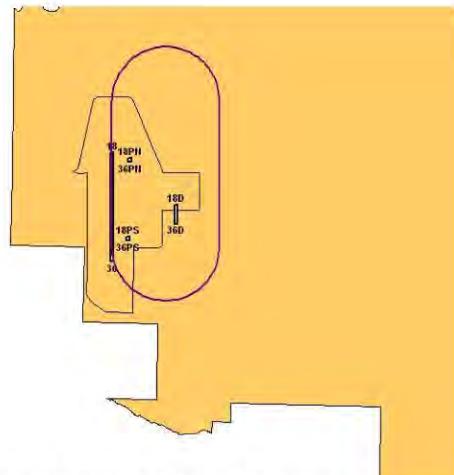


Figure 5-51. NOLF Choctaw Runway 18 Carrier Pattern to RVL
(F-35B Only)

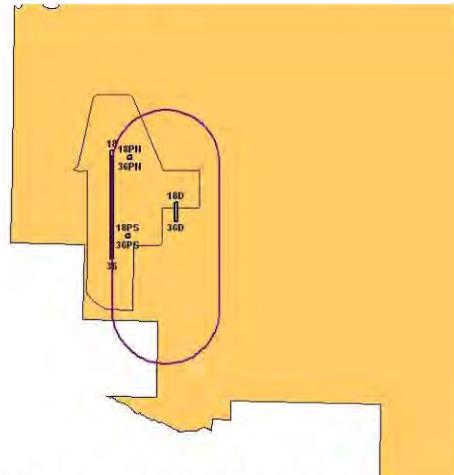


Figure 5-52. NOLF Choctaw Runway 36 Carrier Pattern to RVL
(F-35B Only)

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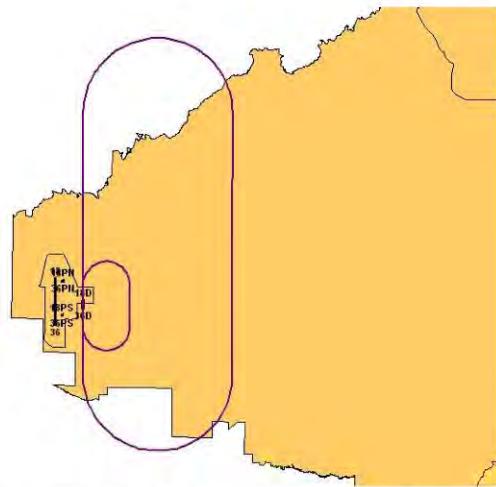


Figure 5-53. NOLF Choctaw LHD 18D FCLP and Night FCLP

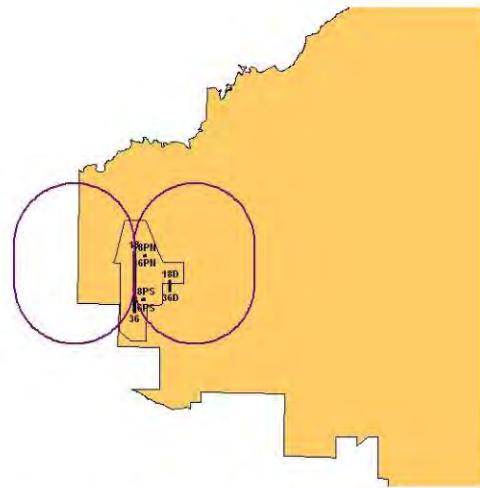


Figure 5-54. NOLF Choctaw Runway 18 SFO Pattern

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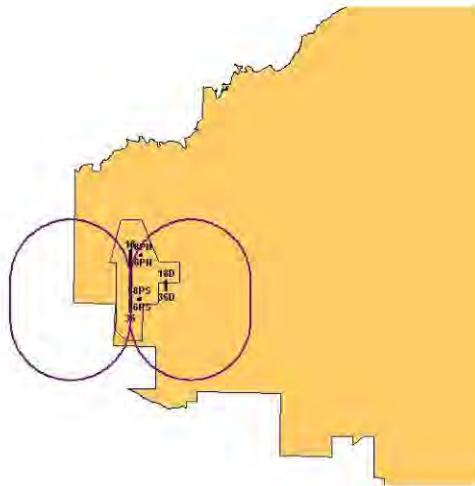


Figure 5-55. NOLF Choctaw Runway 36 SFO Pattern

Maintenance Run-up

The 46th TW and Eglin Site Activation Task Force personnel provided data for maintenance run-up operations to include durations and power settings. Four ramp locations were modeled at Eglin labeled F35-1 through F35-4 (Figure 6). Table 4 lists the modeled daily run-up events for the F-35 A/B/C. The aircraft are orientated at headings of 315 degrees and 135 degrees. Seventy-five percent of the events are conducted during acoustic daytime (0700 to 2200 local) and twenty-five percent during acoustic nighttime (2200 to 0700 local). All run-up events are done at Mil Power for 15 minutes..

Table 4. Average Daily Maintenance Run-up Events at Eglin AFB

Aircraft	Pad	Heading (Degree)	Power %ETR	Number of Events		Duration (seconds)	Notes
				0700-2200	2200-0700		
F-35A/B/C	New Ramp - Spots 1, 2, 3, 4	315	Mil 100	0.30375	0.1013	900	0.81 event per training day times 246 =200 events per year
	New Ramp - Spots 1, 2, 3, 4	135	Mil 100	0.30375	0.1013	900	

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Other Modeling Assumptions

Additional assumptions were used in the modeling the "Choctaw Heavy" Scenario Two, i.e., assumptions with regards to the noise model and the flight rules:

1) Noise Model

- ✓ NOISEMAP Version 7 was used for all modeling without any changes
- ✓ F-35A source noise data provided by the Eglin F-35 Site Activation Task Force was used. The Air Force Research Laboratory (AFRL) measured and processed flight data into NOISEFILE on 27 April 2007. AFRL also estimated the F-35A run-up data in NOISEFILE.
- ✓ The F-35A source noise data was used to model all versions of the aircraft, i.e., the F-35A CTOL, the F-35B STOVL and the F-35C CV.

2) Flight Rules

- ✓ Generic flight profiles for different activities by the F-35A/B/C were developed in collaboration with the Joint Strike Fighter Site Support Test Pilot/Lockheed Martin Aerospace and validated by the Eglin F-35 Site Activation Task Force. All altitudes were estimated in feet above ground level.

Eglin AFB

- ✓ All departures by the F-35A/B/C were modeled with an afterburner takeoff and initial climb to 3,000 feet, then a hold down at 3,000 feet until five nautical miles from the airfield. Normal climb is resumed at approximately five nautical miles from the airfield.
- ✓ On north flow at Eglin AFB (Runways 01 and 30), F-35A/B/C would initiate the overhead break arrival at 1,500 feet. They maintain 1,500 feet until the start of turn to base.
- ✓ On south flow at Eglin AFB (Runways 12 and 19), F-35A would initiate the overhead break arrival at 1,500 feet. They will maintain 1,500 feet until the start of turn to base. F-35B/C would initiate the overhead break arrival at 1,500 feet and then descend to 1,000 feet by the start of downwind. They maintain 1,000 feet until the start of turn to base.
- ✓ Standard straight-in arrivals (IFR or VFR) to Runways 19 and 30 have a glide slope of 2.5 degrees. The runway use is 38 percent for Runway 19, 47 percent for Runway 12 and 15 percent for Runway 30.
- ✓ On north flow at Eglin AFB (Runways 01 and 30), touch and go patterns by the F-35A/B/C would have a downwind altitude of 1,500 feet. They would maintain 1,500 feet until the start of turn to base.
- ✓ On south flow at Eglin AFB (Runways 12 and 19), touch and go patterns by F-35A would have a downwind altitude of 1,500 feet. They would maintain 1,500 feet until the start of turn to base. Touch and go patterns by F-35B/C would have a downwind altitude of 1,000 feet. They maintain 1,000 feet until the start of turn to base.

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- ✓ IFR patterns are modeled at 3000 feet, with a final approach glide slope of 2.5 degrees for Runway 30 only.

Duke Field

- ✓ Interfacility departures by the F-35A/B/C were modeled with a climb to 1,700 feet, then a hold down at 1,700 feet into the arrival pattern at Eglin AFB (75 percent of departures). All other departures were modeled with a climb to 3,000 feet.
- ✓ F-35A would initiate the overhead break arrival at 1,500 feet. They would maintain 1,500 feet until the start of turn to base. F-35B/C would initiate the carrier break arrival at 800 feet and then descend to 600 feet by the start of downwind. They maintain 600 feet until the start of turn to base. F-35C would fly only left-hand patterns.
- ✓ Standard straight-in arrivals (IFR or VFR) have a glide slope of 3 degrees.
- ✓ The pattern altitude for touch and go operations by the F-35A would be 1,500 feet. F-35B/C would practice carrier patterns at a height of 600 feet. F-35C would fly only left-hand patterns.

NOLF Choctaw

- ✓ Interfacility departures by the F-35C were modeled with a climb to 10,000 feet.
- ✓ F-35B/C would initiate the carrier break arrival at 800 feet and then descend to 600 feet by the start of downwind. They maintain 600 feet until the start of turn to base. F-35C would fly only left-hand patterns.
- ✓ Standard straight-in arrivals (IFR or VFR) have a glide slope of 3 degrees.
- ✓ F-35B/C would practice carrier patterns at a height of 600 feet. F-35C would fly only left-hand patterns.

Day-Night Average Sound Level Contours

Using the operations data described above, NOISEMAP was used to calculate the Day-Night Average Sound Level for all three airfields. The NMPLT program was used to plot the resulting DNL contours of 65 to 85 dB in increments of 5 dB for an average operating day condition. The contours for both fields are discussed under the same heading.

Eglin AFB and Duke Field – Figure 7-1 shows the DNL contours for a projected average operating day condition at Eglin AFB and Duke Field. Figure 7-2 shows the same contours with the focus on Eglin AFB while Figure 7-3 places the focus on Duke Field.

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At Eglin AFB, the 65 dB DNL contour extends southeast approximately 8 nautical miles from Runway 12 and south approximately 2 nautical miles from Runway 19. This is mainly the result of departure operations which are held down at 3000 feet until the aircraft is 5 nautical miles from the airfield. At that point, climb is initiated again with Mil power. The re-start of climb is evidenced by the increase in the size of the 65 dB contour near the 5-nautical mile point southeast of Eglin AFB.

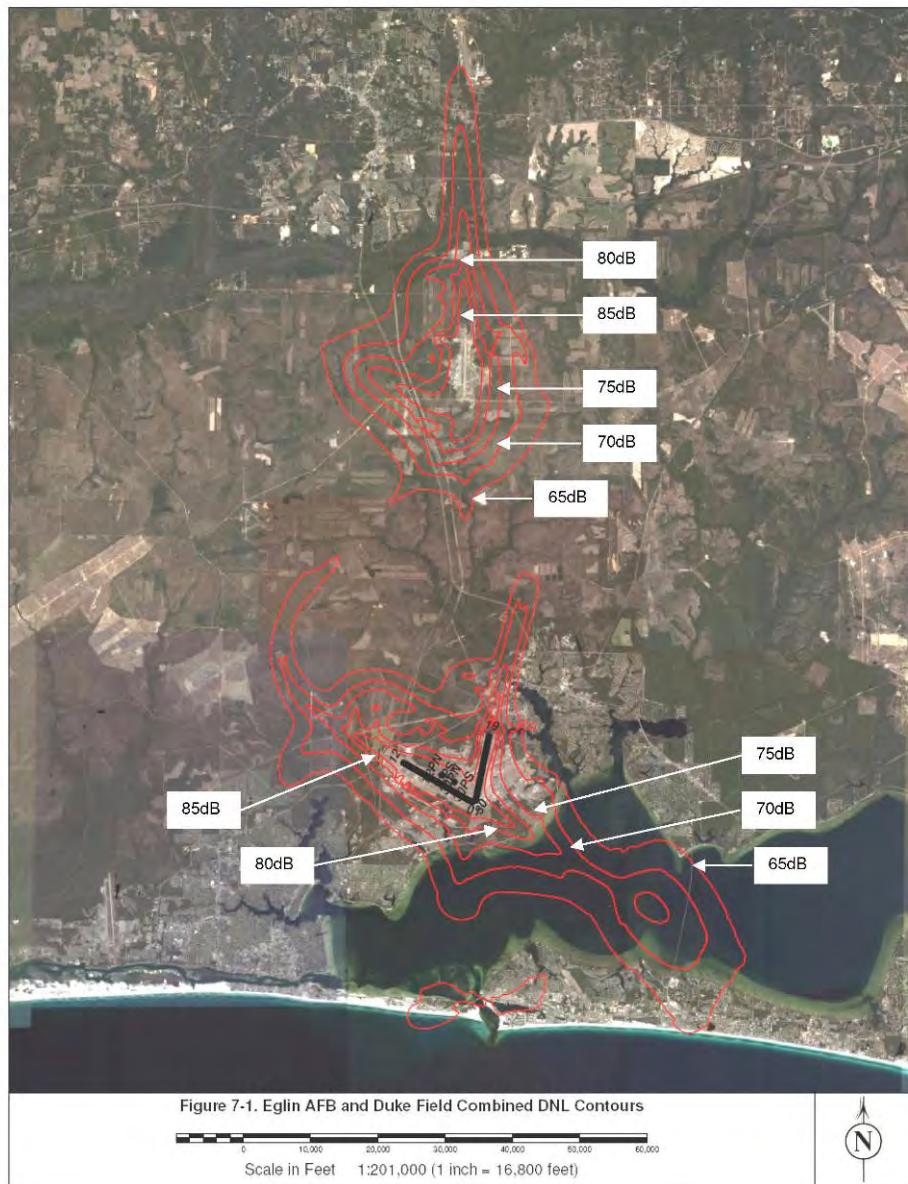
The 65 dB contour extends north and northwest of Eglin AFB, the result of straight-in arrivals to Runway 19 and interfacility arrivals at 1,500 feet to Runway 12. The 65 dB contour extends laterally about 1.5 to 2 nautical miles either side of the operational runways as a result of closed pattern operations, i.e., touch and go operations.

At Duke Field, the 65 dB DNL contour extends approximately 7 nautical miles north of Runway 36 and 3 nautical miles south of Runway 18, mainly the result of departure and arrival operations. The 65 dB contour extends laterally for about 2 and 4 nautical miles east and west of the operational runway, respectively. This results from patterns on the east and west sides of the runway. The extension on the west side is also the result of the departure portions of IFR patterns.

NOLF Choctaw – Figure 7-4 shows the results for NOLF Choctaw. The 65 dB DNL contour extends approximately 6 nautical miles north and south of the operational runway, mainly the result of departure and arrivals operations. The 65 dB contour extends laterally approximately 3 nautical miles east and west of the operational runway. This results from patterns on the east and west sides of the runway.

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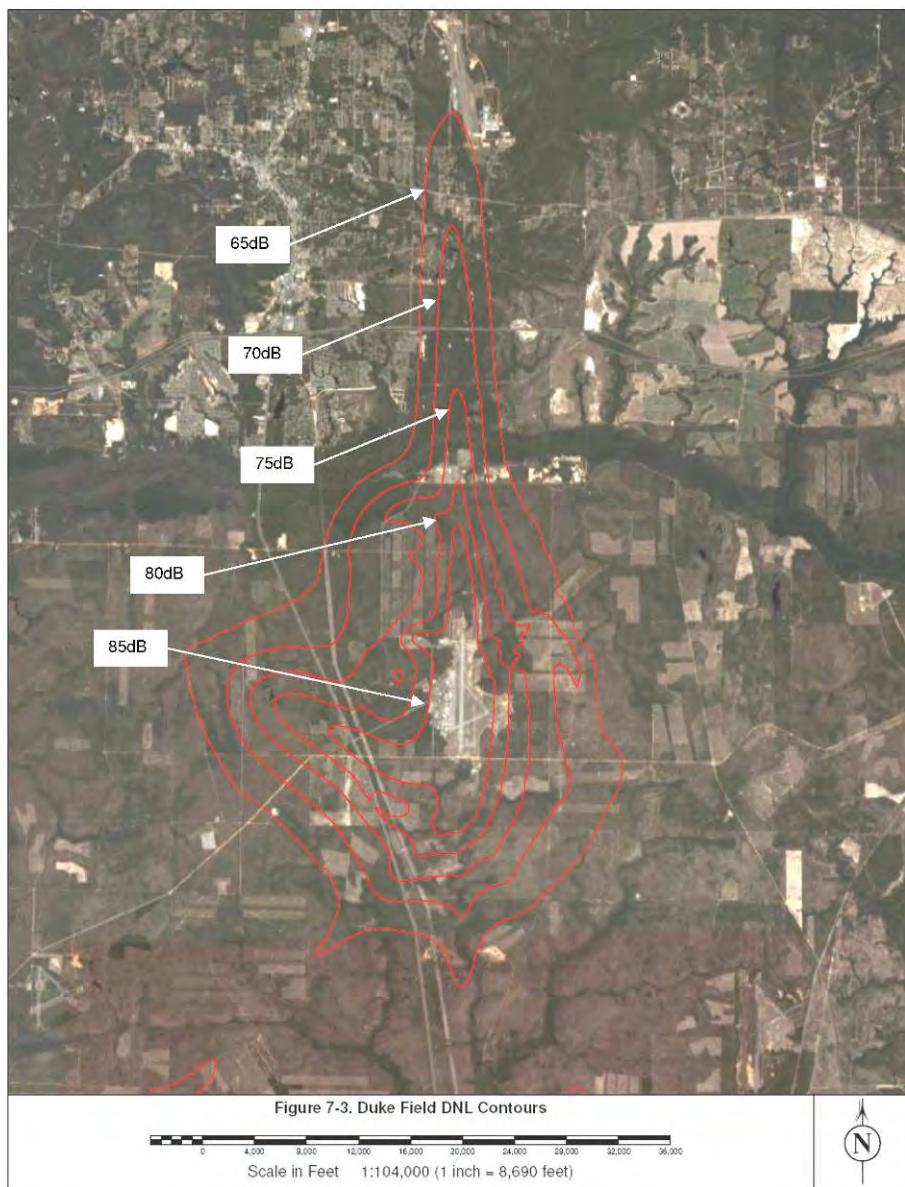
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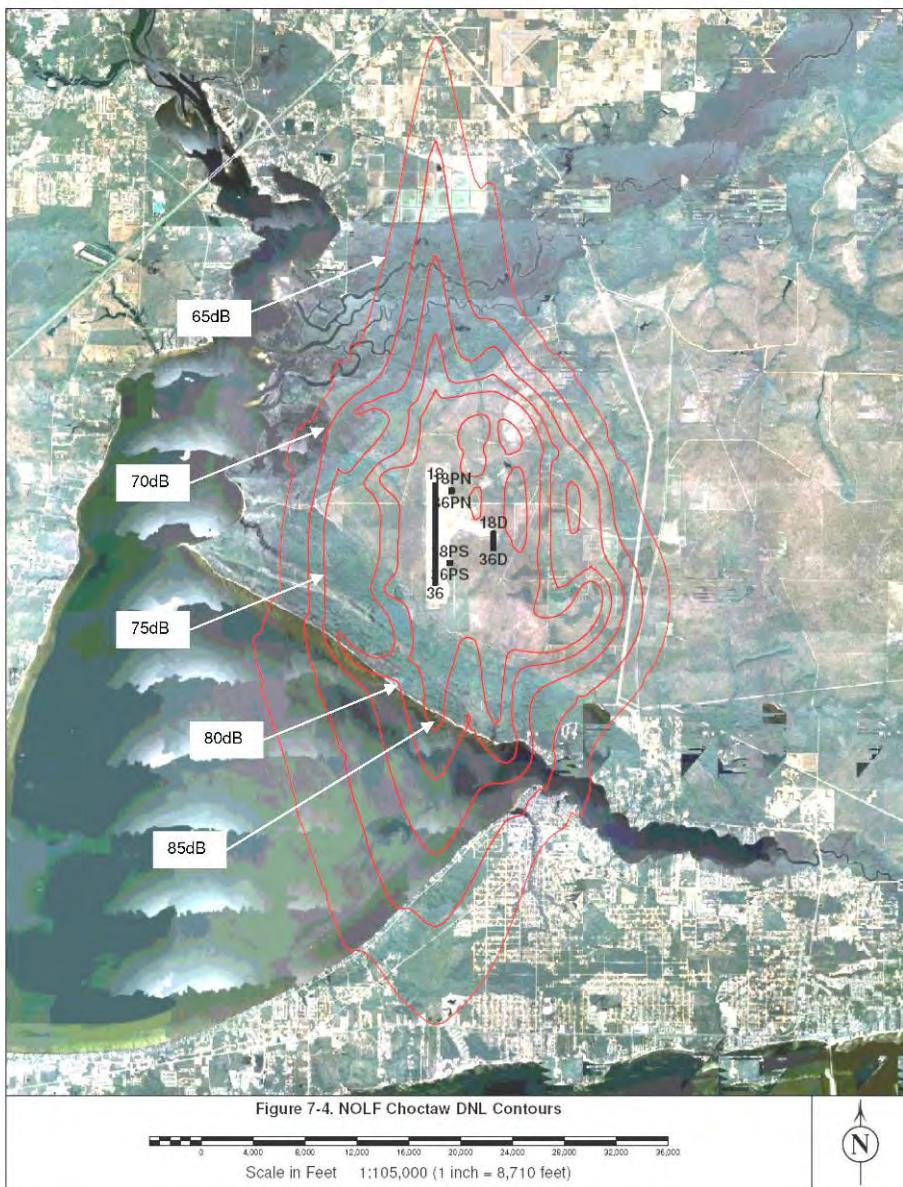
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Locations of Interest

This analysis uses the same NOISEMAP program used for the contour calculations. For each location, the analysis provides the resultant DNL values, as well as the top twenty contributors to that value. For each contributor, the analysis also provides the flight profile ID, operation type, flight track name, power setting, airspeed, the height of the aircraft, the slant range, the day and night events and finally, the Sound Exposure Level (SEL) of the event, the DNL of the event and the cumulative DNL.

Table 5 presents the summary of the DNL at each location of interest, and Table 6 presents details of the top twenty contributors at each location. For example, the contributor of the most noise to the Eglin Housing (Capehart) at SP1 is the F-35A flying profile F35AD9, which is a departure. That event contributes a DNL of 68.5 dB at SP1. At the point of maximum noisiness, the aircraft is located at a slant distance of 5,677 feet, at a height of 495 feet MSL, a power setting of 100% ETR and a speed of 287 knots. The event would be expected to occur approximately 47.646 times per training day during the hours of 0700-2200, and the SEL for that event is approximately 101.1 dB.

Table 5. DNL Values at Locations of Interest

Location ID	General Description	DNL (dB)
SP1	Eglin Housing (Capehart)	74
SP2	Eglin Housing (Ben's Lake)	74
SP3	Chapel 2 - Building 2574	72
SP4	Cherokee Elam, School	73
SP5	Child Development Center	76
SP6	Oakhill School	81
SP7	Eglin Hospital	66
SP8	Eglin VAQ and Dorms	72
SP9	Eglin Chapel 1	70
SP10	JSF ITC	80
SP11	Lewis Middle School	65
SP12	Valpariso Elementary School	70
SP13	First Assembly of God (Valp)	74
SP14	New Hope Baptist (Valp)	74
SP15	Sovereign Grace Church (Valp)	68
SP16	First Baptist Church (Valp)	66
SP17	Unitarian Church (Valp)	61
SP18	Housing (Valp)	74
SP19	Housing (Valp)	77
SP20	Edge Elementary School	62
SP21	Twin Cities Medical Center	68
SP22	Niceville Community Church	78
SP23	Private School (Niceville)	80
SP24	Private School (Ft Walton)	59
SP25	Okaloosa Walton College	57
SP26	Kenwood Elementary	55
SP27	Pryor Middle School	52
SP28	Housing (Ft Walton Bch)	58

XX - < 65 dB
 XX - >=65dB and < 75 dB
 XX - >=75dB

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Table 6. Contributors at Locations of Interest

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP1	1	F-35A	F35AD9	DEP	12D3	100%ETR	287	495	5677	47,646	0	101.1	68.5	68.5
SP1	2	F-35A	F35BD29	DEP	12D3	100%ETR	114	298	5664	10,351	0	102.7	63.5	69.7
SP1	3	F-35A	F35CD9	DEP	12D3	100%ETR	287	495	5677	13,972	0	101.1	63.2	70.6
SP1	4	F-35A	F35AT2	PAT	12T1	100%ETR	225	777	7172	37,224	0	96.7	63.1	71.3
SP1	5	F-35A	F35BD9	DEP	12D3	100%ETR	287	495	5677	6,635	0	101.1	59.9	71.6
SP1	6	F-35A	F35AD8	DEP	12D2	100%ETR	287	495	5677	5,956	0	101.1	59.5	71.8
SP1	7	F-35A	F35A14	PAT	30T1	100%ETR	150	107	5658	6,569	0	99.4	58.2	72
SP1	8	F-35A	F35AD14	DEP	19D2	100%ETR	300	1748	4567	1,567	0	103.7	56.2	72.1
SP1	9	F-35A	F35AD13	DEP	19D1	100%ETR	300	1748	4567	1,379	0	103.7	55.7	72.2
SP1	10	F-35A	F35AD7	DEP	12D1	100%ETR	287	495	5677	2,382	0	101.1	55.5	72.3
SP1	11	F-35A	F35AD19	DEP	30DD2R	150%ETR	0	87	5659	4,73	0	98	55.4	72.4
SP1	12	F-35A	F35AD17	DEP	30DD1	150%ETR	0	87	5659	4,624	0	98	55.3	72.5
SP1	13	F-35A	F35AT3	PAT	19T1	50%ETR	225	1587	1978	1,959	0	101.2	54.8	72.6
SP1	14	F-35A	F35BD28	DEP	12D2	100%ETR	114	298	5664	1,294	0	102.8	54.5	72.6
SP1	15	F-35A	F35CD8	DEP	12D2	100%ETR	287	495	5677	1,747	0	101.1	54.1	72.7
SP1	16	F-35A	F35A13	PAT	30T1	100%ETR	150	107	5658	2,305	0	99	53.2	72.8
SP1	17	F-35A	F35AD11	DEP	12D5	100%ETR	287	495	5677	1,191	0	101.1	52.5	72.8
SP1	18	F-35A	F35AD12	DEP	12D6	100%ETR	287	495	5677	1,191	0	101.1	52.5	72.8
SP1	19	F-35A	F35AD10	DEP	12D4	100%ETR	287	495	5677	1,191	0	101.1	52.5	72.9
SP1	20	F-35A	F35BD34	DEP	19D2	100%ETR	256	664	4230	0.34	0	105.7	51.7	72.9
SP2	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	271	5856	47,646	0	99.7	57.1	67.1
SP2	2	F-35A	F35A12	PAT	12T1	100%ETR	225	539	6083	37,224	0	99.1	65.4	69.3
SP2	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	219	5855	10,351	0	101.6	62.4	70.1
SP2	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	271	5856	13,972	0	99.7	61.7	70.7
SP2	5	F-35A	F35BD9	DEP	12D3	100%ETR	251	271	5856	6,635	0	99.7	58.5	71
SP2	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	493	5971	6,569	0	99.4	58.1	71.2
SP2	7	F-35A	F35AD8	DEP	12D2	100%ETR	251	271	5856	5,956	0	99.7	58	71.4
SP2	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	185	5855	4,73	0	98.9	56.3	71.5
SP2	9	F-35A	F35AD17	DEP	30DD1	100%ETR	251	185	5855	4,624	0	98.9	56.2	71.6
SP2	10	F-35A	F35A13	PAT	30T1	100%ETR	170	228	5855	2,305	0	101	55.2	71.7
SP2	11	F-35A	F35AD7	DEP	12D1	100%ETR	251	271	5856	2,382	0	99.7	54.1	71.8
SP2	12	F-35A	F35B13	PAT	30T1	100%ETR	170	228	5855	1,578	0	101	53.6	71.9
SP2	13	F-35A	F35BD28	DEP	12D2	100%ETR	114	219	5855	1,294	0	101.7	53.4	71.9
SP2	14	F-35A	F35CD8	DEP	12D2	100%ETR	251	271	5856	1,747	0	99.7	52.7	72
SP2	15	F-35A	F35B16	PAT	30T1	100%ETR	170	228	5855	1,183	0	101	52.4	72
SP2	16	F-35A	F35A13	PAT	19T1	50%ETR	225	1587	2347	1,959	0	98.8	52.3	72.1
SP2	17	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	188	5855	1,027	0	100.7	51.4	72.1
SP2	18	F-35A	F35BD37	DEP	30DD1	100%ETR	114	188	5855	1,005	0	100.7	51.3	72.2
SP2	19	F-35A	F35AD11	DEP	12D5	100%ETR	251	271	5856	1,191	0	99.7	51	72.2
SP2	20	F-35A	F35AD12	DEP	12D6	100%ETR	251	271	5856	1,191	0	99.7	51	72.2
SP3	1	F-35A	F35AD9	DEP	12D3	100%ETR	200	175	6160	47,646	0	98	65.4	65.4
SP3	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	426	6186	37,224	0	98.6	64.9	68.2
SP3	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	185	6161	10,351	0	100	60.8	68.9
SP3	4	F-35A	F35CD9	DHP	12D3	100%ETR	200	175	6160	13,972	0	98	60.1	69.4
SP3	5	F-35A	F35BD9	DEP	12D3	100%ETR	200	175	6160	6,635	0	98	56.8	69.7
SP3	6	F-35A	F35A14	PAT	30T1	100%ETR	225	594	6590	6,569	0	97.9	56.7	69.9
SP3	7	F-35A	F35AD8	DEP	12D2	100%ETR	200	175	6160	5,956	0	98	56.4	70.1
SP3	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	281	6164	4,73	0	98.9	56.3	70.2
SP3	9	F-35A	F35AD17	DEP	30DD1	100%ETR	251	281	6164	4,624	0	98.9	56.2	70.4
SP3	10	F-35A	F35A13	PAT	30T1	100%ETR	170	279	6163	2,305	0	100.7	54.9	70.5
SP3	11	F-35A	F35B13	PAT	30T1	100%ETR	170	279	6163	1,578	0	100.7	53.3	70.6
SP3	12	F-35A	F35AD7	DEP	12D1	100%ETR	200	175	6160	2,382	0	98	52.4	70.7
SP3	13	F-35A	F35B16	PAT	30T1	100%ETR	170	279	6163	1,183	0	100.7	52	70.7
SP3	14	F-35A	F35BD28	DEP	12D2	100%ETR	114	185	6161	1,294	0	100	51.8	70.8
SP3	15	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	222	6162	1,027	0	100.5	51.2	70.8
SP3	16	F-35A	F35BD37	DEP	30DD1	100%ETR	114	222	6162	1,005	0	100.5	51.1	70.9
SP3	17	F-35A	F35CD8	DEP	12D2	100%ETR	200	175	6160	1,747	0	98	51	70.9
SP3	18	F-35A	F35CD19	DEP	30DD2R	100%ETR	251	281	6164	1,387	0	98.9	50.9	71
SP3	19	F-35A	F35CD17	DEP	30DD1	100%ETR	251	281	6164	1,356	0	98.9	50.8	71
SP3	20	F-35A	F35AD11	DEP	12D5	100%ETR	200	175	6160	1,191	0	98	49.4	71

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP4	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	231	5635	47,646	0	99.9	67.3	67.3
SP4	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	497	5756	37,224	0	99.9	66.3	69.8
SP4	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	205	5635	10,351	0	102	62.8	70.6
SP4	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	231	5635	13,972	0	99.9	61.9	71.1
SP4	5	F-35A	F35BD09	DEP	12D3	100%ETR	251	231	5635	6,635	0	99.9	58.7	71.4
SP4	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	542	5865	6,569	0	99.7	58.5	71.6
SP4	7	F-35A	F35AD8	DEP	12D2	100%ETR	251	231	5635	5,956	0	99.9	58.2	71.8
SP4	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	224	5636	4,73	0	99.8	57.2	71.9
SP4	9	F-35A	F35AD17	DEP	30DD1	100%ETR	251	224	5636	4,624	0	99.8	57.1	72.1
SP4	10	F-35A	F35AI3	PAT	30T1	100%ETR	170	249	5636	2,305	0	101.8	56	72.2
SP4	11	F-35A	F35BD3	PAT	30T1	100%ETR	170	249	5636	1,578	0	101.8	54.4	72.3
SP4	12	F-35A	F35AD7	DEP	12D1	100%ETR	251	231	5635	2,382	0	99.9	54.3	72.3
SP4	13	F-35A	F35BD28	DEP	12D2	100%ETR	114	205	5635	1,294	0	102	53.8	72.4
SP4	14	F-35A	F35B16	PAT	30T1	100%ETR	170	249	5636	1,183	0	101.8	53.2	72.4
SP4	15	F-35A	F35CD8	DEP	12D2	100%ETR	251	231	5635	1,747	0	99.9	52.9	72.5
SP4	16	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	202	5636	1,027	0	101.7	52.4	72.5
SP4	17	F-35A	F35BD37	DEP	30DD1	100%ETR	114	202	5636	1,005	0	101.7	52.3	72.6
SP4	18	F-35A	F35AT3	PAT	19T1	50%ETR	225	1,587	2,388	1,959	0	98.5	52.1	72.6
SP4	19	F-35A	F35CD19	DEP	30DD2R	100%ETR	251	224	5636	1,387	0	99.8	51.9	72.6
SP4	20	F-35A	F35CD17	DEP	30DD1	100%ETR	251	224	5636	1,356	0	99.8	51.8	72.7
SP5	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	334	4651	47,646	0	103.2	70.6	70.6
SP5	2	F-35A	F35A12	PAT	12T1	100%ETR	225	637	5195	37,224	0	101.5	67.8	72.4
SP5	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	241	4647	10,351	0	105.2	65.9	73.3
SP5	4	F-35A	F35CD9	DEP	12D3	100%ETR	251	334	4651	13,972	0	103.2	65.3	73.9
SP5	5	F-35A	F35BD9	DEP	12D3	100%ETR	251	334	4651	6,635	0	103.2	62	74.2
SP5	6	F-35A	F35AT4	PAT	30T1	100%ETR	225	422	4669	6,569	0	103.1	61.9	74.5
SP5	7	F-35A	F35AD8	DEP	12D2	100%ETR	251	334	4651	5,956	0	103.2	61.6	74.7
SP5	8	F-35A	F35AD19	DEP	30DD2R	100%ETR	200	126	4646	4,73	0	103.8	61.2	74.9
SP5	9	F-35A	F35AD17	DEP	30DD1	100%ETR	200	126	4646	4,624	0	103.8	61.1	75
SP5	10	F-35A	F35A13	PAT	30T1	100%ETR	170	194	4645	2,305	0	103.9	58.1	75.1
SP5	11	F-35A	F35AD7	DEP	12D1	100%ETR	251	334	4651	2,382	0	103.2	57.6	75.2
SP5	12	F-35A	F35BD28	DEP	12D2	100%ETR	114	241	4647	1,294	0	105.2	56.9	75.3
SP5	13	F-35A	F35AT3	PAT	19T1	50%ETR	225	1,587	1,568	1,959	0	103.1	56.7	75.3
SP5	14	F-35A	F35B13	PAT	30T1	100%ETR	170	194	4645	1,578	0	103.9	56.5	75.4
SP5	15	F-35A	F35CD8	DEP	12D2	100%ETR	251	334	4651	1,747	0	103.2	56.2	75.4
SP5	16	F-35A	F35CD19	DEP	30DD2R	100%ETR	200	126	4646	1,387	0	103.8	55.8	75.5
SP5	17	F-35A	F35CD17	DEP	30DD1	100%ETR	200	126	4646	1,356	0	103.8	55.7	75.5
SP5	18	F-35A	F35B16	PAT	30T1	100%ETR	170	194	4645	1,183	0	103.9	55.3	75.6
SP5	19	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	166	4646	1,027	0	104	54.8	75.6
SP5	20	F-35A	F35BD37	DEP	30DD1	100%ETR	114	166	4646	1,005	0	104	54.7	75.6
SP6	1	F-35A	F35AD9	DEP	12D3	100%ETR	251	368	3187	47,646	0	107.9	75.3	75.3
SP6	2	F-35A	F35AT2	PAT	12T1	100%ETR	225	731	4083	37,224	0	104.8	71.1	76.7
SP6	3	F-35A	F35BD29	DEP	12D3	100%ETR	114	253	3178	10,351	0	109.7	70.5	77.6
SP6	4	F-35A	F35CD9	DHP	12D3	100%ETR	251	368	3187	13,972	0	107.9	70	78.3
SP6	5	F-35A	F35AD19	DEP	30DD2R	150%ETR	190	102	3174	4,73	0	109.6	67	78.6
SP6	6	F-35A	F35A14	PAT	30T1	100%ETR	170	369	3187	6,569	0	108.1	66.9	78.9
SP6	7	F-35A	F35AD17	DEP	30DD1	150%ETR	190	102	3174	4,624	0	109.6	66.9	79.3
SP6	8	F-35A	F35BD9	DEP	12D3	100%ETR	251	368	3187	6,635	0	107.9	66.8	79.4
SP6	9	F-35A	F35AD8	DEP	12D2	100%ETR	251	368	3187	5,956	0	107.9	66.3	79.6
SP6	10	F-35A	F35A13	PAT	30T1	100%ETR	170	175	3174	2,305	0	108.4	62.7	79.7
SP6	11	F-35A	F35AD7	DEP	12D1	100%ETR	251	368	3187	2,382	0	107.9	62.3	79.8
SP6	12	F-35A	F35CD19	DEP	30DD2R	150%ETR	190	102	3174	1,387	0	109.6	61.6	79.9
SP6	13	F-35A	F35CD17	DEP	30DD1	150%ETR	190	102	3174	1,356	0	109.6	61.5	79.9
SP6	14	F-35A	F35BD28	DEP	12D2	100%ETR	114	253	3178	1,294	0	109.7	61.4	80
SP6	15	F-35A	F35B13	PAT	30T1	100%ETR	170	175	3174	1,578	0	108.4	61	80
SP6	16	F-35A	F35CD8	DEP	12D2	100%ETR	251	368	3187	1,747	0	107.9	61	80.1
SP6	17	F-35A	F35B16	PAT	30T1	100%ETR	170	175	3174	1,183	0	108.5	59.8	80.1
SP6	18	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	154	3175	1,027	0	109	59.7	80.2
SP6	19	F-35A	F35BD37	DEP	30DD1	100%ETR	114	154	3175	1,005	0	109	59.6	80.2
SP6	20	F-35A	F35AD11	DEP	12D5	100%ETR	251	368	3187	1,191	0	107.9	59.3	80.2

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP7	1	F-35A	F35AD9	DEP	12D3	100%ETR	200	131	9009	47,646	0	92.1	59.5	59.5
SP7	2	F-35A	F35AT2	PAT	12T1	100%ETR	170	357	9014	37,224	0	92.5	58.9	62.2
SP7	3	F-35A	F35CD9	DEP	12D3	100%ETR	200	131	9009	13,972	0	92.1	54.2	62.9
SP7	4	F-35A	F35BD29	DEP	12D3	100%ETR	114	168	9010	10,351	0	92.8	53.6	63.4
SP7	5	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	329	9014	4,73	0	93.6	51	63.6
SP7	6	F-35A	F35BD9	DEP	12D3	100%ETR	200	131	9009	6,635	0	92.1	51	63.8
SP7	7	F-35A	F35AD17	DEP	30DD1	100%ETR	251	329	9014	4,624	0	93.6	50.9	64.1
SP7	8	F-35A	F35A14	PAT	30T1	100%ETR	225	591	9523	6,569	0	91.9	50.7	64.2
SP7	9	F-35A	F35AD8	DEP	12D2	100%ETR	200	131	9009	5,956	0	92.2	50.6	64.4
SP7	10	F-35A	F35A13	PAT	30T1	100%ETR	170	305	9012	2,305	0	95.3	49.6	64.6
SP7	11	F-35A	F35B13	PAT	30T1	100%ETR	170	305	9012	1,578	0	95.3	47.9	64.7
SP7	12	F-35A	F35B16	PAT	30T1	100%ETR	170	305	9012	1,183	0	95.4	46.7	64.7
SP7	13	F-35A	F35AD7	DEP	12D1	100%ETR	200	131	9009	2,382	0	92.2	46.6	64.8
SP7	14	F-35A	F35CD19	DHP	30DD2R	100%ETR	251	329	9014	1,387	0	93.6	45.7	64.9
SP7	15	F-35A	F35CD17	DEP	30DD1	100%ETR	251	329	9014	1,356	0	93.6	45.6	64.9
SP7	16	F-35A	F35CD8	DEP	12D2	100%ETR	200	131	9009	1,747	0	92.2	45.2	64.9
SP7	17	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	239	9012	1,027	0	94.2	45	65
SP7	18	F-35A	F35BD37	DEP	30DD1	100%ETR	114	239	9012	1,005	0	94.2	44.8	65
SP7	19	F-35A	F35BD28	DEP	12D2	100%ETR	114	168	9010	1,294	0	92.9	44.7	65.1
SP7	20	F-35A	F35AD11	DEP	12D5	100%ETR	200	131	9009	1,191	0	92.1	43.5	65.1
SP8	1	F-35A	F35AD9	DEP	12D3	100%ETR	300	1598	6957	47,646	0	97.9	65.3	65.3
SP8	2	F-35A	F35A14	PAT	30T1	50%ETR	225	1587	1747	6,569	0	102.4	61.2	66.7
SP8	3	F-35A	F35AT2	PAT	12T1	50%ETR	225	1586	7032	37,224	0	94.2	60.5	67.6
SP8	4	F-35A	F35BD29	DEP	12D3	100%ETR	256	653	6787	10,351	0	99.6	60.4	68.4
SP8	5	F-35A	F35CD9	DEP	12D3	100%ETR	300	1598	6957	13,972	0	97.9	59.9	69
SP8	6	F-35A	F35AT3	PAT	19T1	100%ETR	225	440	4171	1,959	0	105.1	58.7	69.4
SP8	7	F-35A	F35BD9	DHP	12D3	100%ETR	300	1598	6957	6,635	0	97.9	56.7	69.6
SP8	8	F-35A	F35AD14	DEP	19D2	100%ETR	200	161	4154	1,567	0	103.7	56.3	69.8
SP8	9	F-35A	F35AD8	DHP	12D2	100%ETR	300	1598	6957	5,956	0	97.8	56.2	70
SP8	10	F-35A	F35AD13	DEP	19D1	100%ETR	200	161	4154	1,379	0	103.7	55.7	70.1
SP8	11	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	3031	0,346	0	109.1	55.1	70.3
SP8	12	F-35A	F35AD7	DHP	12D1	100%ETR	300	1598	6957	2,382	0	97.9	52.3	70.3
SP8	13	F-35A	F35BD34	DEP	19D2	100%ETR	114	180	4154	0,34	0	106.1	52.1	70.4
SP8	14	F-35A	F35BD33	DEP	19D1	100%ETR	114	180	4154	0,3	0	106.1	51.5	70.5
SP8	15	F-35A	F35BD28	DEP	12D2	100%ETR	256	653	6787	1,294	0	99.6	51.3	70.5
SP8	16	F-35A	F35CD14	DHP	19D2	100%ETR	200	161	4154	0,46	0	103.7	51	70.6
SP8	17	F-35A	F35CD8	DEP	12D2	100%ETR	300	1598	6957	1,747	0	97.8	50.9	70.6
SP8	18	F-35A	F35AD3	DEP	01DD3	100%ETR	200	167	4154	0,442	0	103.5	50.6	70.6
SP8	19	F-35A	F35CD13	DHP	19D1	100%ETR	200	161	4154	0,405	0	103.7	50.4	70.7
SP8	20	F-35A	F35AD11	DEP	12D5	100%ETR	300	1598	6957	1,191	0	97.9	49.3	70.7
SP9	1	F-35A	F35AD9	DEP	12D3	100%ETR	300	1944	7973	47,646	0	98.4	62.8	62.8
SP9	2	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	1545	6,569	0	103.5	62.3	65.6
SP9	3	F-35A	F35BD29	DEP	12D3	100%ETR	256	677	7738	10,351	0	97.6	58.4	66.3
SP9	4	F-35A	F35A12	PAT	12T1	50%ETR	225	1586	8325	37,224	0	91.5	57.8	66.9
SP9	5	F-35A	F35CD9	DEP	12D3	100%ETR	300	1944	7973	13,972	0	95.4	57.5	67.4
SP9	6	F-35A	F35A13	PAT	19T1	100%ETR	170	345	5478	1,959	0	101.2	54.8	67.6
SP9	7	F-35A	F35BD9	DEP	12D3	100%ETR	300	1944	7973	6,635	0	95.4	54.3	67.8
SP9	8	F-35A	F35AD8	DEP	12D2	100%ETR	300	1944	7973	5,956	0	95.4	53.8	68
SP9	9	F-35A	F35AT1	PAT	01T1	50%ETR	225	1587	2086	0,346	0	107.3	53.3	68.1
SP9	10	F-35A	F35AD14	DEP	19D2	100%ETR	200	126	5470	1,567	0	99.7	52.3	68.2
SP9	11	F-35A	F35AD13	DEP	19D1	100%ETR	200	126	5470	1,379	0	99.7	51.7	68.3
SP9	12	F-35A	F35AD7	DEP	12D1	100%ETR	300	1944	7973	2,382	0	95.5	49.9	68.4
SP9	13	F-35A	F35AO30	ARR	30O2	35%ETR	225	1586	1545	0,725	0,021	99.2	49.6	68.4
SP9	14	F-35A	F35AO29	ARR	30O1	35%ETR	225	1586	1545	0,725	0,021	99	49.3	68.5
SP9	15	F-35A	F35BD28	DEP	12D2	100%ETR	256	677	7738	1,294	0	97.5	49.3	68.5
SP9	16	F-35A	F35CD8	DEP	12D2	100%ETR	300	1944	7973	1,747	0	95.4	48.4	68.6
SP9	17	F-35A	F35BD34	DEP	19D2	100%ETR	114	166	5470	0,34	0	101.9	47.8	68.6
SP9	18	F-35A	F35AD3	DEP	01DD3	100%ETR	251	204	5471	0,442	0	100.3	47.4	68.7
SP9	19	F-35A	F35BD33	DEP	19D1	100%ETR	114	166	5470	0,3	0	101.9	47.3	68.7
SP9	20	F-35A	F35CD14	DEP	19D2	100%ETR	200	126	5470	0,46	0	99.7	46.9	68.7

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SPI0	1	F-35A	F35A12	PAT	12T1	100%ETR	170	154	2953	37,224	0	108.1	74.4	74.4
SPI0	2	F-35A	F35AD9	DEP	12D3	150%ETR	190	88	2952	47,646	0	105.1	72.5	76.5
SPI0	3	F-35A	F35RD29	DEP	12D3	100%ETR	114	135	2952	10,351	0	108.8	69.6	77.3
SPI0	4	F-35A	F35CD9	DEP	12D3	150%ETR	190	88	2952	13,972	0	105.1	67.1	77.7
SPI0	5	F-35A	F35AJ19	DEP	30DD2R	100%ETR	251	421	2971	4,73	0	108.9	66.3	78
SPI0	6	F-35A	F35AD17	DEP	30DD1	100%ETR	251	421	2971	4,624	0	108.9	66.2	78.3
SPI0	7	F-35A	F35A13	PAT	30T1	100%ETR	250	437	2973	2,305	0	110	64.2	78.5
SPI0	8	F-35A	F35BD29	DEP	12D3	150%ETR	190	88	2952	6,635	0	105.1	63.9	78.6
SPI0	9	F-35A	F35AD8	DEP	12D2	150%ETR	190	88	2952	5,956	0	105.1	63.4	78.8
SPI0	10	F-35A	F35B13	PAT	30T1	100%ETR	250	437	2973	1,578	0	110	62.6	78.9
SPI0	11	F-35A	F35AT4	PAT	30T1	100%ETR	225	870	4702	6,569	0	103	61.8	78.9
SPI0	12	F-35A	F35B16	PAT	30T1	100%ETR	250	437	2973	1,183	0	110	61.3	79
SPI0	13	F-35A	F35BD39	DEP	30DD2R	100%ETR	114	272	2958	1,027	0	110.5	61.2	79.1
SPI0	14	F-35A	F35RD37	DEP	30DD1	100%ETR	114	272	2958	1,005	0	110.5	61.1	79.2
SPI0	15	F-35A	F35CD19	DEP	30DD2R	100%ETR	251	421	2971	1,387	0	108.9	61	79.2
SPI0	16	F-35A	F35CD17	DEP	30DD1	100%ETR	251	421	2971	1,356	0	108.9	60.9	79.3
SPI0	17	F-35A	F35BD28	DEP	12D2	100%ETR	114	135	2952	1,294	0	108.8	60.5	79.3
SPI0	18	F-35A	F35AD7	DEP	12D1	150%ETR	190	88	2952	2,382	0	105.1	59.4	79.4
SPI0	19	F-35A	F35CD8	DEP	12D2	150%ETR	190	88	2952	1,747	0	105.1	58.1	79.4
SPI0	20	F-35A	F35BD19	DEP	30DD2R	100%ETR	251	421	2971	0,659	0	108.9	57.7	79.4
SPI1	1	F-35A	F35AD9	DEP	12D3	100%ETR	300	1912	10643	47,646	0	90.8	58.2	58.2
SPI1	2	F-35A	F35A12	PAT	12T1	50%ETR	225	1586	9399	37,224	0	88.5	54.8	59.8
SPI1	3	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	3256	6,569	0	95.7	54.5	60.9
SPI1	4	F-35A	F35BD29	DEP	12D3	100%ETR	256	675	10471	10,351	0	92.5	53.3	61.6
SPI1	5	F-35A	F35CD9	DEP	12D3	100%ETR	300	1912	10643	13,972	0	90.8	52.9	62.2
SPI1	6	F-35A	F35AT1	PAT	0T1T	50%ETR	225	1587	1978	0,346	0	106.1	52.1	62.6
SPI1	7	F-35A	F35AT3	PAT	19T1	100%ETR	150	87	6218	1,959	0	97.6	51.1	62.9
SPI1	8	F-35A	F35BD9	DEP	12D3	100%ETR	300	1912	10643	6,635	0	90.8	49.6	63.1
SPI1	9	F-35A	F35AD8	DEP	12D2	100%ETR	300	1912	10643	5,956	0	90.7	49.1	63.3
SPI1	10	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	6218	1,567	0	94.9	47.4	63.4
SPI1	11	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	6218	1,379	0	94.9	46.9	63.5
SPI1	12	F-35A	F35AD9	DEP	01DJD3	100%ETR	251	376	6228	0,442	0	99.2	46.3	63.5
SPI1	13	F-35A	F35AD7	DEP	12D1	100%ETR	300	1912	10643	2,382	0	91	45.4	63.6
SPI1	14	F-35A	F35BD28	DEP	12D2	100%ETR	256	675	10471	1,294	0	92.3	44	63.7
SPI1	15	F-35A	F35CD8	DEP	12D2	100%ETR	300	1912	10643	1,747	0	90.7	43.8	63.7
SPI1	16	F-35A	F35BD34	DEP	19D2	100%ETR	104	103	6218	0,34	0	96.8	42.7	63.7
SPI1	17	F-35A	F35AD11	DEP	12D5	100%ETR	300	1912	10643	1,191	0	91.1	42.5	63.8
SPI1	18	F-35A	F35AD12	DEP	12D6	100%ETR	300	1912	10643	1,191	0	91.1	42.5	63.8
SPI1	19	F-35A	F35AD10	DEP	12D4	100%ETR	300	1912	10643	1,191	0	91.1	42.5	63.8
SPI1	20	F-35A	F35BD33	DEP	19D1	100%ETR	104	103	6218	0.3	0	96.8	42.2	63.9
SPI2	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	316	1475	3,194	0,076	104.2	60.8	60.8
SPI2	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	311	1613	3,194	0,076	103.1	59.7	63.3
SPI2	3	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1474	2185	0,442	0	112.2	59.3	64.8
SPI2	4	F-35A	F35A13	PAT	19T1	50%ETR	170	334	1616	1,959	0	104	57.5	65.5
SPI2	5	F-35A	F35BD23	DEP	01DD3	100%ETR	256	645	1695	0,096	0	115.6	56	66
SPI2	6	F-35A	F35CA6	ARR	19A2	50%ETR	170	316	1475	1,067	0	104.2	55.1	66.3
SPI2	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	311	1613	1,067	0	103.1	54	66.6
SPI2	8	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1474	2185	0,13	0	112.2	54	66.8
SPI2	9	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	8542	37,224	0	87.6	53.9	67
SPI2	10	F-35A	F35BA6	ARR	19A2	50%ETR	170	316	1475	0,438	0,018	104.2	52.8	67.2
SPI2	11	F-35A	F35AA8	ARR	19A4	50%ETR	170	316	1475	0,399	0,009	104.2	51.8	67.3
SPI2	12	F-35A	F35AD9	DEP	12D3	100%ETR	287	461	14958	47,646	0	84.3	51.7	67.4
SPI2	13	F-35A	F35AS5	ARR	19A1	50%ETR	170	311	1613	0,438	0,018	103.1	51.7	67.5
SPI2	14	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1474	2185	0,062	0	112.2	50.8	67.6
SPI2	15	F-35A	F35AA7	ARR	19A3	50%ETR	170	311	1613	0,399	0,009	103.1	50.7	67.7
SPI2	16	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1474	2185	0,055	0	112.2	50.3	67.8
SPI2	17	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	5056	1,567	0	97.4	50	67.9
SPI2	18	F-35A	F35AA12	ARR	19A8	50%ETR	170	316	1475	0.24	0,006	104.2	49.5	67.9
SPI2	19	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	5056	1,379	0	97.4	49.4	68
SPI2	20	F-35A	F35AO19	ARR	19O1	50%ETR	170	353	1619	0,216	0,006	103.4	48.5	68

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SPI3	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	300	957	3,194	0.076	108.3	64.9	64.9
SPI3	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	297	1059	3,194	0.076	107.3	63.9	67.5
SPI3	3	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1351	1711	0.442	0	114.9	62	68.5
SPI3	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	318	1063	1,959	0	107.8	61.3	69.3
SPI3	5	F-35A	F35BD123	DEP	01DD3	100%ETR	256	636	1179	0.096	0	119.3	59.8	69.7
SPI3	6	F-35A	F35CA6	ARR	19A2	50%ETR	170	300	957	1,067	0	108.3	59.2	70.1
SPI3	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	297	1059	1,067	0	107.3	58.2	70.4
SPI3	8	F-35A	F35BA6	ARR	19A2	50%ETR	170	300	957	0.438	0.018	108.3	56.9	70.6
SPI3	9	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1351	1711	0.13	0	114.9	56.6	70.8
SPI3	10	F-35A	F35AA8	ARR	19A4	50%ETR	170	300	957	0.399	0.009	108.3	55.9	70.9
SPI3	11	F-35A	F35BA5	ARR	19A1	50%ETR	170	297	1059	0.438	0.018	107.3	55.9	71
SPI3	12	F-35A	F35AA7	ARR	19A3	50%ETR	170	297	1059	0.399	0.009	107.3	54.9	71.1
SPI3	13	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	7897	37,224	0	88.5	54.8	71.2
SPI3	14	F-35A	F35AA12	ARR	19A8	50%ETR	170	300	957	0.24	0.006	108.3	53.7	71.3
SPI3	15	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1351	1711	0.062	0	114.9	53.4	71.4
SPI3	16	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1351	1711	0.055	0	114.9	52.9	71.4
SPI3	17	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	4536	1,567	0	100.1	52.7	71.5
SPI3	18	F-35A	F35AA11	ARR	19A7	50%ETR	170	297	1059	0.24	0.006	107.3	52.7	71.6
SPI3	19	F-35A	F35AO19	ARR	19O1	50%ETR	170	336	1068	0.216	0.006	107.4	52.5	71.6
SPI3	20	F-35A	F35AO20	ARR	19O2	50%ETR	170	336	1068	0.216	0.006	107.4	52.5	71.7
SPI4	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	315	942	3,194	0.076	108.5	65.1	65.1
SPI4	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	312	1077	3,194	0.076	107.2	63.8	67.5
SPI4	3	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1484	1835	0.442	0	114.1	61.2	68.4
SPI4	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	335	1083	1,959	0	107.5	61.1	69.1
SPI4	5	F-35A	F35BD23	DEP	01DD3	100%ETR	256	645	1197	0.096	0	119.1	59.5	69.6
SPI4	6	F-35A	F35CA6	ARR	19A2	50%ETR	170	315	942	1,067	0	108.5	59.4	70
SPI4	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	312	1077	1,067	0	107.2	58.1	70.3
SPI4	8	F-35A	F35BA6	ARR	19A2	50%ETR	170	315	942	0.438	0.018	108.5	57.1	70.5
SPI4	9	F-35A	F35AA8	ARR	19A4	50%ETR	170	315	942	0.399	0.009	108.5	56.7	70.6
SPI4	10	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1484	1835	0.13	0	114.1	55.9	70.8
SPI4	11	F-35A	F35BA5	ARR	19A1	50%ETR	170	312	1077	0.438	0.018	107.2	55.7	70.9
SPI4	12	F-35A	F35AA7	ARR	19A5	50%ETR	170	312	1077	0.399	0.009	107.2	54.7	71
SPI4	13	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	8218	37,224	0	87.9	54.2	71.1
SPI4	14	F-35A	F35AA12	ARR	19A8	50%ETR	170	315	942	0.24	0.006	108.5	53.8	71.2
SPI4	15	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1484	1835	0.062	0	114.1	52.6	71.2
SPI4	16	F-35A	F35AA11	ARR	19A7	50%ETR	170	312	1077	0.24	0.006	107.2	52.5	71.3
SPI4	17	F-35A	F35AO19	ARR	19O1	50%ETR	170	354	1088	0.216	0.006	107.3	52.4	71.3
SPI4	18	F-35A	F35AO20	ARR	19O2	50%ETR	170	354	1088	0.216	0.006	107.3	52.4	71.4
SPI4	19	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1484	1835	0.055	0	114.1	52.2	71.4
SPI4	20	F-35A	F35AA10	ARR	19A6	50%ETR	170	315	942	0.16	0.004	108.5	52.1	71.5
SPI5	1	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1398	2719	0.442	0	109.9	57	57
SPI5	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	309	2210	3,194	0.076	100	56.5	59.8
SPI5	3	F-35A	F35AA5	ARR	19A1	50%ETR	170	302	2331	3,194	0.076	99.3	55.8	61.2
SPI5	4	F-35A	F35A13	PAT	19T1	50%ETR	170	324	2335	1,959	0	100.9	54.4	62.1
SPI5	5	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	8861	37,224	0	87.3	53.6	62.6
SPI5	6	F-35A	F35BD23	DEP	01DD3	100%ETR	256	639	2389	0.096	0	112	52.5	63
SPI5	7	F-35A	F35AD9	DEP	12D3	100%ETR	287	511	14958	47,646	0	84.4	51.8	63.4
SPI5	8	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1398	2719	0.13	0	109.9	51.6	63.6
SPI5	9	F-35A	F35CA6	ARR	19A2	50%ETR	170	309	2210	1,067	0	100	50.9	63.9
SPI5	10	F-35A	F35CA5	ARR	19A1	50%ETR	170	302	2331	1,067	0	99.3	50.2	64
SPI5	11	F-35A	F35BA6	ARR	19A2	50%ETR	170	309	2210	0.438	0.018	100	48.5	64.2
SPI5	12	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1398	2719	0.062	0	109.9	48.4	64.3
SPI5	13	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1398	2719	0.055	0	109.9	47.9	64.4
SPI5	14	F-35A	F35BA5	ARR	19A1	50%ETR	170	302	2331	0.438	0.018	99.3	47.8	64.5
SPI5	15	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	5121	1,567	0	95.2	47.8	64.6
SPI5	16	F-35A	F35AA8	ARR	19A4	50%ETR	170	309	2210	0.399	0.009	100	47.5	64.7
SPI5	17	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	5121	1,579	0	95.2	47.2	64.7
SPI5	18	F-35A	F35AA7	ARR	19A3	50%ETR	170	302	2331	0.399	0.009	99.3	46.8	64.8
SPI5	19	F-35A	F35CD9	DEP	12D3	100%ETR	287	511	14958	13,972	0	84.4	46.5	64.9
SPI5	20	F-35A	F35AT4	PAT	30T1	50%ETR	225	1587	7512	6,569	0	87.5	46.3	64.9

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP16	1	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1369	3293	0.442	0	107.6	54.7	54.7
SP16	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	308	2870	3.194	0.076	96.9	53.5	57.1
SP16	3	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	9271	37.224	0	86.9	53.2	58.6
SP16	4	F-35A	F35AA5	ARR	19A1	50%ETR	170	299	2986	3.194	0.076	96.3	52.9	59.6
SP16	5	F-35A	F35A13	PAF	19T1	50%ETR	170	320	2988	1.959	0	98.8	52.3	60.4
SP16	6	F-35A	F35AD9	DEP	12D3	100%ETR	300	570	15081	47.646	0	84.4	51.8	60.9
SP16	7	F-35A	F35BD23	DEP	01DD3	100%ETR	256	637	3034	0.096	0	109.5	49.9	61.3
SP16	8	F-35A	F35C13	DEP	01DD3	100%ETR	300	1369	3293	0.13	0	107.6	49.3	61.5
SP16	9	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	5380	1.567	0	95.5	48.1	61.7
SP16	10	F-35A	F35CA6	ARR	19A2	50%ETR	170	308	2870	1.067	0	96.9	47.8	61.9
SP16	11	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	5380	1.379	0	95.5	47.5	62.1
SP16	12	F-35A	F35CA5	ARR	19A1	50%ETR	170	299	2986	1.067	0	96.3	47.2	62.2
SP16	13	F-35A	F35CD9	DEP	12D3	100%ETR	300	570	15081	13.972	0	84.4	46.4	62.3
SP16	14	F-35A	F35BD29	DEP	12D3	100%ETR	246	385	15075	10.351	0	85.5	46.3	62.4
SP16	15	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1369	3293	0.062	0	107.6	46.1	62.5
SP16	16	F-35A	F35A14	PAT	30T1	50%ETR	225	1587	7633	6.569	0	87.2	46	62.6
SP16	17	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1969	3293	0.055	0	107.6	45.6	62.7
SP16	18	F-35A	F35BA6	ARR	19A2	50%ETR	170	308	2870	0.438	0.018	96.9	45.5	62.8
SP16	19	F-35A	F35BA5	ARR	19A1	50%ETR	170	299	2986	0.438	0.018	96.3	44.9	62.8
SP16	20	F-35A	F35AA8	ARR	19A4	50%ETR	170	308	2870	0.399	0.009	96.9	44.5	62.9
SP17	1	F-35A	F35AJ2	PAT	12T1	50%ETR	225	1587	11408	37.224	0	83.9	50.2	50.2
SP17	2	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1866	4891	0.442	0	102.5	49.6	52.9
SP17	3	F-35A	F35AD9	DEP	12D3	100%ETR	300	756	17020	47.646	0	81.8	49.2	54.5
SP17	4	F-35A	F35AA6	ARR	19A2	50%ETR	170	369	4242	3.194	0.076	92	48.6	55.5
SP17	5	F-35A	F35AA5	ARR	19A1	50%ETR	170	355	4498	3.194	0.076	91.3	47.9	56.2
SP17	6	F-35A	F35AT3	PAT	19T1	50%ETR	170	384	4500	1.959	0	94.2	47.7	56.8
SP17	7	F-35A	F35BD23	DEP	01DD3	100%ETR	256	672	4532	0.096	0	104.9	45.4	57.1
SP17	8	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1866	4891	0.13	0	102.5	44.3	57.3
SP17	9	F-35A	F35BD29	DEP	12D3	100%ETR	246	501	17011	10.351	0	83.4	44.2	57.5
SP17	10	F-35A	F35CD9	DEP	12D3	100%ETR	300	756	17020	13.972	0	81.8	43.9	57.7
SP17	11	F-35A	F35CA6	ARR	19A2	50%ETR	170	369	4242	1.067	0	92	42.9	57.8
SP17	12	F-35A	F35A14	PAF	30T1	50%ETR	225	1587	9355	6.569	0	84	42.8	58
SP17	13	F-35A	F35CA5	ARR	19A1	50%ETR	170	355	4498	1.067	0	91.3	42.2	58.1
SP17	14	F-35A	F35AD14	DEP	19D2	150%ETR	0	87	7515	1.567	0	88.7	41.3	58.2
SP17	15	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1866	4891	0.062	0	102.5	41.1	58.2
SP17	16	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	7515	1.379	0	88.7	40.8	58.3
SP17	17	F-35A	F35BD9	DEP	12D3	100%ETR	300	756	17020	6.635	0	81.8	40.7	58.4
SP17	18	F-35A	F35BA6	ARR	19A2	50%ETR	170	369	4242	0.438	0.018	92	40.6	58.5
SP17	19	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1866	4891	0.055	0	102.5	40.6	58.5
SP17	20	F-35A	F35AD8	DEP	12D2	100%ETR	300	756	17020	5.956	0	81.7	40.1	58.6
SP18	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	265	1188	3.194	0.076	106.4	63	63
SP18	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	262	1212	3.194	0.076	106	62.6	65.8
SP18	3	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1045	1597	0.442	0	115.5	62.6	67.5
SP18	4	F-35A	F35A13	PAF	19T1	50%ETR	170	279	1215	1.959	0	106.9	60.5	68.3
SP18	5	F-35A	F35BD23	DEP	01DD3	100%ETR	256	615	1321	0.096	0	118.3	58.8	68.7
SP18	6	F-35A	F35CA6	ARR	19A2	50%ETR	170	265	1188	1.067	0	106.4	57.3	69
SP18	7	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1045	1597	0.13	0	115.5	57.2	69.3
SP18	8	F-35A	F35CA5	ARR	19A1	50%ETR	170	262	1212	1.067	0	106	56.9	69.6
SP18	9	F-35A	F35AD14	DER	19D2	150%ETR	0	87	3671	1.567	0	103.4	56	69.8
SP18	10	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	7324	37.224	0	89.5	55.8	69.9
SP18	11	F-35A	F35AD13	DEP	19D1	150%ETR	0	87	3671	1.379	0	103.4	55.5	70.1
SP18	12	F-35A	F35BA6	ARR	19A2	50%ETR	170	265	1188	0.438	0.018	106.4	55	70.2
SP18	13	F-35A	F35HAS	ARR	19A1	50%ETR	170	262	1212	0.438	0.018	108	54.5	70.3
SP18	14	F-35A	F35BD3	DEP	01DD3	100%ETR	300	1045	1597	0.062	0	115.5	54	70.4
SP18	15	F-35A	F35AA8	ARR	19A4	50%ETR	170	265	1188	0.399	0.009	106.4	54	70.5
SP18	16	F-35A	F35AD9	DEP	12D3	100%ETR	287	462	13573	47.646	0	86.4	53.8	70.6
SP18	17	F-35A	F35AA7	ARR	19A3	50%ETR	170	262	1212	0.399	0.009	106	53.6	70.7
SP18	18	F-35A	F35AD2	DEP	01DD2	100%ETR	300	1045	1597	0.055	0	115.5	53.5	70.8
SP18	19	F-35A	F35AA12	ARR	19A8	50%ETR	170	265	1188	0.24	0.006	106.4	51.8	70.8
SP18	20	F-35A	F35AA11	ARR	19A7	50%ETR	170	262	1212	0.24	0.006	106	51.3	70.9

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP19	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	347	490	3,194	0.076	113.9	70.5	70.5
SP19	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	346	682	3,194	0.076	111.3	67.9	72.4
SP19	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	347	490	1,067	0	113.9	64.8	73.1
SP19	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	373	693	1,959	0	111.1	64.6	73.7
SP19	5	F-35A	F35BD23	DEP	01DD03	100%ETR	256	666	864	0.096	0	122.2	62.6	74
SP19	6	F-35A	F35BA6	ARR	19A2	50%ETR	170	347	490	0.438	0.018	113.9	62.5	74.3
SP19	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	346	682	1,067	0	111.3	62.2	74.6
SP19	8	F-35A	F35AA8	ARR	19A4	50%ETR	170	347	490	0.399	0.009	113.9	61.5	74.8
SP19	9	F-35A	F35AD3	DEP	01DD03	100%ETR	300	1783	1930	0.442	0	113.4	60.5	74.9
SP19	10	F-35A	F35BA5	ARR	19A1	50%ETR	170	346	682	0.438	0.018	111.2	59.8	75.1
SP19	11	F-35A	F35AA12	ARR	19A8	50%ETR	170	347	490	0.24	0.006	113.9	59.3	75.2
SP19	12	F-35A	F35AA7	ARR	19A3	50%ETR	170	346	682	0.399	0.009	111.3	58.9	75.3
SP19	13	F-35A	F35AA10	ARR	19A6	50%ETR	170	347	490	0.16	0.004	113.9	57.5	75.4
SP19	14	F-35A	F35AA11	ARR	19A7	50%ETR	170	346	682	0.24	0.006	111.3	56.6	75.4
SP19	15	F-35A	F35AO19	ARR	19O1	50%ETR	170	397	704	0.216	0.006	111.1	56.2	75.5
SP19	16	F-35A	F35AO20	ARR	19O2	50%ETR	170	397	704	0.216	0.006	111.1	56.2	75.5
SP19	17	F-35A	F35CA8	ARR	19A4	50%ETR	170	347	490	0.133	0	113.9	55.8	75.6
SP19	18	F-35A	F35CD3	DEP	01DD03	100%ETR	300	1783	1930	0.13	0	113.4	55.2	75.6
SP19	19	F-35A	F35AA9	ARR	19A5	50%ETR	170	346	682	0.16	0.004	111.3	54.9	75.6
SP19	20	F-35A	F35CA12	ARR	19A8	50%ETR	170	347	490	0.08	0	113.9	53.6	75.7
SP20	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	566	2435	3,194	0.076	99	55.6	55.6
SP20	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	556	3087	3,194	0.076	96.2	52.8	57.4
SP20	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	566	2433	1,067	0	99	49.9	58.1
SP20	4	F-35A	F35BD23	DEP	01DD03	100%ETR	300	1256	3284	0.096	0	108	48.5	58.6
SP20	5	F-35A	F35BA6	ARR	19A2	50%ETR	170	566	2433	0.438	0.018	99	47.5	58.9
SP20	6	F-35A	F35AD3	DEP	01DD03	35%ETR	300	3087	4290	0.442	0	100.3	47.4	59.2
SP20	7	F-35A	F35CA8	ARR	19A1	50%ETR	170	556	3087	1,067	0	96.2	47.1	59.4
SP20	8	F-35A	F35AA8	ARR	19A4	50%ETR	170	566	2433	0.399	0.009	99	46.5	59.7
SP20	9	F-35A	F35A12	PAT	12T1	50%ETR	225	1587	14161	37,224	0	79.7	46	59.8
SP20	10	F-35A	F35A13	PAT	19T1	50%ETR	170	613	4536	1,959	0	91.9	45.5	60
SP20	11	F-35A	F35BA5	ARR	19A1	50%ETR	170	556	3087	0.438	0.018	96.2	44.8	60.1
SP20	12	F-35A	F35AA12	ARR	19A8	50%ETR	170	566	2435	0.24	0.006	99	44.3	60.2
SP20	13	F-35A	F35AD9	DEP	12D3	100%ETR	251	433	21089	47,646	0	76.8	44.2	60.3
SP20	14	F-35A	F35AA7	ARR	19A3	50%ETR	170	556	3087	0.399	0.009	96.2	43.8	60.4
SP20	15	F-35A	F35AA10	ARR	19A6	50%ETR	170	566	2433	0.16	0.004	99	42.5	60.5
SP20	16	F-35A	F35C103	DHP	01DD03	35%ETR	300	3087	4290	0.13	0	100.3	42	60.6
SP20	17	F-35A	F35AA11	ARR	19A7	50%ETR	170	556	3087	0.24	0.006	96.2	41.6	60.6
SP20	18	F-35A	F35CA8	ARR	19A4	50%ETR	170	566	2433	0.133	0	99	40.8	60.7
SP20	19	F-35A	F35AA9	ARR	19A5	50%ETR	170	556	3087	0.16	0.004	96.2	39.8	60.7
SP20	20	F-35A	F35BD22	DEP	01DD02	100%ETR	300	1256	3284	0.012	0	108	39.4	60.7
SP21	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	659	1545	3,194	0.076	103.8	60.3	60.3
SP21	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	652	2357	3,194	0.076	99.4	56	61.7
SP21	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	659	1545	1,067	0	103.8	54.7	62.5
SP21	4	F-35A	F35BA6	ARR	19A2	50%ETR	170	659	1545	0.438	0.018	103.8	52.3	62.9
SP21	5	F-35A	F35AA8	ARR	19A4	50%ETR	170	659	1545	0.399	0.009	103.8	51.3	63.2
SP21	6	F-35A	F35CA5	ARR	19A1	50%ETR	170	652	2357	1,067	0	99.4	50.3	63.4
SP21	7	F-35A	F35BD23	DEP	01DD03	100%ETR	300	1742	2857	0.096	0	109.6	50	63.6
SP21	8	F-35A	F35AA12	ARR	19A8	50%ETR	170	659	1545	0.24	0.006	103.8	49.1	63.7
SP21	9	F-35A	F35BA5	ARR	19A1	50%ETR	170	652	2357	0.438	0.018	99.4	48	63.9
SP21	10	F-35A	F35AA10	ARR	19A6	50%ETR	170	659	1545	0.16	0.004	103.8	47.3	64
SP21	11	F-35A	F35AA7	ARR	19A3	50%ETR	170	652	2357	0.399	0.009	99.4	47	64
SP21	12	F-35A	F35CA8	ARR	19A4	50%ETR	170	659	1545	0.133	0	103.8	45.6	64.1
SP21	13	F-35A	F35AD3	DEP	01DD03	35%ETR	300	3087	3784	0.442	0	98.2	45.3	64.2
SP21	14	F-35A	F35AA11	ARR	19A7	50%ETR	170	652	2357	0.24	0.006	99.4	44.8	64.2
SP21	15	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	15703	37,224	0	77.6	43.9	64.2
SP21	16	F-35A	F35CA12	ARR	19A8	50%ETR	170	659	1545	0.08	0	103.8	43.4	64.3
SP21	17	F-35A	F35BA8	ARR	19A4	50%ETR	170	659	1545	0.055	0.002	103.8	43.2	64.3
SP21	18	F-35A	F35AT3	PAT	19T1	50%ETR	170	697	5454	1,959	0	89.7	43.2	64.4
SP21	19	F-35A	F35AA9	ARR	19A5	50%ETR	170	652	2357	0.16	0.004	99.4	43	64.4
SP21	20	F-35A	F35AD9	DEP	12D3	100%ETR	251	341	22965	47,646	0	74.7	42.1	64.4

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP22	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	433	424	3,194	0.076	115.1	71.7	71.7
SP22	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	433	472	3,194	0.076	114.2	70.8	74.3
SP22	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	433	424	1,067	0	115.1	66	74.9
SP22	4	F-35A	F35CA5	ARR	19A1	50%ETR	170	433	472	1,067	0	114.2	65.1	75.3
SP22	5	F-35A	F35BA6	ARR	19A2	50%ETR	170	433	424	0.438	0.018	115.1	63.6	75.6
SP22	6	F-35A	F35BD23	DEP	01DD3	100%ETR	300	764	775	0.096	0	122.9	63.3	75.9
SP22	7	F-35A	F35BA5	ARR	19A1	50%ETR	170	433	472	0.438	0.018	114.2	62.8	76.1
SP22	8	F-35A	F35AA8	ARR	19A4	50%ETR	170	433	424	0.399	0.009	115.1	62.6	76.3
SP22	9	F-35A	F35AT3	PAT	19T1	50%ETR	170	548	857	1,959	0	109.1	62.6	76.4
SP22	10	F-35A	F35AA7	ARR	19A3	50%ETR	170	433	472	0.399	0.009	114.2	61.8	76.6
SP22	11	F-35A	F35AA12	ARR	19A8	50%ETR	170	433	424	0.24	0.006	115.1	60.4	76.7
SP22	12	F-35A	F35AA11	ARR	19A7	50%ETR	170	433	472	0.24	0.006	114.2	59.6	76.8
SP22	13	F-35A	F35AA10	ARR	19A6	50%ETR	170	433	424	0.16	0.004	115.1	58.7	76.8
SP22	14	F-35A	F35AA9	ARR	19A5	50%ETR	170	433	472	0.16	0.004	114.2	57.8	76.9
SP22	15	F-35A	F35CA8	ARR	19A4	50%ETR	170	433	424	0.133	0	115.1	57	76.9
SP22	16	F-35A	F35AD3	DEP	01DD3	100%ETR	300	2486	2618	0.442	0	109.4	56.5	77
SP22	17	F-35A	F35CA7	ARR	19A3	50%ETR	170	433	472	0.133	0	114.2	56.1	77
SP22	18	F-35A	F35CA12	ARR	19A8	50%ETR	170	433	424	0.08	0	115.1	54.7	77
SP22	19	F-35A	F35BA8	ARR	19A4	50%ETR	170	433	424	0.055	0.002	115.1	54.6	77.1
SP22	20	F-35A	F35BD22	DEP	01DD2	100%ETR	300	764	775	0.012	0	122.9	54.3	77.1
SP23	1	F-35A	F35AA5	ARR	19A1	50%ETR	170	358	325	3,194	0.076	117.1	73.7	73.7
SP23	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	357	442	3,194	0.076	114.8	71.4	75.7
SP23	3	F-35A	F35AT3	PAT	19T1	50%ETR	170	387	354	1,959	0	115.9	69.4	76.6
SP23	4	F-35A	F35CA5	ARR	19A1	50%ETR	170	358	325	1,067	0	117.1	68	77.2
SP23	5	F-35A	F35CA6	ARR	19A2	50%ETR	170	357	442	1,067	0	114.8	65.7	77.5
SP23	6	F-35A	F35BA5	ARR	19A1	50%ETR	170	358	325	0.438	0.018	117.1	65.6	77.8
SP23	7	F-35A	F35BD23	DEP	01DD3	100%ETR	256	673	638	0.096	0	124.8	65.3	78
SP23	8	F-35A	F35AA7	ARR	19A3	50%ETR	170	358	325	0.399	0.009	117.1	64.7	78.2
SP23	9	F-35A	F35BA6	ARR	19A2	50%ETR	170	357	442	0.438	0.018	114.8	63.4	78.3
SP23	10	F-35A	F35AA11	ARR	19A7	50%ETR	170	358	325	0.24	0.006	117.1	62.4	78.4
SP23	11	F-35A	F35AA8	ARR	19A4	50%ETR	170	357	442	0.399	0.009	114.8	62.4	78.5
SP23	12	F-35A	F35A019	ARR	19O1	50%ETR	170	411	379	0.216	0.006	116	61.1	78.6
SP23	13	F-35A	F35AA20	ARR	19O2	50%ETR	170	411	379	0.216	0.006	116	61.1	78.7
SP23	14	F-35A	F35AA9	ARR	19A5	50%ETR	170	358	325	0.16	0.004	117.1	60.7	78.8
SP23	15	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1886	1967	0.442	0	113.1	60.2	78.8
SP23	16	F-35A	F35AA12	ARR	19A8	50%ETR	170	357	442	0.24	0.006	114.8	60.1	78.9
SP23	17	F-35A	F35CA7	ARR	19A3	50%ETR	170	358	325	0.133	0	117.1	59	78.9
SP23	18	F-35A	F35AA10	ARR	19A6	50%ETR	170	357	442	0.16	0.004	114.8	58.4	79
SP23	19	F-35A	F35CA11	ARR	19A7	50%ETR	170	358	325	0.08	0	117.1	56.7	79
SP23	20	F-35A	F35CA8	ARR	19A4	50%ETR	170	357	442	0.133	0	114.8	56.7	79
SP24	1	F-35A	F35A13	PAT	30II	33%ETR	250	307	304	2,305	0	100.1	54.3	54.3
SP24	2	F-35A	F35B13	PAT	30II	33%ETR	250	307	304	1,578	0	100.1	52.7	56.6
SP24	3	F-35A	F35B16	PAT	30II	33%ETR	250	307	304	1,183	0	100.1	51.4	57.7
SP24	4	F-35A	F35C13	PAT	30II	33%ETR	250	307	304	0.333	0	100.1	45.9	58
SP24	5	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	18508	47,646	0	75.2	42.6	58.1
SP24	6	F-35A	F35A12	PAT	12II	50%ETR	170	499	15223	37,224	0	75.7	42	58.3
SP24	7	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2976	15860	4,73	0	82.4	39.8	58.3
SP24	8	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2976	15860	4,624	0	82.1	39.4	58.4
SP24	9	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8091	13039	0.525	0	90.6	38.5	58.4
SP24	10	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	18508	13,972	0	75.2	37.3	58.4
SP24	11	F-35A	F35BD39	DEP	30DD2R	100%ETR	300	866	15591	1,027	0	84.5	35.3	58.5
SP24	12	F-35A	F35BD37	DEP	30DD1	100%ETR	300	866	15591	1,005	0	84.4	35	58.5
SP24	13	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	18508	10,351	0	74.1	34.9	58.5
SP24	14	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	18508	5,956	0	76.5	34.8	58.5
SP24	15	F-35A	F35CD19	DEP	30DD2R	100%ETR	300	2976	15860	1,387	0	82.4	34.5	58.5
SP24	16	F-35A	F35CD17	DEP	30DD1	100%ETR	300	2976	15860	1,356	0	82.1	34.1	58.6
SP24	17	F-35A	F35BD9	DEP	12D3	150%ETR	0	87	18508	6,635	0	75.2	34.1	58.6
SP24	18	F-35A	F35AT4	PAT	30T1	100%ETR	225	1007	22793	6,569	0	74.7	33.5	58.6
SP24	19	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	8091	13039	0.154	0	90.6	33.1	58.6
SP24	20	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	7531	12669	0.114	0	91.9	33.1	58.6

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP25	1	F-35A	F35A13	PAT	3011	33%ETR	250	3087	3920	2305	0	97.5	51.7	51.7
SP25	2	F-35A	F35D13	PAT	3011	33%ETR	250	3087	3920	1,578	0	97.5	50.1	54
SP25	3	F-35A	F35B16	PAT	3011	33%ETR	250	3087	3920	1,183	0	97.5	48.9	55.2
SP25	4	F-35A	F35C13	PAT	3011	33%ETR	250	3087	3920	0.333	0	97.5	43.3	55.4
SP25	5	F-35A	F35A09	DEP	12D3	150%ETR	0	87	20943	47,646	0	73.4	40.8	55.6
SP25	6	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8289	11481	0.525	0	92.1	40	55.7
SP25	7	F-35A	F35A12	PAT	12T1	50%ETR	170	523	17369	37,224	0	71.5	37.9	55.8
SP25	8	F-35A	F35A119	DEP	30DD2R	35%ETR	300	3087	17996	4.73	0	80	37.3	55.8
SP25	9	F-35A	F35AD17	DEP	30DD1	35%ETR	300	3087	17996	4,624	0	79.5	36.8	55.9
SP25	10	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	20943	13,972	0	73.4	35.5	55.9
SP25	11	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	8289	11481	0.154	0	92.1	34.6	56
SP25	12	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	7727	11048	0.114	0	93.1	34.3	56
SP25	13	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	20943	5,956	0	75.1	33.4	56
SP25	14	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	20943	10,351	0	72.5	33.3	56
SP25	15	F-35A	F35BD39	DEP	30DD2R	100%ETR	300	934	17763	1,027	0	82.1	32.8	56.1
SP25	16	F-35A	F35BD37	DEP	30DD1	100%ETR	300	934	17763	1,005	0	81.8	32.4	56.1
SP25	17	F-35A	F35BD9	DEP	12D3	150%ETR	0	87	20943	6,635	0	73.4	32.2	56.1
SP25	18	F-35A	F35CD19	DEP	30DD2R	35%ETR	300	3087	17996	1,387	0	80	32	56.1
SP25	19	F-35A	F35CD17	DEP	30DD1	35%ETR	300	3087	17996	1,356	0	79.5	31.4	56.1
SP25	20	F-35A	F35BD18	DEP	30DD2L	100%ETR	300	8289	11481	0.073	0	92.1	31.4	56.1
SP26	1	F-35A	F35A13	PAT	3011	33%ETR	250	3087	3065	2,305	0	94.1	48.4	48.4
SP26	2	F-35A	F35B13	PAT	3011	33%ETR	250	3087	3065	1,578	0	94.1	46.7	50.6
SP26	3	F-35A	F35B16	PAT	3011	33%ETR	250	3087	3095	1,183	0	94.1	45.5	51.8
SP26	4	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	20590	47,646	0	74.1	41.5	52.2
SP26	5	F-35A	F35AT2	PAT	12T1	50%ETR	170	445	18456	37,224	0	73.9	40.2	52.4
SP26	6	F-35A	F35C13	PAT	3011	33%ETR	250	3087	3065	0.333	0	94.1	39.9	52.7
SP26	7	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2680	18903	4.73	0	79.9	37.3	52.8
SP26	8	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	9244	13957	0.525	0	89.2	37	52.9
SP26	9	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2680	18903	4,624	0	79	36.3	53
SP26	10	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	20590	13,972	0	74.1	36.2	53.1
SP26	11	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	20590	5,956	0	76.4	34.8	53.2
SP26	12	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	20590	10,351	0	73.5	34.3	53.2
SP26	13	F-35A	F35BD9	DEP	12D3	150%ETR	0	87	20590	6,635	0	74.1	33	53.3
SP26	14	F-35A	F35BD39	DEP	30DD2R	100%ETR	300	763	18725	1,027	0	81.4	32.1	53.3
SP26	15	F-35A	F35AT4	PAT	30T1	100%ETR	225	910	24273	6,569	0	73.2	32	53.3
SP26	16	F-35A	F35CD19	DEP	30DD2R	100%ETR	300	2680	18903	1,387	0	79.9	32	53.4
SP26	17	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	9244	13957	0.154	0	89.2	31.7	53.4
SP26	18	F-35A	F35BD37	DEP	30DD1	100%ETR	300	763	18725	1,005	0	80.7	31.4	53.4
SP26	19	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	8677	13554	0.114	0	90	31.2	53.4
SP26	20	F-35A	F35CD17	DEP	30DD1	100%ETR	300	2680	18903	1,356	0	79	31	53.5
SP27	1	F-35A	F35A13	PAT	3011	33%ETR	250	3087	3255	2,305	0	90.4	44.6	44.6
SP27	2	F-35A	F35B13	PAT	3011	33%ETR	250	3087	3255	1,578	0	90.4	43	46.9
SP27	3	F-35A	F35B16	PAT	3011	33%ETR	250	3087	3255	1,183	0	90.4	41.7	48.1
SP27	4	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	24084	47,646	0	71.9	39.3	48.6
SP27	5	F-35A	F35C13	PAT	3011	33%ETR	250	3087	3255	0.333	0	90.4	36.2	48.8
SP27	6	F-35A	F35A12	PAT	12T1	50%ETR	170	404	22793	37,224	0	69.7	36	49.1
SP27	7	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2453	23075	4.73	0	78.3	35.7	49.3
SP27	8	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	10606	14690	0.525	0	87.8	35.6	49.4
SP27	9	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	24084	5,956	0	76.8	35.1	49.6
SP27	10	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	24084	13,972	0	71.9	33.9	49.7
SP27	11	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	24084	10,351	0	71.8	32.6	49.8
SP27	12	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2453	23075	4,624	0	75.1	32.4	49.9
SP27	13	F-35A	F35BD9	DEP	12D3	150%ETR	0	87	24084	6,635	0	71.9	30.7	49.9
SP27	14	F-35A	F35CD19	DEP	30DD2R	100%ETR	300	2453	23075	1,387	0	78.3	30.3	50
SP27	15	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	10606	14690	0.154	0	87.8	30.3	50
SP27	16	F-35A	F35CD8	DEP	12D2	150%ETR	0	87	24084	1,747	0	76.8	29.8	50.1
SP27	17	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	10005	14274	0.114	0	88.5	29.7	50.1
SP27	18	F-35A	F35BD39	DEP	30DD2R	100%ETR	256	699	22952	1,027	0	78.9	29.6	50.1
SP27	19	F-35A	F35AD14	DEP	19D2	35%ETR	300	3087	26451	1,567	0	76.5	29.1	50.2
SP27	20	F-35A	F35AT4	PAT	30T1	100%ETR	225	795	27084	6,569	0	70	28.8	50.2

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Table 6. Contributors at Locations of Interest (Concluded)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP28	1	F-35A	F35A13	PAT	3011	33%ETR	250	3087	3048	2,305	0	98.5	52.7	52.7
SP28	2	F-35A	F35B13	PAT ¹	3011	33%ETR	250	3087	3048	1,578	0	98.5	51.1	55
SP28	3	F-35A	F35B16	PAT	3011	33%ETR	250	3087	3048	1,183	0	98.5	49.8	56.2
SP28	4	F-35A	F35C13	PAT	3011	33%ETR	250	3087	3048	0.333	0	98.5	44.3	56.4
SP28	5	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	18764	47,646	0	75.1	42.5	56.6
SP28	6	F-35A	F35AT2	PAT	12T1	50%ETR	170	484	15784	37,224	0	75.1	41.4	56.7
SP28	7	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2894	16378	4.73	0	81.7	39.1	56.8
SP28	8	F-35A	F35A1217	DH ²	30DD1	100%ETR	300	2894	16378	4,624	0	81.3	38.6	56.9
SP28	9	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8333	13344	0.525	0	90.2	38	56.9
SP28	10	F-35A	F35CD9	DEP	12D3	150%ETR	0	87	18764	13,972	0	75.1	37.2	57
SP28	11	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	18764	5,956	0	76.6	34.9	57
SP28	12	F-35A	F35BD29	DEP	12D3	150%ETR	0	87	18764	10,351	0	74	34.8	57
SP28	13	F-35A	F35BD39	DEP	30DD2R	100%ETR	300	838	16131	1,027	0	83.9	34.6	57.1
SP28	14	F-35A	F35BD37	DEP	30DD1	100%ETR	300	838	16131	1,005	0	83.7	34.3	57.1
SP28	15	F-35A	F35BD9	DEP	12D3	150%ETR	0	87	18764	6,635	0	75.1	34	57.1
SP28	16	F-35A	F35CD19	DEP	30DD2R	100%ETR	300	2894	16378	1,387	0	81.7	33.8	57.1
SP28	17	F-35A	F35A14	PAT ¹	30J1	100%ETR	225	986	22923	6,569	0	74.6	33.3	57.1
SP28	18	F-35A	F35CD17	DEP	30DD1	100%ETR	300	2894	16378	1,356	0	81.3	33.3	57.2
SP28	19	F-35A	F35CD18	DEP	30DD2L	100%ETR	300	8333	13344	0.154	0	90.2	32.7	57.2
SP28	20	F-35A	F35BD38	DEP	30DD2L	100%ETR	300	7772	12969	0.114	0	91.4	32.6	57.2

Feel free to contact me at 703/415-4550 ext. 32, should you have any questions.

Sincerely,

Koffi Ameffia
 Noise Analyst

KA/vt



December 12, 2007

J/N 53638

Mr. Henry McLaurine
SAIC
1140 Eglin Parkway
Suite 101
Shalimar, FL 23502

Reference: "Eglin Heavy" Scenario Three

Dear Mr. McLaurine:

This letter documents the results of the "**Eglin Heavy**" **Scenario Three** noise run in support of the Environmental Impact Statement (EIS) for the Proposed Beddown of the Joint Strike Fighter at Eglin Air Force Base (AFB) and the Implementation of the Base Realignment and Closure (BRAC) Commission recommendations. The noise modeling requirements are further outlined in "Attachment 1, Statement of Work (SOW), Rev. February 19, 2007" and "Proposal Assumptions for Draft_SOW_Mod2_TOO206_HCM 021707." This analysis includes Eglin AFB, Duke Field and Naval Outlying Landing Field (NOLF) Choctaw.

This letter describes the model and assumptions, airfield configurations, operational data, sensitive receptor analysis and the resulting contour for the "Eglin Heavy" Scenario Three run. All data and assumptions used were developed in collaboration with the 46th Test Wing (46TW) personnel and validated by a representative from the Eglin F-35 Site Activation Task Force.

"Eglin Heavy" Scenario Three

Under this scenario, flights would originate from and terminate at Eglin AFB. The majority of training activities by the Air Force's F-35A Conventional TakeOff and Landing (CTOL) would take place at Eglin AFB. Marine Corps' F-35B Short TakeOff and Vertical Landing (STOVL) aircraft would train at Duke Filed. The majority of training activities by the Navy's F-35C Carrier Variant (CV) would also take place at Eglin AFB, with the residual Navy specific operations at NOLF Choctaw. The total numbers of annual flight operations (defined as a takeoff or landing of one aircraft with patterns counted as two operations) was estimated at 175,000 for Eglin AFB, 36,000 for Duke Field and 24,000 for NOLF Choctaw.

NOISEMAP Version 7

Analyses of aircraft noise exposure around Department of Defense (DoD) facilities are normally accomplished using a group of computer-based programs, collectively called NOISEMAP. The NOISEMAP suite of computer programs was primarily developed by the Air Force, which serves as the lead DoD agency for aircraft noise modeling. The NOISEMAP suite of computer programs includes BaseOps, OMEGA10, OMEGA11, NOISEMAP and NMPlot. The suite also includes the NOISEFILE databases.

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BaseOps

The BaseOps program allows entry of runway coordinates, airfield information, flight tracks, flight profiles (engine thrust settings, altitudes, speeds in addition to pitch, yaw, roll and nacelle angles for tilt rotors and helicopters) along each flight track for each aircraft, numbers of daily flight operations, run-up coordinates, run-up profiles, and run-up operations. For entry into Baseops, closed-pattern operations which are counted by ATC as two operations (one departure and one arrival), are entered in the program as one noise event (one departure followed by one arrival with the aircraft remaining in the vicinity of the airfield).

OMEGA10

For fixed-wing and helicopters modeled using NOISEMAP, the OMEGA10 program calculates the SEL versus distance for each model of aircraft from the NOISEFILE database, taking into consideration the specified speeds, engine thrust settings, and environmental conditions appropriate to each type of flight operation. The NOISEFILE database contains one-third octave band sound data for flight and pre-flight run-up by most military aircraft and some civil aircraft. The OMEGA10 output is used by NOISEMAP in subsequent calculations.

OMEGA11

The OMEGA11 program calculates maximum A-weighted sound levels from the NOISEFILE database for each model of aircraft taking into consideration the engine thrust settings and environmental conditions appropriate to maintenance run-up operations. Similar to the OMEGA10 output, the OMEGA11 output is also used by NOISEMAP in subsequent calculations.

NOISEMAP

NOISEMAP uses the OMEGA10 and OMEGA11 outputs, incorporates the number of day and night operations, flight paths, and profiles of the aircraft to calculate DNL at many points on the ground around the facility. This process results in a "grid" file containing noise levels at different points of a user specified rectangular area. NOISEMAP Version 7 has been expanded to include atmospheric sound propagation effects over varying terrain, including hills and mountainous regions, as well as regions of varying acoustical impedance—for example, water around coastal regions. This feature was used in computing the noise levels presented in this analysis because the area around Eglin AFB features large bodies of water.

Airfield Configuration

Eglin AFB

Eglin AFB is located about a mile southwest of Valparaiso, Florida. As depicted in the Eglin AFB configuration map (Figure 1), Eglin is centered on two runways. Runway 12/30 is 12,005-feet long and 300-feet wide and Runway 01/19 is 10,012-feet long and 300-feet wide. In the context of the F-35 beddown at Eglin AFB, there would be an addition of two Vertical Takeoff and Landing (VTOL) pads, labeled in Figure 1 as 12PN/30PN and 12PS/30PS. These pads would be 250 feet by 250 feet. Eglin AFB elevation is 87 feet above Mean Sea Level (MSL) and the magnetic declination is 1.9 degrees west.

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Duke Field

Duke Field is located approximately three miles west of Crestview, Florida. As depicted in the Duke Field configuration map (Figure 2), Duke Field consists of one main runway and one assault strip. Runway 18/36 is 8,000-feet long and 200-feet wide. The Assault Strip (Runway 18A/36A) is 3,500-feet long and 200-feet wide. Under Scenario One, there would be an addition of a Landing Hover Deck (LHD) and two VTOL pads. In Figure 2, the LHD is labeled 18D/36D and the VTOL pads 18PN/36PN and 18PS/36PS. The vertical landing pads are 250 feet by 250 feet. The elevation at Duke Field is 191 feet MSL and the magnetic declination is 1.7 degrees west.

NOLF Choctaw

NOLF Choctaw is located near Milton, Florida. As depicted in Figure 3, NOLF Choctaw configuration map (Figure 3), the airfield consists of one active runway. Runway 18/36 is 7,650-feet long and 200-feet wide. The elevation at NOLF Choctaw is 102 feet MSL and the magnetic declination is 1 degree west.

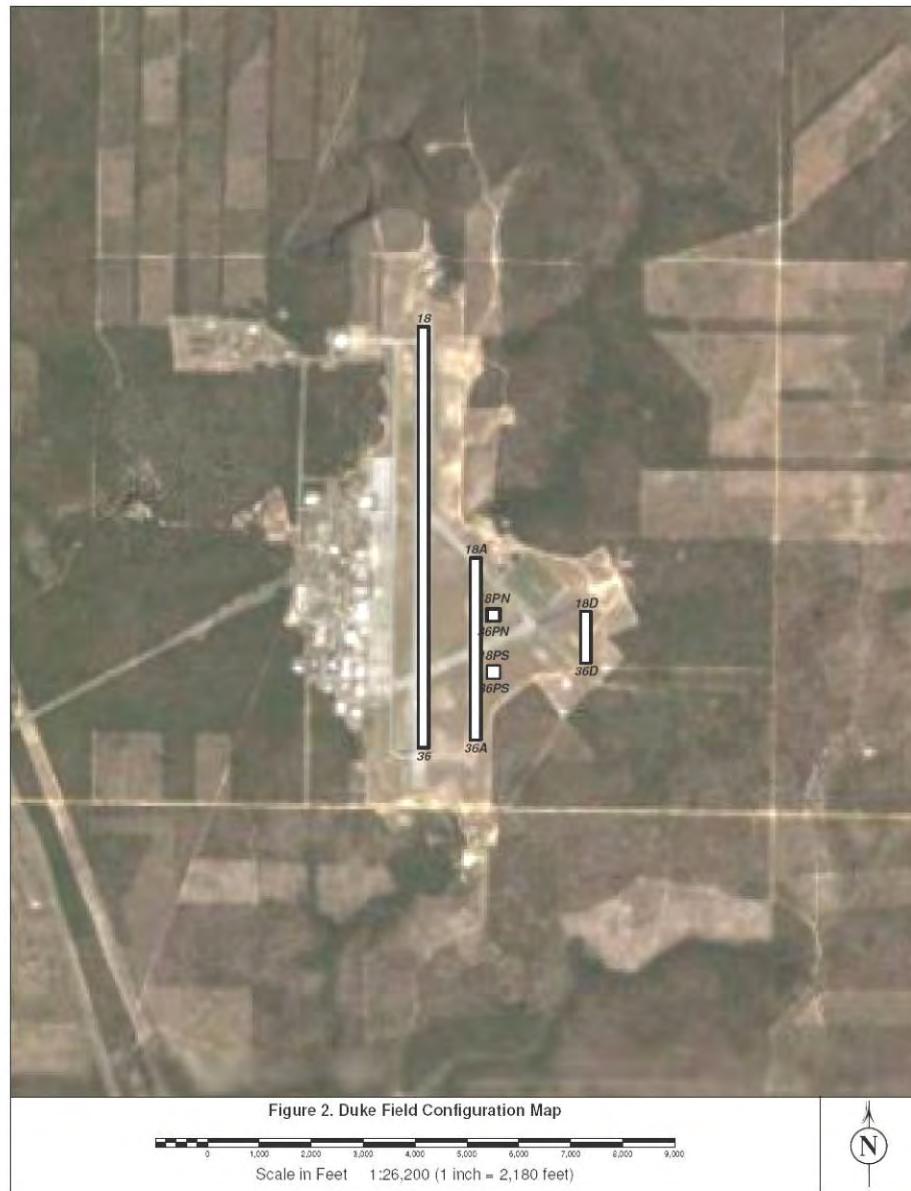
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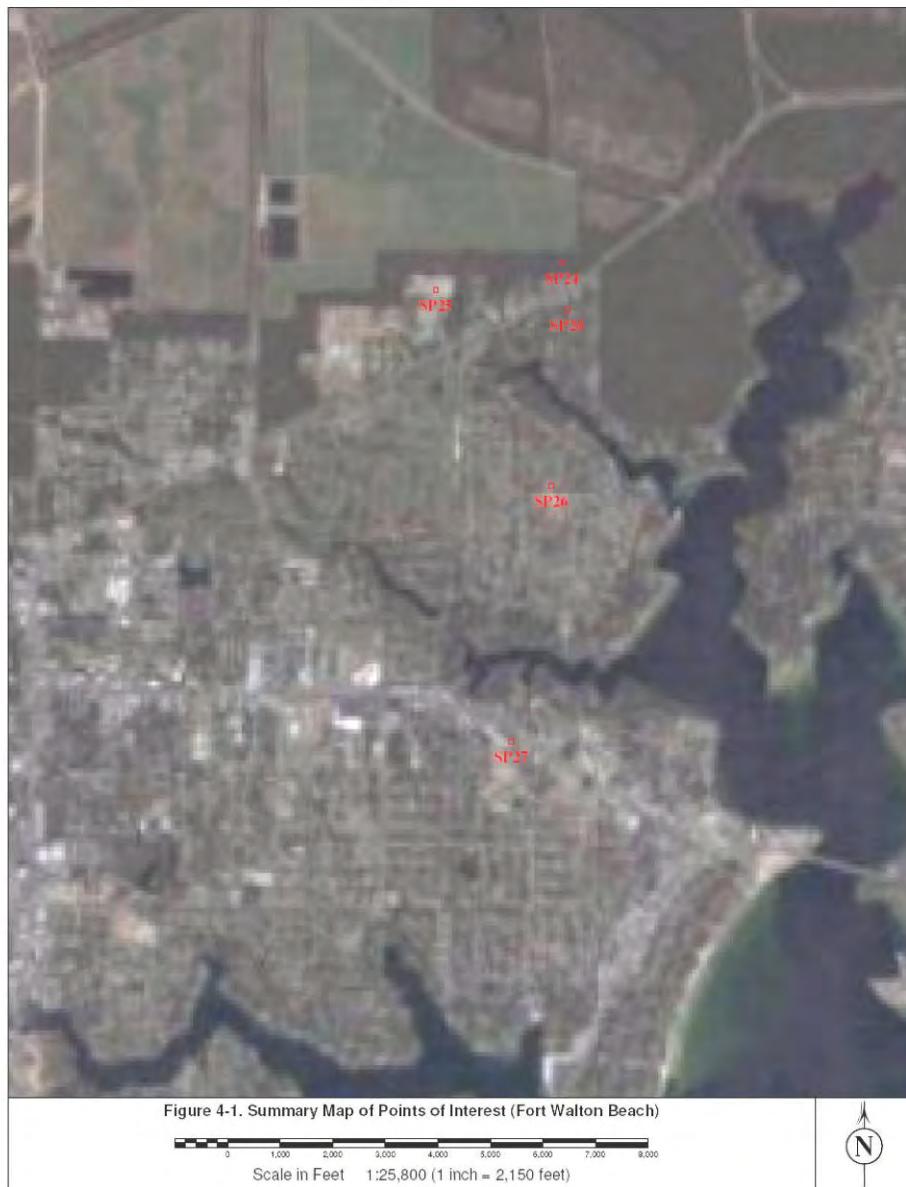
Locations of Interest

As part of the noise analysis, a detailed acoustical analysis was performed for a series of locations, which are listed in Table 1 and shown in Figures 4-1, 4-2 and 4-3. Figure 4-1 shows locations near the city of Fort Walton Beach. Figure 4-2 depicts locations on and in the vicinity of Eglin AFB. Figure 4-3 shows locations near the city of Valparaiso.

Table 1. Locations of Interest near Eglin AFB

Location ID	General Description	Latitude (WGS84)	Longitude (WGS84)
SP1	Eglin Housing (Capehart)	N 30° 27.7260'	W 86° 32.0602'
SP2	Eglin Housing (Ben's Lake)	N 30° 27.9786'	W 86° 32.6446'
SP3	Chapel 2 - Building 2574	N 30° 28.0545'	W 86° 32.9153'
SP4	Cherokee Elem. School	N 30° 28.0592'	W 86° 32.7230'
SP5	Child Development Center	N 30° 28.0726'	W 86° 32.3707'
SP6	Oakhill School	N 30° 28.2399'	W 86° 32.1440'
SP7	Eglin Hospital	N 30° 27.7062'	W 86° 33.3051'
SP8	Eglin VAQ and Dorms	N 30° 29.1113'	W 86° 30.0943'
SP9	Eglin Chapel 1	N 30° 29.8260'	W 86° 07.9653'
SP10	JSF ITC	N 30° 28.6894'	W 86° 32.9662'
SP11	Lewis Middle School	N 30° 29.5813'	W 86° 07.9653'
SP12	Valparaiso Elementary School	N 30° 30.1947'	W 86° 07.9653'
SP13	First Assembly of God (Valp)	N 30° 30.6765'	W 86° 30.3143'
SP14	New Hope Baptist (Valp)	N 30° 30.7426'	W 86° 30.2948'
SP15	Sovereign Grace Church (Valp)	N 30° 30.6563'	W 86° 30.0692'
SP16	First Baptist Church (Valp)	N 30° 30.6200'	W 86° 29.9500'
SP17	Unitarian Church (Valp)	N 30° 30.8172'	W 86° 29.6067'
SP18	Housing (Valp)	N 30° 30.5187'	W 86° 30.3225'
SP19	Housing (Valp)	N 30° 30.9077'	W 86° 30.3376'
SP20	Edge Elementary School	N 30° 31.6322'	W 86° 29.6852'
SP21	Twin Cities Medical Center	N 30° 32.0156'	W 86° 29.7390'
SP22	Niceville Community Church	N 30° 31.2748'	W 86° 30.3176'
SP23	Private School (Niceville)	N 30° 30.9844'	W 86° 30.4512'
SP24	Private School (Ft Walton)	N 30° 28.2321'	W 86° 36.4212'
SP25	Okaloosa Walton College	N 30° 28.1460'	W 86° 36.8792'
SP26	Kenwood Elementary	N 30° 27.5359'	W 86° 36.4608'
SP27	Pryor Middle School	N 30° 26.7376'	W 86° 36.6058'
SP28	Housing (Ft Walton Bch)	N 30° 28.0831'	W 86° 36.4028'

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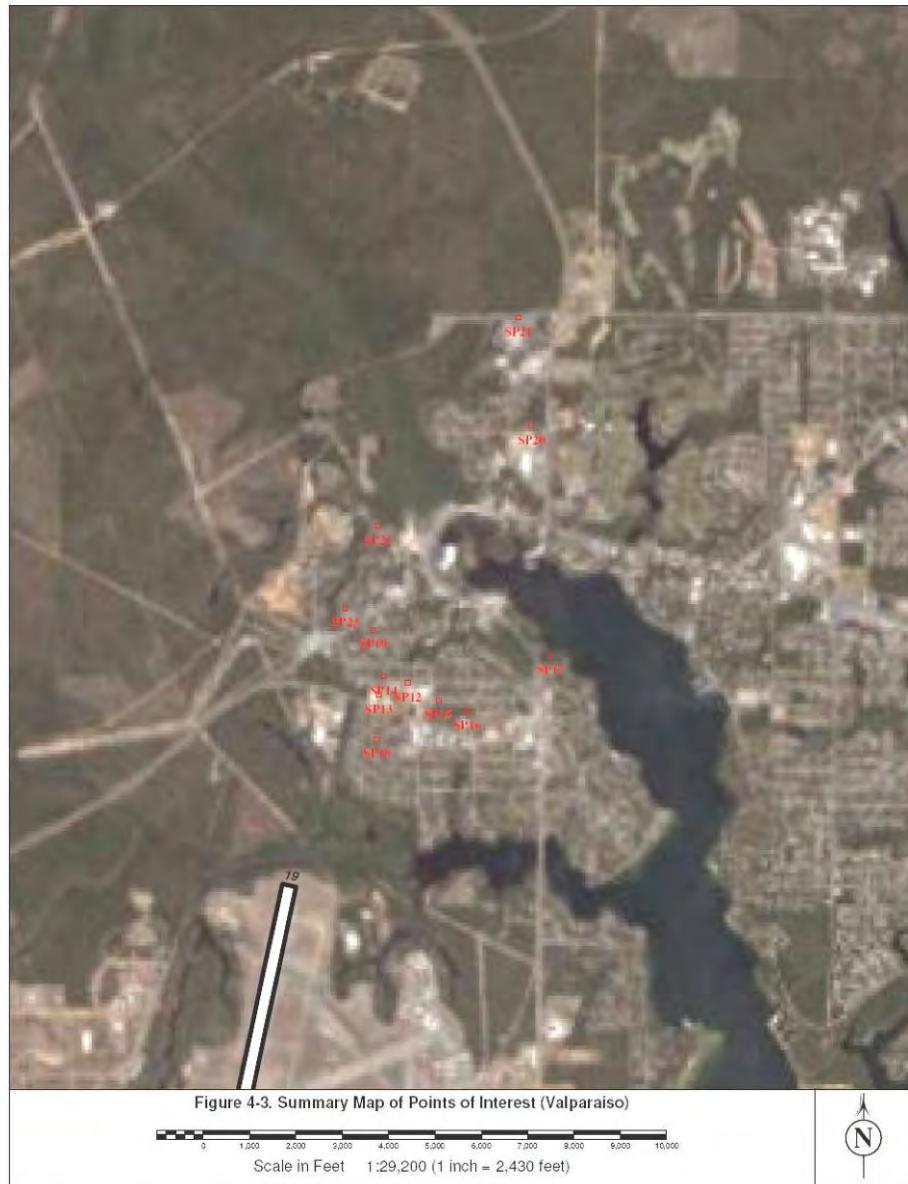
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Input Data

Daily Flight Operations

The first step in the noise analysis process is to determine the number of flight operations for an average day. The computer noise model requires input of the daily operations by aircraft type, operation type, and temporal period (acoustical daytime hours of 0700-2200 and nighttime hours of 2200-0700). The number and type of operations used for this analysis were based on a syllabus provided by the 46th TW. Tables 2-1, 2-2 and 2-3 present the daily flight operations for all three versions of the F-35 for all three airfields. The data is based on 246 days of operations.

Table 2-1. Eglin AFB Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200	2200- 0700	Total									
Afterburner Departure	73.76	0.00	73.76	10.27	0.00	10.27	21.63	0.00	21.63	105.66	0.00	105.66
Short Takeoff Departure	0.00	0.00	0.00	16.02	0.00	16.02	0.00	0.00	0.00	16.02	0.00	16.02
Overhead Break Arrival (Conventional Landings)	36.91	3.63	40.53	1.73	0.95	2.67	11.53	3.31	14.84	50.16	7.89	58.04
Overhead Break Arrival (Slow Landings)	0.00	0.00	0.00	2.88	0.12	3.00	0.00	0.00	0.00	2.88	0.12	3.00
Overhead Break Arrival (RVL)	0.00	0.00	0.00	4.33	0.18	4.51	0.00	0.00	0.00	4.33	0.18	4.51
Overhead Break Arrival (VL)	0.00	0.00	0.00	7.57	0.32	7.89	0.00	0.00	0.00	7.57	0.32	7.89
Standard Straight-in Arrivals	29.68	1.05	30.73	2.88	0.12	3.00	7.71	0.04	7.75	40.28	1.21	41.49
Standard Straight-in Arrivals (Slow Landings)	0.00	0.00	0.00	13.51	0.77	14.28	0.00	0.00	0.00	13.51	0.77	14.28
SFO Arrivals (Break)	20.74	0.00	20.74	6.42	0.00	6.42	3.33	0.00	3.33	30.49	0.00	30.49
SFO Arrival (Straight-in)	4.79	0.00	4.79	1.42	0.00	1.42	0.50	0.00	0.50	6.72	0.00	6.72
Touch and Go *	181.31	0.00	181.31	0.00	0.00	0.00	83.55	0.00	83.55	264.86	0.00	264.86
Touch and Go (Slow Landing) *	0.00	0.00	0.00	20.48	1.31	21.79	0.00	0.00	0.00	20.48	1.31	21.79
IFR Pattern *	30.73	0.00	30.73	21.03	0.00	21.03	4.43	0.00	4.43	56.20	0.00	56.20
IFR Pattern (Slow Landings) *	0.00	0.00	0.00	15.78	0.00	15.78	0.00	0.00	0.00	15.78	0.00	15.78
Multiple SFO Patterns *	50.34	0.00	50.34	14.35	0.00	14.35	0.03	0.00	0.03	64.72	0.00	64.72
TOTAL	428.26	4.68	432.94	138.68	3.76	142.44	132.70	3.35	136.06	699.65	11.79	711.44

Source: 46th IW

* Counted as two operations

RVL - Rolling Vertical Landing

VL - Vertical Landing

SFO - Simulated Flame-Out

IFR - Instrument Flight Rules

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Table 2-2. Duke Field Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Interfacility Departure (From main runway)	0.00	0.00	0.00	18.36	1.17	19.53	4.86	0.29	5.16	23.23	1.47	24.69
Interfacility Departure (From assault strip)	0.00	0.00	0.00	5.30	0.34	5.63	0.00	0.00	0.00	5.30	0.34	5.63
Overhead Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Overhead Break Arrival (West Side)	0.00	0.00	0.00	7.77	0.50	8.26	0.00	0.00	0.00	7.77	0.50	8.26
Carrier Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Break Arrival (West Side)	0.00	0.00	0.00	0.00	0.00	0.00	4.86	0.29	5.16	4.86	0.29	5.16
Carrier Break Arrival to VL (East Side)	0.00	0.00	0.00	5.30	0.34	5.63	0.00	0.00	0.00	5.30	0.34	5.63
Standard Straight-in Arrivals	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Standard Straight-in Arrivals (Slow Landing)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FOB Standard Straight-in Arrivals to RVL (Assault Strip)	0.00	0.00	0.00	5.30	0.34	5.63	0.00	0.00	0.00	5.30	0.34	5.63
SFO Arrivals (Break)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SFO Arrival (Straight-in)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Multiple S/I/O Patterns *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Conventional Touch and Go Pattern (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Conventional Touch and Go Pattern (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	9.38	0.60	9.98	9.38	0.60	9.98
Carrier Pattern to Slow Landing (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern to Slow Landing (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern to RVL (East Side) *	0.00	0.00	0.00	30.37	1.94	32.30	0.00	0.00	0.00	30.37	1.94	32.30
FOB FCLP to VL (East Side) *	0.00	0.00	0.00	45.19	2.88	48.08	0.00	0.00	0.00	45.19	2.88	48.08
TOTAL	0.00	0.00	0.00	117.58	7.50	125.08	19.11	1.18	20.29	136.68	8.69	145.37

Source: 46th TW

* Counted as two operations

VL - Vertical Landing

FOB - Forward Operating Base

RVL - Rolling Vertical Landing

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

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Table 2-3. NOLF Choctaw Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			Total		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Interfacility Departure	0.00	0.00	0.00	0.00	0.00	0.00	8.41	0.54	8.94	8.41	0.54	8.94
Carrier Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	4.13	0.26	4.40	4.13	0.26	4.40
Carrier Break Arrival (West Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.05	0.78	0.73	0.05	0.78
Standard Straight-in Arrivals	0.00	0.00	0.00	0.00	0.00	0.00	2.08	0.13	2.22	2.08	0.13	2.22
SFO Arrivals (Break)	0.00	0.00	0.00	0.00	0.00	0.00	1.31	0.08	1.40	1.31	0.08	1.40
SFO Arrival (Straight-in)	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.01	0.16	0.15	0.01	0.16
Multiple SFO Patterns *	0.00	0.00	0.00	0.00	0.00	0.00	1.25	0.08	1.33	1.25	0.08	1.33
FCLP (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	62.59	4.00	66.58	62.59	4.00	66.58
FCLP (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	11.05	0.71	11.75	11.05	0.71	11.75
TOTAL	0.00	0.00	0.00	0.00	0.00	0.00	91.69	5.85	97.55	91.69	5.85	97.55

Source: 46th TW

* Counted as two operations

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

Runway Usage

The second step is the allocation of the modeled average daily events by runway. The daily operation numbers were successively multiplied by runway utilization percentage for each aircraft type and operation type. Tables 3-1, 3-2 and 3-3 present the runway usage for all three versions of the F-35 for all three airfields. The data is based on anticipated wind directions as well as operational requirements. In an effort to reduce the number of operations that would take place on Runway 12/30, the runway use was changed to 65 percent on Runway 12/30 and the remaining 35 percent on Runway 01/19. The flow split remained 85 percent to the south and 15 percent to the north.



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Table 3-1. Eglin AFB Projected Runway Usage

Operation Type	Runway/Pad									
	01	01D	12	19	30	30D	12PN - North Pad 120	30PN - North Pad 300	12PS - South Pad 120	30PS - South Pad 300
Afterburner Departure		5.25%	55.25%	29.75%		9.75%				
Short Takeoff Departure ¹			55.25%	29.75%		15.00%				
Overhead Break Arrival (Conventional Landings)	5.25%		55.25%	29.75%		9.75%				
Overhead Break Arrival (Slow Landings) ¹	5.25%		55.25%	29.75%		9.75%				
Overhead Break Arrival (RVL) ¹	5.25%		55.25%	29.75%		9.75%				
Overhead Break Arrival (VL) ¹							42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals				85.00%	15.00%					
Standard Straight-in Arrivals (Slow Landings) ¹				85.00%	15.00%					
SFO Arrivals (Break)	5.25%		55.25%	29.75%	9.75%					
SFO Arrival (Straight-in)	5.25%		55.25%	29.75%	9.75%					
Touch and Go *	5.25%		55.25%	29.75%	9.75%					
Touch and Go (Slow Landing) *	5.25%		55.25%	29.75%	9.75%					
IFR Pattern *				85.00%	15.00%					
IFR Pattern (Slow Landings) ^{1*}				85.00%	15.00%					
Multiple SFO Patterns *	5.25%		55.25%	29.75%	9.75%					

Source: 46th TW

* Counted as two operations

¹ F-35B STOVL Only

RVL - Rolling Vertical Landing

VL - Vertical Landing

SFO - Simulated Flame-Out

IFR - Instrument Flight Rules

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Table 3-2. Duke Field Projected Runway Usage

Operation Type	Runway/Pad									
	18	36	18A - Assault Strip 180	36A - Assault Strip 360	18D - LHID	36D - LHID	18PN - North Pad 180	36PN - North Pad 360	18PS - South Pad 180	36PS - South Pad 360
Interfacility Departure (From main runway)	85.00%	15.00%								
Interfacility Departure (From assault strip) ¹			85.00%	15.00%						
Overhead Break Arrival (East Side)	85.00%	15.00%								
Overhead Break Arrival (West Side)	85.00%	15.00%								
Carrier Break Arrival (East Side) ²	100.00%									
Carrier Break Arrival (West Side) ²		100.00%								
Carrier Break Arrival to VL (East Side) ¹							42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals	85.00%	15.00%								
Standard Straight-in Arrivals (Slow Landing) ¹	85.00%	15.00%								
FOB Standard Straight-in Arrivals to RVL (Assault Strip) ¹			85.00%	15.00%						
SFO Arrivals (Break)	85.00%	15.00%								
SFO Arrival (Straight-in)	85.00%	15.00%								
Multiple SFO Patterns *	85.00%	15.00%								
Conventional Touch and Go Pattern (East Side) *	85.00%	15.00%								
Conventional Touch and Go Pattern (West Side) *	85.00%	15.00%								
Carrier Pattern (East Side) ^{2,*}	100.00%									
Carrier Pattern (West Side) ^{2,*}		100.00%								
Carrier Pattern to Slow Landing (East Side) ^{1,*}	85.00%	15.00%								
Carrier Pattern to Slow Landing (West Side) ^{1,*}	85.00%	15.00%								
Carrier Pattern to RVL (East Side) ^{1,*}			85.00%	15.00%						
FOB FCLP to VL (East Side) ^{1,*}					100.00%					

Source: 46th TW

FOB - Forward Operating Base

* Counted as two operations

RVL - Rolling Vertical Landing

¹F-35B STOVL Only

SFO - Simulated Flame-Out

²F-35C CV Only

FCLP - Field Carrier Landing Practice

VL - Vertical Landing

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Table 3-3. NOLF Choctaw Projected Runway Usage

Operation Type	Runway/Pad	
	18	36
Interfacility Departure	85.00%	15.00%
Carrier Break Arrival (East Side)	100.00%	
Carrier Break Arrival (West Side)		100.00%
Standard Straight-in Arrivals	85.00%	15.00%
SFO Arrivals (Break)	85.00%	15.00%
SFO Arrival (Straight-in)	85.00%	15.00%
Multiple SFO Patterns *	85.00%	15.00%
FCLP (East Side) *	100.00%	
FCLP (West Side) *		100.00%

Source: 46th TW

* Counted as two operations

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

F-35C CV Only

Flight Track and Usage

The next step is the distribution of the daily operations for each runway onto different flight tracks. The daily operation numbers by runway were successively multiplied by flight track utilization percentages for each aircraft type and operation type. At this stage, all closed-pattern operations (Touch and Go and IFR patterns) were divided by two because of the definition of ATC operations vice the requirements of the noise model. Figures 5-1 through 5-25 are snapshots of the modeled Eglin AFB flight tracks which includes SFO patterns under this scenario. Approximately 80 percent of the operations are on the south tracks, 4 percent on the east tracks, 10 percent on the west tracks and finally, 6 percent on the north tracks. It is important to note that over 80 percent of the overhead arrivals were modeled as interfacility arrivals from Duke Field. Figures 5-26 through 5-43 are snapshots of the modeled Duke Field Flight Tracks. Figures 5-44 through 5-53 are snapshots of the modeled NOLF Choctaw flight tracks.



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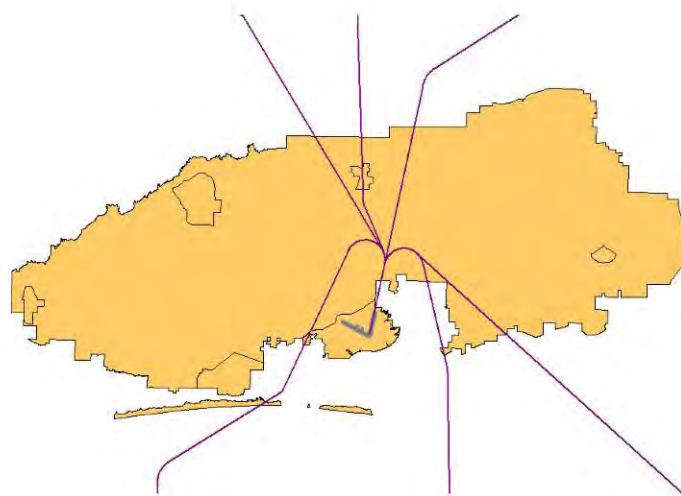


Figure 5-1. Eglin AFB Runway 01 Departures (F-35A/B/C)

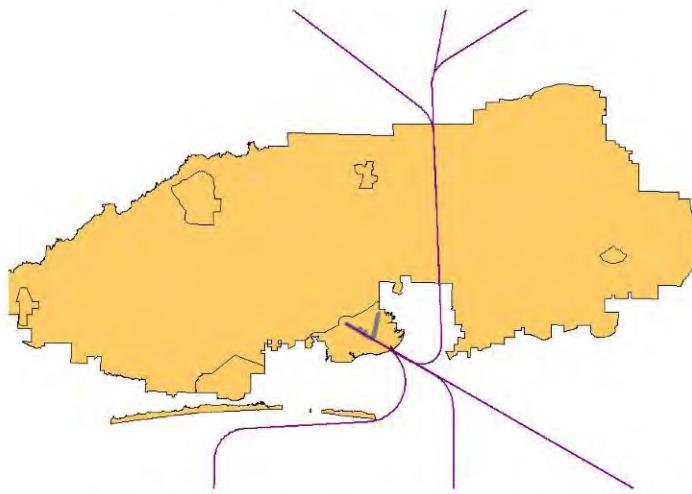


Figure 5-2. Eglin AFB Runway 12 Departures (F-35A/B/C)

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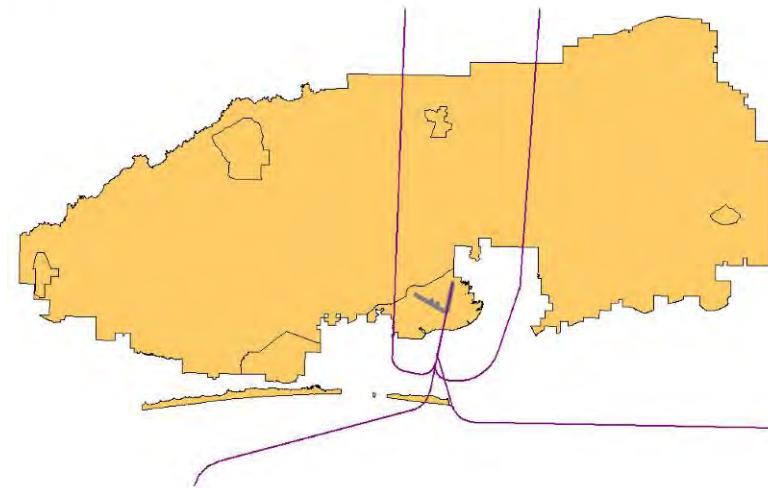


Figure 5-3. Eglin AFB Runway 19 Departures (F-35A/B/C)

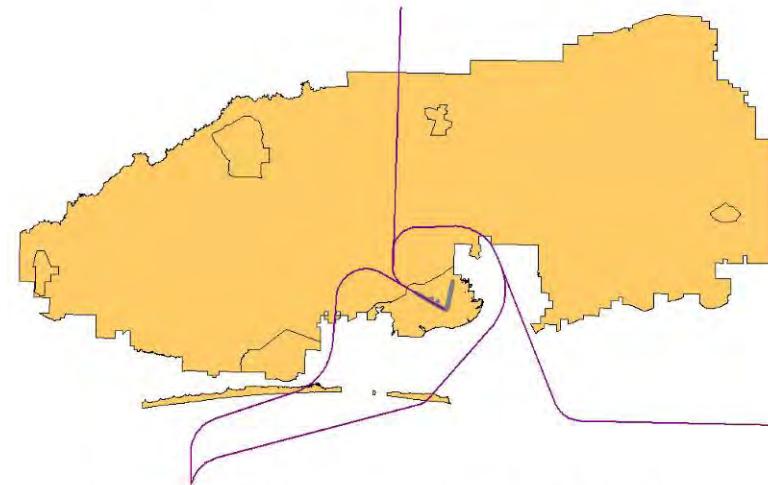


Figure 5-4. Eglin AFB Runway 30 Departures (F-35A/B/C)

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Figure 5-5. Eglin AFB Runway 01 Overhead Break Arrivals (F-35A/B/C, North Flow, 1nm Final)



Figure 5-6. Eglin AFB Runway 12 Overhead Break Arrivals (F-35B/C, South Flow, 2531 ft Final)

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Figure 5-7. Eglin AFB Runway 12 Overhead Break Arrivals (F-35A, South Flow, 1nm Final)



Figure 5-8. Eglin AFB South Pad Overhead Break Arrivals to Vertical Landings
(Southeast Heading)

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Figure 5-9. Eglin AFB North Pad Overhead Break Arrivals to Vertical Landings
(Southeast Heading)



Figure 5-10. Eglin AFB Runway 19 Overhead Break Arrivals
(F-35B/C, South Flow, 2531 ft Final)

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Figure 5-11. Eglin AFB Runway 19 Overhead Break Arrivals
(F-35A, South Flow, 1nm Final)



Figure 5-12. Eglin AFB Runway 30 Overhead Break Arrivals
(F-35A/B/C, North Flow, 1nm Final)

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Figure 5-13. Eglin AFB North Pad Overhead Break Arrivals to Vertical Landings
(Northwest Heading)



Figure 5-14. Eglin AFB South Pad Overhead Break Arrivals to Vertical Landings
(Northwest Heading)

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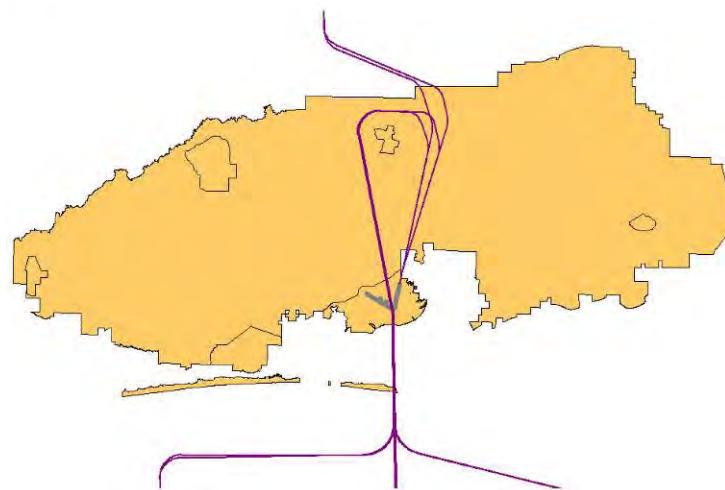


Figure 5-15. Eglin AFB Runway 19 Straight-in Arrivals



Figure 5-16. Eglin AFB Runway 30 Straight-in Arrivals

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Figure 5-17. Eglin AFB Runway 01 Straight-in/Break SFO Arrivals



Figure 5-18. Eglin AFB Runway 12 Straight-in/Break SFO Arrivals

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Figure 5-19. Eglin AFB Runway 19 Straight-in/Break SFO Arrivals



Figure 5-20. Eglin AFB Runway 30 Straight-in/Break SFO Arrivals

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Figure 5-21. Eglin AFB Runways 01 and 30 Touch and Go Patterns
(F-35A/B/C, North Flow, 1nm Final)

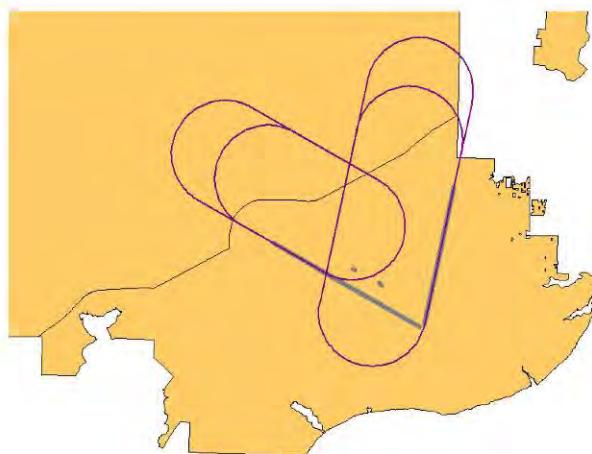


Figure 5-22. Eglin AFB Runways 12 and 19 Touch and Go Patterns
(F-35A, South Flow, 1nm Final; F-35B/C, South Flow, 2531 ft Final)

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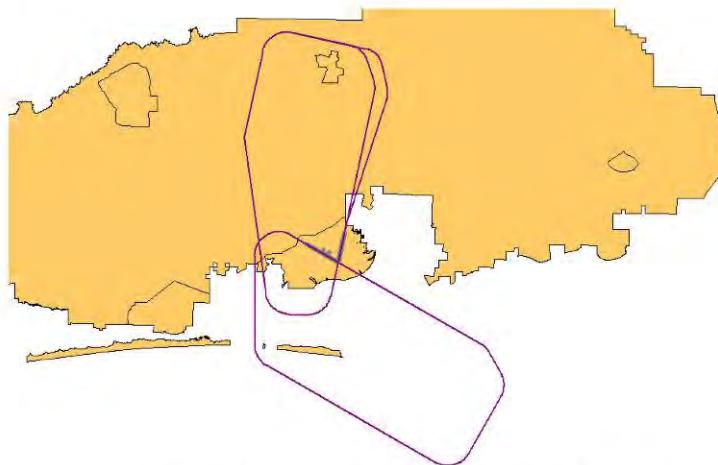


Figure 5-23. Eglin AFB Runways 19 and 30 IFR Patterns

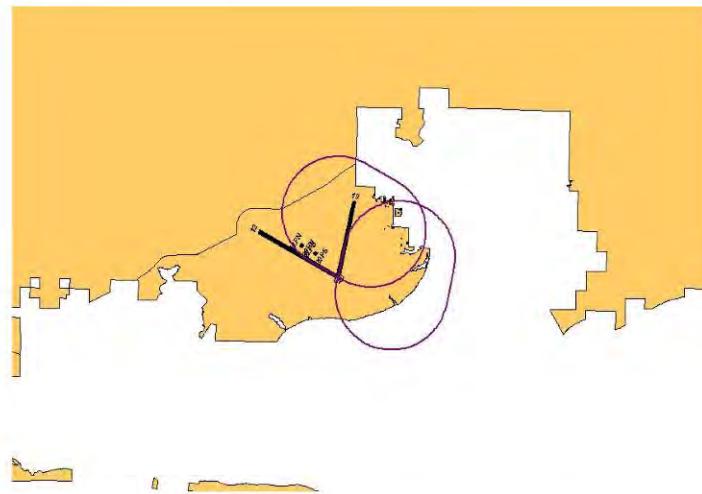


Figure 5-24. Eglin AFB Runways 01 and 30 SFO Patterns

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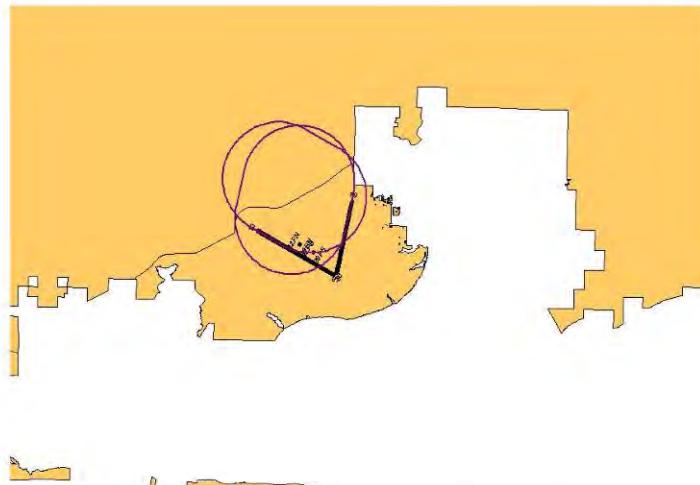


Figure 5-25. Eglin AFB Runways 12 and 19 SFO Patterns



Figure 5-26. Duke Field Runway 18 Departures (F-35A/B/C)

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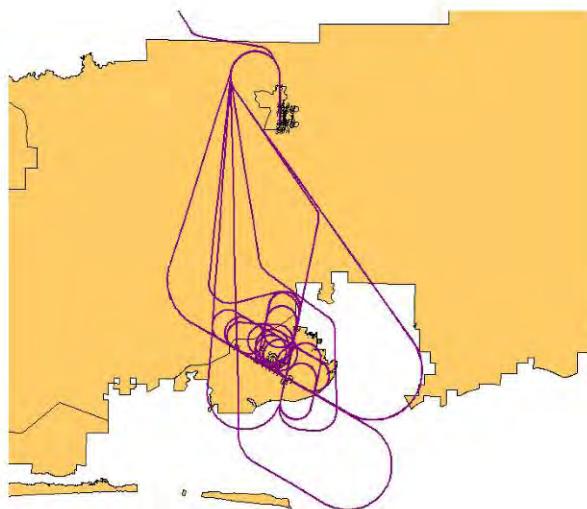


Figure 5-27. Duke Field Runway 36 Departures (F-35A/B/C)

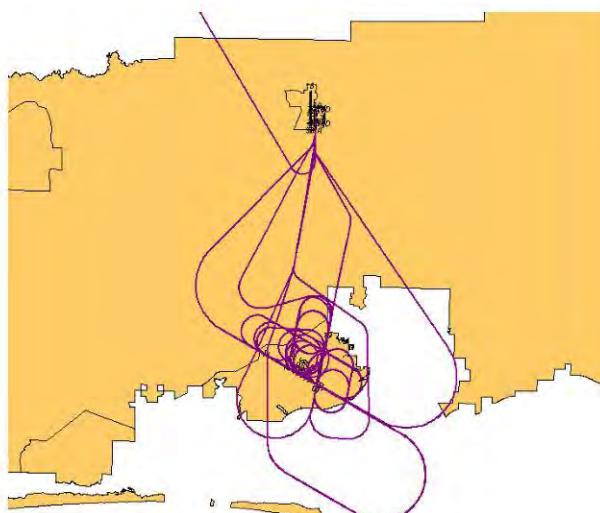


Figure 5-28. Duke Field Assault Strip 18A Departures (F-35B)

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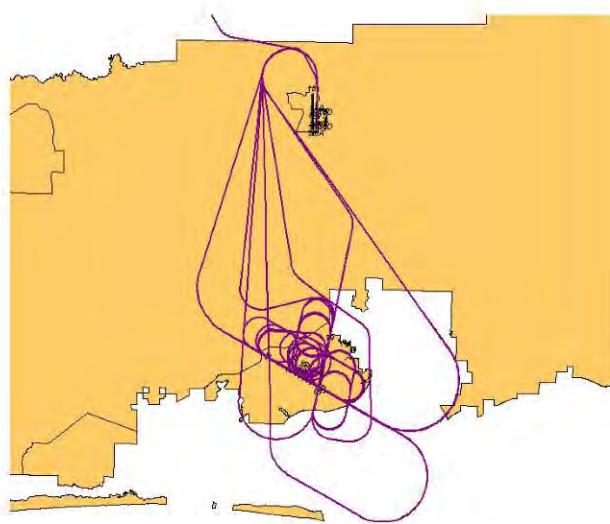


Figure 5-29. Duke Field Assault Strip 36A Departures (F-35B)

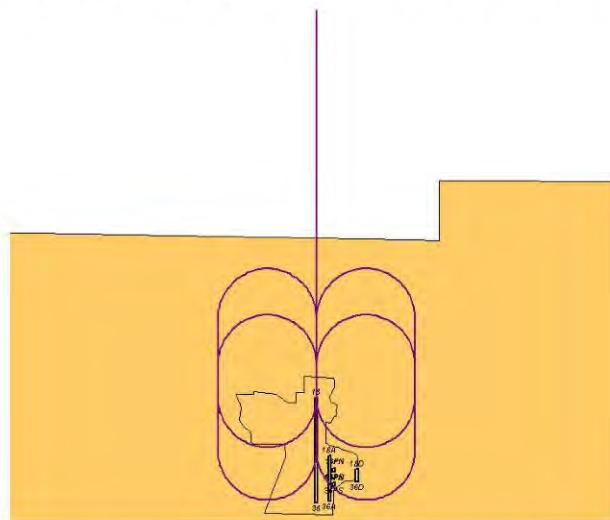


Figure 5-30. Duke Field Runway 18 Break Arrivals
(F-35A Overhead, 1nm Final; F-35B Overhead/Carrier Break,
2531 ft Final; F-35C Carrier Break, 2531 ft Final)

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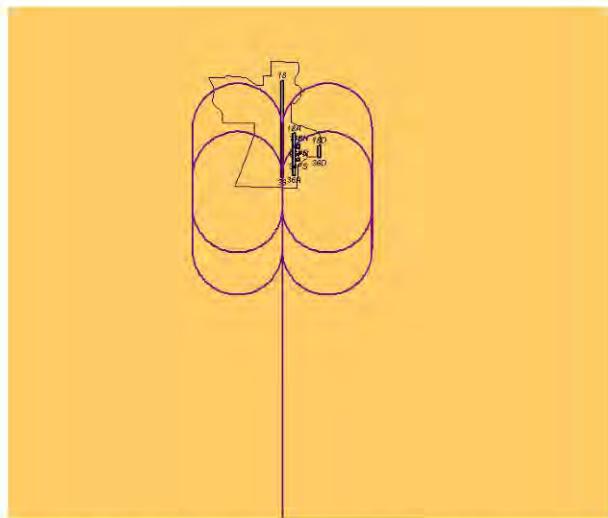


Figure 5-31. Duke Field Runway 36 Break Arrivals (F-35A Overhead, 1nm Final; F-35B Overhead/Carrier Break, 2531 ft Final; F-35C Carrier Break, 2531 ft Final)

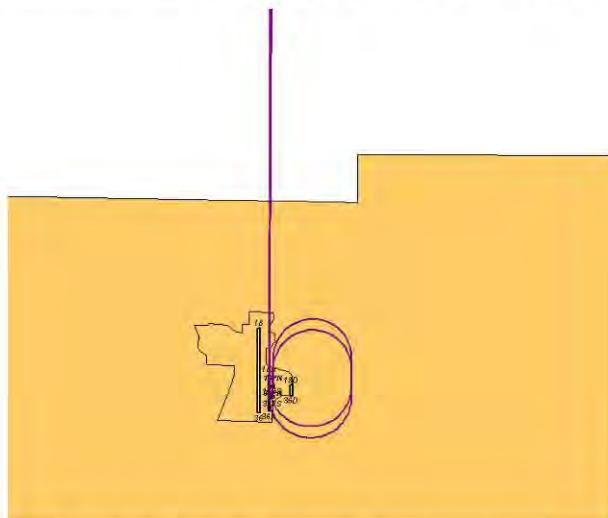


Figure 5-32. Duke Field North/South Pad Carrier Break Arrivals to Vertical Landings (South Heading)

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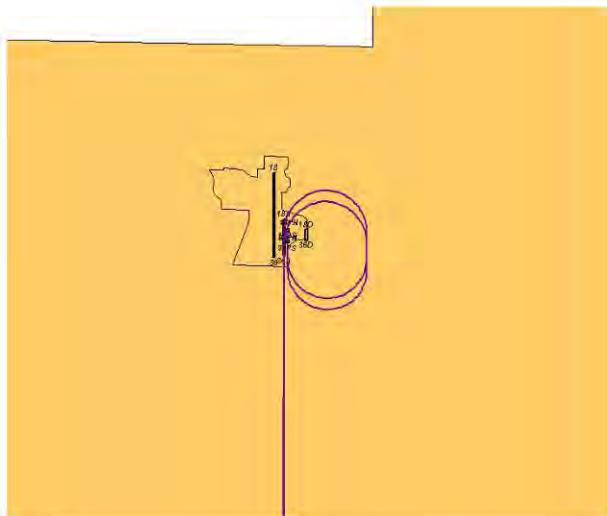


Figure 5-33. Duke Field North/South Pad Carrier Break Arrivals to Vertical Landings
(North Heading)

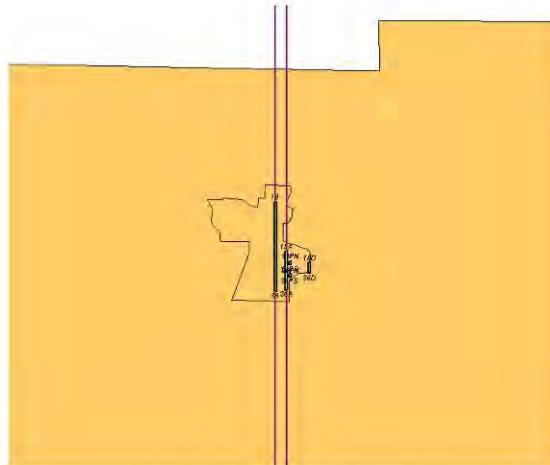


Figure 5-34. Duke Field Runway 18/36 (F-35A/B/C) and Assault Strip 18A/36A (F-35B) Standard
Straight-in Arrivals

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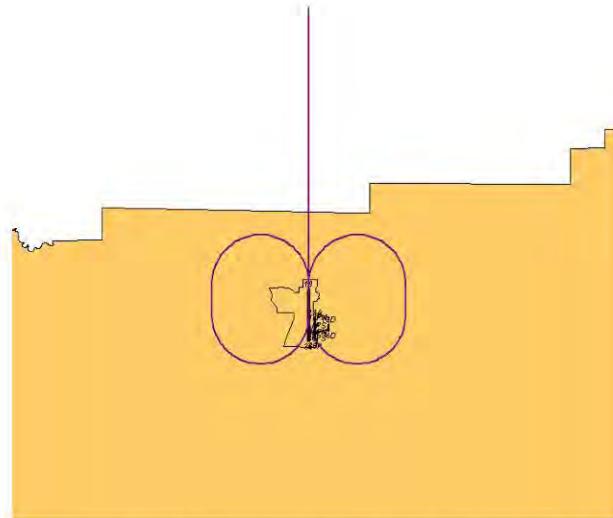


Figure 5-35. Duke Field Runway 18 Straight-in/Break SFO Arrivals

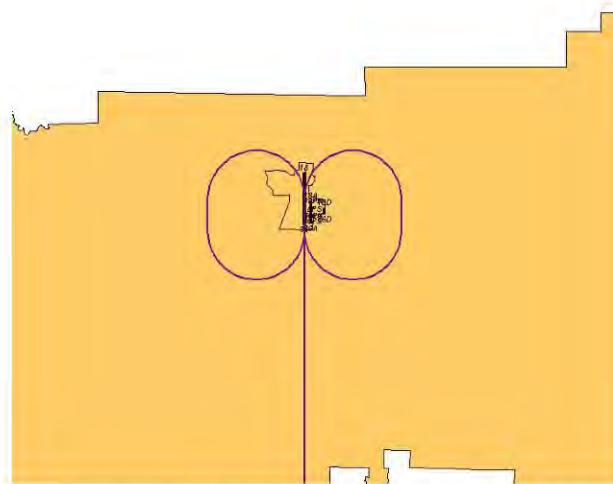


Figure 5-36. Duke Field Runway 36 Straight-in/Break SFO Arrivals

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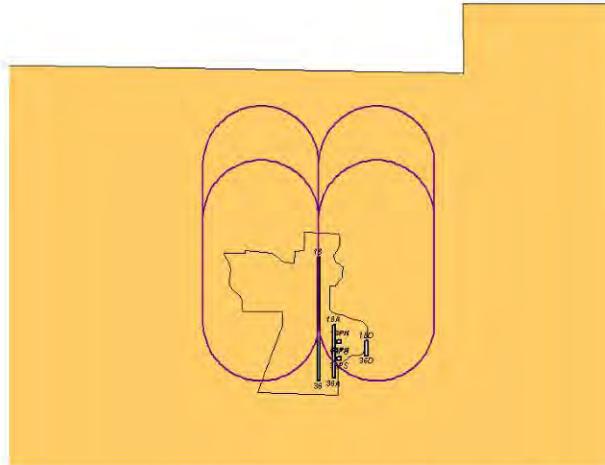


Figure 5-37. Duke Field Runway 18 Touch and Go/Carrier Patterns
(F-35A, 1nm Final; F-35B/C, 2531 ft Final)

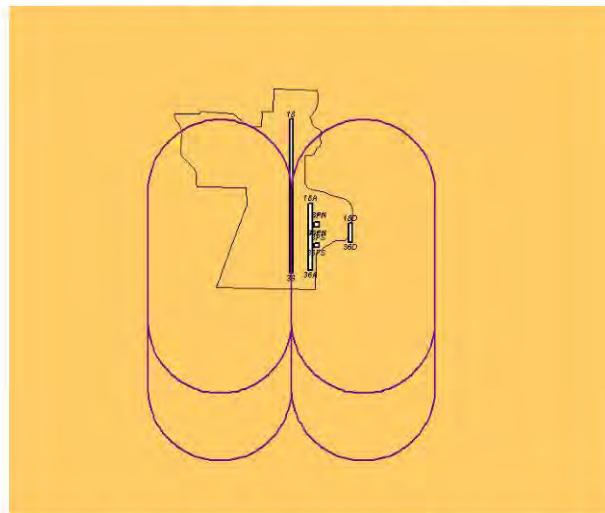


Figure 5-38. Duke Field Runway 36 Touch and Go/Carrier Patterns
(F-35A, 1nm Final; F-35B/C, 2531 ft Final)

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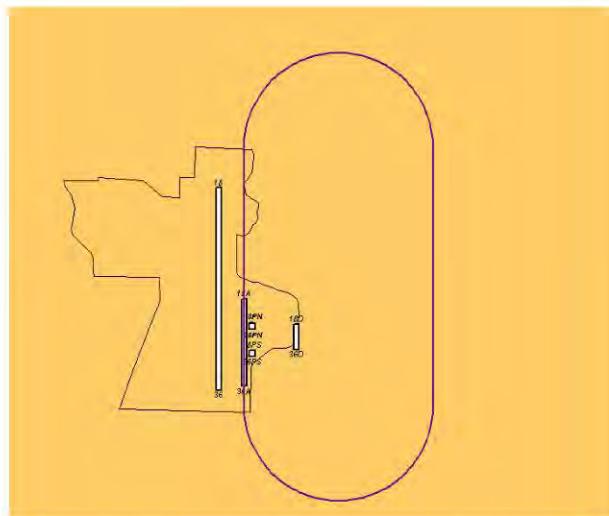


Figure 5-39. Duke Field Runway 18A Carrier Pattern to RVL Arrivals (F-35B Only)

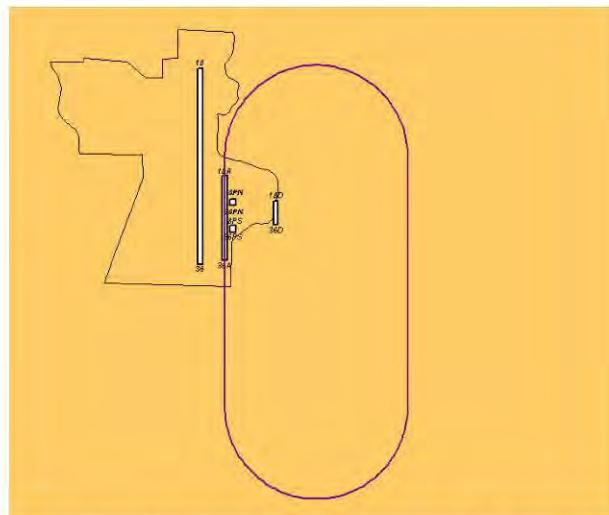


Figure 5-40. Duke Field Runway 36A Carrier Pattern to RVL Arrivals (F-35B Only)

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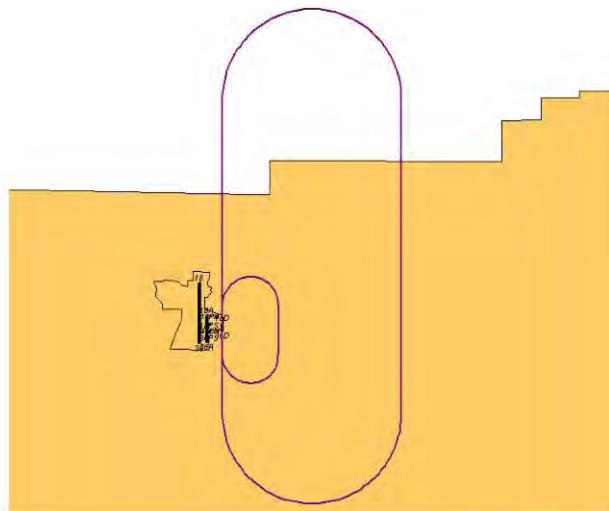


Figure 5-41. Duke Field LHD 18D FCLP and Night FCLP

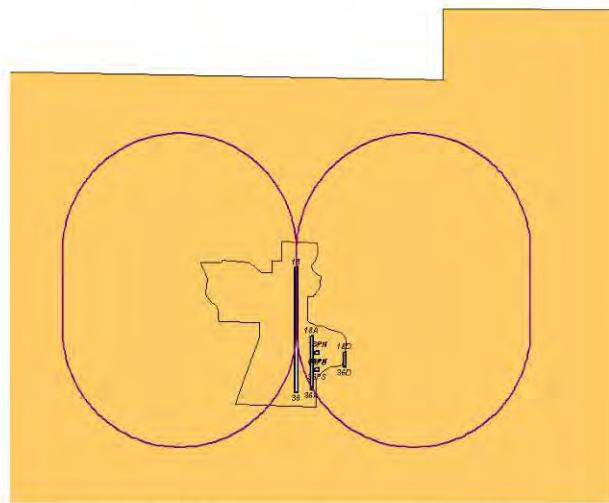


Figure 5-42. Duke Field Runway 18 SFO Pattern

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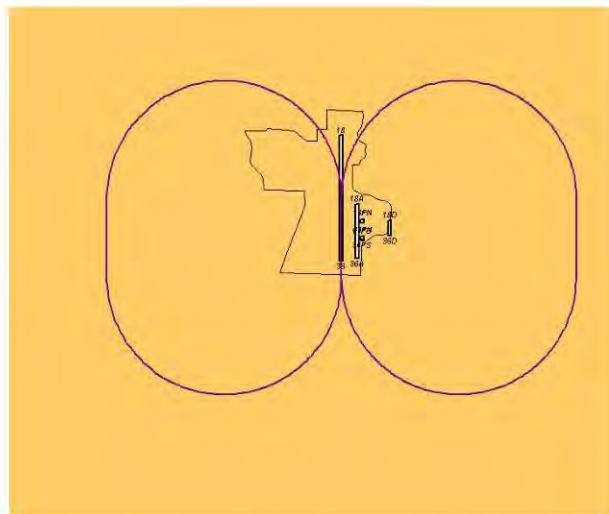


Figure 5-43. Duke Field Runway 36 SFO Pattern

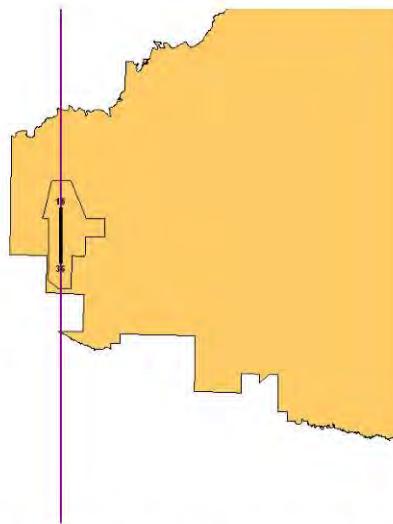


Figure 5-44. NOLF Choctaw Runway 18/36 Departures

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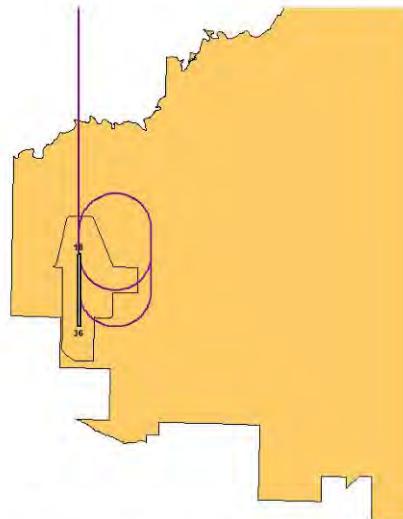


Figure 5-45. NOLF Choctaw Runway 18 Carrier Break Arrivals (2531 ft Final)

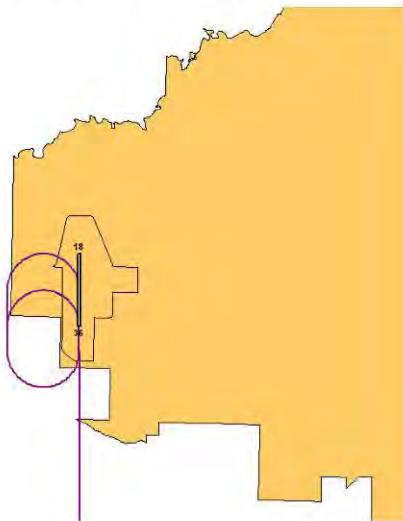


Figure 5-46. NOLF Choctaw Runway 36 Carrier Break Arrivals (2531 ft Final)

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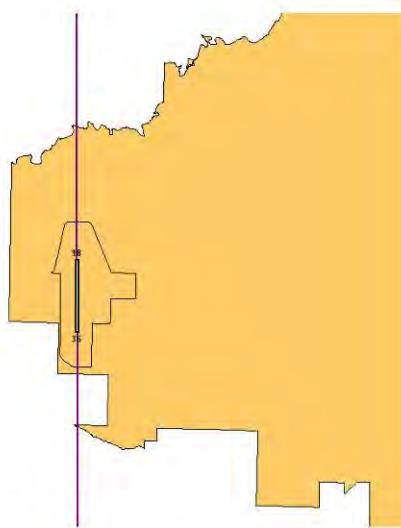


Figure 5-47. NOLF Choctaw Runway 18/36 Standard Straight-in Arrivals

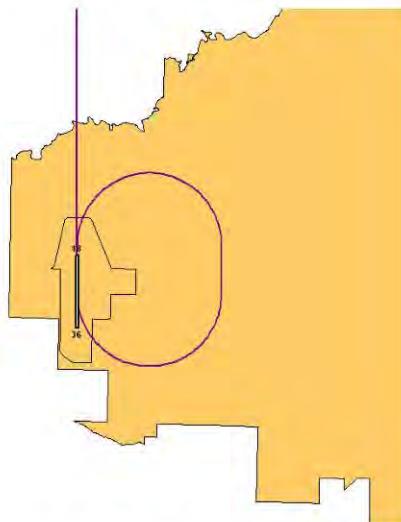


Figure 5-48. NOLF Choctaw Runway 18 Straight-in/Break SFO Arrivals

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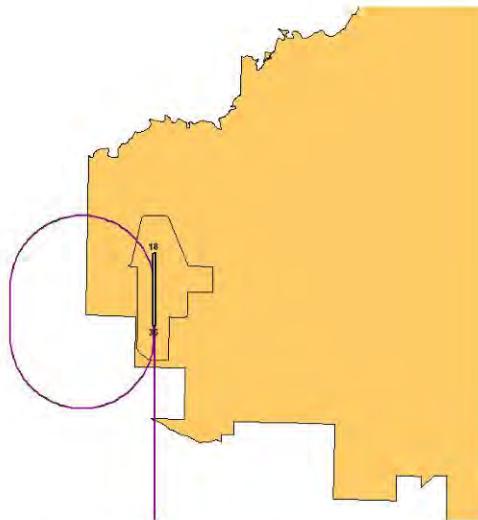


Figure 5-49. NOLF Choctaw Runway 36 Straight-in/Break SFO Arrivals

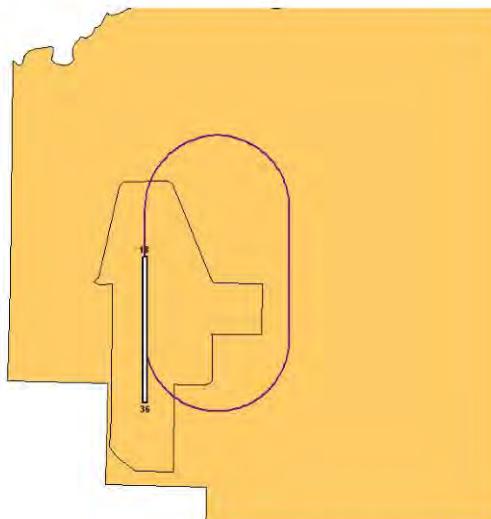


Figure 5-50. NOLF Choctaw Runway 18 FCLP (2531 ft Final)

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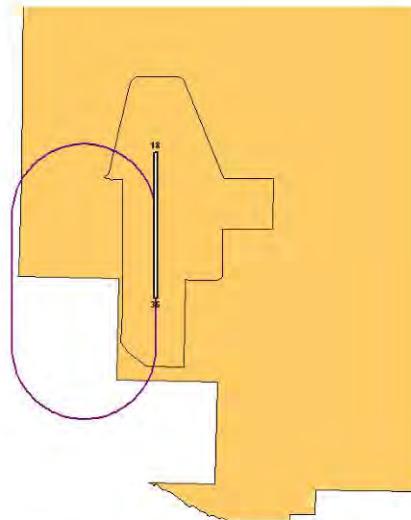


Figure 5-51. NOLF Choctaw Runway 36 FCLP (2531 ft Final)

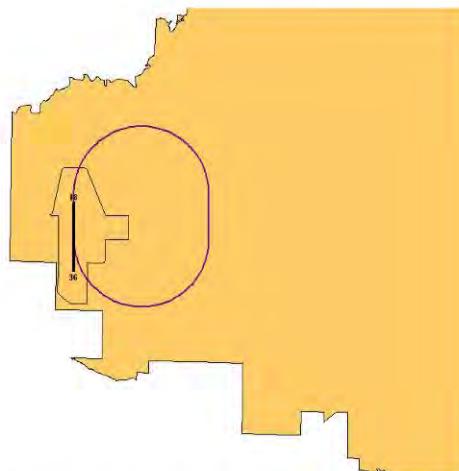


Figure 5-52. NOLF Choctaw Runway 18 SFO Pattern

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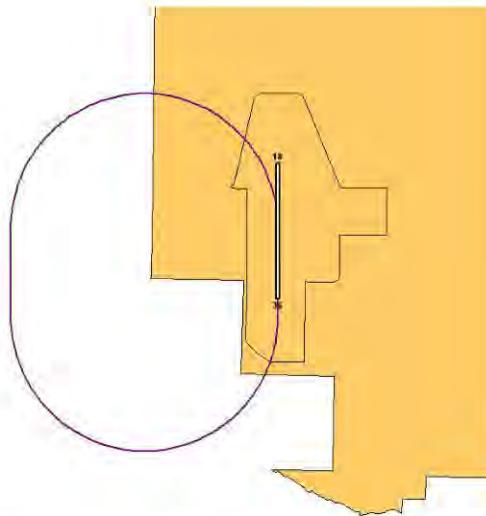


Figure 5-53. NOLF Choctaw Runway 36 SFO Pattern

Maintenance Run-up

The 46th TW and Eglin Site Activation Task Force personnel provided data for maintenance run-up operations to include durations and power settings. Four ramp locations were modeled at Eglin labeled 1 through 4 in Figure 6. Table 4 lists the modeled daily run-up activity for the F-35 A/B/C. The aircraft are orientated at headings of 315 degrees and 135 degrees. Seventy five percent of the runs are conducted during acoustic daytime (0700 to 2200 local) and twenty five percent during acoustic nighttime (2200 to 0700 local). All run-ups are done with the engine running at Mil Power for 15 minutes. Figure 6 shows the run-up locations.

Table 4. Average Daily Maintenance Run-up Events at Eglin AFB

Aircraft	Pad	Heading (Degree)	Power %ETR	Number of Events		Duration (seconds)	Notes
				0700-2200	2200-0700		
F-35A/B/C	New Ramp - Spots 1, 2, 3, 4	315	Mil 100%	0.30375	0.1013	900	0.81 run per training day times 246 =200 runs per year
	New Ramp - Spots 1, 2, 3, 4	135	Mil 100%	0.30375	0.1013	900	

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Other Modeling Assumptions

Additional assumptions were used in the modeling the "Eglin Heavy" Scenario Three, i.e., assumptions with regards to the noise model and the flight rules:

1) Noise Model

- ✓ NOISEMAP Version 7 was used for all modeling without any changes
- ✓ F-35A source noise data provided by the Eglin F-35 Site Activation Task Force was used. The Air Force Research Laboratory (AFRL) measured and processed flight data into NOISEFILE on 27 April 2007. AFRL also estimated the F-35A run-up data in NOISEFILE.
- ✓ The F-35A source noise data was used to model all versions of the aircraft, i.e., the F-35A CTOL, the F-35B STOVL and the F-35C CV.

2) Flight Rules

- ✓ Generic flight profiles for different activities by the F-35A/B/C were developed in collaboration with the Joint Strike Fighter Site Support Test Pilot/Lockheed Martin Aerospace and validated by the Eglin F-35 Site Activation Task Force. All altitudes were estimated in feet above ground level.

Eglin AFB

- ✓ All departures by the F-35A/B/C were modeled with an afterburner takeoff and initial climb to 3,000 feet, then a hold down at 3,000 feet until five nautical miles from the airfield. Normal climb is resumed at approximately five nautical miles from the airfield.
- ✓ On north flow at Eglin AFB (Runways 01 and 30), F-35A/B/C would initiate the overhead break arrival at 1,500 feet. They maintain 1,500 feet until the start of turn to base.
- ✓ On south flow at Eglin AFB (Runways 12 and 19), F-35A would initiate the overhead break arrival at 1,500 feet. They will maintain 1,500 feet until the start of turn to base. F-35B/C would initiate the overhead break arrival at 1,500 feet and then, descend to 1,000 feet by the start of downwind. They maintain 1,000 feet until the start of turn to base.
- ✓ Standard straight-in arrivals (IFR or VFR) to Runways 19 and 30 have a glide slope of 2.5 degrees.
- ✓ On north flow at Eglin AFB (Runways 01 and 30), touch and go patterns by the F-35A/B/C would have a downwind altitude of 1,500 feet. They would maintain 1,500 feet until the start of turn to base.
- ✓ On south flow at Eglin AFB (Runways 12 and 19), touch and go patterns by F-35A would have a downwind altitude of 1,500 feet. They would maintain 1,500 feet until the start of turn to base. Touch and go patterns by F-35B/C would have a downwind altitude of 1,000 feet. They maintain 1,000 feet until the start of turn to base.

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- ✓ IFR patterns are modeled at 3000 feet, with a final approach glide slope of 2.5 degrees.

Duke Field

- ✓ Interfacility departures by the F-35A/B/C were modeled with a climb to 1,700 feet, then a hold down at 1,700 feet into the arrival pattern at Eglin AFB (75 percent of departures). All other departures were modeled with a climb to 3,000 feet.
- ✓ F-35A would initiate the overhead break arrival at 1,500 feet. They would maintain 1,500 feet until the start of turn to base. F-35B/C would initiate the carrier break arrival at 800 feet and then, descend to 600 feet by the start of downwind. They maintain 600 feet until the start of turn to base. F-35C would fly only left-hand patterns.
- ✓ Standard straight-in arrivals (IFR or VFR) have a glide slope of 3 degrees.
- ✓ The pattern altitude for touch and go operations by the F-35A would be 1,500 feet. F-35B/C would practice carrier patterns at Duke Field at a height of 600 feet. F-35C would fly only left-hand patterns.
- ✓ The night carrier pattern would be a larger pattern flown at a height of 1,200 feet.

NOLF Choctaw

- ✓ Interfacility departures by the F-35C were modeled with a climb to 10,000 feet.
- ✓ F-35C would initiate the carrier break arrival at 800 feet and then descend to 600 feet by the start of downwind. They maintain 600 feet until the start of turn to base. F-35C would fly only left-hand patterns.
- ✓ Standard straight-in arrivals (IFR or VFR) have a glide slope of 3 degrees.
- ✓ F-35C would practice carrier patterns at NOLF Choctaw at a height of 600 feet. F-35C would fly only left-hand patterns.

Day-Night Average Sound Level Contours

Using the operations data described above, NOISEMAP was used to calculate the Day-Night Average Sound Level for all three airfields. The NMPLT program was used to plot the resulting DNL contours of 65 to 85 dB in increments of 5 dB for an average operating day condition. The contours for Eglin AFB and Duke Field are discussed under the same heading.

Eglin AFB and Duke Field – Figure 7-1 shows the DNL contours for a projected average operating day condition at Eglin AFB and Duke Field. Figure 7-2 shows the same contours with the focus on Eglin AFB while Figure 7-3 places the focus on Duke Field.

At Eglin AFB, the 65 dB DNL contour extends southeast approximately 8 nautical miles from Runway 12 and south approximately 6 nautical miles from Runway 19. This is mainly the result of departure operations which are held down at 3000 feet until the aircraft is 5 nautical miles from the airfield. At that point, climb is initiated again with Mil power. The re-start of climb is evidenced by

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the increase in the size of the 65 dB contour near the 5-nautical mile point south and southeast of Eglin AFB.

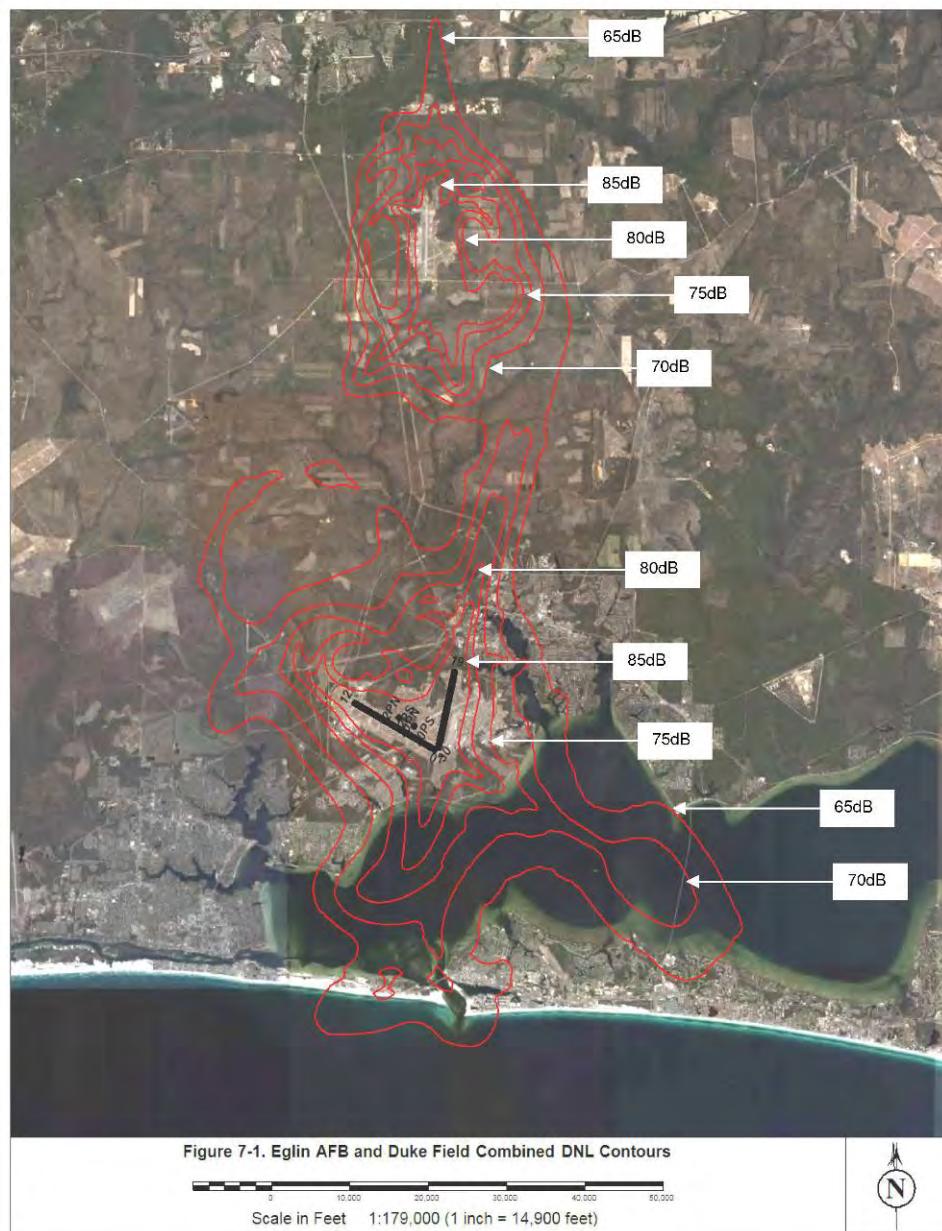
The 65 dB contour extends north and northwest of Eglin AFB, the result of straight-in arrivals to Runway 19 and interfacility and other visual arrivals at 1,500 feet to Runway 12. The 65 dB contour extends laterally about 2 nautical miles either side of the operational runways as a result of closed pattern operations, i.e., touch and go operations.

At Duke Field, the 65 dB DNL contour extends approximately 4 nautical miles north of Runway 36, the result of departures and arrival segments of the instrument pattern. The 65 dB contour extends approximately 3 nautical miles south of Runway 18, mainly the result of departure operations. The 65 dB contour extends laterally for about 2-3 nautical miles east and west of the operational runway. This results from patterns on the east and west sides of the runway, and also from the departure portion of the instrument pattern.

NOLF Choctaw – Figure 7-4 shows the results for NOLF Choctaw. The 65 dB DNL contour extends approximately 3 nautical miles north and south of the operational runway, mainly the result of departure operations. The 65 dB contour extends laterally approximately 2 nautical miles east and west of the operational runway. This results from patterns on the east and west sides of the runway.

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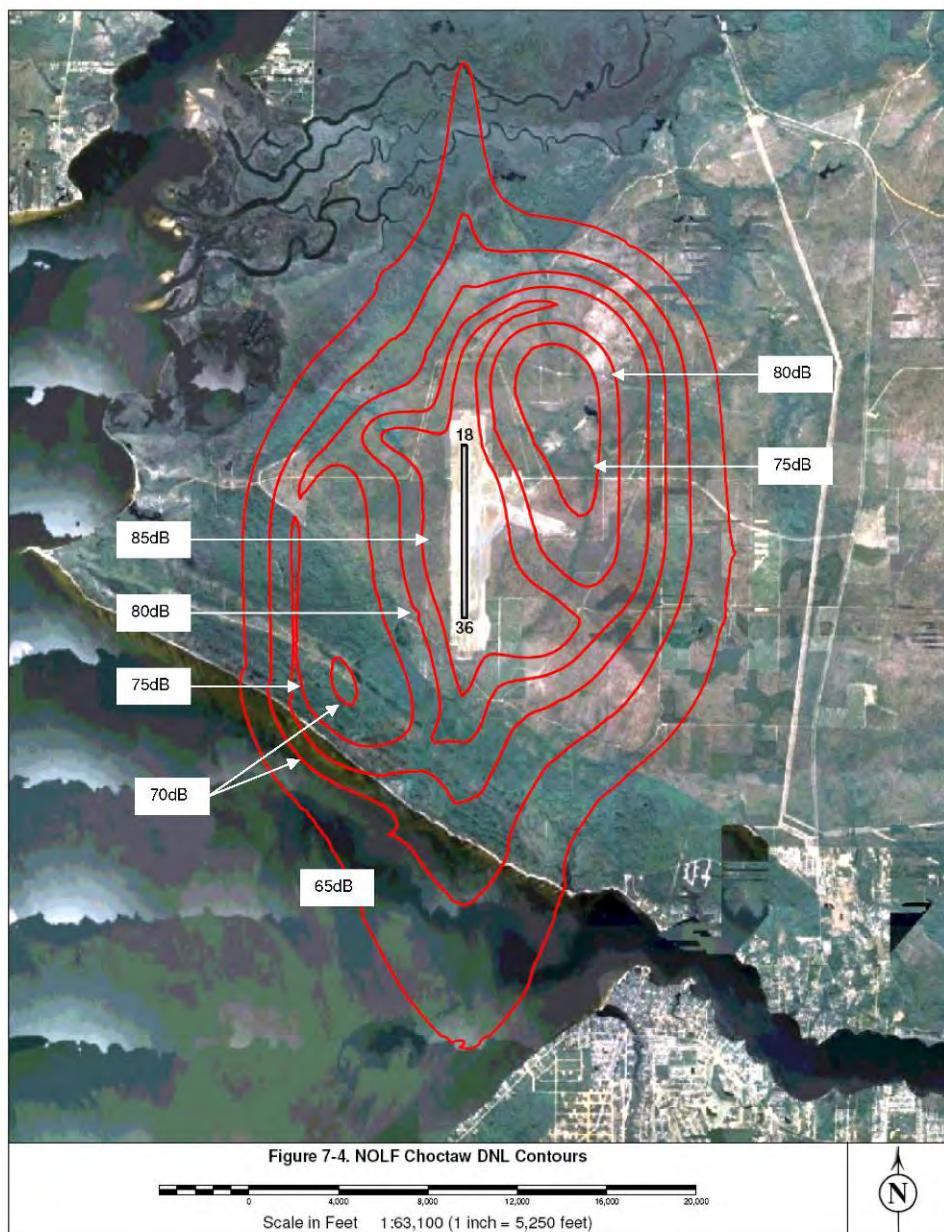
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Locations of Interest

This analysis uses the same NOISEMAP program used for the contour calculations. For each location, the analysis provides the resultant DNL values as well as the top ten contributors to that value. For each contributor, the analysis also provides the flight profile ID, the height of the aircraft, the power setting and airspeed, the day and night events and finally, the Single Event Level (SEL), the DNL of the event and the cumulative DNL. Table 5 presents the summary of the DNL at each location of interest.

Table 6 presents the details of contributors at each location. For example, at the Eglin Housing (Capehart) or SP1, the first noise contributor is the F-35C flying the profile F35CT3, which is a touch and go pattern on flight track 19F1. At the point of maximum noisiness, the aircraft is at a power setting of 55% ETR, a speed of 145 knots, at a height of 1,087 feet MSL and a slant distance of 1,611 feet. The event would be expected to occur approximately 12.428 times per training day during the hours of 0700-2200, with a SEL of approximately 106.7 dB and a DNL of 68.2 dB.

Table 5. DNL Values at Locations of Interest

Location ID	General Description	DNL (dB)
SP1	Eglin Housing (Capehart)	78
SP2	Eglin Housing (Ben's Lake)	76
SP3	Chapel 2 - Building 2574	75
SP4	Cherokee Elem. School	76
SP5	Child Development Center	80
SP6	Oakhill School	83
SP7	Eglin Hospital	69
SP8	Eglin VAQ and Dorms	79
SP9	Eglin Chapel 1	76
SP10	JSF ITC	82
SP11	Lewis Middle School	73
SP12	Valpariso Elementary School	80
SP13	First Assembly of God (Valp)	83
SP14	New Hope Baptist (Valp)	83
SP15	Sovereign Grace Church (Valp)	77
SP16	First Baptist Church (Valp)	75
SP17	Unitarian Church (Valp)	71
SP18	Housing (Valp)	83
SP19	Housing (Valp)	87
SP20	Edge Elementary School	71
SP21	Twin Cities Medical Center	73
SP22	Niceville Community Church	88
SP23	Private School (Niceville)	90
SP24	Private School (Ft Walton)	61
SP25	Okaloosa Walton College	58
SP26	Kenwood Elementary	57
SP27	Pryor Middle School	54
SP28	Housing (Ft Walton Bch)	60

XX - < 65 dB

XX - >=65dB and <=75 dB

XX - >=75dB

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Table 6. Contributors at Locations of Interest

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (%ETR)	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SPI	1	F-35A	F35CT3	PAT	19F1	55	145	1087	1611	12,428	0	106.7	68.2	68.2
SPI	2	F-35A	F35AD9	DEP	12D3	100	287	495	5677	32.6	0	101.1	66.9	70.6
SPI	3	F-35A	F35AT3	PAT	19T1	50	225	1587	1978	26,969	0	101.2	66.1	71.9
SPI	4	F-35A	F35AI2	PAT	19L2	100	250	1050	4307	6.53	0	105.9	64.7	72.7
SPI	5	F-35A	F35AI1	PAT	19L1	100	250	1050	4307	6.53	0	105.9	64.7	73.3
SPI	6	F-35A	F35AD14	DEP	19D2	100	300	1748	4567	10,971	0	103.7	64.7	73.9
SPI	7	F-35A	F35AT2	PAT	12T1	100	225	777	7172	50,085	0	96.7	64.4	74.3
SPI	8	F-35A	F35AD13	DEP	19D1	100	300	1748	4567	9,655	0	103.7	64.1	74.7
SPI	9	F-35A	F35ASP3	PAT	19SP1	100	275	2398	4630	7,488	0	104.3	63.6	75.1
SPI	10	F-35A	F35B12	PAT	19L2	100	250	1050	4307	4.47	0	105.9	63.1	75.3
SPI	11	F-35A	F35B11	PAT	19L1	100	250	1050	4307	4.47	0	105.9	63.1	75.6
SPI	12	F-35A	F35BT3	PAT	19F1	50	150	1087	1611	3,584	0.229	104.6	62.9	75.8
SPI	13	F-35A	F35CT2	PAT	12F1	100	145	618	7157	23,081	0	98.5	62.8	76
SPI	14	F-35A	F35BD29	DEP	12D3	100	114	298	5664	7,082	0	102.7	61.9	76.2
SPI	15	F-35A	F35B14	PAT	19L1	100	250	1050	4307	3,352	0	105.9	61.8	76.3
SPI	16	F-35A	F35B15	PAT	19L2	100	250	1050	4307	3,352	0	105.9	61.8	76.5
SPI	17	F-35A	F35CD9	DEP	12D3	100	287	495	5677	9.56	0	101.1	61.5	76.6
SPI	18	F-35A	F35ASP2	PAT	12SP1	100	275	1290	6979	13,906	0	99.2	61.3	76.8
SPI	19	F-35A	F35BD34	DEP	19D2	100	256	664	4230	2,383	0	105.7	60.1	76.8
SPI	20	F-35A	F35BD33	DEP	19D1	100	256	664	4230	2,097	0	105.7	59.6	76.9
SP2	1	F-35A	F35AT2	PAT	12T1	100	225	539	6083	50,085	0	99.1	66.7	66.7
SP2	2	F-35A	F35ASP3	PAT	19SP1	100	275	2813	3769	7,488	0	106.5	65.9	69.3
SP2	3	F-35A	F35AD9	DEP	12D3	100	251	271	5856	32.6	0	99.7	65.4	70.8
SP2	4	F-35A	F35CT3	PAT	19F1	55	145	1087	2056	12,428	0	103.8	65.3	71.9
SP2	5	F-35A	F35C12	PAT	12F1	100	145	478	6078	23,081	0	100.7	65	72.7
SP2	6	F-35A	F35A13	PAT	19F1	50	225	1587	2347	26,969	0	98.8	63.7	73.2
SP2	7	F-35A	F35ASP2	PAT	12SP1	100	275	985	6117	13,906	0	100.6	62.7	73.6
SP2	8	F-35A	F35B12	PAT	12F1	100	150	478	6078	6,656	0.425	100.6	61.6	73.8
SP2	9	F-35A	F35BD29	DEP	12D3	100	114	219	5855	7,082	0	101.6	60.8	74
SP2	10	F-35A	F35BSP3	PAT	19SP1	100	275	2813	3769	2,135	0	106.5	60.4	74.2
SP2	11	F-35A	F35CD9	DEP	12D3	100	251	271	5856	9.56	0	99.7	60.1	74.4
SP2	12	F-35A	F35B13	PAT	19F1	50	150	1087	2056	3,584	0.229	101.6	60	74.6
SP2	13	F-35A	F35AT4	PAT	30T1	100	225	493	5971	8,839	0	99.4	59.4	74.7
SP2	14	F-35A	F35A12	PAT	19L2	100	250	959	7557	6.53	0	98.9	57.6	74.8
SP2	15	F-35A	F35A11	PAT	19L1	100	250	959	7557	6.53	0	98.9	57.6	74.9
SP2	16	F-35A	F35AD14	DEP	19D2	100	300	1477	7653	10,971	0	96.5	57.5	74.9
SP2	17	F-35A	F35BSP2	PAT	12SP1	100	275	985	6117	3,964	0	100.6	57.2	75
SP2	18	F-35A	F35AD13	DEP	19D1	100	300	1477	7653	9,655	0	96.5	56.9	75.1
SP2	19	F-35A	F35BD9	DEP	12D3	100	251	271	5856	4.54	0	99.7	56.8	75.1
SP2	20	F-35A	F35AD8	DEP	12D2	100	251	271	5856	4,075	0	99.7	56.4	75.2
SP3	1	F-35A	F35AT2	PAT	12T1	100	225	426	6186	50,085	0	98.6	66.2	66.2
SP3	2	F-35A	F35ASP3	PAT	19SP1	100	275	2961	3842	7,488	0	106.2	65.6	68.9
SP3	3	F-35A	F35C12	PAT	12F1	100	145	411	6185	23,081	0	100.2	64.5	70.2
SP3	4	F-35A	F35AD9	DEP	12D3	100	200	175	6160	32.6	0	98	63.8	71.1
SP3	5	F-35A	F35ASP2	PAT	12SP1	100	275	843	6234	13,906	0	100.4	62.4	71.7
SP3	6	F-35A	F35CT3	PAT	19F1	55	145	1087	2930	12,428	0	100	61.5	72.1
SP3	7	F-35A	F35B12	PAT	12F1	100	150	411	6185	6,656	0.425	100.1	61.1	72.4
SP3	8	F-35A	F35SAT3	PAT	19T1	50	225	1587	3140	26,969	0	95.6	60.5	72.7
SP3	9	F-35A	F35BSP3	PAT	19SP1	100	275	2961	3842	2,135	0	106.2	60.1	72.9
SP3	10	F-35A	F35BD29	DEP	12D3	100	114	185	6161	7,082	0	100	59.1	73.1
SP3	11	F-35A	F35CD9	DEP	12D3	100	200	175	6160	9.56	0	98	58.4	73.2
SP3	12	F-35A	F35AT4	PAT	30T1	100	225	594	6590	8,839	0	97.9	58	73.4
SP3	13	F-35A	F35BSP2	PAT	12SP1	100	275	843	6234	3,964	0	100.4	57	73.5
SP3	14	F-35A	F35BT3	PAT	19F1	50	150	1087	2930	3,584	0.229	97.9	56.3	73.5
SP3	15	F-35A	F35BD9	DEP	12D3	100	200	175	6160	4.54	0	98	55.2	73.6
SP3	16	F-35A	F35A12	PAT	19L2	100	250	942	9031	6.53	0	96.3	55.1	73.7
SP3	17	F-35A	F35A11	PAT	19L1	100	250	942	9031	6.53	0	96.3	55.1	73.7
SP3	18	F-35A	F35A13	PAT	30T1	100	170	279	6163	2,305	0	100.7	54.9	73.8
SP3	19	F-35A	F35AD14	DEP	19D2	100	300	1429	9105	10,971	0	93.9	54.9	73.8
SP3	20	F-35A	F35AD8	DEP	12D2	100	200	175	6160	4,075	0	98	54.7	73.9

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (%ETR)	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP4	1	F-35A	F3SAT2	PAT	12T1	100	225	497	5756	50,085	0	99.9	67.5	67.5
SP4	2	F-35A	F35ASP3	PAT	19SPL	100	275	2841	3540	7,488	0	107.2	66.6	70.1
SP4	3	F-35A	F35CT2	PAT	12F1	100	145	453	5753	23,081	0	101.6	65.8	71.5
SP4	4	F-35A	F35AD9	DHP	12D3	100	251	231	5635	32.6	0	99.9	65.6	72.5
SP4	5	F-35A	F35C13	PAT	19F1	55	145	1087	2104	12,428	0	103.5	65	73.2
SP4	6	F-35A	F35ASP2	PAT	12SP1	100	275	931	5806	13,906	0	101.4	63.5	73.6
SP4	7	F-35A	F35ATS3	PAT	19T1	50	225	1587	2388	26,969	0	98.5	63.4	74
SP4	8	F-35A	F35B12	PAT	12F1	100	150	453	5753	6,856	0.425	101.4	62.4	74.3
SP4	9	F-35A	F35BD29	DEP	12D3	100	114	205	5635	7,082	0	102	61.2	74.5
SP4	10	F-35A	F35BSP3	PAT	19SP1	100	275	2841	3540	2,135	0	107.2	61.1	74.7
SP4	11	F-35A	F35CD9	DEP	12D3	100	251	231	5635	9.56	0	99.9	60.3	74.9
SP4	12	F-35A	F35AT4	PAT	30T1	100	225	542	5865	8,839	0	99.7	59.8	75
SP4	13	F-35A	F35BT3	PAT	19F1	50	150	1087	2104	3,584	0.229	101.3	59.6	75.1
SP4	14	F-35A	F35BSP2	PAT	12SP1	100	275	931	5806	3,964	0	101.4	58	75.2
SP4	15	F-35A	F35BD9	DHP	12D3	100	251	231	5635	4.54	0	99.9	57	75.3
SP4	16	F-35A	F35AI2	PAT	19I2	100	250	916	8053	6.53	0	97.8	56.6	75.3
SP4	17	F-35A	F35AJ1	PAT	19II	100	250	916	8053	6.53	0	97.8	56.6	75.4
SP4	18	F-35A	F35AD14	DEP	19D2	100	300	1352	8124	10,971	0	95.6	56.6	75.5
SP4	19	F-35A	F35AD8	DEP	12D2	100	251	231	5635	4,075	0	99.9	56.6	75.5
SP4	20	F-35A	F35C14	PAT	30T1	100	225	542	5865	4,073	0	99.7	56.4	75.6
SP5	1	F-35A	F35CT3	PAT	19F1	55	145	1087	1092	12,428	0	110.4	72	72
SP5	2	F-35A	F35AT2	PAT	12T1	100	225	637	5195	50,085	0	101.5	69.1	73.8
SP5	3	F-35A	F35AD9	DEP	12D3	100	251	334	4651	32.6	0	103.2	68.9	75
SP5	4	F-35A	F35AT3	PAT	19T1	50	225	1587	1568	26,969	0	103.1	68	75.8
SP5	5	F-35A	F35ASP3	PAT	19SP1	100	275	2598	3183	7,488	0	108.5	67.8	76.5
SP5	6	F-35A	F35C12	PAT	12F1	100	145	536	5185	23,081	0	103.2	67.5	77
SP5	7	F-35A	F35BT3	PAT	19F1	50	150	1087	1092	3,584	0.229	108	66.4	77.3
SP5	8	F-35A	F35ASP2	PAT	12SP1	100	275	1100	5179	13,906	0	102.7	64.8	77.6
SP5	9	F-35A	F35BD29	DEP	12D3	100	114	241	4647	7,082	0	105.2	64.3	77.8
SP5	10	F-35A	F35BT2	PAT	12F1	100	150	536	5185	6,656	0.425	103.1	64	78
SP5	11	F-35A	F35CD9	DEP	12D3	100	251	334	4651	9.56	0	103.2	63.6	78.1
SP5	12	F-35A	F35A14	PAT	30II	100	225	422	4669	8,839	0	103.1	63.2	78.2
SP5	13	F-35A	F35BSP3	PAT	19SP1	100	275	2598	3183	2,135	0	108.5	62.4	78.4
SP5	14	F-35A	F35BD9	DEP	12D3	100	251	334	4651	4.54	0	103.2	60.4	78.4
SP5	15	F-35A	F35AD14	DEP	19D2	100	300	1203	6331	10,971	0	99.2	60.2	78.5
SP5	16	F-35A	F35AD8	DEP	12D2	100	251	334	4651	4,075	0	103.2	59.9	78.6
SP5	17	F-35A	F35A12	PAT	19I2	100	250	866	6266	6.53	0	101.1	59.9	78.6
SP5	18	F-35A	F35A11	PAT	19II	100	250	866	6266	6.53	0	101.1	59.9	78.7
SP5	19	F-35A	F35CT4	PAT	30T1	100	225	422	4669	4,073	0	103.1	59.8	78.7
SP5	20	F-35A	F35AD13	DEP	19D1	100	300	1203	6331	9,655	0	99.2	59.7	78.8
SP6	1	F-35A	F35AD9	DEP	12D3	100	251	368	3187	32.6	0	107.9	73.7	73.7
SP6	2	F-35A	F35AT2	PAT	12T1	100	225	731	4083	50,085	0	104.8	72.4	76.1
SP6	3	F-35A	F35C12	PAT	12F1	100	145	592	4062	23,081	0	106.6	70.8	77.2
SP6	4	F-35A	F35ASP3	PAT	19SP1	100	275	2406	2553	7,488	0	111.1	70.5	78
SP6	5	F-35A	F35CT3	PAT	19F1	55	145	1087	1660	12,428	0	108	69.6	78.6
SP6	6	F-35A	F35BD29	DEP	12D3	100	114	253	3178	7,082	0	109.7	68.8	79.1
SP6	7	F-35A	F35C10	DHP	12D3	100	251	368	3187	9.56	0	107.9	68.3	79.4
SP6	8	F-35A	F35AT4	PAT	30T1	100	170	369	3187	8,839	0	108.1	68.2	79.7
SP6	9	F-35A	F35A13	PAT	19II	50	225	1587	2007	26,969	0	102.8	67.7	80
SP6	10	F-35A	F35ASP2	PAT	12SP1	100	275	1197	4002	13,906	0	105.7	67.7	80.2
SP6	11	F-35A	F35BT2	PAT	12F1	100	150	592	4062	6,656	0.425	109.4	67.4	80.5
SP6	12	F-35A	F35AD19	DEP	30DD2R	150	190	102	3174	3,236	0	109.6	65.3	80.6
SP6	13	F-35A	F35A117	DHP	30DD1	150	190	102	3174	3,164	0	109.6	65.2	80.7
SP6	14	F-35A	F35BD9	DEP	12D3	100	251	368	3187	4.54	0	107.9	65.1	80.8
SP6	15	F-35A	F35BSP3	PAT	19SP1	100	275	2406	2553	2,135	0	111.1	65	80.9
SP6	16	F-35A	F35CT4	PAT	30T1	100	170	369	3187	4,073	0	108.1	64.8	81.1
SP6	17	F-35A	F35AD8	DEP	12D2	100	251	368	3187	4,075	0	107.9	64.6	81.2
SP6	18	F-35A	F35BT3	PAT	19F1	50	150	1087	1660	3,584	0.229	106	64.3	81.2
SP6	19	F-35A	F35AD14	DHP	19D2	100	300	840	5323	10,971	0	101.9	63	81.3
SP6	20	F-35A	F35ASP4	PAT	30SP1	100	275	782	3256	2,454	0	108.4	62.9	81.4

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (%ETR)	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP7	1	F-35A	F35AT2	PAT	12T1	100	170	357	9014	50,085	0	92.5	60.2	60.2
SP7	2	F-35A	F35ASP3	PAT	19SPL	100	275	3095	6060	7,488	0	100.6	60	63.1
SP7	3	F-35A	F35CT2	PAT	12F1	100	145	357	9014	23,081	0	94.1	58.4	64.4
SP7	4	F-35A	F35AD9	DH	12D3	100	200	131	9009	32.6	0	92.1	57.9	65.2
SP7	5	F-35A	F35ASP2	PAT	12SP1	100	235	772	9038	13,906	0	95.5	57.6	65.9
SP7	6	F-35A	F35BT2	PAT	12F1	100	150	357	9014	6,656	0.425	94	55	66.3
SP7	7	F-35A	F35BSP3	PAT	19SP1	100	275	3095	6060	2,135	0	100.6	54.5	66.5
SP7	8	F-35A	F35A13	PAT	19'F1	50	225	1587	5765	26,969	0	89.3	54.3	66.8
SP7	9	F-35A	F35CT3	PAT	19F1	55	145	1087	5653	12,428	0	92.6	54.2	67
SP7	10	F-35A	F35AI2	PAT	19I2	100	250	1211	10612	6,53	0	94.1	52.9	67.2
SP7	11	F-35A	F35AI1	PAT	19II	100	250	1211	10612	6,53	0	94.1	52.9	67.3
SP7	12	F-35A	F35CD9	DEP	12D3	100	200	131	9009	9,56	0	92.1	52.6	67.5
SP7	13	F-35A	F35BSP2	PAT	12SP1	100	275	772	9038	3,964	0	95.5	52.1	67.6
SP7	14	F-35A	F35A14	PAT	30II	100	225	591	9523	8,839	0	91.9	52	67.7
SP7	15	F-35A	F35BD29	DH	12D3	100	114	168	9010	7,082	0	92.9	52	67.8
SP7	16	F-35A	F35AD14	DEP	19D2	100	300	2230	10799	10,971	0	90.4	51.5	67.9
SP7	17	F-35A	F35B12	PAT	19I2	100	250	1211	10612	4,47	0	94.1	51.2	68
SP7	18	F-35A	F35B11	PAT	19II	100	250	1211	10612	4,47	0	94.1	51.2	68.1
SP7	19	F-35A	F35AD13	DEP	19D1	100	300	2230	10799	9,655	0	90.4	50.9	68.2
SP7	20	F-35A	F35B14	PAT	19II	100	250	1211	10612	3,352	0	94.1	50	68.3
SP8	1	F-35A	F35A13	PAT	19II	100	225	440	4171	26,969	0	105.1	70.1	70.1
SP8	2	F-35A	F35CT3	PAT	19F1	100	145	422	4169	12,428	0	106.8	68.4	72.3
SP8	3	F-35A	F35ASP2	PAT	12SP1	100	275	2706	4028	13,906	0	105.7	67.7	73.6
SP8	4	F-35A	F35AT1	PAT	01II	50	225	1587	3031	4,759	0	109.1	66.5	74.4
SP8	5	F-35A	F35B13	PAT	19F1	100	150	422	4169	3,584	0.229	106.7	65	74.9
SP8	6	F-35A	F35AD14	DH	19D2	100	200	161	4154	10,971	0	103.7	64.7	75.3
SP8	7	F-35A	F35ASP3	PAT	19SP1	100	275	829	4241	7,488	0	105.3	64.7	75.6
SP8	8	F-35A	F35AD13	DEP	19D1	100	200	161	4154	9,655	0	103.7	64.2	75.9
SP8	9	F-35A	F35AI1	PAT	19II	100	170	190	4155	6,53	0	105.2	64	76.2
SP8	10	F-35A	F35AI2	PAT	19I2	100	170	190	4155	6,53	0	105.2	64	76.5
SP8	11	F-35A	F35AD9	DEP	12D3	100	300	1598	6957	32.6	0	97.9	63.6	76.7
SP8	12	F-35A	F35C11	PAT	01II	50	225	1587	3031	2,193	0	109.1	63.1	76.9
SP8	13	F-35A	F35AT4	PAT	30II	50	225	1587	1747	8,839	0	102.4	62.5	77
SP8	14	F-35A	F35B11	PAT	19I	100	170	190	4155	4,47	0	105.2	62.3	77.2
SP8	15	F-35A	F35B12	PAT	19I2	100	170	190	4155	4,47	0	105.2	62.3	77.3
SP8	16	F-35A	F35BSP2	PAT	12SP1	100	275	2706	4028	3,964	0	105.7	62.3	77.4
SP8	17	F-35A	F35AT2	PAT	12T1	50	225	1586	7032	50,085	0	94.2	61.8	77.6
SP8	18	F-35A	F35B14	PAT	19II	100	170	190	4155	3,352	0	105.2	61.1	77.7
SP8	19	F-35A	F35BD15	PAT	19I2	100	170	190	4155	3,352	0	105.2	61.1	77.7
SP8	20	F-35A	F35BD34	DEP	19D2	100	114	180	4154	2,383	0	106.1	60.5	77.8
SP9	1	F-35A	F35A13	PAT	19'F1	100	170	345	5478	26,969	0	101.2	66.2	66.2
SP9	2	F-35A	F35ASP2	PAT	12SP1	100	275	2841	4879	13,906	0	103.4	65.4	68.8
SP9	3	F-35A	F35A11	PAT	01II	50	225	1587	2086	4,759	0	107.3	64.7	70.2
SP9	4	F-35A	F35CT3	PAT	19F1	100	145	345	5478	12,428	0	102.9	64.5	71.3
SP9	5	F-35A	F35AT4	PAT	30II	50	225	1587	1545	8,839	0	103.5	63.5	71.9
SP9	6	F-35A	F35ASP3	PAT	19SP1	100	275	758	5517	7,488	0	102.2	61.6	72.3
SP9	7	F-35A	F35CT1	PAT	01II	50	225	1587	2086	2,193	0	107.3	61.3	72.6
SP9	8	F-35A	F35AD9	DEP	12D3	100	300	1944	7973	32.6	0	95.4	61.2	72.9
SP9	9	F-35A	F35B13	PAT	19F1	100	150	345	5478	3,584	0.229	102.8	61.1	73.2
SP9	10	F-35A	F35AD14	DEP	19D2	100	200	126	5470	10,971	0	99.7	60.7	73.5
SP9	11	F-35A	F35CT4	PAT	30II	50	225	1587	1545	4,073	0	103.5	60.2	73.7
SP9	12	F-35A	F35AD13	DEP	19D1	100	200	126	5470	9,655	0	99.7	60.2	73.8
SP9	13	F-35A	F35AI1	PAT	19II	100	170	169	5471	6,53	0	101.2	60	74
SP9	14	F-35A	F35AI2	PAT	19I2	100	170	169	5471	6,53	0	101.2	60	74.2
SP9	15	F-35A	F35BSP2	PAT	12SP1	100	275	2841	4879	3,964	0	103.4	60	74.3
SP9	16	F-35A	F35SAT2	PAT	12T1	50	225	1586	8925	50,085	0	91.5	59.1	74.5
SP9	17	F-35A	F35B11	PAT	19II	100	170	169	5471	4,47	0	101.2	58.3	74.6
SP9	18	F-35A	F35B12	PAT	19I2	100	170	169	5471	4,47	0	101.2	58.3	74.7
SP9	19	F-35A	F35C12	PAT	12F1	55	145	1086	8247	23,081	0	93.5	57.7	74.8
SP9	20	F-35A	F35ASPL	PAT	01SP1	100	275	1663	4985	1,321	0	105.7	57.6	74.9

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (%ETR)	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP10	1	F-35A	F35AT2	PAT	12T1	100	170	154	2953	50,085	0	108.1	75.7	75.7
SP10	2	F-35A	F35CT2	PAT	12F1	100	145	154	2953	23,081	0	109.5	73.8	77.8
SP10	3	F-35A	F35ASP2	PAT	12SP1	100	225	563	2991	13,906	0	109.6	71.6	78.8
SP10	4	F-35A	F35AD9	DHP	12D3	150	190	88	2952	32.6	0	105.1	70.8	79.4
SP10	5	F-35A	F35B12	PAT	12F1	100	150	154	2953	6,656	0.425	109.4	70.4	79.9
SP10	6	F-35A	F35ASP3	PAT	19SP1	100	275	3225	3316	7,488	0	108.7	68	80.2
SP10	7	F-35A	F35BD29	DHP	12D3	100	114	155	2952	7,082	0	108.8	67.9	80.4
SP10	8	F-35A	F35ASP2	PAT	12SP1	100	225	563	2991	3,964	0	109.6	66.2	80.6
SP10	9	F-35A	F35CD9	DHP	12D3	150	190	88	2952	9.56	0	105.1	65.5	80.7
SP10	10	F-35A	F35AD19	DHP	30DD2R	100	251	421	2971	3,236	0	108.9	64.7	80.8
SP10	11	F-35A	F35AD17	DHP	30DD1	100	251	421	2971	3,164	0	108.9	64.6	80.9
SP10	12	F-35A	F35AL3	PAT	30U	100	250	437	2973	2,305	0	110	64.2	81
SP10	13	F-35A	F35AT4	PAT	30T1	100	225	870	4702	8,839	0	103	63.1	81.1
SP10	14	F-35A	F35C13	PAT	19F1	55	145	1087	2669	12,428	0	101.5	62.9	81.2
SP10	15	F-35A	F35B13	PAT	30U	100	250	437	2973	1,578	0	110	62.6	81.2
SP10	16	F-35A	F35BS3	PAT	19SP1	100	275	3225	3316	2,135	0	108.7	62.6	81.3
SP10	17	F-35A	F35BD9	DHP	12D3	150	190	88	2952	4.54	0	105.1	62.2	81.3
SP10	18	F-35A	F35AT3	PAT	19T1	50	225	1587	2894	26,969	0	96.9	61.8	81.4
SP10	19	F-35A	F35AD8	DHP	12D2	150	190	88	2952	4,075	0	105.1	61.8	81.4
SP10	20	F-35A	F35BL39	DHP	30DD2R	100	114	272	2958	1,082	0	110.5	61.4	81.5
SP11	1	F-35A	F35ASP2	PAT	12SP1	100	275	3104	5273	13,906	0	102.5	64.5	64.5
SP11	2	F-35A	F35AT1	PAT	01T1	50	225	1587	1978	4,759	0	106.1	63.5	67
SP11	3	F-35A	F35AT3	PAT	19T1	100	150	87	6218	26,969	0	97.6	62.5	68.3
SP11	4	F-35A	F35CT3	PAT	19F1	100	145	87	6218	12,428	0	99.3	60.9	69.1
SP11	5	F-35A	F35ASPI	PAT	01SP1	100	275	2347	3678	1,521	0	108.4	60.2	69.6
SP11	6	F-35A	F35C11	PAT	01T1	50	225	1587	1978	2,193	0	106.1	60.1	70.1
SP11	7	F-35A	F35ASP3	PAT	19SP1	100	225	380	6228	7,488	0	100.1	59.5	70.4
SP11	8	F-35A	F35BSP2	PAT	12SP1	100	275	3104	5273	3,964	0	102.5	59.1	70.7
SP11	9	F-35A	F35BT3	PAT	19F1	100	120	87	6218	3,584	0.229	99.1	57.4	70.9
SP11	10	F-35A	F35AD9	DHP	12D3	100	300	1912	10643	32.6	0	90.8	56.5	71.1
SP11	11	F-35A	F35AT2	PAT	12T1	50	225	1586	9399	50,085	0	88.5	56.1	71.2
SP11	12	F-35A	F35AD14	DHP	19D2	150	0	87	6218	10,371	0	94.9	55.9	71.3
SP11	13	F-35A	F35AT4	PAT	30T1	50	225	1587	3256	8,839	0	95.7	55.8	71.5
SP11	14	F-35A	F35A11	PAT	19U	100	150	87	6218	6,53	0	96.7	55.5	71.6
SP11	15	F-35A	F35A12	PAT	19I2	100	150	87	6218	6,53	0	96.7	55.5	71.7
SP11	16	F-35A	F35AD13	DHP	19D1	150	0	87	6218	9,655	0	94.9	55.3	71.8
SP11	17	F-35A	F35CT2	PAT	12F1	55	145	1087	9328	23,081	0	90.5	54.8	71.9
SP11	18	F-35A	F35BS1P1	PAT	01SP1	100	275	2347	3678	0.377	0	108.4	54.8	71.9
SP11	19	F-35A	F35AD3	DHP	01DD3	100	251	376	6228	3,098	0	99.2	54.7	72
SP11	20	F-35A	F35AS1P4	PAT	30SP1	32.9	250	3299	5082	2,454	0	100.2	54.7	72.1
SP12	1	F-35A	F35AT3	PAT	19T1	50	170	334	1616	26,969	0	104	68.9	68.9
SP12	2	F-35A	F35BA16	ARR	19A2	58.9	120	281	1470	4,592	0.262	109.6	68.8	71.9
SP12	3	F-35A	F35AD9	DHP	01DD3	100	300	1474	2185	3,098	0	112.2	67.8	73.3
SP12	4	F-35A	F35ASP2	PAT	12SP1	100	275	4000	4224	13,906	0	105.4	67.4	74.3
SP12	5	F-35A	F35BAL15	ARR	19A1	58.9	120	278	1608	4,592	0.262	108.1	67.3	75.1
SP12	6	F-35A	F35AA2	ARR	19A2	50	170	316	1475	10,692	0.357	104.2	66.2	75.6
SP12	7	F-35A	F35B15	PAT	19I2	58.9	120	228	1423	3,352	0	110.1	66	76
SP12	8	F-35A	F35CT3	PAT	19F1	55	145	338	2079	12,428	0	104	65.5	76.4
SP12	9	F-35A	F35AA1	ARR	19A1	50	170	311	1613	10,092	0.357	103.1	65.1	76.7
SP12	10	F-35A	F35B14	PAT	19U	58.9	120	278	1608	3,352	0	108.8	64.7	77
SP12	11	F-35A	F35BT3	PAT	19F1	58.9	120	338	2079	3,584	0.229	105.6	63.9	77.2
SP12	12	F-35A	F35A12	PAT	19I2	50	170	322	1436	6,53	0	104.9	63.7	77.4
SP12	13	F-35A	F35AS1P3	PAT	19SP1	32.9	250	835	2503	7,488	0	103.2	62.6	77.5
SP12	14	F-35A	F35A11	PAT	19II	50	170	316	1614	6,53	0	103.7	62.5	77.7
SP12	15	F-35A	F35AO19	ARR	19O1	50	170	353	1619	3,514	0.345	103.4	62.5	77.8
SP12	16	F-35A	F35AO20	ARR	19O2	50	170	353	1619	3,514	0.345	103.4	62.5	77.9
SP12	17	F-35A	F35CD3	DHP	01DD3	100	300	1474	2185	9,908	0	112.2	62.4	78
SP12	18	F-35A	F35B12	PAT	19I2	50	170	322	1436	4,47	0	104.9	62	78.2
SP12	19	F-35A	F35BS2P2	PAT	12SP1	100	275	4000	4224	3,964	0	105.4	62	78.3
SP12	20	F-35A	F35B11	PAT	19U	50	170	316	1614	4,47	0	103.7	60.9	78.3

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (%ETR)	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP13	1	F-35A	F35BA16	ARR	19A2	58.9	120	269	950	4,592	0,262	113.8	73	73
SP13	2	F-35A	F35AT3	PAT	19T1	50	170	318	1063	26,969	0	107.8	72.7	75.9
SP13	3	F-35A	F35BA15	ARR	19A1	58.9	120	266	1052	4,592	0,262	112.4	71.6	77.2
SP13	4	F-35A	F35AA3	DEP	01DD3	100	300	1351	1711	3,098	0	114.9	70.4	78.1
SP13	5	F-35A	F35AA2	ARR	19A2	50	170	300	957	10,092	0,357	108.3	70.3	78.7
SP13	6	F-35A	F35B15	PAT	19I2	58.9	120	220	909	3,352	0	114.3	70.2	79.3
SP13	7	F-35A	F35AA1	ARR	19A1	50	170	297	1059	10,092	0,357	107.3	69.3	79.7
SP13	8	F-35A	F35C13	PAT	19F1	55	145	333	1430	12,428	0	107.6	69.1	80.1
SP13	9	F-35A	F35R14	PAT	19II	58.9	120	266	1053	3,352	0	113	68.9	80.4
SP13	10	F-35A	F35ASP2	PAT	128P1	100	275	3997	4047	15,906	0	105.9	68	80.6
SP13	11	F-35A	F35BT3	PAT	19F1	58.9	120	333	1430	3,584	0,229	109.5	67.8	80.9
SP13	12	F-35A	F35A12	PAT	19I2	50	170	305	927	6,53	0	108.9	67.7	81.1
SP13	13	F-35A	F35AO19	ARR	19O1	50	170	336	1068	3,514	0,345	107.4	66.5	81.2
SP13	14	F-35A	F35AO20	ARR	19O2	50	170	336	1068	3,514	0,345	107.4	66.5	81.4
SP13	15	F-35A	F35A11	PAT	19II	50	170	301	1060	6,53	0	107.7	66.5	81.5
SP13	16	F-35A	F35B12	PAT	19I2	50	170	305	927	4,47	0	108.9	66	81.6
SP13	17	F-35A	F35CD3	DEP	01DD3	100	300	1351	1711	9,098	0	114.9	65.1	81.7
SP13	18	F-35A	F35B11	PAT	19II	50	170	301	1060	4,47	0	107.7	64.8	81.8
SP13	19	F-35A	F35ASP3	PAT	19SP1	32.9	250	815	1890	7,488	0	104.7	64.1	81.9
SP13	20	F-35A	F35BA18	ARR	19A4	58.9	120	269	950	0,574	0,033	113.8	64	81.9
SP14	1	F-35A	F35BA16	ARR	19A2	58.9	120	281	933	4,592	0,262	114	73.2	73.2
SP14	2	F-35A	F35ATS3	PAT	19T1	50	170	335	1083	26,969	0	107.5	72.4	75.9
SP14	3	F-35A	F35BA15	ARR	19A1	58.9	120	278	1070	4,592	0,262	112.3	71.5	77.2
SP14	4	F-35A	F35AA2	ARR	19A2	50	170	315	942	10,092	0,357	108.5	70.5	78
SP14	5	F-35A	F35B15	PAT	19I2	58.9	120	228	884	3,352	0	114.6	70.4	78.7
SP14	6	F-35A	F35A13	DHP	01DD3	100	300	1484	1835	3,098	0	114.1	69.7	79.2
SP14	7	F-35A	F35AA1	ARR	19A1	50	170	312	1077	10,092	0,357	107.2	69.1	79.6
SP14	8	F-35A	F35B14	PAT	19II	58.9	120	279	1071	3,352	0	112.8	68.7	80
SP14	9	F-35A	F35CT3	PAT	19F1	55	145	346	1598	12,428	0	106.4	67.9	80.2
SP14	10	F-35A	F35A12	PAT	19I2	50	170	321	905	6,53	0	109.1	67.9	80.5
SP14	11	F-35A	F35ASP2	PAT	128P1	100	275	4048	4153	13,906	0	105.6	67.7	80.7
SP14	12	F-35A	F35BT3	PAT	19F1	58.9	120	346	1598	3,584	0,229	108.2	66.5	80.9
SP14	13	F-35A	F35AO19	ARR	19O1	50	170	354	1088	3,514	0,345	107.3	66.3	81
SP14	14	F-35A	F35AO20	ARR	19O2	50	170	354	1088	3,514	0,345	107.3	66.3	81.2
SP14	15	F-35A	F35A11	PAT	19II	50	170	317	1079	6,53	0	107.5	66.3	81.3
SP14	16	F-35A	F35B12	PAT	19I2	50	170	321	905	4,47	0	109.1	66.2	81.4
SP14	17	F-35A	F35B11	PAT	19II	50	170	317	1079	4,47	0	107.5	64.6	81.5
SP14	18	F-35A	F35C13	DHP	01DD3	100	300	1484	1835	9,098	0	114.1	64.3	81.6
SP14	19	F-35A	F35BA18	ARR	19A4	58.9	120	281	933	0,574	0,033	114	64.2	81.7
SP14	20	F-35A	F35CA2	ARR	19A2	50	170	315	942	2,622	0,014	108.5	63.5	81.8
SP15	1	F-35A	F35ASP2	PAT	128P1	100	275	3920	4332	13,906	0	105	67.1	67.1
SP15	2	F-35A	F35AT3	PAT	19T1	50	170	324	2333	26,969	0	100.9	65.8	69.5
SP15	3	F-35A	F35AD3	DEP	01DD3	100	300	1398	2719	3,098	0	109.9	65.4	70.9
SP15	4	F-35A	F35BA16	ARR	19A2	58.9	120	276	2206	4,592	0,262	105.2	64.4	71.8
SP15	5	F-35A	F35CT3	PAT	19F1	55	145	323	2677	12,428	0	101.8	63.4	72.4
SP15	6	F-35A	F35BA15	ARR	19A1	58.9	120	271	2328	4,592	0,262	104.1	63.3	72.9
SP15	7	F-35A	F35AA2	ARR	19A2	50	170	309	2210	10,092	0,357	100	61.9	73.2
SP15	8	F-35A	F35ASP3	PAT	19SP1	32.9	250	776	3066	7,488	0	102.5	61.8	73.5
SP15	9	F-35A	F35BS2P	PAT	128P1	100	275	3920	4332	3,964	0	105	61.6	73.8
SP15	10	F-35A	F35B15	PAT	19I2	58.9	120	225	2164	3,352	0	105.7	61.5	74.1
SP15	11	F-35A	F35BT3	PAT	19F1	58.9	120	323	2677	3,384	0,229	103.1	61.4	74.3
SP15	12	F-35A	F35AA1	ARR	19A1	50	170	302	2331	10,092	0,357	99.3	61.2	74.5
SP15	13	F-35A	F35B14	PAT	19II	58.9	120	271	2328	3,352	0	104.9	60.8	74.7
SP15	14	F-35A	F35CD3	DEP	01DD3	100	300	1398	2719	9,098	0	109.9	60.1	74.8
SP15	15	F-35A	F35A12	PAT	19I2	50	170	316	2173	6,53	0	101	59.8	75
SP15	16	F-35A	F35AA1	PAT	19II	50	170	307	2331	6,53	0	100.3	59.1	75.1
SP15	17	F-35A	F35AO19	ARR	19O1	50	170	343	2335	3,514	0,345	99.6	58.7	75.2
SP15	18	F-35A	F35AO20	ARR	19O2	50	170	343	2335	3,514	0,345	99.6	58.7	75.3
SP15	19	F-35A	F35AS1P4	PAT	30SP1	32.9	250	4820	4832	2,454	0	103.6	58.1	75.3
SP15	20	F-35A	F35B12	PAT	19I2	50	170	316	2173	4,47	0	101	58.1	75.4

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (%ETR)	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP16	1	F-35A	F35ASP2	PAT	12SP1	100	275	3876	4548	13.906	0	104.4	66.5	66.5
SP16	2	F-35A	F35ATS3	PAT	19T1	50	170	320	2988	26.969	0	98.8	63.7	68.3
SP16	3	F-35A	F35AD3	DEP	01DD3	100	300	1369	3293	3.098	0	107.6	63.1	69.5
SP16	4	F-35A	F35C13	PAT	19F1	55	145	315	3280	12.428	0	100	61.6	70.1
SP16	5	F-35A	F35BA16	ARR	19A2	58.9	120	276	2867	4.592	0.262	102	61.2	70.7
SP16	6	F-35A	F35BSP2	PAT	12SP1	100	275	3876	4548	3.964	0	104.4	61	71.1
SP16	7	F-35A	F35ASP3	PAT	19SP1	32.9	250	741	3644	7.488	0	101.6	61	71.5
SP16	8	F-35A	F35BA15	ARR	19A1	58.9	120	268	2984	4.592	0.262	101.1	60.3	71.8
SP16	9	F-35A	F35BT3	PAT	19F1	58.9	120	315	3280	3.584	0.229	101	59.3	72.1
SP16	10	F-35A	F35AA2	ARR	19A2	50	170	308	2870	10.092	0.357	96.9	58.9	72.3
SP16	11	F-35A	F35B15	PAT	19I2	58.9	120	225	2826	3.352	0	102.6	58.5	72.4
SP16	12	F-35A	F35AA1	ARR	19A1	50	170	299	2984	10.092	0.357	96.3	58.3	72.6
SP16	13	F-35A	F35B14	PAT	19II	58.9	120	268	2984	3.352	0	102.1	58	72.8
SP16	14	F-35A	F35ASP4	PAT	30SP1	32.9	250	4711	4736	2.454	0	103.4	57.9	72.9
SP16	15	F-35A	F35CD3	DEP	01DD3	100	300	1369	3293	0.908	0	107.6	57.8	73
SP16	16	F-35A	F35AI2	PAT	19I2	50	170	315	2834	6.53	0	98.5	57.3	73.1
SP16	17	F-35A	F35AJ1	PAT	19II	50	170	304	2987	6.53	0	98	56.8	73.2
SP16	18	F-35A	F35AD14	DEP	19D2	150	0	87	5380	10.971	0	95.6	56.6	73.3
SP16	19	F-35A	F35ASP1	PAT	01SP1	100	275	2251	4489	1.321	0	104.5	56.3	73.4
SP16	20	F-35A	F35AD13	DEP	19D1	150	0	87	5380	9.655	0	95.6	56.1	73.5
SP17	1	F-35A	F35ASP2	PAT	12SP1	100	275	3944	5979	13.906	0	100.9	62.9	62.9
SP17	2	F-35A	F35ATS3	PAT	19T1	50	170	384	4500	26.969	0	94.2	59.1	64.4
SP17	3	F-35A	F35AD3	DEP	01DD3	100	300	1866	4891	3.098	0	102.5	58.1	65.3
SP17	4	F-35A	F35ASP3	PAT	19SP1	32.9	250	840	5569	7.488	0	98.4	57.8	66
SP17	5	F-35A	F35BSP2	PAT	12SP1	100	275	3944	5979	3.964	0	100.9	57.5	66.6
SP17	6	F-35A	F35CT3	PAT	19F1	55	145	338	5210	12.428	0	95.2	56.8	67
SP17	7	F-35A	F35ASP4	PAT	30SP1	32.9	250	4549	4924	2.454	0	102.2	56.7	67.4
SP17	8	F-35A	F35BA16	ARR	19A2	58.9	120	325	4238	4.592	0.262	96.7	55.9	67.7
SP17	9	F-35A	F35BA15	ARR	19A1	58.9	120	314	4495	4.592	0.262	95.9	55.1	67.9
SP17	10	F-35A	F35AA2	ARR	19A2	50	170	369	4242	10.092	0.357	92	54	68.1
SP17	11	F-35A	F35BT3	PAT	19F1	58.9	120	338	5210	3.584	0.229	95.7	54	68.3
SP17	12	F-35A	F35ASP1	PAT	01SP1	100	275	2467	5476	1.321	0	102.1	53.9	68.4
SP17	13	F-35A	F35B15	PAT	19I2	58.9	120	257	4168	3.352	0	98	53.8	68.6
SP17	14	F-35A	F35AA1	ARR	19A1	50	170	355	4498	10.092	0.357	91.3	53.3	68.7
SP17	15	F-35A	F35B14	PAT	19II	58.9	120	314	4496	3.352	0	97.1	53	68.8
SP17	16	F-35A	F35AI2	PAT	19I2	50	170	379	4176	6.53	0	94.2	52.9	68.9
SP17	17	F-35A	F35CD3	DEP	01DD3	100	300	1866	4891	4.908	0	102.5	52.7	69
SP17	18	F-35A	F35AI1	PAT	19II	50	170	362	4499	6.53	0	93.6	52.4	69.1
SP17	19	F-35A	F35BSP3	PAT	19SP1	32.9	250	842	5569	2.135	0	98.4	52.3	69.2
SP17	20	F-35A	F35AI2	PAT	12II	50	225	1587	11408	50.085	0	83.9	51.5	69.3
SP18	1	F-35A	F35AI3	PAT	19T1	50	170	279	1215	26.969	0	106.9	71.8	71.8
SP18	2	F-35A	F35AD3	DEP	01DD3	100	300	1045	1597	3.098	0	115.5	71	74.5
SP18	3	F-35A	F35BA16	ARR	19A2	58.9	120	240	1184	4.592	0.262	111.8	71	76.1
SP18	4	F-35A	F35BA15	ARR	19A1	58.9	120	238	1208	4.592	0.262	110.9	70.1	77
SP18	5	F-35A	F35CT3	PAT	19F1	55	145	296	1344	12.428	0	108.4	69.9	77.8
SP18	6	F-35A	F35BT3	PAT	19F1	58.9	120	296	1344	3.584	0.229	110.4	68.7	78.3
SP18	7	F-35A	F35ASP2	PAT	12SP1	100	275	3876	3877	13.906	0	106.5	68.6	78.8
SP18	8	F-35A	F35AA2	ARR	19A2	50	170	265	1188	10.092	0.357	106.4	68.4	79.1
SP18	9	F-35A	F35B15	PAT	19I2	58.9	120	203	1164	3.352	0	112.2	68	79.5
SP18	10	F-35A	F35AA1	ARR	19A1	50	170	262	1212	10.092	0.357	106	68	79.8
SP18	11	F-35A	F35B14	PAT	19II	58.9	120	239	1208	3.352	0	111.7	67.6	80
SP18	12	F-35A	F35AI2	PAT	19I2	50	170	271	1175	6.53	0	107.1	65.8	80.2
SP18	13	F-35A	F35CO3	DEP	01DD3	100	300	1045	1597	0.908	0	115.5	65.7	80.3
SP18	14	F-35A	F35AI1	PAT	19II	50	170	266	1213	6.53	0	106.7	65.4	80.5
SP18	15	F-35A	F35ASP3	PAT	19SP1	32.9	250	679	1751	7.488	0	105.9	65.3	80.6
SP18	16	F-35A	F35AO19	ARR	19O1	50	170	293	1218	3.514	0.345	106.2	65.2	80.7
SP18	17	F-35A	F35AO20	ARR	19O2	50	170	293	1218	3.514	0.345	106.2	65.2	80.8
SP18	18	F-35A	F35CO19	ARR	19B1	55	145	349	1313	1.097	0.316	107.8	64.7	81
SP18	19	F-35A	F35CO20	ARR	19B2	55	145	349	1313	1.097	0.316	107.8	64.7	81.1
SP18	20	F-35A	F35AD14	DEP	19D2	150	0	87	3671	10.971	0	103.5	64.5	81.1

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (%ETR)	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP19	1	F-35A	F35BA16	ARR	19A2	58.9	120	307	468	4.592	0.262	119.9	79.1	79.1
SP19	2	F-35A	F35D15	PAT	19I2	58.9	120	244	389	3.352	0	121.3	77.1	81.2
SP19	3	F-35A	F35AT3	PAT	19T1	50	170	373	693	26.969	0	111.1	76	82.4
SP19	4	F-35A	F35AA2	ARR	19A2	50	170	347	490	10.092	0.357	113.9	75.9	83.3
SP19	5	F-35A	F35RA15	ARR	19A1	58.9	120	306	666	4.592	0.262	116.6	75.8	84
SP19	6	F-35A	F35A12	PAT	19I2	50	170	353	450	6.53	0	114.8	73.5	84.4
SP19	7	F-35A	F35AA1	ARR	19A1	50	170	346	682	10.092	0.357	111.3	73.3	84.7
SP19	8	F-35A	F35B14	PAT	19II	58.9	120	306	666	3.352	0	117	72.9	85
SP19	9	F-35A	F35B12	PAT	19I2	50	170	353	450	4.47	0	114.8	71.9	85.2
SP19	10	F-35A	F35A11	PAT	19II	50	170	352	684	6.53	0	111.4	70.2	85.3
SP19	11	F-35A	F35AO19	ARR	19O1	50	170	397	704	3.514	0.345	111.1	70.1	85.4
SP19	12	F-35A	F35AO20	ARR	19O2	50	170	397	704	3.514	0.345	111.1	70.1	85.6
SP19	13	F-35A	F35BA18	ARR	19A4	58.9	120	307	468	0.574	0.033	119.9	70.1	85.7
SP19	14	F-35A	F35CA2	ARR	19A2	50	170	347	490	2.622	0.014	113.9	69	85.8
SP19	15	F-35A	F35AD3	DEP	01DD3	100	300	1783	1930	3.098	0	113.4	68.9	85.9
SP19	16	F-35A	F35B11	PAT	19II	50	170	352	684	4.47	0	111.4	68.6	85.9
SP19	17	F-35A	F35BA22	ARR	19A8	58.9	120	307	468	0.344	0.02	119.9	67.9	86
SP19	18	F-35A	F35CT3	PAT	19F1	55	145	381	1703	12.428	0	105.7	67.3	86.1
SP19	19	F-35A	F35ASP2	PAT	12SP1	100	275	4192	4391	13.906	0	105	67.1	86.1
SP19	20	F-35A	F35AA4	ARR	19A4	50	170	347	490	1.262	0.045	113.9	66.9	86.2
SP20	1	F-35A	F35B15	PAT	19I2	58.9	120	341	2252	3.352	0	105.2	61.1	61.1
SP20	2	F-35A	F35AA2	ARR	19A2	50	170	566	2433	10.092	0.357	99	60.9	64
SP20	3	F-35A	F35BA19	ARR	19A2	50	150	673	2458	4.592	0.262	100.7	59.9	65.4
SP20	4	F-35A	F35ASP2	PAT	12SP1	100	275	4390	8029	13.906	0	96.9	59	66.3
SP20	5	F-35A	F35A12	PAT	19I2	50	170	568	2291	6.53	0	100	58.7	67
SP20	6	F-35A	F35AA1	ARR	19A1	50	170	556	3087	10.092	0.357	96.2	58.2	67.6
SP20	7	F-35A	F35BA15	ARR	19A1	50	150	646	3103	4.592	0.262	98.3	57.5	68
SP20	8	F-35A	F35B12	PAT	19I2	50	170	568	2291	4.47	0	100	57.1	68.3
SP20	9	F-35A	F35SAT3	PAT	19T1	50	170	613	4536	26.969	0	91.9	56.9	68.6
SP20	10	F-35A	F35AD3	DEP	01DD3	35	300	3087	4290	3.098	0	100.3	55.8	68.8
SP20	11	F-35A	F35AA11	PAT	19II	50	170	556	3087	6.53	0	96.7	55.5	69
SP20	12	F-35A	F35B14	PAT	19II	50	150	647	3104	3.352	0	98.8	54.7	69.2
SP20	13	F-35A	F35CA2	ARR	19A2	50	170	566	2433	2.622	0.014	99	54	69.3
SP20	14	F-35A	F35B11	PAT	19II	50	170	556	3087	4.47	0	96.7	53.9	69.4
SP20	15	F-35A	F35BSP2	PAT	12SP1	100	275	4390	8029	3.564	0	96.9	53.5	69.5
SP20	16	F-35A	F35CT3	PAT	19F1	55	145	431	6938	12.428	0	91.2	52.7	69.6
SP20	17	F-35A	F35ASP4	PAT	30SP1	100	275	4910	7670	2.454	0	98	52.5	69.7
SP20	18	F-35A	F35ASP3	PAT	19SP1	32.9	250	1288	6963	7.488	0	93.1	52.5	69.8
SP20	19	F-35A	F35AA4	ARR	19A4	50	170	566	2433	1.262	0.045	99	51.9	69.9
SP20	20	F-35A	F35CA1	ARR	19A1	50	170	556	3087	2.622	0.014	96.2	51.3	69.9
SP21	1	F-35A	F35B15	PAT	19I2	58.9	120	381	1282	3.352	0	110	65.9	65.9
SP21	2	F-35A	F35AA2	ARR	19A2	50	170	659	1545	10.092	0.357	103.8	65.7	68.8
SP21	3	F-35A	F35AI2	PAT	19I2	50	170	660	1377	6.53	0	105	65.8	70
SP21	4	F-35A	F35BA16	ARR	19A2	50	150	921	1665	4.592	0.262	103.6	62.8	70.8
SP21	5	F-35A	F35B12	PAT	19I2	50	170	660	1377	4.47	0	105	62.1	71.3
SP21	6	F-35A	F35AA1	ARR	19A1	50	170	652	2357	10.092	0.357	99.4	61.4	71.7
SP21	7	F-35A	F35BA15	ARR	19A1	50	150	902	2433	4.592	0.262	99.7	58.9	72
SP21	8	F-35A	F35CA2	ARR	19A2	50	170	659	1545	2.622	0.014	103.8	58.8	72.2
SP21	9	F-35A	F35AI1	PAT	19II	50	170	652	2358	6.53	0	99.6	58.4	72.3
SP21	10	F-35A	F35ASP2	PAT	12SP1	100	275	4563	9348	13.906	0	94.9	57	72.5
SP21	11	F-35A	F35B11	PAT	19II	50	170	652	2358	4.47	0	99.6	56.8	72.6
SP21	12	F-35A	F35AA4	ARR	19A4	50	170	659	1545	1.262	0.045	103.8	56.7	72.7
SP21	13	F-35A	F35B14	PAT	19II	50	150	903	2433	3.352	0	100.2	56.1	72.8
SP21	14	F-35A	F35BA2	ARR	19A2	50	170	659	1545	0.981	0.041	103.8	55.8	72.9
SP21	15	F-35A	F35CI2	PAT	19I2	50	170	660	1377	0.942	0	105	55.4	72.9
SP21	16	F-35A	F35SAT3	PAT	19T1	50	170	697	5454	26.969	0	89.7	54.6	73
SP21	17	F-35A	F35AA8	ARR	19A8	50	170	659	1545	0.757	0.027	103.8	54.5	73.1
SP21	18	F-35A	F35CA1	ARR	19A1	50	170	652	2357	2.622	0.014	99.4	54.4	73.1
SP21	19	F-35A	F35BA18	ARR	19A4	50	150	921	1665	0.574	0.033	103.6	53.8	73.2
SP21	20	F-35A	F35AD3	DEP	01DD3	35	300	3087	3784	3.098	0	98.2	53.7	73.2

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (%ETR)	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP22	1	F-35A	F35BA16	ARR	19A2	58.9	120	370	366	4,592	0.262	121.6	80.8	80.8
SP22	2	F-35A	F35BA15	ARR	19A1	58.9	120	370	420	4,592	0.262	120.4	79.6	83.2
SP22	3	F-35A	F35B15	PAT	19I2	58.9	120	284	348	3,352	0	122.2	78.1	84.4
SP22	4	F-35A	F35AA2	ARR	19A2	50	170	433	424	10,092	0.357	115.1	77.1	85.1
SP22	5	F-35A	F35B14	PAT	19I1	58.9	120	371	421	3,352	0	120.4	76.3	85.7
SP22	6	F-35A	F35AA1	ARR	19A1	50	170	433	472	10,092	0.357	114.2	76.2	86.1
SP22	7	F-35A	F35ATS	PAT	19T1	50	170	548	857	26,969	0	109.1	74	86.4
SP22	8	F-35A	F35A12	PAT	19I2	50	170	434	466	6,53	0	114.4	73.1	86.6
SP22	9	F-35A	F35A11	PAT	19I1	50	170	434	472	6,53	0	114.3	73	86.8
SP22	10	F-35A	F35BA18	ARR	19A4	58.9	120	370	366	5,574	0.033	121.6	71.8	86.9
SP22	11	F-35A	F35B12	PAT	19I2	50	170	434	466	4,47	0	114.4	71.5	87
SP22	12	F-35A	F35B11	PAT	19I1	50	170	434	472	4,47	0	114.3	71.4	87.2
SP22	13	F-35A	F35BA17	ARR	19A3	58.9	120	370	420	5,574	0.033	120.4	70.5	87.3
SP22	14	F-35A	F35CA2	ARR	19A2	50	170	433	424	2,622	0.014	115.1	70.1	87.5
SP22	15	F-35A	F35BA22	ARR	19A8	58.9	120	370	366	3,344	0.02	121.6	69.6	87.4
SP22	16	F-35A	F35CA1	ARR	19A1	50	170	433	472	2,622	0.014	114.2	69.3	87.5
SP22	17	F-35A	F35BA21	ARR	19A7	58.9	120	370	420	3,344	0.02	120.4	68.3	87.5
SP22	18	F-35A	F35AA4	ARR	19A4	50	170	433	424	1,262	0.045	115.1	68	87.6
SP22	19	F-35A	F35AO19	ARR	19O1	50	170	570	886	3,514	0.345	108.9	68	87.6
SP22	20	F-35A	F35AO20	ARR	19O2	50	170	570	886	3,514	0.345	108.9	68	87.7
SP23	1	F-35A	F35BA15	ARR	19A1	58.9	120	315	284	4,592	0.262	123.4	82.6	82.6
SP23	2	F-35A	F35ATS	PAT	19T1	50	170	387	354	26,969	0	115.9	80.8	84.8
SP23	3	F-35A	F35BA19	ARR	19A2	58.9	120	315	413	4,592	0.262	120.8	80	86.1
SP23	4	F-35A	F35B14	PAT	19I1	58.9	120	316	284	3,352	0	123.8	79.6	87
SP23	5	F-35A	F35AA1	ARR	19A1	50	170	358	325	10,092	0.357	117.1	79.1	87.6
SP23	6	F-35A	F35AA2	ARR	19A2	50	170	357	442	10,092	0.357	114.8	76.8	88
SP23	7	F-35A	F35B15	PAT	19I2	58.9	120	249	422	3,352	0	120.7	76.6	88.3
SP23	8	F-35A	F35A11	PAT	19I1	50	170	364	332	6,53	0	117.1	75.9	88.5
SP23	9	F-35A	F35AO19	ARR	19O1	50	170	411	379	3,514	0.345	116	75	88.7
SP23	10	F-35A	F35AO20	ARR	19O2	50	170	411	379	3,514	0.345	116	75	88.9
SP23	11	F-35A	F35B11	PAT	19I1	50	170	364	332	4,47	0	117.1	74.2	89
SP23	12	F-35A	F35BA17	ARR	19A3	58.9	120	315	284	0,574	0.033	123.4	73.6	89.2
SP23	13	F-35A	F35A12	PAT	19I2	50	170	363	489	6,53	0	114	72.8	89.3
SP23	14	F-35A	F35CA1	ARR	19A1	50	170	358	325	2,622	0.014	117.1	72.1	89.3
SP23	15	F-35A	F35BA21	ARR	19A7	58.9	120	315	284	3,344	0.02	123.4	71.4	89.4
SP23	16	F-35A	F35B12	PAT	19I2	50	170	363	489	4,47	0	114	71.2	89.5
SP23	17	F-35A	F35BA18	ARR	19A4	58.9	120	315	413	0,574	0.033	120.8	71	89.5
SP23	18	F-35A	F35AA3	ARR	19A3	50	170	358	325	1,262	0.045	117.1	70	89.6
SP23	19	F-35A	F35CA2	ARR	19A2	50	170	357	442	2,622	0.014	114.8	69.8	89.6
SP23	20	F-35A	F35BA19	ARR	19A5	58.9	120	315	284	0,23	0.013	123.4	69.6	89.7
SP24	1	F-35A	F35A13	PAT	30I1	33	250	3087	3034	2,305	0	100.1	54.3	54.3
SP24	2	F-35A	F35B13	PAT	30I1	33	250	3087	3034	1,578	0	100.1	52.7	56.6
SP24	3	F-35A	F35B16	PAT	30I1	33	250	3087	3034	1,183	0	100.1	51.4	57.7
SP24	4	F-35A	F35C13	PAT	30I1	33	250	3087	3034	0,333	0	100.1	45.9	58
SP24	5	F-35A	F35A12	PAT	19I2	33	250	3087	3832	6,53	0	86.7	45.5	58.3
SP24	6	F-35A	F35A11	PAT	19I1	33	250	3087	3832	6,53	0	86.7	45.5	58.5
SP24	7	F-35A	F35ASP2	PAT	12SP1	32.9	250	923	16847	13,906	0	83.4	45.5	58.7
SP24	8	F-35A	F35ASP3	PAT	19SP1	100	275	4112	16336	7,488	0	85.8	45.2	58.9
SP24	9	F-35A	F35B12	PAT	19I2	33	250	3087	3832	4,47	0	86.7	43.9	59
SP24	10	F-35A	F35B11	PAT	19I1	33	250	3087	3832	4,47	0	86.7	43.9	59.2
SP24	11	F-35A	F35SAT2	PAT	12T1	50	170	499	15223	50,085	0	75.7	43.3	59.3
SP24	12	F-35A	F35B15	PAT	19I2	33	250	3087	3832	3,352	0	86.7	42.6	59.4
SP24	13	F-35A	F35B14	PAT	19I1	33	250	3087	3832	3,352	0	86.7	42.6	59.4
SP24	14	F-35A	F35AD9	DEP	12D3	150	0	87	18508	32.6	0	75.4	41.1	59.5
SP24	15	F-35A	F35BS2	PAT	12SP1	32.9	250	923	16847	3,964	0	83.4	40	59.6
SP24	16	F-35A	F35BS3	PAT	19SP1	100	275	4112	16336	2,135	0	85.8	39.7	59.6
SP24	17	F-35A	F35CT2	PAT	12F1	55	145	351	16539	23,081	0	74	38.3	59.6
SP24	18	F-35A	F35AD19	DEP	30DD2R	100	300	2976	15860	3,236	0	82.4	38.1	59.7
SP24	19	F-35A	F35AD17	DEP	30D1J1	100	300	2976	15860	3,164	0	82.1	37.8	59.7
SP24	20	F-35A	F35C12	PAT	19I2	33	250	3087	3832	0,942	0	86.7	37.1	59.7

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (%ETR)	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP25	1	F-35A	F35AI3	PAT	30II	33	250	3087	3920	2,305	0	97.5	51.7	51.7
SP25	2	F-35A	F35BD3	PAT	30II	33	250	3087	3920	1,578	0	97.5	50.1	54
SP25	3	F-35A	F35B16	PAT	30II	33	250	3087	3920	1,183	0	97.5	48.9	55.2
SP25	4	F-35A	F35C13	PAT	30II	33	250	3087	3920	0,333	0	97.5	43.3	55.4
SP25	5	F-35A	F35ASP2	PAT	128PI	32.9	250	968	19140	13,906	0	81.2	43.3	55.7
SP25	6	F-35A	F35ASP3	PAT	19SP1	100	275	4135	18707	7,488	0	83.6	42.9	55.9
SP25	7	F-35A	F35A12	PAT	19I2	33	250	3087	5669	6,53	0	81.8	40.5	56
SP25	8	F-35A	F35A11	PAT	19II	33	250	3087	5669	6,53	0	81.8	40.5	56.2
SP25	9	F-35A	F35AD9	DEP	12D3	150	0	87	20943	32.6	0	73.5	39.3	56.3
SP25	10	F-35A	F35A12	PAT	12II	50	170	523	17369	50,085	0	71.5	39.1	56.3
SP25	11	F-35A	F35B12	PAT	19I2	33	250	3087	5669	4,47	0	81.8	38.9	56.4
SP25	12	F-35A	F35B11	PAT	19II	33	250	3087	5669	4,47	0	81.8	38.9	56.5
SP25	13	F-35A	F35AD18	DEP	30DD2L	100	300	8289	11481	0,36	0	92.1	38.3	56.6
SP25	14	F-35A	F35ASP2	PAT	128PI	32.9	250	968	19140	3,964	0	81.2	37.8	56.6
SP25	15	F-35A	F35B15	PAT	19I2	33	250	3087	5669	3,352	0	81.8	37.6	56.7
SP25	16	F-35A	F35B14	PAT	19II	33	250	3087	5669	3,352	0	81.8	37.6	56.7
SP25	17	F-35A	F35BSP3	PAT	19SP1	100	275	4135	18707	2,135	0	83.6	37.5	56.8
SP25	18	F-35A	F35AD19	DEP	30DD2R	35	300	3087	17996	3,236	0	80	35.7	56.8
SP25	19	F-35A	F35AD17	DEP	30DD1	35	300	3087	17996	3,164	0	79.5	35.1	56.8
SP25	20	F-35A	F35BD38	DEP	30DQ2L	100	300	7727	11048	0,12	0	93.1	34.5	56.9
SP26	1	F-35A	F35AI3	PAT	30II	33	250	3087	3065	2,305	0	94.1	48.4	48.4
SP26	2	F-35A	F35BD3	PAT	30II	33	250	3087	3065	1,578	0	94.1	46.7	50.6
SP26	3	F-35A	F35B16	PAT	30II	33	250	3087	3065	1,183	0	94.1	45.5	51.8
SP26	4	F-35A	F35A12	PAT	19I2	33	250	3087	4372	6,53	0	85	43.8	52.4
SP26	5	F-35A	F35A11	PAT	19II	33	250	3087	4372	6,53	0	85	43.8	53
SP26	6	F-35A	F35ASP3	PAT	19SP1	100	275	3915	18245	7,488	0	84.3	43.6	53.5
SP26	7	F-35A	F35ASP2	PAT	128PI	32.9	250	762	19612	13,966	0	81.4	43.4	53.9
SP26	8	F-35A	F35B12	PAT	19I2	33	250	3087	4372	4,47	0	85	42.2	54.1
SP26	9	F-35A	F35B11	PAT	19II	33	250	3087	4372	4,47	0	85	42.2	54.4
SP26	10	F-35A	F35AT2	PAT	12T1	50	170	445	18456	50,085	0	73.9	41.5	54.6
SP26	11	F-35A	F35B15	PAT	19I2	33	250	3087	4372	3,352	0	85	40.9	54.8
SP26	12	F-35A	F35B14	PAT	19II	33	250	3087	4372	3,352	0	85	40.9	55
SP26	13	F-35A	F35AD9	DEP	12D3	150	0	87	20590	32.6	0	74.4	40.2	55.1
SP26	14	F-35A	F35C13	PAT	30II	33	250	3087	3065	0,333	0	94.1	39.9	55.3
SP26	15	F-35A	F35BSP3	PAT	19SP1	100	275	3915	18245	2,135	0	84.3	38.2	55.3
SP26	16	F-35A	F35BSP2	PAT	128PI	32.9	250	762	19612	3,964	0	81.4	38	55.4
SP26	17	F-35A	F35CT2	PAT	12F1	55	145	323	19302	23,081	0	72	36.2	55.5
SP26	18	F-35A	F35A13	PAT	19II	50	225	1587	21500	26,969	0	71.1	36.1	55.5
SP26	19	F-35A	F35AD14	DEP	19D2	35	300	3087	26713	10,971	0	74.8	35.8	55.6
SP26	20	F-35A	F35AD19	DEP	30DD2R	100	300	2680	18903	3,236	0	79.9	35.7	55.6
SP27	1	F-35A	F35AI3	PAT	30II	33	250	3087	3255	2,305	0	90.4	44.6	44.6
SP27	2	F-35A	F35BD3	PAT	30II	33	250	3087	3255	1,578	0	90.4	43	46.9
SP27	3	F-35A	F35B16	PAT	30II	33	250	3087	3255	1,183	0	90.4	41.7	48.1
SP27	4	F-35A	F35A12	PAT	19I2	33	250	3087	5491	6,53	0	82.5	41.2	48.9
SP27	5	F-35A	F35A11	PAT	19II	33	250	3087	5491	6,53	0	82.5	41.2	49.6
SP27	6	F-35A	F35ASP3	PAT	19SP1	100	275	3773	21496	7,488	0	81.3	40.7	50.1
SP27	7	F-35A	F35ASP2	PAT	128PI	32.9	250	627	23546	13,906	0	78	40.1	50.5
SP27	8	F-35A	F35B12	PAT	19I2	33	250	3087	5491	4,47	0	82.5	39.6	50.8
SP27	9	F-35A	F35B11	PAT	19II	33	250	3087	5491	4,47	0	82.5	39.6	51.2
SP27	10	F-35A	F35B15	PAT	19I2	33	250	3087	5491	3,352	0	82.5	38.4	51.4
SP27	11	F-35A	F35B14	PAT	19II	33	250	3087	5491	3,352	0	82.5	38.4	51.6
SP27	12	F-35A	F35AD9	DEP	12D3	150	0	87	24084	32.6	0	71.9	37.7	51.8
SP27	13	F-35A	F35AJ14	DHP	19D2	35	300	3087	26451	10,971	0	76.5	37.5	51.9
SP27	14	F-35A	F35A12	PAT	12II	50	170	404	22793	50,085	0	69.7	37.3	52.1
SP27	15	F-35A	F35C13	PAT	30II	33	250	3087	3255	0,333	0	90.4	36.2	52.2
SP27	16	F-35A	F35BSP3	PAT	19SP1	100	275	3773	21496	2,135	0	81.3	35.2	52.3
SP27	17	F-35A	F35SAT3	PAT	19T1	50	225	1587	23750	26,969	0	70.3	35.2	52.4
SP27	18	F-35A	F35BSP2	PAT	128PI	32.9	250	627	23546	3,964	0	78	34.6	52.4
SP27	19	F-35A	F35AD19	DHP	30DD2R	100	300	2453	23075	3,236	0	78.3	34	52.5
SP27	20	F-35A	F35AD18	DEP	30DD2L	100	300	10606	14690	0,36	0	87.8	33.9	52.6

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Table 6. Contributors at Locations of Interest (Concluded)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power (%ETR)	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		STL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP28	1	F-35A	F35AI3	PAT	3011	33	250	3087	3048	2,305	0	98.5	52.7	52.7
SP28	2	F-35A	I35BI3	PAT	3011	33	250	3087	3048	1,578	0	98.5	51.1	55
SP28	3	F-35A	F35B16	PAT	3011	33	250	3087	3048	1,183	0	98.5	49.8	56.2
SP28	4	F-35A	F35AI2	PAT	1912	33	250	3087	3862	6,53	0	86.7	45.5	56.5
SP28	5	F-35A	I35AI1	PAT	1911	33	250	3087	3862	6,53	0	86.7	45.5	56.8
SP28	6	F-35A	I35ASP3	PAT	19SP1	100	275	4065	16570	7,488	0	85.6	45	57.1
SP28	7	F-35A	I35ASP2	PAT	12SP1	32.9	250	881	17291	13,906	0	82.9	45	57.4
SP28	8	F-35A	F35C13	PAT	3011	33	250	3087	3048	0,333	0	98.5	44.3	57.6
SP28	9	F-35A	I35B12	PAT	1912	33	250	3087	3862	4.47	0	86.7	43.8	57.8
SP28	10	F-35A	I35B11	PAT	1911	33	250	3087	3862	4.47	0	86.7	43.8	57.9
SP28	11	F-35A	F35AT2	PAT	12T1	50	170	484	15784	50,085	0	75.1	42.7	58.1
SP28	12	F-35A	F35B15	PAT	1912	33	250	3087	3862	3,352	0	86.7	42.6	58.2
SP28	13	F-35A	F35B14	PAT	1911	33	250	3087	3862	3,352	0	86.7	42.6	58.3
SP28	14	F-35A	F35AD9	DEP	12D3	150	0	87	18764	32.6	0	75.4	41.1	58.4
SP28	15	F-35A	I35BSP3	PAT	19SP1	100	275	4065	16570	2,135	0	85.6	39.6	58.4
SP28	16	F-35A	I35BSP2	PAT	12SP1	32.9	250	881	17291	3,964	0	82.9	39.5	58.5
SP28	17	F-35A	F35CT2	PAT	12F1	55	145	344	16974	23,081	0	73.3	37.5	58.5
SP28	18	F-35A	F35AD19	DEP	30DD2R	100	300	2894	16378	3,236	0	81.7	37.4	58.6
SP28	19	F-35A	F35C12	PAT	1912	33	250	3087	3862	0,942	0	86.7	37.1	58.6
SP28	20	F-35A	I35C11	PAT	1911	33	250	3087	3862	0,942	0	86.7	37.1	58.6

Feel free to contact me at 703/415-4550 ext. 32, should you have any questions.

Sincerely,

Koffi Ameifie
Noise Analyst

KA/vt



November 27, 2007

J/N 53638

Mr. Henry McLaurine
SAIC
1140 Eglin Parkway
Suite 101
Shalimar, FL 23502

Reference: "Optimal Mix" Scenario Four

Dear Mr. McLaurine:

This letter documents the results of the "**Optimal Mix**" **Scenario Four** noise run in support of the Environmental Impact Statement (EIS) for the Proposed Beddown of the Joint Strike Fighter at Eglin Air Force Base (AFB) and the Implementation of the Base Realignment and Closure (BRAC) Commission recommendations. The noise modeling requirements are further outlined in "Attachment 1, Statement of Work (SOW), Rev. February 19, 2007" and "Proposal Assumptions for Draft_SOW_Mod2_TOO206_HCM 021707." This analysis includes Eglin AFB, Duke Field and Naval Outlying Landing Field (NOLF) Choctaw.

This letter describes the model and assumptions, airfield configurations, operational data, sensitive receptor analysis and the resulting contour for the "Optimal Mix" Scenario Four run. All data and assumptions used were developed in collaboration with the 46th Test Wing (46TW) personnel and validated by a representative from the Eglin F-35 Site Activation Task Force.

"Optimal Mix" Scenario Four

Under this scenario, flights would originate from and terminate at Eglin AFB. The majority of training activities by the Air Force's F-35A Conventional TakeOff and Landing (CTOL) and the Marine Corps' F-35B Short TakeOff and Vertical Landing (STOVL) aircraft would take place at Duke Filed. The majority of training activities by the Navy's F-35C Carrier Variant (CV) would take place at NOLF Choctaw. The total numbers of flight operations (defined as a takeoff or landing of one aircraft with patterns counted as two operations) was estimated at 90,000 for Eglin AFB, 99,000 for Duke Field and 49,000 for NOLF Choctaw.

NOISEMAP Version 7

Analyses of aircraft noise exposure around Department of Defense (DoD) facilities are normally accomplished using a group of computer-based programs, collectively called NOISEMAP. The NOISEMAP suite of computer programs was primarily developed by the Air Force, which serves as the lead DoD agency for aircraft noise modeling. The NOISEMAP suite of computer programs includes BaseOps, OMEGA10, OMEGA11, NOISEMAP and NMPlot. The suite also includes the NOISEFILE databases.

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BaseOps

The BaseOps program allows entry of runway coordinates, airfield information, flight tracks, flight profiles (engine thrust settings, altitudes, speeds in addition to pitch, yaw, roll and nacelle angles for tilt rotors and helicopters) along each flight track for each aircraft, numbers of daily flight operations, run-up coordinates, run-up profiles, and run-up operations. For entry into Baseops, closed-pattern operations which are counted by ATC as two operations (one departure and one arrival), are entered in the program as one noise event (one departure followed by one arrival with the aircraft remaining in the vicinity of the airfield).

OMEGA10

For fixed-wing and helicopters modeled using NOISEMAP, the OMEGA10 program calculates the SEL versus distance for each model of aircraft from the NOISEFILE database, taking into consideration the specified speeds, engine thrust settings, and environmental conditions appropriate to each type of flight operation. The NOISEFILE database contains one-third octave band sound data for flight and ground run-up by most military aircraft and some civil aircraft. The OMEGA10 output is used by NOISEMAP in subsequent calculations.

OMEGA11

The OMEGA11 program calculates maximum A-weighted sound levels from the NOISEFILE database for each model of aircraft taking into consideration the engine thrust settings and environmental conditions appropriate to run-up operations. Similar to the OMEGA10 output, the OMEGA11 output is also used by NOISEMAP in subsequent calculations.

NOISEMAP

NOISEMAP uses the OMEGA10 and OMEGA11 outputs, incorporates the number of day and night operations, flight paths, and profiles of the aircraft to calculate DNL at many points on the ground around the facility. This process results in a "grid" file containing noise levels at different points of a user specified rectangular area. NOISEMAP Version 7 has been expanded to include atmospheric sound propagation effects over varying terrain, including hills and mountainous regions, as well as regions of varying acoustical impedance—for example, water around coastal regions. This feature was used in computing the noise levels presented in this analysis because the area around Eglin AFB features large bodies of water.

Airfield Configuration

Eglin AFB

Eglin AFB is located about a mile southwest of Valparaiso, Florida. As depicted in the Eglin AFB configuration map (Figure 1), Eglin is centered on two runways. Runway 12/30 is 12,005-feet long and 300-feet wide and Runway 01/19 is 10,012-feet long and 300-feet wide. In the context of the F-35 beddown at Eglin AFB, there would be an addition of two Vertical Takeoff and Landing (VTOL) pads, labeled in Figure 1 as 12PN/30PN and 12PS/30PS. These pads would be 250 feet by 250 feet. Eglin AFB elevation is 87 feet above Mean Sea Level (MSL) and the magnetic declination is 1.9 degrees west.

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Duke Field

Duke Field is located approximately three miles west of Crestview, Florida. As depicted in the Duke Field configuration map (Figure 2), Duke Field consists of one main runway and one assault strip. Runway 18/36 is 8,000-feet long and 200-feet wide. The Assault Strip (Runway 18A/36A) is 3,500-feet long and 200-feet wide. Under Scenario One, there would be an addition of a Landing Hover Deck (LHD) and two VTOL pads. In Figure 2, the LHD is labeled 18D/36D and the VTOL pads 18PN/36PN and 18PS/36PS. The vertical landing pads are 250 feet by 250 feet. The elevation at Duke Field is 191 feet MSL and the magnetic declination is 1.7 degrees west.

NOLF Choctaw

NOLF Choctaw is located near Milton, Florida. As depicted in Figure 3, NOLF Choctaw configuration map (Figure 3), the airfield consists of one active runway. Runway 18/36 is 7,650-feet long and 200-feet wide. The elevation at NOLF Choctaw is 102 feet MSL and the magnetic declination is 0.85 degrees west.

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Locations of Interest

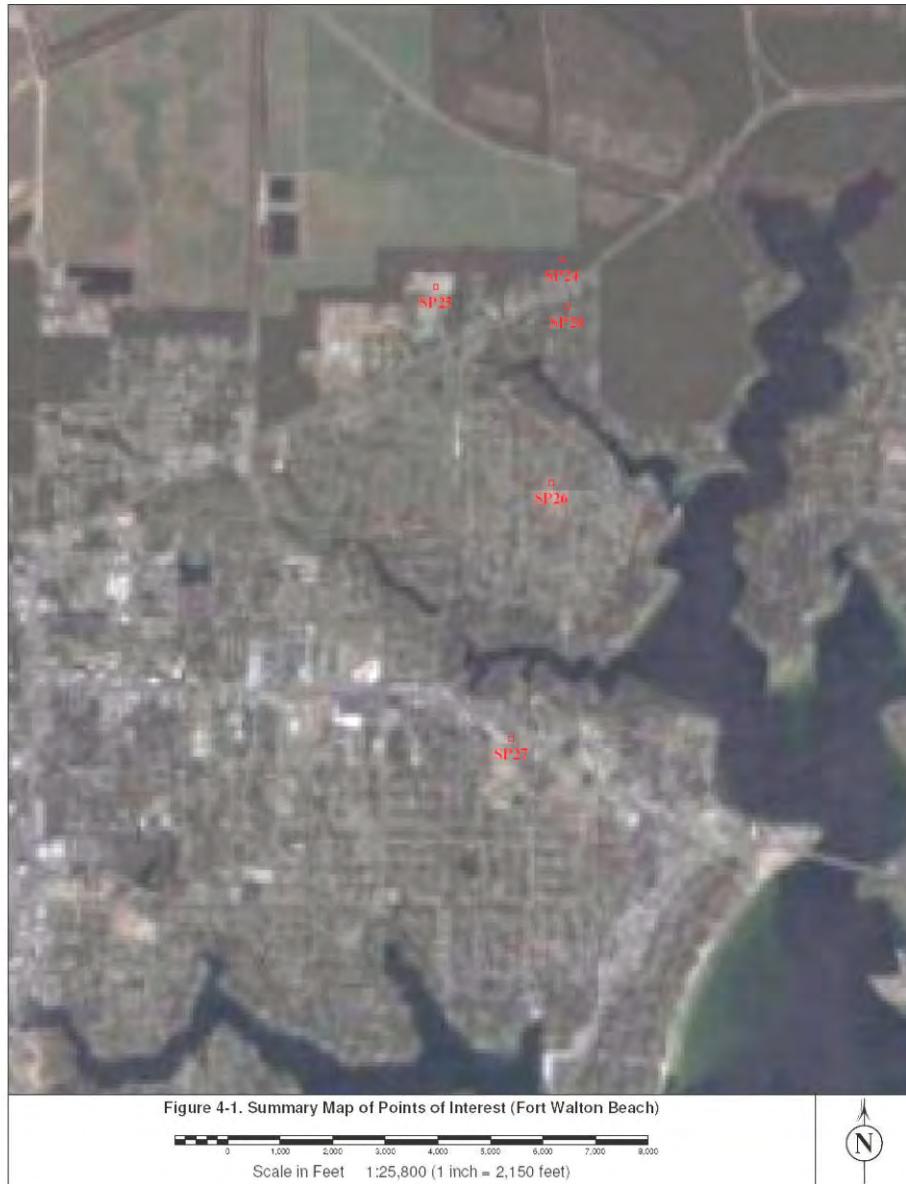
As part of the noise analysis, a detailed acoustical analysis was performed for a series of locations, which are listed in Table 1 and shown in Figures 4-1, 4-2 and 4-3. Figure 4-1 shows locations near the city of Fort Walton Beach. Figure 4-2 depicts locations on and in the vicinity of Eglin AFB. Figure 4-3 shows locations near the city of Valparaiso.

Table 1. Locations of Interest near Eglin AFB

Location ID	General Description	Latitude (WGS84)	Longitude (WGS84)
SP1	Eglin Housing (Capehart)	N 30° 27.7260'	W 86° 32.0602'
SP2	Eglin Housing (Ben's Lake)	N 30° 27.9786'	W 86° 32.6446'
SP3	Chapel 2 - Building 2574	N 30° 28.0545'	W 86° 32.9153'
SP4	Cherokee Elem. School	N 30° 28.0592'	W 86° 32.7230'
SP5	Child Development Center	N 30° 28.0726'	W 86° 32.3707'
SP6	Oakhill School	N 30° 28.2399'	W 86° 32.1440'
SP7	Eglin Hospital	N 30° 27.7062'	W 86° 33.3051'
SP8	Eglin VAQ and Dorms	N 30° 29.1113'	W 86° 30.0943'
SP9	Eglin Chapel 1	N 30° 29.8260'	W 86° 07.9653'
SP10	JSF ITC	N 30° 28.6894'	W 86° 32.9662'
SP11	Lewis Middle School	N 30° 29.5813'	W 86° 07.9653'
SP12	Valparaiso Elementary School	N 30° 30.1947'	W 86° 07.9653'
SP13	First Assembly of God (Valp)	N 30° 30.6765'	W 86° 30.3143'
SP14	New Hope Baptist (Valp)	N 30° 30.7426'	W 86° 30.2948'
SP15	Sovereign Grace Church (Valp)	N 30° 30.6563'	W 86° 30.0692'
SP16	First Baptist Church (Valp)	N 30° 30.6200'	W 86° 29.9500'
SP17	Unitarian Church (Valp)	N 30° 30.8172'	W 86° 29.6067'
SP18	Housing (Valp)	N 30° 30.5187'	W 86° 30.3225'
SP19	Housing (Valp)	N 30° 30.9077'	W 86° 30.3376'
SP20	Edge Elementary School	N 30° 31.6322'	W 86° 29.6852'
SP21	Twin Cities Medical Center	N 30° 32.0156'	W 86° 29.7390'
SP22	Niceville Community Church	N 30° 31.2748'	W 86° 30.3176'
SP23	Private School (Niceville)	N 30° 30.9844'	W 86° 30.4512'
SP24	Private School (Ft Walton)	N 30° 28.2321'	W 86° 36.4212'
SP25	Okaloosa Walton College	N 30° 28.1460'	W 86° 36.8792'
SP26	Kenwood Elementary	N 30° 27.5359'	W 86° 36.4608'
SP27	Pryor Middle School	N 30° 26.7376'	W 86° 36.6058'
SP28	Housing (Ft Walton Bch)	N 30° 28.0831'	W 86° 36.4028'

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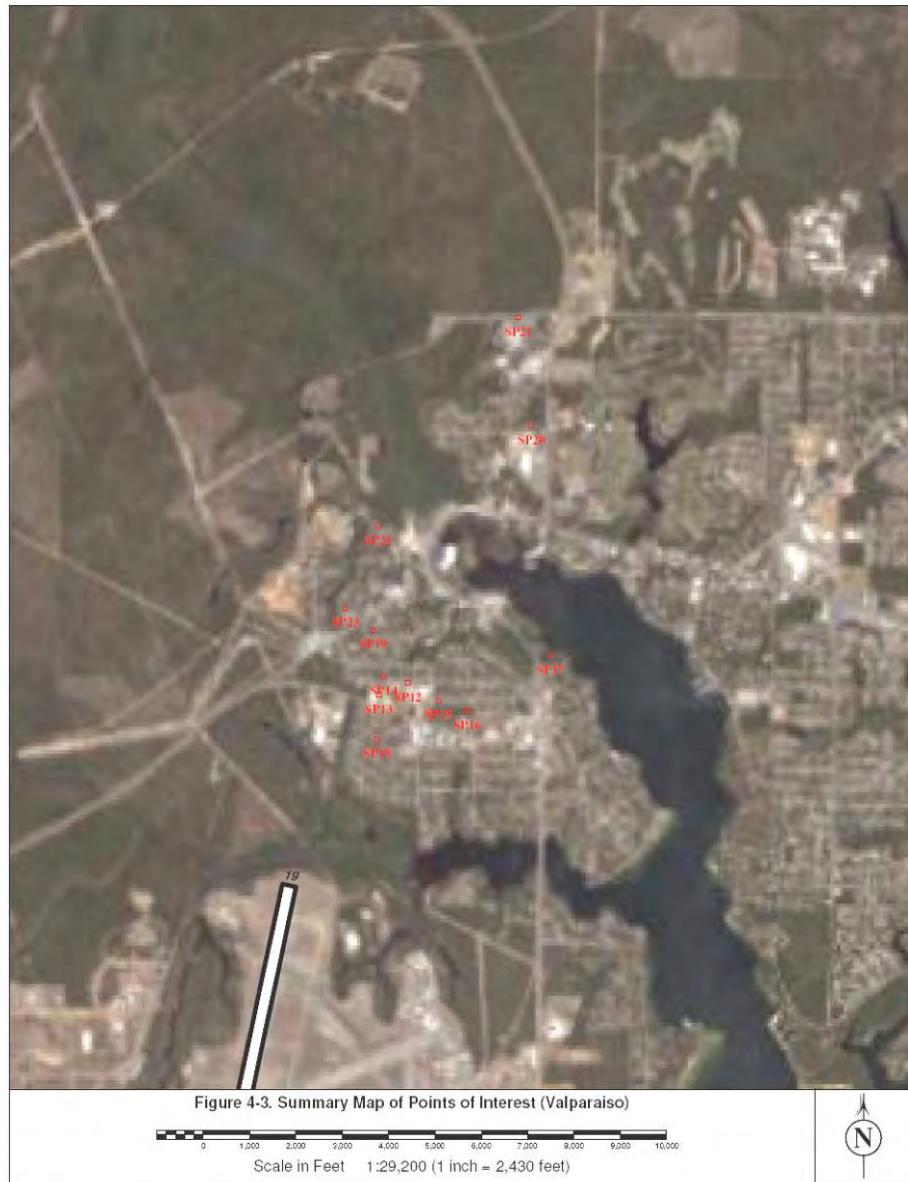
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Input Data

Daily Flight Operations

The first step in the noise analysis process is to determine the number of flight operations for an average day. The computer noise model requires input of the daily operations by aircraft type, operation type, and temporal period (acoustical daytime hours of 0700-2200 and nighttime hours of 2200-0700). The number and type of operations used for this analysis were based on a syllabus provided by the 46th TW. Tables 2-1, 2-2 and 2-3 present the daily flight operations for all three versions of the F-35 for all three airfields. The data is based on 246 days of operations.

Table 2-1. Eglin AFB Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Afterburner (60%)/Mil (40%) Departure	73.76	0.00	73.76	10.27	0.00	10.27	21.63	0.00	21.63	105.66	0.00	105.66
Short Takeoff Departure	0.00	0.00	0.00	16.02	0.00	16.02	0.00	0.00	0.00	16.02	0.00	16.02
Overhead Break Arrival (Conventional Landings)	50.74	1.50	52.24	3.25	0.14	3.38	14.85	0.85	15.70	68.84	2.49	71.32
Overhead Break Arrival (Slow Landings)	0.00	0.00	0.00	2.88	0.12	3.00	0.00	0.00	0.00	2.88	0.12	3.00
Overhead Break Arrival (RVL.)	0.00	0.00	0.00	4.33	0.18	4.51	0.00	0.00	0.00	4.33	0.18	4.51
Overhead Break Arrival (VL.)	0.00	0.00	0.00	7.57	0.32	7.89	0.00	0.00	0.00	7.57	0.32	7.89
Standard Straight-in Arrivals	21.01	0.50	21.51	2.88	0.12	3.00	7.02	0.00	7.02	30.92	0.62	31.54
Standard Straight-in Arrivals (Slow Landings)	0.00	0.00	0.00	4.33	0.18	4.51	0.00	0.00	0.00	4.33	0.18	4.51
SFO Arrivals (Break)	20.74	0.00	20.74	6.42	0.00	6.42	0.00	0.00	0.00	27.17	0.00	27.17
SFO Arrival (Straight-in)	2.30	0.00	2.30	0.71	0.00	0.71	0.00	0.00	0.00	3.02	0.00	3.02
Touch and Go *	39.40	0.00	39.40	0.00	0.00	0.00	12.20	0.00	12.20	51.60	0.00	51.60
IFR Pattern *	17.67	0.00	17.67	12.09	0.00	12.09	2.55	0.00	2.55	32.32	0.00	32.32
IFR Pattern (Slow Landings) *	0.00	0.00	0.00	9.07	0.00	9.07	0.00	0.00	0.00	9.07	0.00	9.07
TOTAL	225.63	2.00	227.63	79.84	1.05	80.89	58.25	0.85	59.10	363.72	3.90	367.62

Source: 46th TW

* Counted as two operations

RVL - Rolling Vertical Landing

VL - Vertical Landing

SFO - Simulated Flame-Out

IFR - Instrument Flight Rules

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Table 2-2. Duke Field Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200- 2200- 0700	Total	0700- 2200- 2200- 0700	Total	0700- 2200- 2200- 0700	Total	0700- 2200- 2200- 0700	Total	0700- 2200- 2200- 0700	Total	0700- 2200- 2200- 0700	Total
Interfacility Departure (From main runway)	52.00	3.71	55.71	20.50	1.85	22.35	1.18	0.08	1.25	73.68	5.63	79.30
Interfacility Departure (From assault strip)	0.00	0.00	0.00	3.60	0.34	3.94	0.00	0.00	0.00	3.60	0.34	3.94
Overhead Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Overhead Break Arrival (West Side)	26.04	1.66	27.70	5.63	0.36	5.99	0.00	0.00	0.00	31.67	2.02	33.69
Carrier Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Break Arrival (West Side)	0.00	0.00	0.00	0.00	0.00	0.00	1.18	0.08	1.25	1.18	0.08	1.25
Carrier Break Arrival to VL (East Side)	0.00	0.00	0.00	3.84	0.24	4.08	0.00	0.00	0.00	3.84	0.24	4.08
Standard Straight-in Arrivals	8.67	0.55	9.22	0.00	0.00	0.00	0.00	0.00	0.00	8.67	0.55	9.22
Standard Straight-in Arrivals (Slow Landing)	0.00	0.00	0.00	6.65	0.42	7.08	0.00	0.00	0.00	6.65	0.42	7.08
FOB Standard Straight-in Arrivals to RVI (Assault Strip)	0.00	0.00	0.00	3.84	0.24	4.08	0.00	0.00	0.00	3.84	0.24	4.08
SFO Arrivals (Break)	14.96	1.34	16.30	4.35	0.28	4.63	0.00	0.00	0.00	19.31	1.62	20.93
SFO Arrival (Straight-in)	2.34	0.15	2.49	0.48	0.03	0.51	0.00	0.00	0.00	2.82	0.18	3.00
Multiple SFO Patterns *	5.20	0.33	5.53	1.48	0.09	1.58	0.00	0.00	0.00	6.68	0.43	7.11
Conventional Touch and Go Pattern (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Conventional Touch and Go Pattern (West Side) *	84.58	2.03	86.61	0.00	0.00	0.00	0.00	0.00	0.00	84.58	2.03	86.61
Carrier Pattern (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern to Slow Landing (East Side) *	0.00	0.00	0.00	25.48	1.31	26.79	0.00	0.00	0.00	25.48	1.31	26.79
Carrier Pattern to Slow Landing (West Side) *	0.00	0.00	0.00	32.97	1.94	34.91	0.00	0.00	0.00	32.97	1.94	34.91
Carrier Pattern to RVI (East Side) *	0.00	0.00	0.00	45.19	2.88	48.08	0.00	0.00	0.00	45.19	2.88	48.08
FOB FCLP to VL (East Side) *	0.00	0.00	0.00	10.50	0.54	11.04	0.00	0.00	0.00	10.50	0.54	11.04
IFR Pattern*	12.28	0.78	13.06	6.30	0.40	6.70	1.77	0.11	1.88	20.35	1.30	21.65
TOTAL	206.06	10.56	216.62	170.82	10.93	181.75	4.12	0.26	4.38	381.00	21.75	402.76

Source: 46th TW

* Counted as two operations

VL - Vertical Landing

FOB - Forward Operating Base

RVI - Rolling Vertical Landing

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

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Table 2-3. NOLF Choctaw Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			Total		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Interfacility Departure	6.10	0.00	6.10	0.00	0.00	0.00	18.62	1.76	20.38	24.72	1.76	26.48
Carrier Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	10.32	0.66	10.98	10.32	0.66	10.98
Carrier Break Arrival (West Side)	0.00	0.00	0.00	0.00	0.00	0.00	3.43	0.21	3.64	3.43	0.21	3.64
Standard Straight-in Arrivals	0.00	0.00	0.00	0.00	0.00	0.00	1.71	0.11	1.82	1.71	0.11	1.82
SFO Arrivals (Break)	6.10	0.00	6.10	0.00	0.00	0.00	3.53	0.10	3.63	9.63	0.10	9.73
SFO Arrival (Straight-in)	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.01	0.31	0.30	0.01	0.31
Multiple SFO Patterns *	0.00	0.00	0.00	0.00	0.00	0.00	1.53	0.10	0.10	1.53	0.10	1.63
FCLP (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	116.27	7.39	123.66	116.27	7.39	123.66
FCLP (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	20.52	1.30	21.82	20.52	1.30	21.82
TOTAL	12.20	0.00	12.20	0.00	0.00	0.00	176.23	11.64	187.87	188.43	11.64	200.07

Source: 46th TW

* Counted as two operations

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

Runway Usage

The second step is the allocation of the modeled average daily events by runway. The daily operation numbers were successively multiplied by runway utilization percentage for each aircraft type and operation type. Tables 3-1, 3-2 and 3-3 present the runway usage for all three versions of the F-35 for all three airfields. The data is based on anticipated wind directions as well as operational requirements. The following applies to this scenario in particular:

- ✓ Standard Straight-in Arrivals to Runway 19 were re-distributed to Runways 12 and 30, to minimize noise impacts in the Valparaiso area. As a result, only 19 percent of these operations (approximately 12 events per day) were attributed to Runway 19. The remaining were on Runways 12 and 30.
- ✓ Further, no IFR training (multiple IFR pattern) was modeled to Runway 19. A new pattern was developed on Runway 12 in addition Runway 30 IFR pattern.

For example, Table 3-1 shows the majority of Afterburner/Mil Departures (80.75 percent) at Eglin AFB would be expected to occur on Runway 12. This is the same as Afterburner/Mil Departures of

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105.66 (Table 2-1) times 0.8075 which equals 85.32045 Afterburner Departures per day on Runway 12.

Table 3-1. Eglin AFB Projected Runway Usage

Operation Type	Runway/Pad									
	01	01D	12	19	30	30D	12PN - North Pad 120	30PN - North Pad 300	12PS - South Pad 120	30PS - South Pad 300
Afterburner/Mil Departure		0.75%	80.75%	4.25%		14.25%				
Short Takeoff Departure ¹			80.75%	4.25%		15.00%				
Overhead Break Arrival (Conventional Landings)	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (Slow Landings) ¹	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (RVL) ¹	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (VI) ¹							42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals			66.00%	19.00%	15.00%					
Standard Straight-in Arrivals (Slow Landings) ¹			85.00%		15.00%					
SFO Arrivals (Break)	0.75%		80.75%	4.25%	14.25%					
SFO Arrival (Straight-in)	0.75%		80.75%	4.25%	14.25%					
Touch and Go *	0.75%		80.75%	4.25%	14.25%					
IIR Pattern *			74.00%		26.00%					
IIR Pattern (Slow Landings) ^{1*}			74.00%		26.00%					

Source: 46th TW

* Counted as two operations

¹ F-35B STOVL Only

RVL - Rolling Vertical Landing

VI - Vertical Landing

SFO - Simulated Flame-Out

IFR - Instrument Flight Rules

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Table 3-2. Duke Field Projected Runway Usage

Operation Type	Runway/Pad									
	18	36	18A - Assault Strip 180	36A - Assault Strip 360	18D - LHID	36D - LHID	18PN - North Pad 180	36PN - North Pad 360	18PS - South Pad 180	36PS - South Pad 360
Interfacility Departure (From main runway)	85.00%	15.00%								
Interfacility Departure (From assault strip) ¹			85.00%	15.00%						
Overhead Break Arrival (East Side)	85.00%	15.00%								
Overhead Break Arrival (West Side)	85.00%	15.00%								
Carrier Break Arrival (East Side) ²	100.00%									
Carrier Break Arrival (West Side) ²		100.00%								
Carrier Break Arrival to VL (East Side) ¹							42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals	85.00%	15.00%								
Standard Straight-in Arrivals (Slow Landing) ¹	85.00%	15.00%								
FOB Standard Straight-in Arrivals to RVL (Assault Strip) ¹			85.00%	15.00%						
SFO Arrivals (Break)	85.00%	15.00%								
SFO Arrival (Straight-in)	85.00%	15.00%								
Multiple SFO Patterns *	85.00%	15.00%								
Conventional Touch and Go Pattern (East Side) *	85.00%	15.00%								
Conventional Touch and Go Pattern (West Side) *	85.00%	15.00%								
Carrier Pattern (East Side) ^{2,*}	100.00%									
Carrier Pattern (West Side) ^{2,*}		100.00%								
Carrier Pattern to Slow Landing (East Side) ^{1,*}	85.00%	15.00%								
Carrier Pattern to Slow Landing (West Side) ^{1,*}	85.00%	15.00%								
Carrier Pattern to RVL (East Side) ^{1,*}			85.00%	15.00%						
FOB FCLP to VL (East Side) ^{1,*}					100.00%					

Source: 46th TW

FOB - Forward Operating Base

* Counted as two operations

RVL - Rolling Vertical Landing

¹F-35B STOVL Only

SFO - Simulated Flame-Out

²F-35C CV Only

FCLP - Field Carrier Landing Practice

VL - Vertical Landing

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Table 3-3. NOLF Choctaw Projected Runway Usage

Operation Type	Runway/Pad	
	18	36
Interfacility Departure	85.00%	15.00%
Carrier Break Arrival (East Side)	100.00%	
Carrier Break Arrival (West Side)		100.00%
Standard Straight-in Arrivals	85.00%	15.00%
SFO Arrival (Break)	85.00%	15.00%
SFO Arrival (Straight-in)	85.00%	15.00%
Multiple SFO Patterns *	85.00%	15.00%
FCLP (East Side) *	100.00%	
FCLP (West Side) *		100.00%

Source: 46th TW

* Counted as two operations

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

F-35C CV Only

Flight Track and Usage

The next step is the distribution of the daily operations for each runway onto different flight tracks. The daily operation numbers by runway were successively multiplied by flight track utilization percentages for each aircraft type and operation type. At this stage, all closed-pattern operations (Touch and Go and IFR patterns) were divided by two because of the definition of ATC operations vice the requirements of the noise model. Figures 5-1 through 5-23 are snapshots of the modeled Eglin AFB flight tracks. Approximately 80 percent of the operations are on the south tracks, 4 percent on the east tracks, 10 percent on the west tracks and finally, 6 percent on the north tracks. It is important to note that over 70 percent of the overhead arrivals were modeled as interfacility arrivals from Duke Field. Figures 5-24 through 5-42 are snapshots of the modeled Duke Field Flight Tracks. Figures 5-43 through 5-52 are snapshots of the modeled NOLF Choctaw flight tracks.



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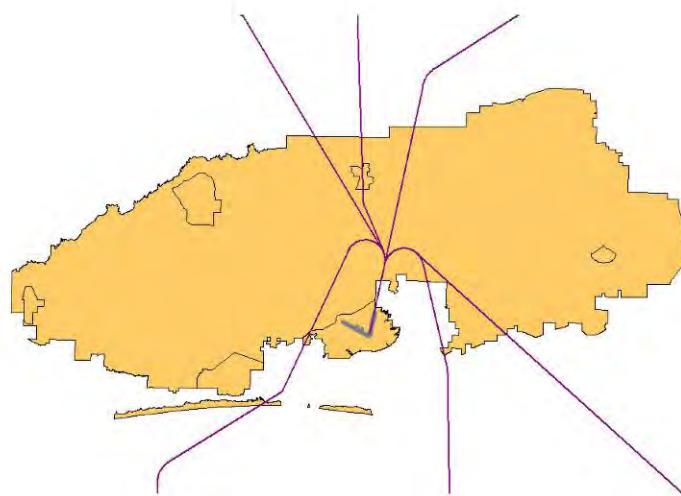


Figure 5-1. Eglin AFB Runway 01 Departures (F-35A/B/C)

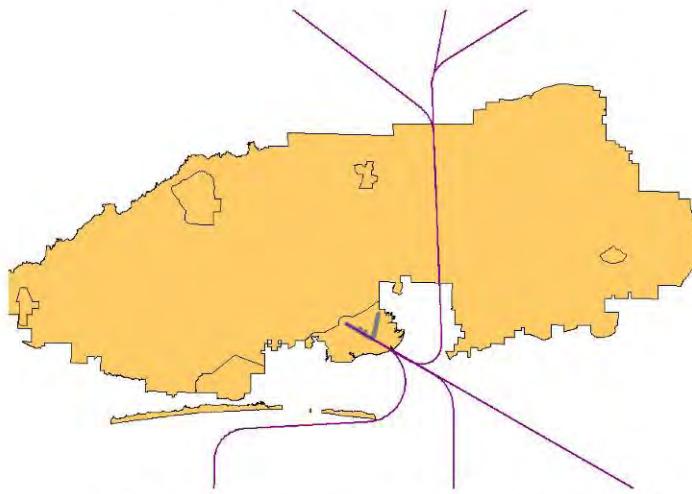


Figure 5-2. Eglin AFB Runway 12 Departures (F-35A/B/C)

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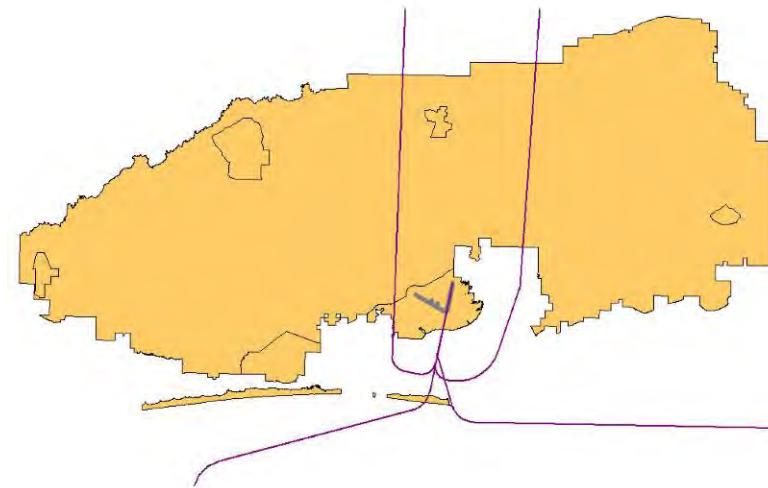


Figure 5-3. Eglin AFB Runway 19 Departures (F-35A/B/C)

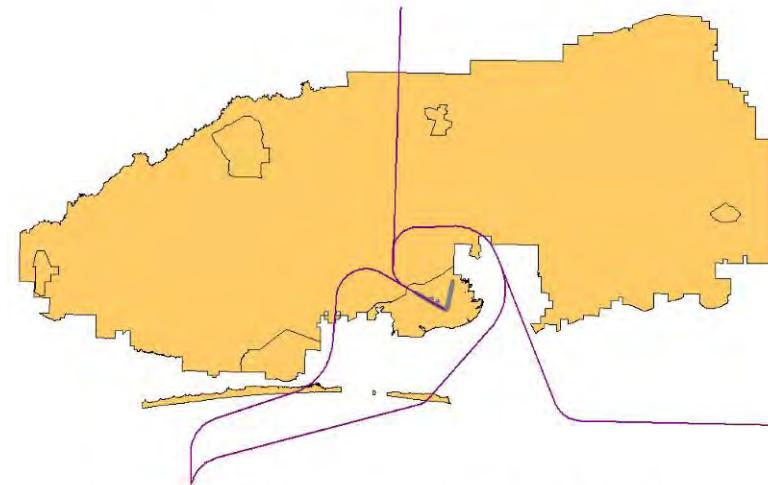


Figure 5-4. Eglin AFB Runway 30 Departures (F-35A/B/C)

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Figure 5-5. Eglin AFB Runway 01 Overhead Break Arrivals (F-35A/B/C, North Flow, 1nm Final)



Figure 5-6. Eglin AFB Runway 12 Overhead Break Arrivals (F-35B/C, South Flow, 2531 ft Final)

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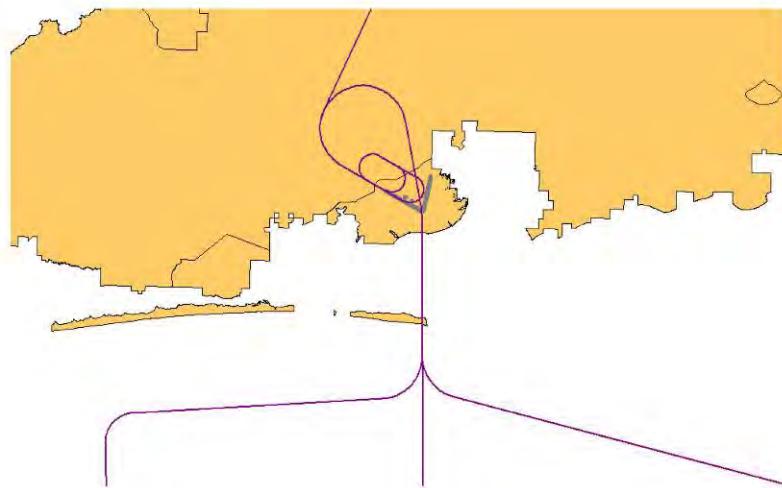


Figure 5-7. Eglin AFB Runway 12 Overhead Break Arrivals (F-35A, South Flow, 1nm Final)



Figure 5-8. Eglin AFB South Pad Overhead Break Arrivals to Vertical Landings
(Southeast Heading)

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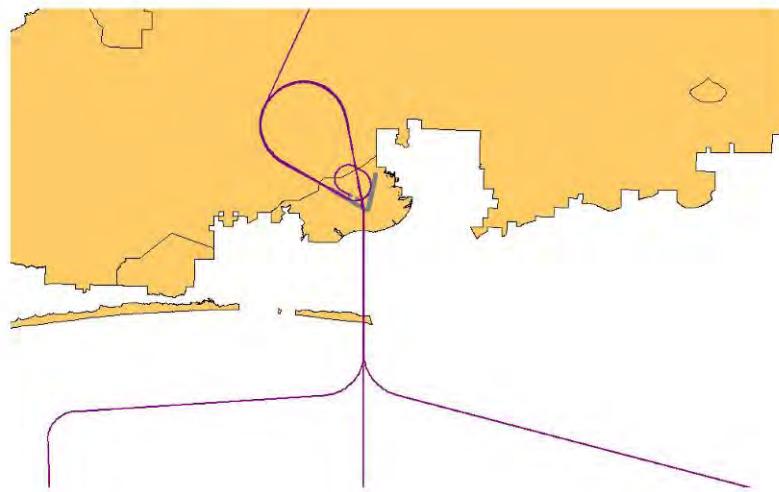


Figure 5-9. Eglin AFB North Pad Overhead Break Arrivals to Vertical Landings
(Southeast Heading)



Figure 5-10. Eglin AFB Runway 19 Overhead Break Arrivals
(F-35B/C, South Flow, 2531 ft Final)

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Figure 5-11. Eglin AFB Runway 19 Overhead Break Arrivals
(F-35A, South Flow, 1nm Final)

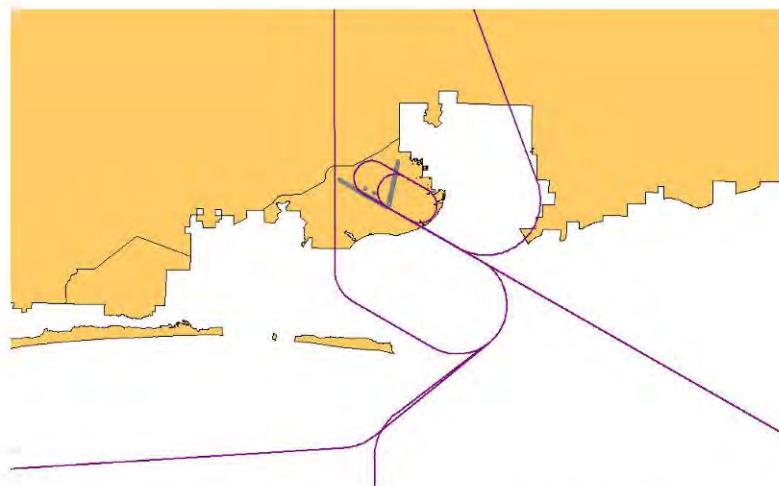


Figure 5-12. Eglin AFB Runway 30 Overhead Break Arrivals
(F-35A/B/C, North Flow, 1nm Final)

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Figure 5-13. Eglin AFB North Pad Overhead Break Arrivals to Vertical Landings
(Northwest Heading)



Figure 5-14. Eglin AFB South Pad Overhead Break Arrivals to Vertical Landings
(Northwest Heading)

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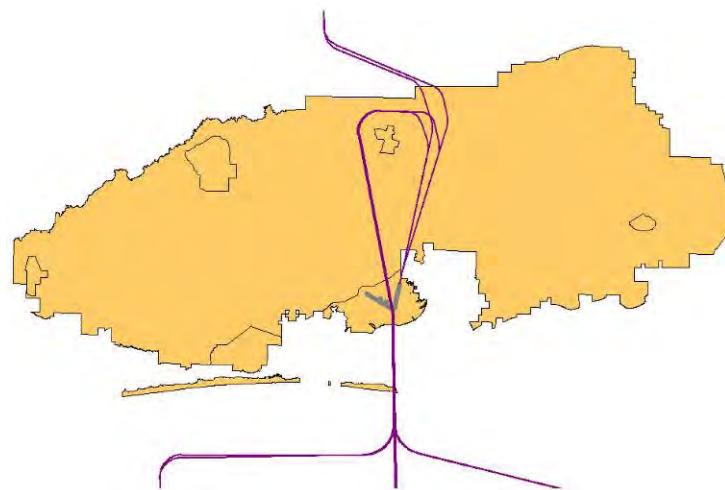


Figure 5-15. Eglin AFB Runway 19 Straight-in Arrivals



Figure 5-16. Eglin AFB Runway 30 Straight-in Arrivals

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Figure 5-17. Eglin AFB Runway 01 Straight-in/Break SFO Arrivals



Figure 5-18. Eglin AFB Runway 12 Straight-in/Break SFO Arrivals

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Figure 5-19. Eglin AFB Runway 19 Straight-in/Break SFO Arrivals



Figure 5-20. Eglin AFB Runway 30 Straight-in/Break SFO Arrivals

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Figure 5-21. Eglin AFB Runways 01 and 30 Touch and Go Patterns
(F-35A/B/C, North Flow, 1nm Final)

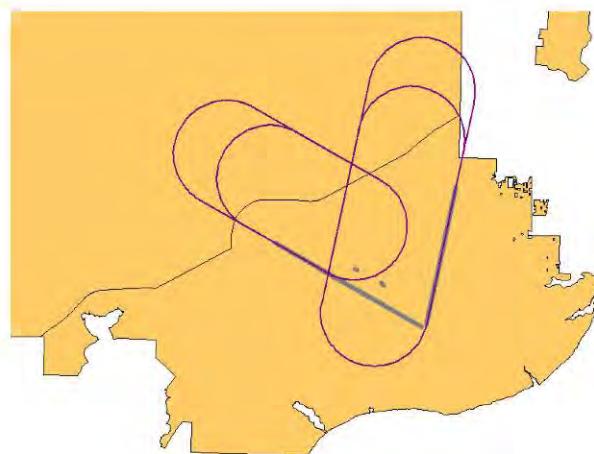


Figure 5-22. Eglin AFB Runways 12 and 19 Touch and Go Patterns
(F-35A, South Flow, 1nm Final; F-35B/C, South Flow, 2531 ft Final)

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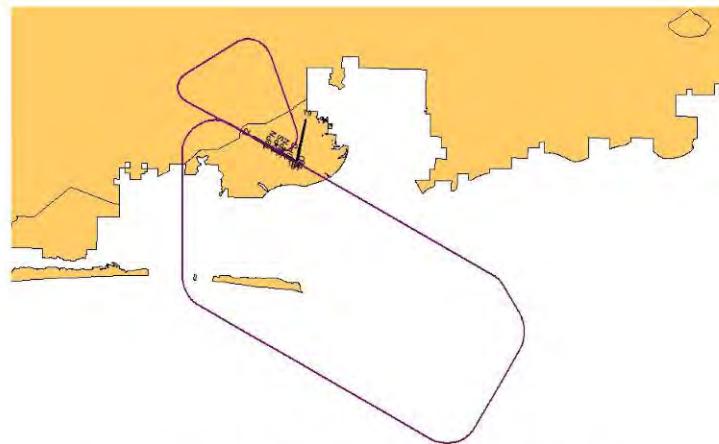


Figure 5-23. Eglin AFB Runways 12 and 30 IFR Patterns



Figure 5-24. Duke Field Runway 18 Departures (F-35A/B/C)

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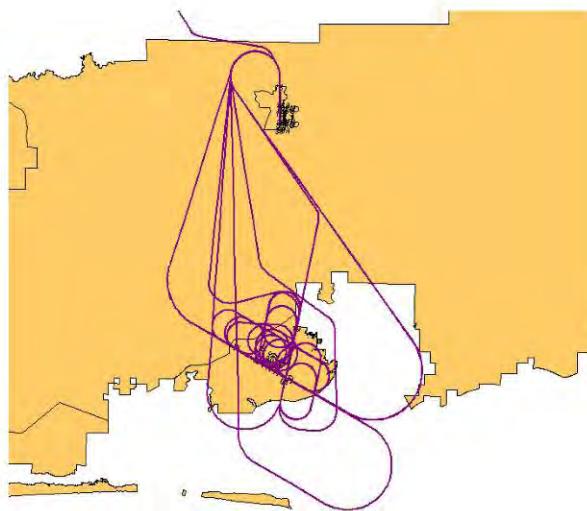


Figure 5-25. Duke Field Runway 36 Departures (F-35A/B/C)

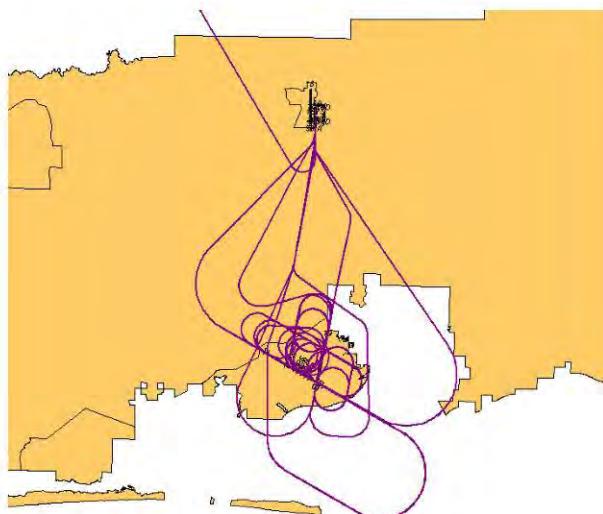


Figure 5-26. Duke Field Assault Strip 18A Departures (F-35B)

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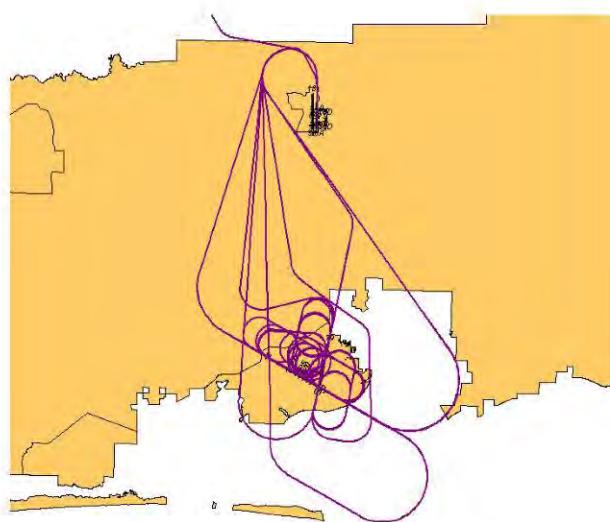


Figure 5-27. Duke Field Assault Strip 36A Departures (F-35B)

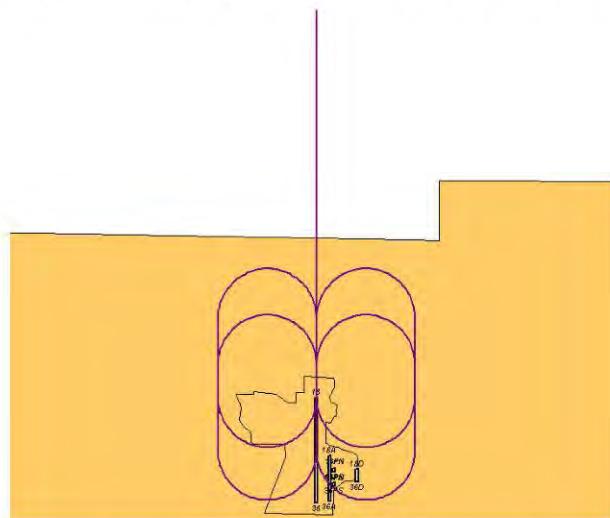


Figure 5-28. Duke Field Runway 18 Break Arrivals
(F-35A Overhead, 1nm Final; F-35B Overhead/Carrier Break,
2531 ft Final; F-35C Carrier Break, 2531 ft Final)

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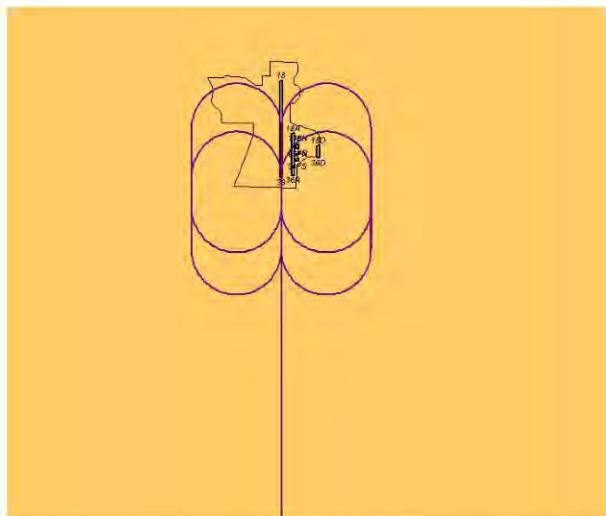


Figure 5-29. Duke Field Runway 36 Break Arrivals (F-35A Overhead, 1nm Final; F-35B Overhead/Carrier Break, 2531 ft Final; F-35C Carrier Break, 2531 ft Final)

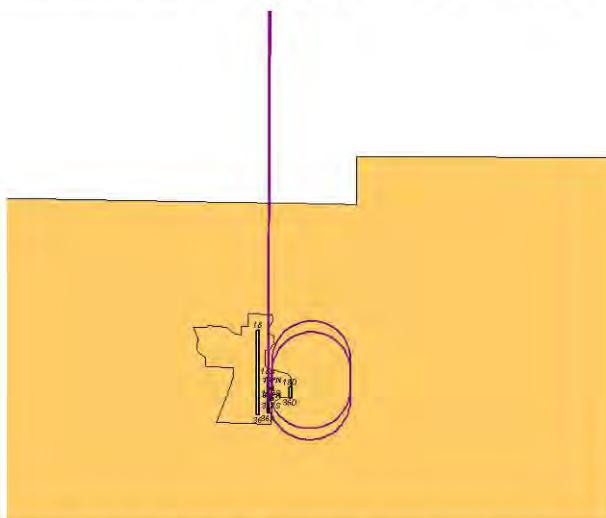


Figure 5-30. Duke Field North/South Pad Carrier Break Arrivals to Vertical Landings
(South Heading)

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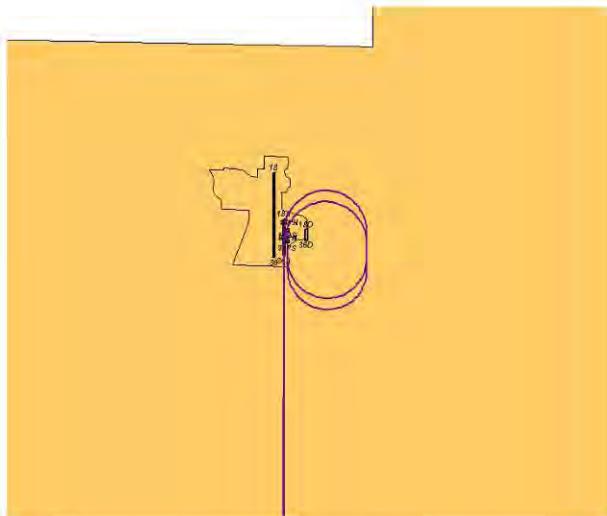


Figure 5-31. Duke Field North/South Pad Carrier Break Arrivals to Vertical Landings
(North Heading)

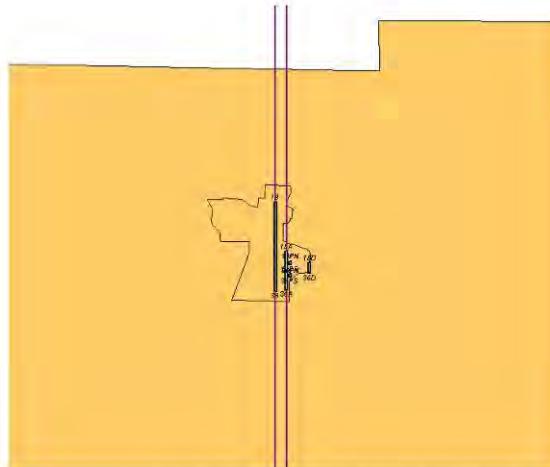


Figure 5-32. Duke Field Runway 18/36 (F-35A/B/C) and Assault Strip 18A/36A (F-35B) Standard
Straight-in Arrivals

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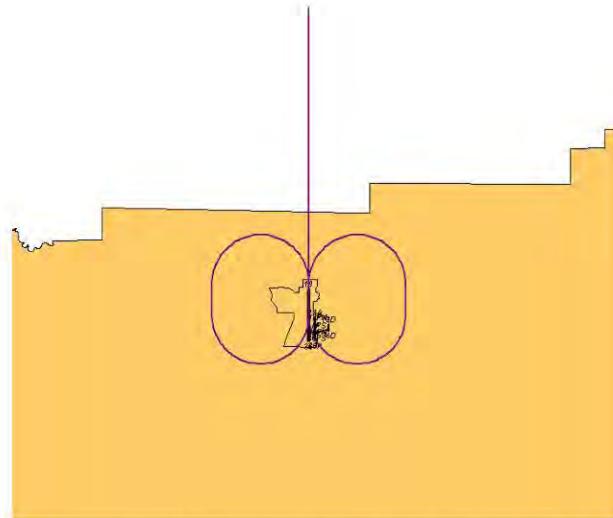


Figure 5-33. Duke Field Runway 18 Straight-in/Break SFO Arrivals

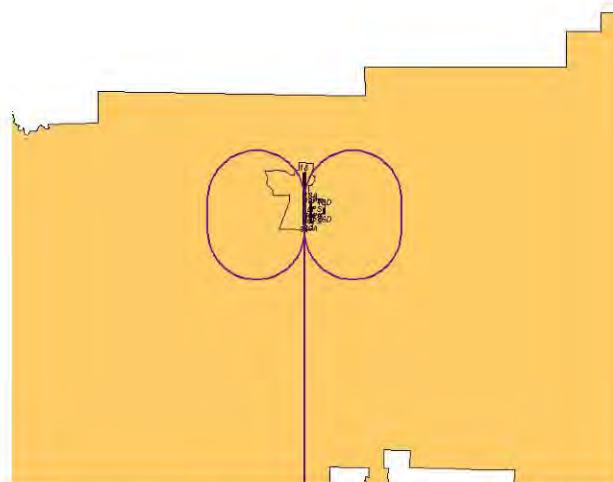


Figure 5-34. Duke Field Runway 36 Straight-in/Break SFO Arrivals

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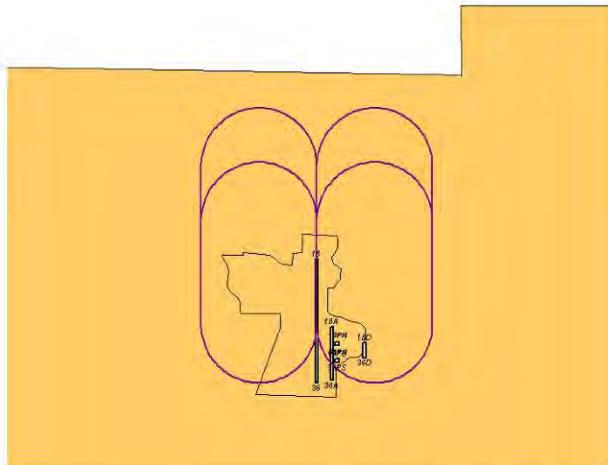


Figure 5-35. Duke Field Runway 18 Touch and Go/Carrier Patterns (F-35A, 1nm Final; F-35B/C, 2531 ft Final)

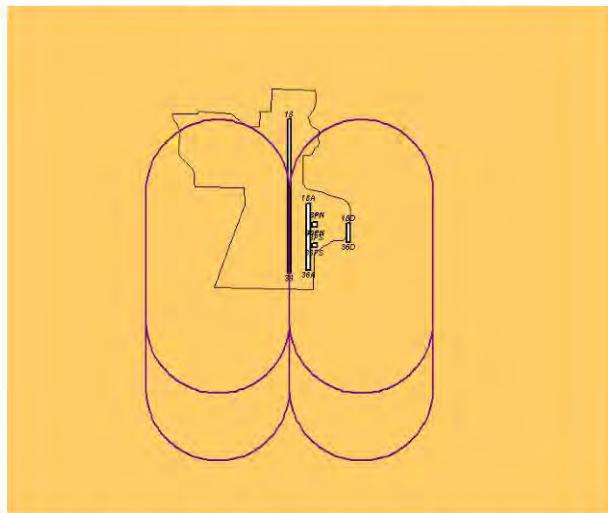


Figure 5-36. Duke Field Runway 36 Touch and Go/Carrier Patterns (F-35A, 1nm Final; F-35B/C, 2531 ft Final)

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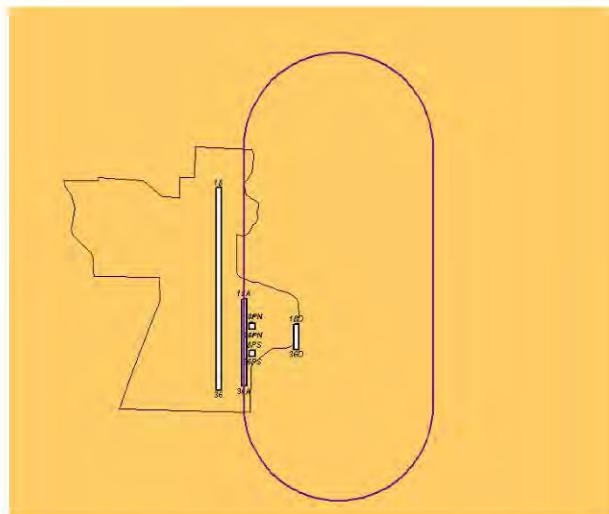


Figure 5-37. Duke Field Runway 18A Carrier Pattern to RVL Arrivals (F-35B Only)

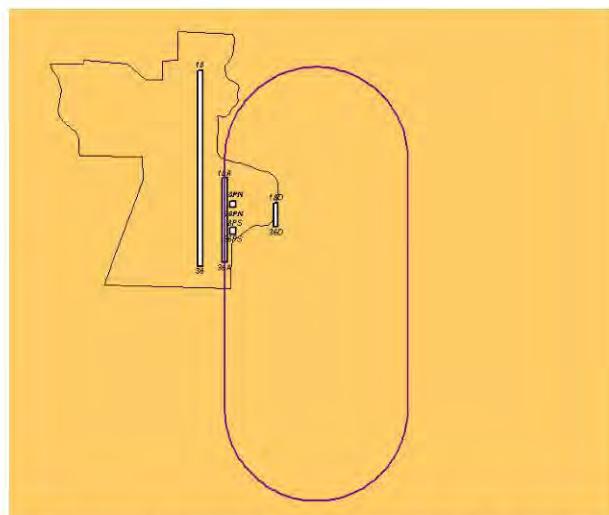


Figure 5-38. Duke Field Runway 36A Carrier Pattern to RVL Arrivals (F-35B Only)

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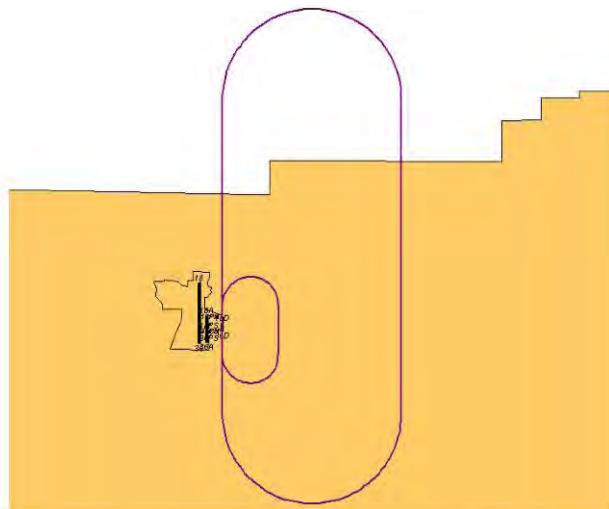


Figure 5-39. Duke Field LHD 18D FCLP and Night FCLP

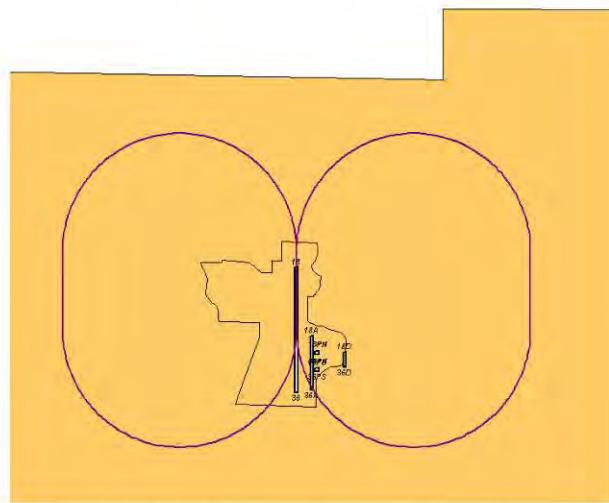


Figure 5-40. Duke Field Runway 18 SFO Pattern

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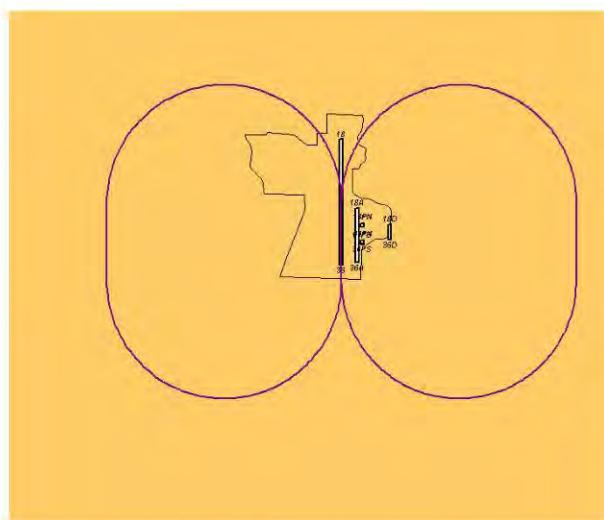


Figure 5-41. Duke Field Runway 36 SFO Pattern

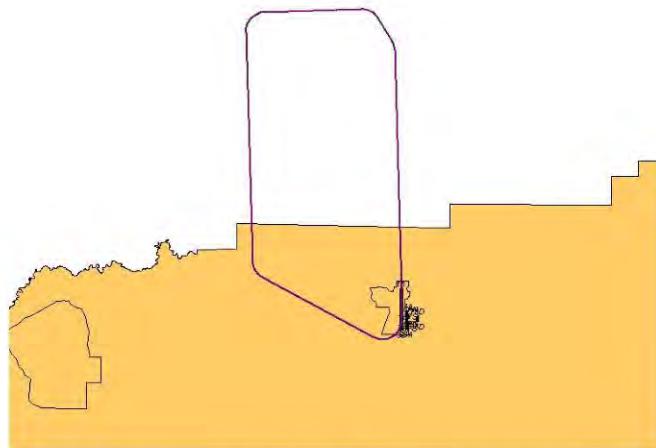


Figure 5-42. Duke Field Runway 18 IFR Pattern

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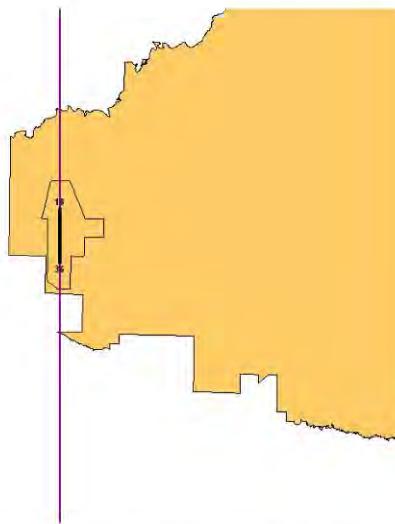


Figure 5-43. NOLF Choctaw Runway 18/36 Departures

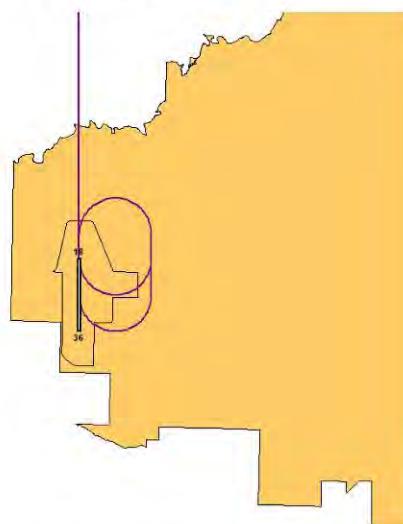


Figure 5-44. NOLF Choctaw Runway 18 Carrier Break Arrivals (2531 ft Final)

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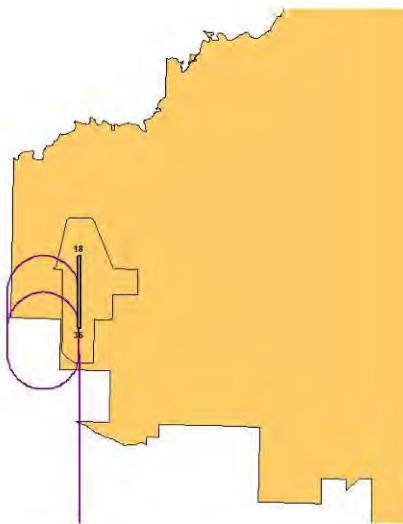


Figure 5-45. NOLF Choctaw Runway 36 Carrier Break Arrivals (2531 ft Final)

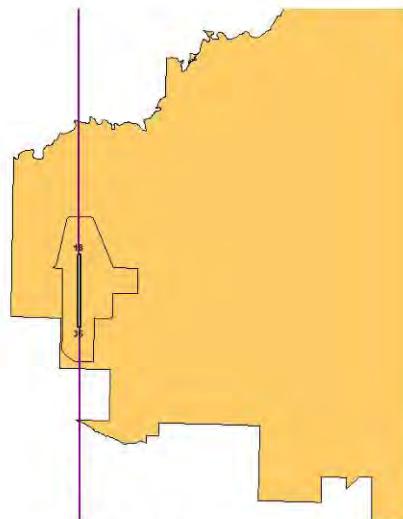


Figure 5-46. NOLF Choctaw Runway 18/36 Standard Straight-in Arrivals

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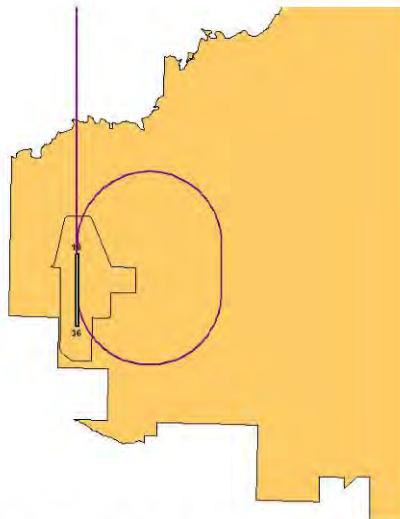


Figure 5-47. NOLF Choctaw Runway 18 Straight-in/Break SFO Arrivals

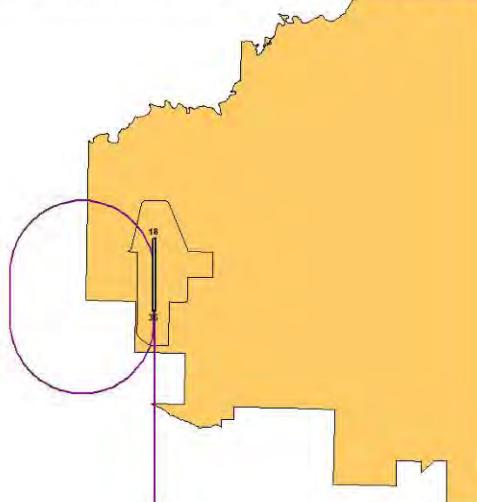


Figure 5-48. NOLF Choctaw Runway 36 Straight-in/Break SFO Arrivals

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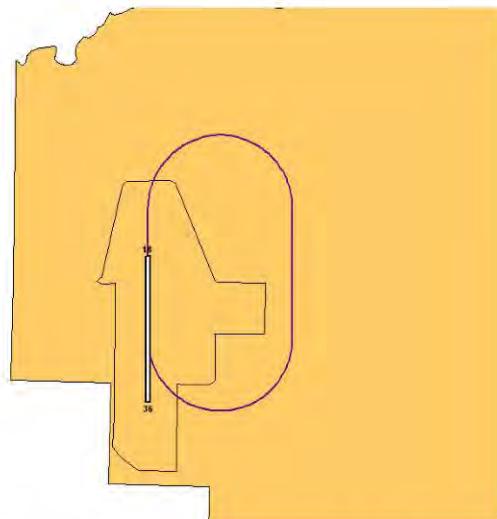


Figure 5-49. NOLF Choctaw Runway 18 FCLP (2531 ft Final)

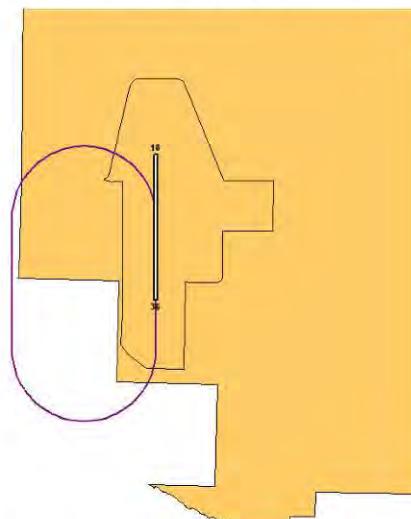


Figure 5-50. NOLF Choctaw Runway 36 FCLP (2531 ft Final)

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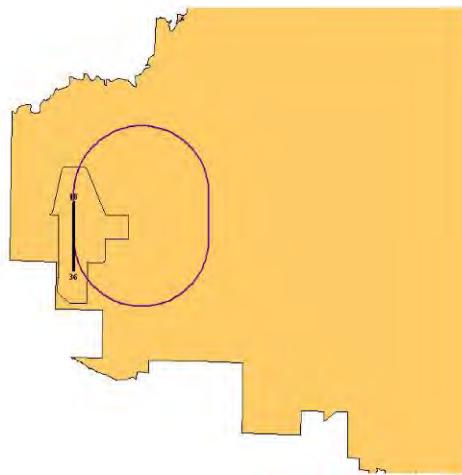


Figure 5-51. NOLF Choctaw Runway 18 SFO Pattern

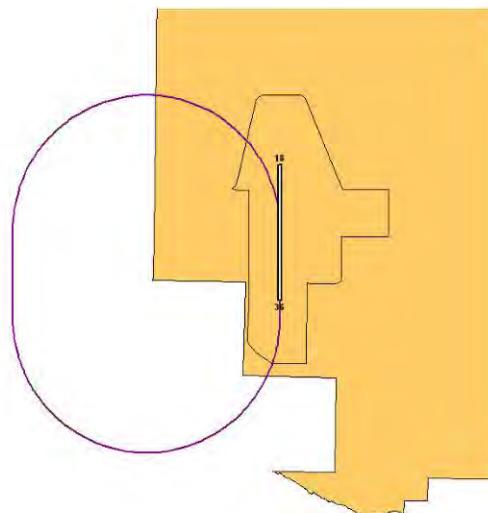


Figure 5-52. NOLF Choctaw Runway 36 SFO Pattern

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Maintenance Run-up

The 46th TW and Eglin Site Activation Task Force personnel provided data for maintenance run-up operations to include durations and power settings. Four ramp locations were modeled at Eglin labeled 1 through 4 in Figure 6. Table 4 lists the modeled daily run-up activity for the F-35 A/B/C. The aircraft are orientated at headings of 315 degrees and 135 degrees. Seventy five percent of the runs are conducted during acoustic daytime (0700 to 2200 local) and twenty five percent during acoustic nighttime (2200 to 0700 local). All run-ups are done with the engine running at Mil Power for 15 minutes. Figure 6 shows the run-up locations.

Table 4. Average Daily Maintenance Run-up Events at Eglin AFB

Aircraft	Pad	Heading (Degree)	Power %ETR	Number of Events		Duration (seconds)	Notes
				0700-2200	2200-0700		
F-35A/B/C	New Ramp - Spots 1, 2, 3, 4	315	Mil 100%	0.30375	0.1013	900	0.81 run per training day times 246 =200 runs per year
	New Ramp - Spots 1, 2, 3, 4	135	Mil 100%	0.30375	0.1013	900	

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Other Modeling Assumptions

Additional assumptions were used in the modeling the "Optimal Mix" Scenario Four, i.e., assumptions with regards to the noise model and the flight rules:

1) Noise Model

- ✓ NOISEMAP Version 7 was used for all modeling without any changes
- ✓ F-35A source noise data provided by the Eglin F-35 Site Activation Task Force was used. The Air Force Research Laboratory (AFRL) measured and processed flight data into NOISEFILE on 27 April 2007. AFRL also estimated the F-35A run-up data in NOISEFILE.
- ✓ The F-35A source noise data was used to model all versions of the aircraft, i.e., the F-35A CTOL, the F-35B STOVL and the F-35C CV.

2) Flight Rules

- ✓ Generic flight profiles for different activities by the F-35A/B/C were developed in collaboration with the Joint Strike Fighter Site Support Test Pilot/Lockheed Martin Aerospace and validated by the Eglin F-35 Site Activation Task Force. All altitudes were estimated in feet above ground level.

Eglin AFB

- ✓ Sixty percent of conventional departures used a Afterburner power setting for takeoff and then Mil for climb, while the remaining 40 percent used a Mil power setting.
- ✓ Fifty percent of departures by the F-35A/B/C were modeled with an initial climb to 3,000 feet, then a hold down at 3,000 feet until five nautical miles from the airfield. Normal climb is resumed at approximately five nautical miles from the airfield. The other 50 percent of departures were modeled with a climb to cruise altitude, with no hold down.
- ✓ On north flow at Eglin AFB (Runways 01 and 30), F-35A/B/C would initiate the overhead break arrival at 1,500 feet. They maintain 1,500 feet until the start of turn to base.
- ✓ On south flow at Eglin AFB (Runways 12 and 19), F-35A would initiate the overhead break arrival at 1,500 feet. They will maintain 1,500 feet until the start of turn to base. F-35B/C would initiate the overhead break arrival at 1,500 feet and then descend to 1,000 feet by the start of downwind. They maintain 1,000 feet until the start of turn to base.
- ✓ Standard straight-in arrivals (IFR or VFR) to Runways 19 and 30 have a glide slope of 2.5 degrees.
- ✓ On north flow at Eglin AFB (Runways 01 and 30), touch and go patterns by the F-35A/B/C would have a downwind altitude of 1,500 feet. They would maintain 1,500 feet until the start of turn to base.

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- ✓ On south flow at Eglin AFB (Runways 12 and 19), touch and go patterns by F-35A would have a downwind altitude of 1,500 feet. They would maintain 1,500 feet until the start of turn to base. Touch and go patterns by F-35B/C would have a downwind altitude of 1,000 feet. They maintain 1,000 feet until the start of turn to base.
- ✓ IFR patterns are modeled at 3000 feet, with a final approach glide slope of 2.5 degrees.

Duke Field

- ✓ Interfacility departures by the F-35A/B/C were modeled with a climb to 1,700 feet, then a hold down at 1,700 feet into the arrival pattern at Eglin AFB (about 72 percent of departures). All other departures were modeled with a climb to 3,000 feet.
- ✓ F-35A would initiate the overhead break arrival at 1,500 feet. They would maintain 1,500 feet until the start of turn to base. F-35B/C would initiate the carrier break arrival at 800 feet and then descend to 600 feet by the start of downwind. They maintain 600 feet until the start of turn to base. F-35C would fly only left-hand patterns.
- ✓ Standard straight-in arrivals (IFR or VFR) have a glide slope of 3 degrees.
- ✓ The pattern altitude for touch and go operations by the F-35A would be 1,500 feet. F-35B/C would practice carrier patterns at Duke Field at a height of 600 feet. F-35C would fly only left-hand patterns.
- ✓ The night carrier pattern would be a larger pattern flown at a height of 1,200 feet.
- ✓ The IFR pattern is modeled at 2000 feet, with a final approach glide slope of 3 degrees.

NOLF Choctaw

- ✓ Interfacility departures by the F-35C were modeled with a climb to 10,000 feet.
- ✓ F-35C would initiate the carrier break arrival at 800 feet and then descend to 600 feet by the start of downwind. They maintain 600 feet until the start of turn to base. F-35C would fly only left-hand patterns.
- ✓ Standard straight-in arrivals (IFR or VFR) have a glide slope of 3 degrees.
- ✓ F-35C would practice carrier patterns at NOLF Choctaw at a height of 600 feet. F-35C would fly only left-hand patterns.

Day-Night Average Sound Level Contours

Using the operations data described above, NOISEMAP was used to calculate the Day-Night Average Sound Level for all three airfields. The NMPLT program was used to plot the resulting DNL contours of 65 to 85 dB in increments of 5 dB for an average operating day condition. The contours for Eglin AFB and Duke Field are discussed under the same heading.

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Eglin AFB and Duke Field – Figure 7-1 shows the DNL contours for a projected average operating day condition at Eglin AFB and Duke Field. Figure 7-2 shows the same contours with the focus on Eglin AFB while Figure 7-3 places the focus on Duke Field.

At Eglin AFB, the 65 dB DNL contour extends southeast approximately 7.5 nautical miles from Runway 12 and south approximately 4 nautical miles from Runway 19. This is mainly the result of departure operations which are held down at 3000 feet until the aircraft is 5 nautical miles from the airfield. At that point, climb is initiated again with Mil power. The re-start of climb is evidenced by the increase in the size of the 65 dB contour near the 5-nautical mile point south and southeast of Eglin AFB.

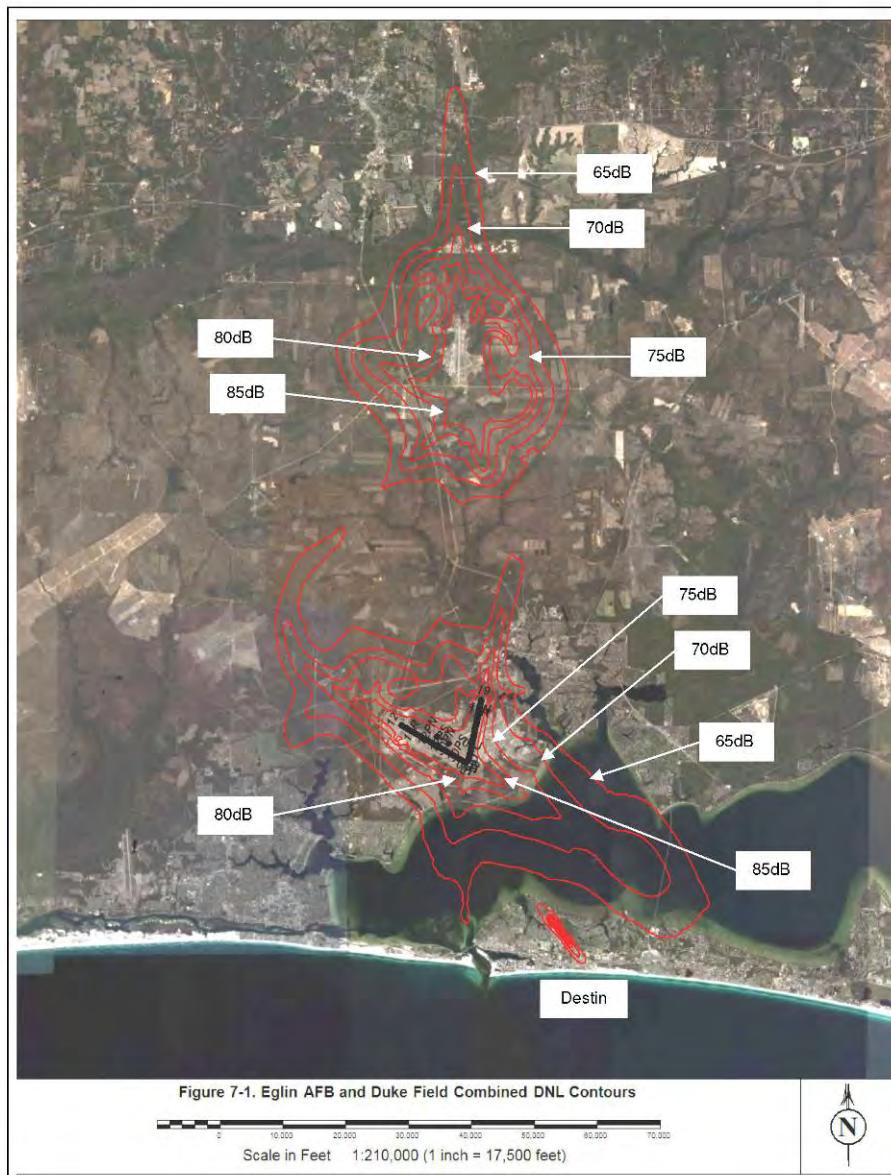
The 65 dB contour extends north and northwest of Eglin AFB, the result of straight-in arrivals to Runway 19 and interfacility and other visual arrivals at 1,500 feet to Runway 12. The 65 dB contour extends laterally about 2 nautical miles either side of the operational runways as a result of closed pattern operations, i.e., touch and go operations.

At Duke Field, the 65 dB DNL contour extends approximately 6.5 nautical miles north of Runway 36, the result of departures and arrival segments of the instrument pattern. The 65 dB contour extends approximately 3 nautical miles south of Runway 18, mainly the result of departure operations. The 65 dB contour extends laterally for about 3 nautical miles east and west of the operational runway. This results from patterns on the east and west sides of the runway, and also from the departure portion of the instrument pattern.

NOLF Choctaw – Figure 7-4 shows the results for NOLF Choctaw. The 65 dB DNL contour extends approximately 3 nautical miles north and 5 nautical miles south of the operational runway, mainly the result of departure operations. The 65 dB contour extends laterally approximately 2 nautical miles east and west of the operational runway. This results from patterns on the east and west sides of the runway.

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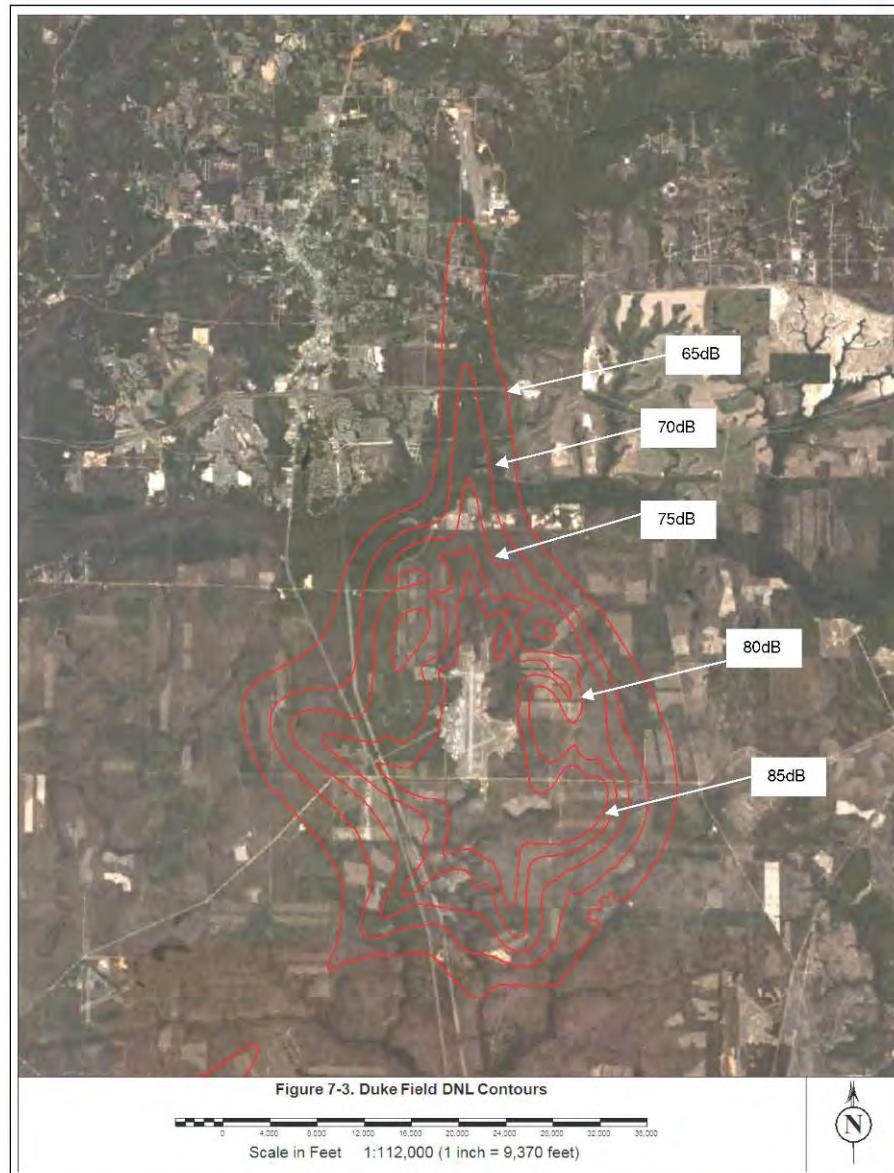
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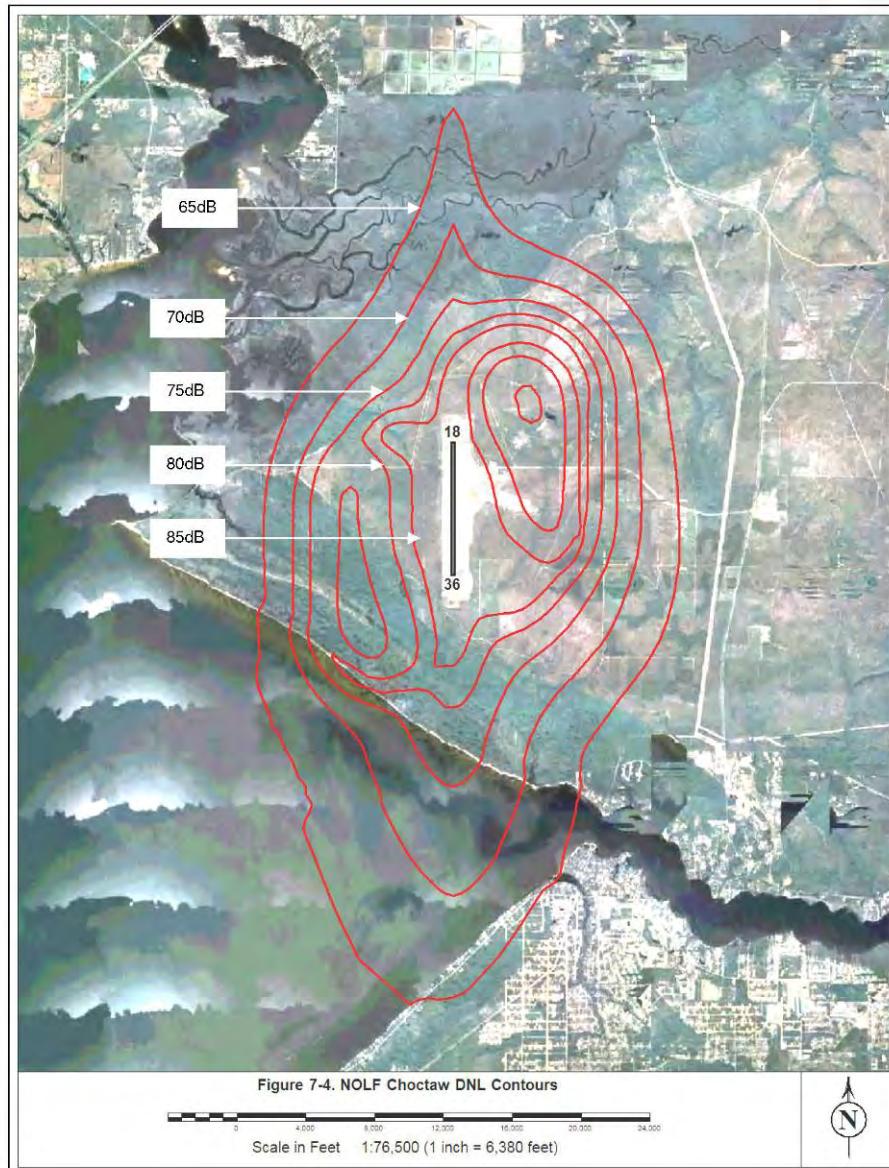
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Locations of Interest

This analysis uses the same NOISEMAP program used for the contour calculations. For each location, the analysis provides the resultant DNL values as well as the top ten contributors to that value. For each contributor, the analysis also provides the flight profile ID, the height of the aircraft, the power setting and airspeed, the day and night events and finally, the Single Event Level (SEL), the DNL of the event and the cumulative DNL. Table 5 presents the summary of the DNL at each location of interest.

Table 6 presents the details of contributors at each location. For example, at the Eglin Housing (Capehart) or SP1, the first noise contributor is the F-35A flying the profile F35AD9, which is a departure (DEP) on flight track 12D3. At the point of maximum noisiness, the aircraft is at a power setting of 100% ETR, a speed of 287 knots, at a height of 495 feet MSL and a slant distance of 5,677 feet. The event would be expected to occur approximately 14.294 times per training day during the hours of 0700-2200, with a SEL of approximately 101.5 dB and a DNL of 63.7 dB.

Table 5. DNL Values at Locations of Interest

Location ID	General Description	DNL (dB)
SP1	Eglin Housing (Capehart)	74
SP2	Eglin Housing (Ben's Lake)	73
SP3	Chapel 2 - Building 2574	72
SP4	Cherokee Elem. School	73
SP5	Child Development Center	76
SP6	Oakhill School	81
SP7	Eglin Hospital	66
SP8	Eglin VAQ and Dorms	73
SP9	Eglin Chapel 1	71
SP10	JSF ITC	80
SP11	Lewis Middle School	66
SP12	Valparaiso Elementary School	70
SP13	First Assembly of God (Valp)	73
SP14	New Hope Baptist (Valp)	73
SP15	Sovereign Grace Church (Valp)	68
SP16	First Baptist Church (Valp)	60
SP17	Unitarian Church (Valp)	62
SP18	Housing (Valp)	73
SP19	Housing (Valp)	75
SP20	Edge Elementary School	62
SP21	Twin Cities Medical Center	64
SP22	Niceville Community Church	76
SP23	Private School (Niceville)	78
SP24	Private School (Pt Walton)	59
SP25	Okaloosa Walton College	57
SP26	Kenwood Elementary	55
SP27	Pryor Middle School	53
SP28	Housing (Pt Walton Bch)	58

XX - < 65 dB

XX - >=65dB and < 75 dB

XX - >=75dB

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Table 6. Contributors at Locations of Interest

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SPI	1	F-35A	F35AD29	DEP	12D3	100%ETR	287	495	5677	14,294	0	101.5	63.7	63.7
SPI	2	F-35A	F35AD9	DEP	12D3	100%ETR	287	495	5677	14,294	0	101.1	63.3	66.5
SPI	3	F-35A	F35AD69	DEP	12D3	100%ETR	244	458	5674	9,529	0	101.5	61.9	67.8
SPI	4	F-35A	F35AD49	DEP	12D3	100%ETR	244	458	5674	9,529	0	101.2	61.6	68.7
SPI	5	F-35A	F35HJD109	DHP	12D3	100%ETR	114	298	5664	5,175	0	102.8	60.6	69.3
SPI	6	F-35A	F35BD89	DEP	12D3	100%ETR	114	298	5664	5,175	0	102.7	60.5	69.9
SPI	7	F-35A	F35SAT2	PAT	12T1	100%ETR	225	777	7172	15,908	0	96.7	59.4	70.2
SPI	8	F-35A	F35CD129	DHP	12D3	100%ETR	287	495	5677	4,192	0	101.5	58.3	70.5
SPI	9	F-35A	F35CD9	DEP	12D3	100%ETR	287	495	5677	4,192	0	101.1	57.9	70.8
SPI	10	F-35A	F35A14	PAT	12I1	100%ETR	170	289	6377	6,538	0	98.3	57.1	70.9
SPI	11	F-35A	F35CD49	DEP	12D3	100%ETR	244	458	5674	2,795	0	101.5	56.6	71.1
SPI	12	F-35A	F35CD69	DEP	12D3	100%ETR	244	458	5674	2,795	0	101.5	56.6	71.2
SPI	13	F-35A	F35CT2	PAT	12F1	100%ETR	145	618	7157	4,926	0	98.5	56.1	71.4
SPI	14	F-35A	F35B17	PAT	12I1	100%ETR	170	289	6377	4,475	0	98.3	55.4	71.5
SPI	15	F-35A	F35BD29	DHP	12D3	100%ETR	287	495	5677	1,99	0	101.5	55.1	71.6
SPI	16	F-35A	F35BD9	DEP	12D3	100%ETR	287	495	5677	1,99	0	101.1	54.7	71.7
SPI	17	F-35A	F35AD28	DEP	12D2	100%ETR	287	495	5677	1,787	0	101.6	54.7	71.8
SPI	18	F-35A	F35AT4	PAT	30T1	100%ETR	150	107	5658	2,807	0	99.4	54.5	71.8
SPI	19	F-35A	F35AD8	DEP	12D2	100%ETR	287	495	5677	1,787	0	101.1	54.2	71.9
SPI	20	F-35A	F35B18	PAT	12I1	100%ETR	170	289	6377	3,356	0	98.3	54.2	72
SP2	1	F-35A	F35AD29	DEP	12D3	100%ETR	251	271	5856	14,294	0	100	62.1	62.1
SP2	2	F-35A	F35AD9	DEP	12D3	100%ETR	251	271	5856	14,294	0	99.7	61.8	65
SP2	3	F-35A	F35AT2	PAT	12T1	100%ETR	225	539	6083	15,908	0	99.1	61.7	66.7
SP2	4	F-35A	F35AD69	DEP	12D3	100%ETR	203	180	5854	9,529	0	99.5	60	67.5
SP2	5	F-35A	F35AD49	DEP	12D3	100%ETR	203	180	5854	9,529	0	99.3	59.7	68.2
SP2	6	F-35A	F35HJD109	DHP	12D3	100%ETR	114	219	5855	5,175	0	101.7	59.5	68.7
SP2	7	F-35A	F35BD89	DEP	12D3	100%ETR	114	219	5855	5,175	0	101.6	59.4	69.2
SP2	8	F-35A	F35CT2	PAT	12F1	100%ETR	145	478	6078	4,926	0	100.7	58.3	69.5
SP2	9	F-35A	F35A14	PAT	12I1	100%ETR	170	243	5860	6,538	0	99.5	58.2	69.8
SP2	10	F-35A	F35CD29	DHP	12D3	100%ETR	251	271	5856	4,192	0	100	56.8	70.1
SP2	11	F-35A	F35B17	PAT	12I1	100%ETR	170	243	5860	4,475	0	99.5	56.6	70.2
SP2	12	F-35A	F35CD9	DHP	12D3	100%ETR	251	271	5856	4,192	0	99.7	56.5	70.4
SP2	13	F-35A	F35B18	PAT	12I1	100%ETR	170	243	5860	3,356	0	99.5	55.4	70.6
SP2	14	F-35A	F35A13	PAT	30I	100%ETR	170	228	5855	2,297	0	101	55.2	70.7
SP2	15	F-35A	F35CD49	DEP	12D3	100%ETR	203	180	5854	2,795	0	99.6	54.7	70.8
SP2	16	F-35A	F35CD69	DEP	12D3	100%ETR	203	180	5854	2,795	0	99.5	54.6	70.9
SP2	17	F-35A	F35A14	PAT	30T1	100%ETR	225	493	5971	2,807	0	99.4	54.5	71
SP2	18	F-35A	F35BD29	DHP	12D3	100%ETR	251	271	5856	1,99	0	100	53.6	71.1
SP2	19	F-35A	F35B13	PAT	30I1	100%ETR	170	228	5855	1,572	0	101	53.6	71.1
SP2	20	F-35A	F35BD9	DEP	12D3	100%ETR	251	271	5856	1,99	0	99.7	53.3	71.2
SP3	1	F-35A	F35A12	PAT	12T1	100%ETR	225	426	6186	15,908	0	98.6	61.2	61.2
SP3	2	F-35A	F35AD29	DEP	12D3	100%ETR	200	375	6160	14,294	0	98.3	60.5	63.9
SP3	3	F-35A	F35AD9	DEP	12D3	100%ETR	200	375	6160	14,294	0	98	60.2	65.4
SP3	4	F-35A	F35AD69	DEP	12D3	100%ETR	203	114	6159	9,529	0	97.6	58	66.1
SP3	5	F-35A	F35BD109	DEP	12D3	100%ETR	114	185	6161	5,175	0	100.1	57.8	66.7
SP3	6	F-35A	F35BD89	DEP	12D3	100%ETR	114	185	6161	5,175	0	100	57.8	67.3
SP3	7	F-35A	F35CT2	PAT	12F1	100%ETR	145	417	6185	4,926	0	100.2	57.8	67.7
SP3	8	F-35A	F35AD49	DEP	12D3	100%ETR	203	114	6159	9,529	0	97.3	57.7	68.1
SP3	9	F-35A	F35A14	PAT	12I1	100%ETR	170	198	6161	6,538	0	98.2	57	68.5
SP3	10	F-35A	F35B17	PAT	12I1	100%ETR	170	198	6161	4,475	0	98.2	55.4	68.7
SP3	11	F-35A	F35CD29	DEP	12D3	100%ETR	200	175	6160	4,192	0	98.3	55.2	68.9
SP3	12	F-35A	F35A13	PAT	30I1	100%ETR	170	279	6163	2,297	0	100.7	54.9	69
SP3	13	F-35A	F35CD9	DHP	12D3	100%ETR	200	175	6160	4,192	0	98	54.8	69.2
SP3	14	F-35A	F35B18	PAT	12I1	100%ETR	170	198	6161	3,356	0	98.2	54.1	69.3
SP3	15	F-35A	F35B13	PAT	30I1	100%ETR	170	279	6163	1,572	0	100.7	53.2	69.4
SP3	16	F-35A	F35AT4	PAT	30T1	100%ETR	225	594	6590	2,807	0	97.9	53	69.5
SP3	17	F-35A	F35CD49	DRP	12D3	100%ETR	203	114	6159	2,795	0	97.6	52.7	69.6
SP3	18	F-35A	F35CD69	DEP	12D3	100%ETR	203	114	6159	2,795	0	97.6	52.7	69.7
SP3	19	F-35A	F35B16	PAT	30I1	100%ETR	170	279	6163	1,179	0	100.7	52	69.8
SP3	20	F-35A	F35BD29	DRP	12D3	100%ETR	200	175	6160	1,99	0	98.3	51.9	69.8

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SPL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP4	1	F-35A	F35AT2	PAT	12T1	100%ETR	225	497	5756	15,908	0	99.9	62.6	62.6
SP4	2	F-35A	F35AD29	DEP	12D3	100%ETR	251	231	5635	14,294	0	100.1	62.3	65.4
SP4	3	F-35A	F35AD39	DEP	12D3	100%ETR	251	231	5635	14,294	0	99.9	62	67.1
SP4	4	F-35A	F35AD69	DEP	12D3	100%ETR	203	153	5635	9,529	0	99.7	60.1	67.9
SP4	5	F-35A	F35BD106	DEP	12D3	100%ETR	114	205	5635	5,175	0	102.1	59.9	68.5
SP4	6	F-35A	F35AD49	DEP	12D3	100%ETR	203	153	5635	9,529	0	99.4	59.8	69.1
SP4	7	F-35A	F35BD89	DEP	12D3	100%ETR	114	205	5635	5,175	0	102	59.8	69.5
SP4	8	F-35A	F35CT2	PAT	12F1	100%ETR	145	453	5753	4,926	0	101.6	59.1	69.9
SP4	9	F-35A	F35AJ4	PAT	12I1	100%ETR	170	228	5635	6,538	0	100.1	58.8	70.2
SP4	10	F-35A	F35B17	PAT	12I1	100%ETR	170	228	5635	4,475	0	100.1	57.2	70.5
SP4	11	F-35A	F35C129	DHP	12D3	100%ETR	251	231	5635	4,192	0	100.1	57	70.6
SP4	12	F-35A	F35CD9	DEP	12D3	100%ETR	251	231	5635	4,192	0	99.9	56.7	70.8
SP4	13	F-35A	F35AI3	PAT	30I1	100%ETR	170	249	5636	2,297	0	101.8	56	71
SP4	14	F-35A	F35B18	PAT	12I1	100%ETR	170	228	5635	3,356	0	100.1	56	71.1
SP4	15	F-35A	F35AI4	PAT	30I1	100%ETR	225	542	5865	2,807	0	99.7	54.8	71.2
SP4	16	F-35A	F35CD49	DEP	12D3	100%ETR	203	153	5633	2,795	0	99.7	54.8	71.3
SP4	17	F-35A	F35CD69	DHP	12D3	100%ETR	203	153	5633	2,795	0	99.7	54.8	71.4
SP4	18	F-35A	F35BL3	PAT	30I1	100%ETR	170	249	5636	1,572	0	101.8	54.4	71.5
SP4	19	F-35A	F35BD29	DEP	12D3	100%ETR	251	231	5635	1,99	0	100.1	53.8	71.5
SP4	20	F-35A	F35BD9	DEP	12D3	100%ETR	251	231	5635	1,99	0	99.9	53.5	71.6
SP5	1	F-35A	F35AD29	DEP	12D3	100%ETR	251	334	4651	14,294	0	103.4	65.6	65.6
SP5	2	F-35A	F35AD9	DEP	12D3	100%ETR	251	334	4651	14,294	0	103.2	65.4	68.5
SP5	3	F-35A	F35A12	PAT	12I1	100%ETR	225	637	5195	15,908	0	101.5	64.1	69.8
SP5	4	F-35A	F35AD69	DEP	12D3	100%ETR	203	224	4646	9,529	0	103.3	63.7	70.8
SP5	5	F-35A	F35AD49	DEP	12D3	100%ETR	203	224	4646	9,529	0	103.1	63.6	71.5
SP5	6	F-35A	F35BD106	DEP	12D3	100%ETR	114	241	4647	5,175	0	105.2	63	72.1
SP5	7	F-35A	F35BD89	DHP	12D3	100%ETR	114	241	4647	5,175	0	105.2	62.9	72.6
SP5	8	F-35A	F35AI4	PAT	12I1	100%ETR	170	259	4741	6,538	0	102.8	61.6	72.9
SP5	9	F-35A	F35C12	PAT	12F1	100%ETR	145	536	5185	4,926	0	103.2	60.8	73.2
SP5	10	F-35A	F35CD29	DEP	12D3	100%ETR	251	334	4651	4,192	0	103.4	60.2	73.4
SP5	11	F-35A	F35CD9	DEP	12D3	100%ETR	251	334	4651	4,192	0	103.2	60	73.6
SP5	12	F-35A	F35B17	PAT	12I1	100%ETR	170	259	4741	4,475	0	102.8	59.9	73.8
SP5	13	F-35A	F35B18	PAT	12I1	100%ETR	170	259	4741	3,356	0	102.8	58.7	73.9
SP5	14	F-35A	F35CD49	DEP	12D3	100%ETR	203	224	4646	2,795	0	103.3	58.4	74
SP5	15	F-35A	F35CD69	DHP	12D3	100%ETR	203	224	4646	2,795	0	103.5	58.4	74.1
SP5	16	F-35A	F35AT4	PAT	30I1	100%ETR	225	422	4669	2,807	0	103.1	58.2	74.3
SP5	17	F-35A	F35AI3	PAT	30I1	100%ETR	170	194	4645	2,297	0	103.9	58.1	74.4
SP5	18	F-35A	F35BD29	DEP	12D3	100%ETR	251	334	4651	1,99	0	103.4	57	74.4
SP5	19	F-35A	F35BD9	DEP	12D3	100%ETR	251	334	4651	1,99	0	103.2	56.8	74.5
SP5	20	F-35A	F35AD28	DEP	12D2	100%ETR	251	334	4651	1,787	0	103.4	56.6	74.6
SP6	1	F-35A	F35AD29	DEP	12D3	100%ETR	251	368	3187	14,294	0	108	70.2	70.2
SP6	2	F-35A	F35AD9	DEP	12D3	100%ETR	251	368	3187	14,294	0	107.9	70.1	73.1
SP6	3	F-35A	F35AD69	DEP	12D3	100%ETR	244	257	3178	9,529	0	108.2	68.6	74.5
SP6	4	F-35A	F35AD49	DEP	12D3	100%ETR	244	257	3178	9,529	0	108.2	68.6	75.5
SP6	5	F-35A	F35BD106	DEP	12D3	100%ETR	114	253	3178	5,175	0	109.7	67.5	76.1
SP6	6	F-35A	F35BD89	DEP	12D3	100%ETR	114	253	3178	5,175	0	109.7	67.5	76.7
SP6	7	F-35A	F35A12	PAT	12I1	100%ETR	225	731	4083	15,908	0	104.8	67.4	77.1
SP6	8	F-35A	F35AI4	PAT	12I1	100%ETR	170	273	3407	6,538	0	107.1	65.9	77.5
SP6	9	F-35A	F35CD29	DEP	12D3	100%ETR	251	368	3187	4,192	0	108	64.8	77.7
SP6	10	F-35A	F35CD9	DEP	12D3	100%ETR	251	368	3187	4,192	0	107.9	64.8	77.9
SP6	11	F-35A	F35B17	PAT	12I1	100%ETR	170	273	3407	4,475	0	107.1	64.3	78.1
SP6	12	F-35A	F35CT2	PAT	12F1	100%ETR	145	592	4062	4,926	0	106.6	64.1	78.3
SP6	13	F-35A	F35CD49	DHP	12D3	100%ETR	244	257	3178	2,795	0	108.2	63.3	78.4
SP6	14	F-35A	F35CD69	DHP	12D3	100%ETR	244	257	3178	2,795	0	108.2	63.3	78.5
SP6	15	F-35A	F35AI4	PAT	30I1	100%ETR	170	369	3187	2,807	0	108.1	63.2	78.7
SP6	16	F-35A	F35B18	PAT	12I1	100%ETR	170	273	3407	3,356	0	107.1	63	78.8
SP6	17	F-35A	F35AI3	PAT	30I1	100%ETR	170	175	3174	2,297	0	108.4	62.7	78.9
SP6	18	F-35A	F35AD39	DEP	30DD2R	150%ETR	190	102	3174	1,419	0	109.6	61.8	79
SP6	19	F-35A	F35AD19	DEP	30DD2R	150%ETR	190	102	3174	1,419	0	109.6	61.7	79
SP6	20	F-35A	F35AD37	DEP	30DD1	150%ETR	190	102	3174	1,387	0	109.6	61.7	79.1

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP7	1	F-35A	F35AT2	PA/F	1211	100%ETR	170	357	9014	15.908	0	92.5	55.2	55.2
SP7	2	F-35A	F35AD29	DEP	12D3	100%ETR	200	131	9009	14.294	0	92.9	55	58.1
SP7	3	F-35A	F35AD9	DEP	12D3	100%ETR	200	131	9009	14.294	0	92.1	54.3	59.6
SP7	4	F-35A	F35AD69	DEP	12D3	100%ETR	177	87	9009	9.529	0	92	52.4	60.4
SP7	5	F-35A	F35AD49	DEP	12D3	100%ETR	177	87	9009	9.529	0	91.3	51.7	60.9
SP7	6	F-35A	F35CT2	PAT	12F1	100%ETR	145	357	9014	4.926	0	94.1	51.7	61.4
SP7	7	F-35A	F35BD109	DHP	12D3	100%ETR	114	168	9010	5.175	0	93.1	50.9	61.8
SP7	8	F-35A	F35BD89	DEP	12D3	100%ETR	114	168	9010	5.175	0	92.8	50.6	62.1
SP7	9	F-35A	F35CD29	DEP	12D3	100%ETR	200	131	9009	4.192	0	92.9	49.7	62.4
SP7	10	F-35A	F35AI3	PAT	3011	100%ETR	170	305	9012	2.297	0	95.3	49.6	62.6
SP7	11	F-35A	F35AI4	PAT	1211	100%ETR	170	172	9010	6.538	0	90.7	49.5	62.8
SP7	12	F-35A	F35CD9	DEP	12D3	100%ETR	200	131	9009	4.192	0	92.1	49	63
SP7	13	F-35A	F35B15	PAT	3011	100%ETR	170	305	9012	1.572	0	95.3	47.9	63.1
SP7	14	F-35A	F35B17	PAT	1211	100%ETR	170	172	9010	4.475	0	90.7	47.9	63.2
SP7	15	F-35A	F35CD49	DEP	12D3	100%ETR	177	87	9009	2.795	0	92.1	47.2	63.3
SP7	16	F-35A	F35CD69	DEP	12D3	100%ETR	177	87	9009	2.795	0	92	47.1	63.4
SP7	17	F-35A	F35AT4	PAT	3011	100%ETR	225	591	9523	2.807	0	91.9	47	63.5
SP7	18	F-35A	F35B16	PAT	3011	100%ETR	170	305	9012	1.179	0	95.4	46.7	63.6
SP7	19	F-35A	F35B18	PAT	12I1	100%ETR	170	172	9010	3.356	0	90.8	46.7	63.7
SP7	20	F-35A	F35BD29	DEP	12D3	100%ETR	200	131	9009	1.99	0	92.9	46.5	63.8
SP8	1	F-35A	F35AD29	DEP	12D3	100%ETR	300	1598	6957	14.294	0	99	61.2	61.2
SP8	2	F-35A	F35AI4	PAT	1211	100%ETR	250	867	5288	6.538	0	101.9	60.7	64
SP8	3	F-35A	F35AD9	DEP	12D3	100%ETR	300	1598	6957	14.294	0	97.9	60	65.4
SP8	4	F-35A	F35AD69	DEP	12D3	100%ETR	273	1270	6872	9.529	0	99.2	59.6	66.4
SP8	5	F-35A	F35B17	PAT	1211	100%ETR	250	867	5288	4.475	0	101.9	59	67.2
SP8	6	F-35A	F35AD49	DEP	12D3	100%ETR	273	1270	6872	9.529	0	98.3	58.7	67.7
SP8	7	F-35A	F35B18	PAT	1211	100%ETR	250	867	5288	3.356	0	101.9	57.8	68.2
SP8	8	F-35A	F35BD105	DEP	12D3	100%ETR	256	653	6978	5.175	0	99.8	37.6	68.5
SP8	9	F-35A	F35AT4	PAT	3011	50%ETR	225	1587	1747	2.807	0	102.4	57.5	68.9
SP8	10	F-35A	F35BD89	DEP	12D3	100%ETR	256	653	6978	5.175	0	99.6	57.4	69.2
SP8	11	F-35A	F35A12	PAT	1211	50%ETR	225	1586	7032	15.308	0	94.2	56.8	69.4
SP8	12	F-35A	F35CD29	DEP	12D3	100%ETR	300	1598	6957	4.192	0	99	55.9	69.6
SP8	13	F-35A	F35AI3	PAT	1911	100%ETR	225	440	4171	0.837	0	103.1	55	69.7
SP8	14	F-35A	F35CD9	DEP	12D3	100%ETR	300	1598	6957	4.192	0	97.9	54.7	69.9
SP8	15	F-35A	F35CD49	DEP	12D3	100%ETR	273	1270	6872	2.795	0	99.3	54.3	70
SP8	16	F-35A	F35CD69	DEP	12D3	100%ETR	273	1270	6872	2.795	0	99.2	54.2	70.1
SP8	17	F-35A	F35C12	PA/F	12F1	55%ETR	145	1086	6940	4.926	0	96.2	53.8	70.2
SP8	18	F-35A	F35BD29	DEP	12D3	100%ETR	300	1598	6957	1.99	0	99	52.7	70.3
SP8	19	F-35A	F35CT4	PAT	3011	50%ETR	225	1587	1747	0.869	0	102.4	52.4	70.4
SP8	20	F-35A	F35C14	PAT	12I1	100%ETR	250	867	5288	0.943	0	101.9	52.3	70.4
SP9	1	F-35A	F35AD29	DEP	12D3	100%ETR	300	1944	7973	14.294	0	97.1	59.3	59.3
SP9	2	F-35A	F35AT4	PAT	3011	50%ETR	225	1587	1545	2.807	0	103.5	58.6	61.9
SP9	3	F-35A	F35AD69	DEP	12D3	100%ETR	300	1496	7864	9.529	0	97.3	57.7	63.3
SP9	4	F-35A	F35AD9	DEP	12D3	100%ETR	300	1944	7973	14.294	0	95.4	57.6	64.4
SP9	5	F-35A	F35AJ4	PA/F	1211	100%ETR	250	889	6627	6.538	0	98.8	57.6	65.2
SP9	6	F-35A	F35AI49	DEP	12D3	100%ETR	300	1496	7864	9.529	0	96	56.4	65.7
SP9	7	F-35A	F35B17	PAT	1211	100%ETR	250	889	6627	4.475	0	98.8	55.9	66.2
SP9	8	F-35A	F35BD105	DEP	12D3	100%ETR	256	677	7738	5.175	0	98	55.7	66.5
SP9	9	F-35A	F35BD89	DEP	12D3	100%ETR	256	677	7738	5.175	0	97.6	55.4	66.9
SP9	10	F-35A	F35B18	PAT	1211	100%ETR	250	889	6627	3.356	0	98.8	54.7	67
SP9	11	F-35A	F35A12	PAT	1211	50%ETR	225	1586	8325	15.908	0	91.5	54.1	67.3
SP9	12	F-35A	F35CD29	DEP	12D3	100%ETR	300	1944	7973	4.192	0	97.1	53.9	67.5
SP9	13	F-35A	F35CT4	PAT	3011	50%ETR	225	1587	1545	0.869	0	103.5	53.5	67.7
SP9	14	F-35A	F35CD49	DEP	12D3	100%ETR	300	1496	7864	2.795	0	97.4	52.5	67.8
SP9	15	F-35A	F35CI69	DEP	12D3	100%ETR	300	1496	7864	2.795	0	97.3	52.4	67.9
SP9	16	F-35A	F35CD9	DEP	12D3	100%ETR	300	1944	7973	4.192	0	95.4	52.3	68.1
SP9	17	F-35A	F35AT3	PAT	1911	100%ETR	170	345	5478	0.837	0	101.2	51.1	68.1
SP9	18	F-35A	F35CT2	PAT	12F1	55%ETR	145	1086	8247	4.926	0	93.5	51	68.2
SP9	19	F-35A	F35BD29	DEP	12D3	100%ETR	300	1944	7973	1.99	0	97.1	50.7	68.3
SP9	20	F-35A	F35AD28	DEP	12D2	100%ETR	300	1944	7973	1.787	0	97	50.1	68.4

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP10	1	F-35A	F35AT2	PAT	12II	100%ETR	170	154	2953	15,908	0	108.1	70.7	70.7
SP10	2	F-35A	F35AD29	DEP	12D3	150%ETR	190	88	2952	14,294	0	105.1	67.3	72.3
SP10	3	F-35A	F35AD9	DEP	12D3	150%ETR	190	88	2952	14,294	0	105.1	67.2	73.5
SP10	4	F-35A	F35CT2	PAT	12FI	100%ETR	145	154	2953	4,926	0	109.5	67.1	74.4
SP10	5	F-35A	F35BD10	DEP	12D3	100%ETR	114	135	2952	5,175	0	108.8	66.6	75.1
SP10	6	F-35A	F35BD89	DEP	12D3	100%ETR	114	135	2952	5,175	0	108.8	66.6	75.6
SP10	7	F-35A	F35A14	PAT	12II	100%ETR	170	122	2952	6,538	0	107.4	66.1	76.1
SP10	8	F-35A	F35B17	PAT	12II	100%ETR	170	122	2952	4,475	0	107.4	64.5	76.4
SP10	9	F-35A	F35A15	PAT	30II	100%ETR	250	437	2973	2,297	0	110	64.2	76.6
SP10	10	F-35A	F35B18	PAT	12II	100%ETR	170	122	2952	3,356	0	107.4	63.3	76.8
SP10	11	F-35A	F35AD169	DEP	12D3	150%ETR	0	87	2952	9,529	0	102.9	63.3	77
SP10	12	F-35A	F35AD49	DEP	12D3	150%ETR	0	87	2952	9,529	0	102.7	63.2	77.2
SP10	13	F-35A	F35A15	PAT	30II	100%ETR	250	437	2973	1,572	0	110	62.6	77.3
SP10	14	F-35A	F35CD29	DEP	12D3	150%ETR	190	88	2952	4,192	0	105.1	62	77.5
SP10	15	F-35A	F35CD9	DEP	12D3	150%ETR	190	88	2952	4,192	0	105.1	61.9	77.6
SP10	16	F-35A	F35B16	PAT	30II	100%ETR	250	437	2973	1,179	0	110	61.3	77.7
SP10	17	F-35A	F35AD139	DEP	30DD2R	100%ETR	251	421	2971	1,419	0	109	61.2	77.8
SP10	18	F-35A	F35AD19	DEP	30DD2R	100%ETR	251	421	2971	1,419	0	108.9	61.1	77.9
SP10	19	F-35A	F35AD37	DEP	30DD1	100%ETR	251	421	2971	1,387	0	109	61.1	78
SP10	20	F-35A	F35AD17	DEP	30DD1	100%ETR	251	421	2971	1,387	0	108.9	61	78.1
SP11	1	F-35A	F35A14	PAT	12II	100%ETR	250	990	7875	6,538	0	96.8	55.6	55.6
SP11	2	F-35A	F35AD29	DHP	12D3	100%ETR	300	1912	10643	14,294	0	93	55.1	58.4
SP11	3	F-35A	F35B17	PAT	12II	100%ETR	250	990	7875	4,475	0	96.8	54	59.7
SP11	4	F-35A	F35AD69	DEP	12D3	100%ETR	300	1465	10562	9,529	0	93	53.4	60.6
SP11	5	F-35A	F35A19	DHP	12D3	100%ETR	300	1912	10643	14,294	0	90.8	53	61.3
SP11	6	F-35A	F35B18	PAT	12II	100%ETR	250	990	7875	3,356	0	96.8	52.7	61.9
SP11	7	F-35A	F35AD49	DEP	12D3	100%ETR	300	1465	10562	9,529	0	91.3	51.7	62.3
SP11	8	F-35A	F35AT2	PAT	12TI	50%ETR	225	1586	9399	15,908	0	88.5	51.1	62.6
SP11	9	F-35A	F35BD10	DEP	12D3	100%ETR	256	675	10471	5,175	0	93.1	50.9	62.9
SP11	10	F-35A	F35AT4	PAT	30TI	50%ETR	225	1587	3256	2,807	0	95.7	50.8	63.1
SP11	11	F-35A	F35HD89	DHP	12D3	100%ETR	256	675	10471	5,175	0	92.5	50.3	63.4
SP11	12	F-35A	F35CD29	DEP	12D3	100%ETR	300	1912	10643	4,192	0	93	49.8	63.5
SP11	13	F-35A	F35AT1	PAT	01II	50%ETR	225	1587	1978	0.148	0	106.1	48.4	63.7
SP11	14	F-35A	F35CD49	DEP	12D3	100%ETR	300	1465	10562	2,795	0	93.2	48.2	63.8
SP11	15	F-35A	F35CT2	PAT	12FI	55%ETR	145	1087	9328	4,926	0	90.5	48.1	63.9
SP11	16	F-35A	F35CD69	DEP	12D3	100%ETR	300	1465	10562	2,795	0	93	48.1	64
SP11	17	F-35A	F35C19	DHP	12D3	100%ETR	300	1912	10643	4,192	0	90.8	47.6	64.1
SP11	18	F-35A	F35AT3	PAT	19TI	100%ETR	150	87	6218	0.837	0	97.6	47.4	64.2
SP11	19	F-35A	F35C14	PAT	12II	100%ETR	250	990	7875	0.943	0	96.8	47.2	64.3
SP11	20	F-35A	F35BD29	DEP	12D3	100%ETR	300	1912	10643	1,99	0	93	46.6	64.4
SP12	1	F-35A	F35A14	PAT	12II	100%ETR	250	1602	6903	6,538	0	99.2	58	58
SP12	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	316	1475	1,597	0.038	104.2	57.8	60.9
SP12	3	F-35A	F35AA5	ARR	19A1	50%ETR	170	311	1613	1,597	0.038	103.1	56.7	62.3
SP12	4	F-35A	F35B17	PAT	12II	100%ETR	250	1602	6903	4,475	0	99.2	56.4	63.3
SP12	5	F-35A	F35B18	PAT	12II	100%ETR	250	1602	6903	3,356	0	99.2	55.1	63.3
SP12	6	F-35A	F35A123	DHP	01D03	100%ETR	300	1474	2185	0.133	0	112.5	54.3	64.4
SP12	7	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1474	2185	0.133	0	112.2	54.1	64.8
SP12	8	F-35A	F35AT3	PAT	19TI	50%ETR	170	334	1616	0.837	0	104	53.8	65.1
SP12	9	F-35A	F35AD63	DEP	01DD3	100%ETR	273	1200	1966	0.089	0	113.5	53.6	65.4
SP12	10	F-35A	F35AD43	DEP	01DD3	100%ETR	273	1200	1966	0.089	0	113.4	53.5	65.7
SP12	11	F-35A	F35CA6	ARR	19A2	50%ETR	170	316	1475	0.554	0	104.2	52.1	65.8
SP12	12	F-35A	F35CAS	ARR	19A1	50%ETR	170	311	1613	0.534	0	103.1	51	66
SP12	13	F-35A	F35AT2	PAT	12TI	50%ETR	225	1587	8542	15,908	0	87.6	50.2	66.1
SP12	14	F-35A	F35BA6	ARR	19A2	50%ETR	170	316	1475	0.219	0.009	104.2	49.7	66.2
SP12	15	F-35A	F35C14	PAT	12II	100%ETR	250	1602	6903	0.943	0	99.2	49.6	66.3
SP12	16	F-35A	F35AO19	ARR	19O1	50%ETR	170	333	1619	0.242	0.007	103.4	49	66.4
SP12	17	F-35A	F35AO20	ARR	19O2	50%ETR	170	335	1619	0.242	0.007	103.4	49	66.5
SP12	18	F-35A	F35CD23	DEP	01DD3	100%ETR	300	1474	2185	0.039	0	112.5	49	66.5
SP12	19	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1474	2185	0.039	0	112.2	48.8	66.6
SP12	20	F-35A	F35AA8	ARR	19A4	50%ETR	170	316	1475	0.2	0.005	104.2	48.8	66.7

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP13	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	300	957	1.597	0.038	108.3	61.9	61.9
SP13	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	297	1059	1.597	0.038	107.3	60.9	64.4
SP13	3	F-35A	F35A14	PAT	12II	100%ETR	250	1598	6244	6.538	0	100.5	59.3	65.6
SP13	4	F-35A	F35B17	PAT	12II	100%ETR	250	1598	6244	4.475	0	100.5	57.6	66.2
SP13	5	F-35A	F35AT3	PAT	19T1	50%ETR	170	318	1063	0.837	0	107.8	57.6	66.8
SP13	6	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1351	1711	0.133	0	114.9	56.7	67.6
SP13	7	F-35A	F35A13	DHP	01DD3	100%ETR	300	1351	1711	0.133	0	114.9	56.7	67.6
SP13	8	F-35A	F35AD63	DEP	01DD3	100%ETR	273	1131	1495	0.089	0	116.5	56.6	67.9
SP13	9	F-35A	F35AD43	DEP	01DD3	100%ETR	273	1131	1495	0.089	0	116.4	56.5	68.2
SP13	10	F-35A	F35B18	PAT	12II	100%ETR	250	1598	6244	3.356	0	100.5	56.4	68.5
SP13	11	F-35A	F35CA6	ARR	19A2	50%ETR	170	300	957	0.534	0	108.3	56.2	68.8
SP13	12	F-35A	F35CA5	ARR	19A1	50%ETR	170	297	1059	0.534	0	107.3	55.2	68.9
SP13	13	F-35A	F35BA6	ARR	19A2	50%ETR	170	300	957	0.219	0.009	108.3	53.9	69.1
SP13	14	F-35A	F35AO19	ARR	19O1	50%ETR	170	336	1068	0.242	0.007	107.4	53	69.2
SP13	15	F-35A	F35AO20	ARR	19O2	50%ETR	170	336	1068	0.242	0.007	107.4	53	69.3
SP13	16	F-35A	F35AA8	ARR	19A4	50%ETR	170	300	957	0.2	0.005	108.3	52.9	69.4
SP13	17	F-35A	F35BA5	ARR	19A1	50%ETR	170	297	1059	0.219	0.009	107.3	52.8	69.5
SP13	18	F-35A	F35C13	PAT	19F1	55%ETR	145	333	1430	0.259	0	107.6	52.3	69.6
SP13	19	F-35A	F35AA7	ARR	19A3	50%ETR	170	297	1059	0.2	0.005	107.3	51.9	69.6
SP13	20	F-35A	F35CD23	DEP	01DD3	100%ETR	300	1351	1711	0.039	0	113	51.5	69.7
SP14	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	315	942	1.597	0.038	108.5	62.1	62.1
SP14	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	312	1077	1.597	0.038	107.2	60.7	64.5
SP14	3	F-35A	F35A14	PAT	12II	100%ETR	250	1635	6474	6.538	0	100	58.7	65.5
SP14	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	335	1083	0.837	0	107.5	57.4	66.1
SP14	5	F-35A	F35B17	PAT	12II	100%ETR	250	1635	6474	4.475	0	100	57.1	66.6
SP14	6	F-35A	F35CA6	ARR	19A2	50%ETR	170	315	942	0.534	0	108.5	56.4	67
SP14	7	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1484	1835	0.133	0	114.3	56.1	67.4
SP14	8	F-35A	F35AI363	DHP	01DD3	100%ETR	273	1205	1561	0.089	0	115.9	56	67.7
SP14	9	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1484	1835	0.133	0	114.1	56	68
SP14	10	F-35A	F35AD43	DEP	01DD3	100%ETR	273	1205	1561	0.089	0	115.8	55.9	68.2
SP14	11	F-35A	F35B18	PAT	12II	100%ETR	250	1635	6474	3.356	0	100	55.8	68.3
SP14	12	F-35A	F35CA5	ARR	19A1	50%ETR	170	312	1077	0.534	0	107.2	55.1	68.7
SP14	13	F-35A	F35BA6	ARR	19A2	50%ETR	170	315	942	0.219	0.009	108.5	54	68.8
SP14	14	F-35A	F35AA8	ARR	19A4	50%ETR	170	315	942	0.2	0.005	108.5	53.1	68.9
SP14	15	F-35A	F35AO19	ARR	19O1	50%ETR	170	354	1088	0.242	0.007	107.3	52.8	69
SP14	16	F-35A	F35AO20	ARR	19O2	50%ETR	170	354	1088	0.242	0.007	107.3	52.8	69.1
SP14	17	F-35A	F35BA5	ARR	19A1	50%ETR	170	312	1077	0.219	0.009	107.2	52.7	69.2
SP14	18	F-35A	F35AA7	ARR	19A3	50%ETR	170	312	1077	0.2	0.005	107.2	51.7	69.3
SP14	19	F-35A	F35C13	PAT	19F1	55%ETR	145	346	1598	0.259	0	106.4	51.1	69.4
SP14	20	F-35A	F35AA12	ARR	19A8	50%ETR	170	315	942	0.12	0.003	108.5	50.8	69.4
SP15	1	F-35A	F35A14	PAT	12II	100%ETR	250	1540	7378	6.538	0	98.4	57.1	57.1
SP15	2	F-35A	F35B17	PAT	12II	100%ETR	250	1540	7378	4.475	0	98.4	55.5	59.4
SP15	3	F-35A	F35B18	PAT	12II	100%ETR	250	1540	7378	3.356	0	98.4	54.2	60.6
SP15	4	F-35A	F35AA6	ARR	19A2	50%ETR	170	309	2210	1.597	0.038	100	53.5	61.3
SP15	5	F-35A	F35AA5	ARR	19A1	50%ETR	170	302	2331	1.597	0.038	99.3	52.8	61.9
SP15	6	F-35A	F35A123	DHP	01DD3	100%ETR	300	1398	2719	0.133	0	110.2	52	62.3
SP15	7	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1398	2719	0.133	0	109.9	51.7	62.7
SP15	8	F-35A	F35AD63	DEP	01DD3	100%ETR	273	1158	2572	0.089	0	110.8	50.9	63
SP15	9	F-35A	F35AT3	PAT	19T1	50%ETR	170	324	2333	0.837	0	100.9	50.8	63.2
SP15	10	F-35A	F35AD43	DEP	01DD3	100%ETR	273	1158	2572	0.089	0	110.6	50.7	63.5
SP15	11	F-35A	F35AT2	PAT	12II	50%ETR	225	1587	8861	15.908	0	87.3	49.9	63.7
SP15	12	F-35A	F35C14	PAT	12II	100%ETR	250	1540	7378	0.943	0	98.4	48.7	63.8
SP15	13	F-35A	F35AD29	DEP	12D3	100%ETR	287	511	14958	14.294	0	86.5	48.7	63.9
SP15	14	F-35A	F35CA6	ARR	19A2	50%ETR	170	309	2210	0.534	0	100	47.8	64
SP15	15	F-35A	F35CT2	PAT	12F1	55%ETR	145	1087	8789	4.926	0	89.6	47.2	64.1
SP15	16	F-35A	F35CA5	ARR	19A1	50%ETR	170	302	2331	0.534	0	99.3	47.1	64.2
SP15	17	F-35A	F35AD69	DEP	12D3	100%ETR	244	484	14958	9.529	0	86.5	46.9	64.3
SP15	18	F-35A	F35CD23	DHP	01DD3	100%ETR	300	1398	2719	0.039	0	110.2	46.7	64.4
SP15	19	F-35A	F35AD9	DEP	12D3	100%ETR	287	511	14958	14.294	0	84.4	46.6	64.4
SP15	20	F-35A	F35CT3	PAT	19F1	55%ETR	145	323	2677	0.259	0	101.8	46.6	64.5

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP16	1	F-35A	F35A14	PAT	12T1	100%ETR	250	1495	7881	6,538	0	97.3	56	56
SP16	2	F-35A	F35B17	PAT	12J1	100%ETR	250	1495	7881	4,475	0	97.3	54.4	58.3
SP16	3	F-35A	F35B18	PAT	12J1	100%ETR	250	1495	7881	3,356	0	97.3	53.1	59.5
SP16	4	F-35A	F35A16	ARR	19A2	50%ETR	170	308	2870	1,597	0.038	96.9	50.5	60
SP16	5	F-35A	F35AA5	ARR	19A1	50%ETR	170	299	2986	1,597	0.038	96.3	49.9	60.4
SP16	6	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1369	3293	0.133	0	108	49.8	60.8
SP16	7	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	9271	15,908	0	86.9	49.5	61.1
SP16	8	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1369	3293	0.133	0	107.6	49.4	61.4
SP16	9	F-35A	F35AI29	DEP	12D3	100%ETR	300	570	15081	14,294	0	86.5	48.7	61.6
SP16	10	F-35A	F35AI3	PAT	19T1	50%ETR	170	520	2988	0.837	0	98.8	48.6	61.8
SP16	11	F-35A	F35AD63	DEP	01DD3	100%ETR	273	1142	3178	0.089	0	108.4	48.5	62
SP16	12	F-35A	F35AI143	DEP	01DD3	100%ETR	273	1142	3178	0.089	0	108.2	48.3	62.2
SP16	13	F-35A	F35C14	PAT	12J1	100%ETR	250	1495	7881	0.943	0	97.3	47.6	62.3
SP16	14	F-35A	F35AI69	DEP	12D3	100%ETR	273	570	15081	9,529	0	86.5	46.9	62.4
SP16	15	F-35A	F35CT2	PAT	12F1	55%ETR	145	1087	9201	4,926	0	89.2	46.7	62.6
SP16	16	F-35A	F35AD9	DEP	12D3	100%ETR	300	570	15081	14,294	0	84.4	46.5	62.7
SP16	17	F-35A	F35AD49	DEP	12D3	100%ETR	273	570	15081	9,529	0	84.6	45	62.7
SP16	18	F-35A	F35CA6	ARR	19A2	50%ETR	170	308	2870	0.534	0	96.9	44.8	62.8
SP16	19	F-35A	F35CT3	PAT	19F1	55%ETR	145	315	3280	0.259	0	100	44.8	62.9
SP16	20	F-35A	F35CD23	DEP	01DD3	100%ETR	300	1369	3293	0.039	0	108	44.5	62.9
SP17	1	F-35A	F35A14	PAT	12J1	100%ETR	250	1553	9957	6,538	0	93.5	52.3	52.3
SP17	2	F-35A	F35B17	PAT	12J1	100%ETR	250	1553	9957	4,475	0	93.5	50.6	54.5
SP17	3	F-35A	F35B18	PAT	12J1	100%ETR	250	1553	9957	3,356	0	93.5	49.4	55.7
SP17	4	F-35A	F35AD29	DEP	12D3	100%ETR	300	756	17020	14,294	0	84.6	46.8	56.2
SP17	5	F-35A	F35A12	PAT	12T1	50%ETR	225	1587	11408	15,908	0	83.9	46.5	56.7
SP17	6	F-35A	F35AA6	ARR	19A2	50%ETR	170	369	4242	1,597	0.038	92	45.6	57
SP17	7	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1866	4891	0.133	0	103.6	45.4	57.3
SP17	8	F-35A	F35AD69	DEP	12D3	100%ETR	273	744	17020	9,529	0	84.6	45.1	57.5
SP17	9	F-35A	F35AA5	ARR	19A1	50%ETR	170	355	4498	1,597	0.038	91.3	44.9	57.8
SP17	10	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1866	4891	0.133	0	102.5	44.4	58
SP17	11	F-35A	F35AD63	DEP	01DD3	100%ETR	300	1420	4720	0.089	0	104.3	44.4	58.1
SP17	12	F-35A	F35AT3	PAT	19T1	50%ETR	170	384	4500	0.837	0	94.2	44	58.3
SP17	13	F-35A	F35AD9	DEP	12D3	100%ETR	300	756	17020	14,294	0	81.8	44	58.5
SP17	14	F-35A	F35C14	PAT	12J1	100%ETR	250	1553	9957	0.943	0	93.5	43.9	58.6
SP17	15	F-35A	F35CT2	PAT	12F1	55%ETR	145	1087	11351	4,926	0	86	43.6	58.8
SP17	16	F-35A	F35AD43	DEP	01DD3	100%ETR	300	1420	4720	0.089	0	103.4	43.5	58.9
SP17	17	F-35A	F35AD49	DEP	12D3	100%ETR	273	744	17020	9,529	0	82.4	42.8	59
SP17	18	F-35A	F35BD108	DEP	12D3	100%ETR	246	501	17011	3,175	0	84.5	42.3	59.1
SP17	19	F-35A	F35CD29	DEP	12D3	100%ETR	300	756	17020	4,192	0	84.6	41.4	59.2
SP17	20	F-35A	F35CD59	DEP	30DD2R	100%ETR	300	3087	10488	0.277	0	96.1	41.2	59.2
SP18	1	F-35A	F35A14	PAT	12T1	100%ETR	250	1502	5882	6,538	0	101.6	60.3	60.3
SP18	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	265	1188	1,597	0.038	106.4	60	63.2
SP18	3	F-35A	F35AA5	ARR	19A1	50%ETR	170	262	1212	1,597	0.038	106	59.6	64.8
SP18	4	F-35A	F35B17	PAT	12J1	100%ETR	250	1502	5882	4,475	0	101.6	58.7	65.7
SP18	5	F-35A	F35B18	PAT	12J1	100%ETR	250	1502	5882	3,356	0	101.6	57.4	66.3
SP18	6	F-35A	F35AD23	DEP	01DD3	100%ETR	300	1045	1597	0.133	0	115.6	57.4	66.8
SP18	7	F-35A	F35AD3	DEP	01DD3	100%ETR	300	1045	1597	0.133	0	115.5	57.3	67.3
SP18	8	F-35A	F35A13	PAT	19T1	50%ETR	170	279	1215	0.837	0	106.9	56.8	67.7
SP18	9	F-35A	F35AD65	DEP	01DD3	100%ETR	273	986	1512	0.089	0	116.5	56.6	68
SP18	10	F-35A	F35AD43	DEP	01DD3	100%ETR	273	960	1512	0.089	0	116.4	56.5	68.3
SP18	11	F-35A	F35CA6	ARR	19A2	50%ETR	170	265	1188	0.534	0	106.4	54.3	68.5
SP18	12	F-35A	F35CA5	ARR	19A1	50%ETR	170	262	1212	0.534	0	106	53.9	68.6
SP18	13	F-35A	F35CT3	PAT	19F1	55%ETR	145	296	1344	0.259	0	108.4	53.1	68.7
SP18	14	F-35A	F35AT2	PAT	12T1	50%ETR	225	1587	7324	15,908	0	89.5	52.1	68.8
SP18	15	F-35A	F35CD23	DEP	01DD3	100%ETR	300	1045	1597	0.039	0	115.6	52.1	68.9
SP18	16	F-35A	F35CD3	DEP	01DD3	100%ETR	300	1045	1597	0.039	0	115.5	52	69
SP18	17	F-35A	F35BA6	ARR	19A2	50%ETR	170	265	1188	0.219	0.009	106.4	52	69.1
SP18	18	F-35A	F35C14	PAT	12J1	100%ETR	250	1502	5882	0.943	0	101.6	51.9	69.2
SP18	19	F-35A	F35AO19	ARR	19O1	50%ETR	170	293	1218	0.242	0.007	106.2	51.7	69.3
SP18	20	F-35A	F35AO20	ARR	19O2	50%ETR	170	293	1218	0.242	0.007	106.2	51.7	69.3

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP19	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	347	490	1,597	0.038	113.9	67.5	67.5
SP19	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	346	682	1,597	0.038	111.3	64.9	69.4
SP19	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	347	490	0.534	0	113.9	61.8	70.1
SP19	4	F-35A	F35AT3	PAT	19T1	50%ETR	170	373	693	0.837	0	111.1	60.9	70.6
SP19	5	F-35A	F35BA6	ARR	19A2	50%ETR	170	347	490	0.219	0.009	113.9	59.5	70.9
SP19	6	F-35A	F35CA5	ARR	19A1	50%ETR	170	346	682	0.534	0	111.3	59.2	71.2
SP19	7	F-35A	F35AA8	ARR	19A4	50%ETR	170	347	490	0.2	0.005	113.9	58.5	71.4
SP19	8	F-35A	F35A14	PAT	12II	100%ETR	250	1745	6617	6.538	0	99.5	58.3	71.6
SP19	9	F-35A	F35BA5	ARR	19A1	50%ETR	170	346	682	0.219	0.009	111.3	56.8	71.8
SP19	10	F-35A	F35AO19	ARR	19O1	50%ETR	170	397	704	0.242	0.007	111.1	56.7	71.9
SP19	11	F-35A	F35AO20	ARR	19O2	50%ETR	170	397	704	0.242	0.007	111.1	56.7	72
SP19	12	F-35A	F35B17	PAT	12II	100%ETR	250	1745	6617	4.475	0	99.5	56.6	72.2
SP19	13	F-35A	F35A165	DHP	01DD03	100%ETR	300	1339	1486	0.089	0	116.3	56.4	72.3
SP19	14	F-35A	F35AA12	ARR	19A8	50%ETR	170	347	490	0.12	0.003	113.9	56.3	72.4
SP19	15	F-35A	F35AD43	DHP	01DD03	100%ETR	300	1339	1486	0.089	0	116.2	56.3	72.5
SP19	16	F-35A	F35AA7	ARR	19A3	50%ETR	170	346	682	0.2	0.005	111.3	55.9	72.6
SP19	17	F-35A	F35A123	DHP	01DD03	100%ETR	300	1783	1930	0.133	0	113.7	55.5	72.7
SP19	18	F-35A	F35B18	PAT	12II	100%ETR	250	1745	6617	3.356	0	99.5	55.4	72.7
SP19	19	F-35A	F35A103	DHP	01DD03	100%ETR	300	1783	1930	0.133	0	113.4	55.3	72.8
SP19	20	F-35A	F35AA10	ARR	19A6	50%ETR	170	347	490	0.08	0.002	113.9	54.5	72.9
SP20	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	566	2433	1,597	0.038	99	52.5	52.5
SP20	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	556	3087	1,597	0.038	96.2	49.8	54.4
SP20	3	F-35A	F35A14	PAT	12II	100%ETR	250	2071	11256	6.538	0	90.7	49.5	55.6
SP20	4	F-35A	F35B17	PAT	12II	100%ETR	250	2071	11256	4.475	0	90.7	47.9	56.3
SP20	5	F-35A	F35CA6	ARR	19A2	50%ETR	170	566	2433	0.534	0	99	46.9	56.8
SP20	6	F-35A	F35B18	PAT	12II	100%ETR	250	2071	11256	3.356	0	90.7	46.6	57.2
SP20	7	F-35A	F35AD23	DHP	01DD03	100%ETR	300	3394	4671	0.133	0	104.1	45.9	57.5
SP20	8	F-35A	F35A163	DHP	01DD03	100%ETR	300	2906	4282	0.089	0	105.1	45.1	57.7
SP20	9	F-35A	F35BA6	ARR	19A2	50%ETR	170	566	2433	0.219	0.009	99	44.5	57.9
SP20	10	F-35A	F35CA5	ARR	19A1	50%ETR	170	556	3087	0.534	0	96.2	44.1	58.1
SP20	11	F-35A	F35CD59	DHP	30DD2R	100%ETR	300	3087	7959	0.277	0	99.1	44.1	58.3
SP20	12	F-35A	F35CD57	DHP	30DD01	100%ETR	300	3087	7959	0.271	0	99	44	58.4
SP20	13	F-35A	F35AA8	ARR	19A4	50%ETR	170	566	2433	0.2	0.005	99	43.5	58.6
SP20	14	F-35A	F35AJ43	DHP	01DD03	100%ETR	300	2906	4282	0.089	0	102.7	42.8	58.7
SP20	15	F-35A	F35AD29	DHP	12D3	100%ETR	251	433	21089	14,294	0	80.1	42.3	58.8
SP20	16	F-35A	F35AT2	PAT	12II	50%ETR	225	1587	14161	15,908	0	79.7	42.3	58.9
SP20	17	F-35A	F35AD3	DHP	01DD03	35%ETR	300	3087	4290	0.133	0	100.3	42.1	59
SP20	18	F-35A	F35AT3	PAT	19T1	50%ETR	170	613	4536	0.837	0	91.9	41.8	59
SP20	19	F-35A	F35BA5	ARR	19A1	50%ETR	170	556	3087	0.219	0.009	96.2	41.8	59.1
SP20	20	F-35A	F35AA12	ARR	19A8	50%ETR	170	566	2433	0.12	0.003	99	41.3	59.2
SP21	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	659	1545	1,597	0.038	103.8	57.3	57.3
SP21	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	652	2357	1,597	0.038	99.4	53	58.7
SP21	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	659	1545	0.534	0	103.8	51.6	59.5
SP21	4	F-35A	F35BA6	ARR	19A2	50%ETR	170	659	1545	0.219	0.009	103.8	49.3	59.9
SP21	5	F-35A	F35AA8	ARR	19A4	50%ETR	170	659	1545	0.2	0.005	103.8	48.3	60.2
SP21	6	F-35A	F35A14	PAT	12II	53%ETR	250	2187	11764	6,538	0	89.1	47.9	60.4
SP21	7	F-35A	F35CA5	ARR	19A1	50%ETR	170	652	2357	0.534	0	99.4	47.3	60.6
SP21	8	F-35A	F35CD59	DHP	30DD2R	100%ETR	300	3087	6316	0.277	0	101.5	46.6	60.8
SP21	9	F-35A	F35CD57	DHP	30DD1	100%ETR	300	3087	6316	0.271	0	101.5	46.4	60.9
SP21	10	F-35A	F35B17	PAT	12II	33%ETR	250	2187	11764	4.475	0	89.1	46.2	61.1
SP21	11	F-35A	F35AA12	ARR	19A8	50%ETR	170	659	1545	0.12	0.003	103.8	46.1	61.2
SP21	12	F-35A	F35A123	DHP	01DD03	100%ETR	300	4174	4853	0.133	0	103.6	45.4	61.3
SP21	13	F-35A	F35B18	PAT	12II	33%ETR	250	2187	11764	3.356	0	89.1	45	61.4
SP21	14	F-35A	F35BA5	ARR	19A1	50%ETR	170	652	2357	0.219	0.009	99.4	44.9	61.5
SP21	15	F-35A	F35AD03	DHP	01DD03	100%ETR	300	3598	4382	0.089	0	104.8	44.8	61.6
SP21	16	F-35A	F35AA10	ARR	19A6	50%ETR	170	659	1545	0.08	0.002	103.8	44.3	61.7
SP21	17	F-35A	F35AA7	ARR	19A3	50%ETR	170	652	2357	0.2	0.005	99.4	44	61.8
SP21	18	F-35A	F35CA8	ARR	19A4	50%ETR	170	659	1545	0.067	0	103.8	42.6	61.8
SP21	19	F-35A	F35AA11	ARR	19A7	50%ETR	170	652	2357	0.12	0.003	99.4	41.8	61.9
SP21	20	F-35A	F35CD43	DHP	01DD03	100%ETR	300	3087	3784	0.026	0	106.6	41.4	61.9

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP22	1	F-35A	F35AA6	ARR	19A2	50%ETR	170	433	424	1.597	0.038	115.1	68.7	68.7
SP22	2	F-35A	F35AA5	ARR	19A1	50%ETR	170	433	472	1.597	0.038	114.2	67.8	71.8
SP22	3	F-35A	F35CA6	ARR	19A2	50%ETR	170	433	424	0.534	0	115.1	63	71.9
SP22	4	F-35A	F35CA5	ARR	19A1	50%ETR	170	433	472	0.534	0	114.2	62.1	72.3
SP22	5	F-35A	F35BA6	ARR	19A2	50%ETR	170	433	424	0.219	0.009	115.1	60.6	72.6
SP22	6	F-35A	F35BA5	ARR	19A1	50%ETR	170	433	472	0.219	0.009	114.2	59.8	72.8
SP22	7	F-35A	F35AA8	ARR	19A4	50%ETR	170	433	424	0.2	0.005	115.1	59.6	73
SP22	8	F-35A	F35AT3	PAT	19T1	50%ETR	170	548	857	0.837	0	109.1	58.9	73.2
SP22	9	F-35A	F35AA7	ARR	19A3	50%ETR	170	433	472	0.2	0.005	114.2	58.8	73.3
SP22	10	F-35A	F35AA12	ARR	19A8	50%ETR	170	433	424	0.12	0.003	115.1	57.4	73.4
SP22	11	F-35A	F35AA11	ARR	19A7	50%ETR	170	433	472	0.12	0.003	114.2	56.6	73.5
SP22	12	F-35A	F35A14	PAT	12II	100%ETR	250	1968	7484	6.538	0	97.2	56	73.6
SP22	13	F-35A	F35AA10	ARR	19A6	50%ETR	170	433	424	0.08	0.002	115.1	55.7	73.7
SP22	14	F-35A	F35AA9	ARR	19A5	50%ETR	170	433	472	0.08	0.002	114.2	54.8	73.7
SP22	15	F-35A	F35AO19	ARR	19O1	50%ETR	170	570	886	0.242	0.007	108.9	54.5	73.8
SP22	16	F-35A	F35AO20	ARR	19O2	50%ETR	170	570	886	0.242	0.007	108.9	54.5	73.8
SP22	17	F-35A	F35B17	PAT	12II	100%ETR	250	1968	7484	4.475	0	97.2	54.3	73.9
SP22	18	F-35A	F35C48	ARR	19A4	50%ETR	170	433	424	0.067	0	115.1	53.9	73.9
SP22	19	F-35A	F35C7	ARR	19A3	50%ETR	170	433	472	0.067	0	114.2	53.1	74
SP22	20	F-35A	F35B18	PAT	12II	100%ETR	250	1968	7484	3.356	0	97.2	53.1	74
SP23	1	F-35A	F35AA5	ARR	19A1	50%ETR	170	358	325	1.597	0.038	117.1	70.7	70.7
SP23	2	F-35A	F35AA6	ARR	19A2	50%ETR	170	357	442	1.597	0.038	114.8	68.4	72.7
SP23	3	F-35A	F35AT3	PAT	19T1	50%ETR	170	387	354	0.837	0	115.9	65.8	73.5
SP23	4	F-35A	F35CA5	ARR	19A1	50%ETR	170	358	325	0.534	0	117.1	65	74.1
SP23	5	F-35A	F35CA6	ARR	19A2	50%ETR	170	357	442	0.534	0	114.8	62.7	74.4
SP23	6	F-35A	F35BA5	ARR	19A1	50%ETR	170	358	325	0.219	0.009	117.1	62.6	74.7
SP23	7	F-35A	F35AA7	ARR	19A3	50%ETR	170	358	325	0.2	0.005	117.1	61.7	74.9
SP23	8	F-35A	F35AO19	ARR	19O1	50%ETR	170	411	379	0.242	0.007	116	61.5	75.1
SP23	9	F-35A	F35AO20	ARR	19O2	50%ETR	170	411	379	0.242	0.007	116	61.5	75.3
SP23	10	F-35A	F35B46	ARR	19A2	50%ETR	170	357	442	0.219	0.009	114.8	60.3	75.4
SP23	11	F-35A	F35AA11	ARR	19A7	50%ETR	170	358	325	0.12	0.003	117.1	59.4	75.5
SP23	12	F-35A	F35AA8	ARR	19A4	50%ETR	170	357	442	0.2	0.005	114.8	59.4	75.6
SP23	13	F-35A	F35A14	PAT	12II	100%ETR	250	1813	6247	6.538	0	100.1	58.8	75.7
SP23	14	F-35A	F35AA9	ARR	19A5	50%ETR	170	358	325	0.08	0.002	117.1	57.7	75.8
SP23	15	F-35A	F35B17	PAT	12II	100%ETR	250	1813	6247	4.475	0	100.1	57.2	75.8
SP23	16	F-35A	F35AA12	ARR	19A8	50%ETR	170	357	442	0.12	0.003	114.8	57.2	75.9
SP23	17	F-35A	F35AD63	DEP	01DD3	100%ETR	300	1439	1486	0.089	0	116.4	56.4	75.9
SP23	18	F-35A	F35AD43	DRP	01DD3	100%ETR	300	1439	1486	0.089	0	116.2	56.3	76
SP23	19	F-35A	F35C7	ARR	19A3	50%ETR	170	358	325	0.067	0	117.1	56	76
SP23	20	F-35A	F35B18	PAT	12II	100%ETR	250	1813	6247	3.356	0	100.1	55.9	76.1
SP24	1	F-35A	F35A13	PAT	30II	33%ETR	250	3087	3034	2.397	0	100.1	54.3	54.3
SP24	2	F-35A	F35B13	PAT	30II	33%ETR	250	3087	3034	1.572	0	100.1	52.7	56.6
SP24	3	F-35A	F35B16	PAT	30II	33%ETR	250	3087	3034	1.179	0	100.1	51.4	57.7
SP24	4	F-35A	F35C13	PAT	30II	33%ETR	250	3087	3034	0.331	0	100.1	45.9	58
SP24	5	F-35A	F35AD29	DEP	12D3	150%ETR	0	87	18508	14.294	0	77.9	40	58.1
SP24	6	F-35A	F35A12	PAT	12II	50%ETR	170	499	15223	15.908	0	75.7	38.3	58.1
SP24	7	F-35A	F35AD69	DEP	12D3	150%ETR	0	87	18508	9.529	0	77.8	38.3	58.2
SP24	8	F-35A	F35A19	DEP	12D3	150%ETR	0	87	18508	14.294	0	75.2	37.4	58.2
SP24	9	F-35A	F35AD39	DEP	30DD2R	100%ETR	300	2976	15860	1.419	0	85.1	37.3	58.2
SP24	10	F-35A	F35AD37	DEP	30DD1	100%ETR	300	2976	15860	1.387	0	85.1	37.2	58.3
SP24	11	F-35A	F35AD49	DEP	12D3	150%ETR	0	87	18508	9.529	0	76.2	36.6	58.3
SP24	12	F-35A	F35AI39	DEP	30DD2R	100%ETR	300	2454	15768	0.946	0	85.4	35.8	58.3
SP24	13	F-35A	F35AD77	DEP	30DD1	100%ETR	300	2454	15768	0.925	0	85.4	35.7	58.4
SP24	14	F-35A	F35CD29	DEP	12D3	150%ETR	0	87	18508	4.192	0	77.9	34.7	58.4
SP24	15	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2976	15860	1.419	0	82.4	34.5	58.4
SP24	16	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2976	15860	1.387	0	82.1	34.2	58.4
SP24	17	F-35A	F35BD10	DEP	12D3	150%ETR	0	87	18508	5.175	0	76.4	34.2	58.4
SP24	18	F-35A	F35CD49	DEP	12D3	150%ETR	0	87	18508	2.795	0	79	34.1	58.4
SP24	19	F-35A	F35A14	PAT	12II	50%ETR	170	719	14039	6.538	0	75.3	34	58.5
SP24	20	F-35A	F35AA1	ARR	12A1	50%ETR	170	595	14375	11.094	0.264	71.9	33.9	58.5

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEI (dB)	DNI (dB)	Cumulative DNI (dB)
										Day	Night			
SP25	1	F-35A	F35A13	PAT	3011	33%ETR	250	3087	3920	2,297	0	97.5	51.7	51.7
SP25	2	F-35A	F35B13	PAT	3011	33%ETR	250	3087	3920	1,572	0	97.5	50.1	54
SP25	3	F-35A	F35B16	PAT	3011	33%ETR	250	3087	3920	1,179	0	97.5	48.8	55.2
SP25	4	F-35A	F35C13	PAT	3011	33%ETR	250	3087	3920	0.331	0	97.5	43.3	55.4
SP25	5	F-35A	F35AD29	DEP	12D3	150%ETR	0	87	20943	14,294	0	76.3	38.5	55.5
SP25	6	F-35A	F35AD69	DEP	12D3	150%ETR	0	87	20943	9,529	0	76.2	36.7	55.6
SP25	7	F-35A	F35A109	DEP	12D3	150%ETR	0	87	20943	14,294	0	73.4	35.6	55.6
SP25	8	F-35A	F35A139	DHP	30D1D28	100%ETR	300	3117	18021	1,419	0	83.2	35.3	55.7
SP25	9	F-35A	F35AD37	DEP	30DD1	100%ETR	300	3117	18021	1,387	0	83.2	35.2	55.7
SP25	10	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	8289	11481	0.158	0	92.1	34.7	55.7
SP25	11	F-35A	F35AT12	PAT	12T1	50%ETR	170	523	17369	15,908	0	71.5	34.2	55.8
SP25	12	F-35A	F35AD39	DEP	12D3	150%ETR	0	87	20943	9,529	0	75.6	34	55.8
SP25	13	F-35A	F35AD79	DEP	30D1D28	100%ETR	300	2589	17935	0.946	0	83.4	33.8	55.8
SP25	14	F-35A	F35AD77	DEP	30DD1	100%ETR	300	2589	17935	0.925	0	83.4	33.7	55.8
SP25	15	F-35A	F35CD29	DEP	12D3	150%ETR	0	87	20943	4,192	0	76.3	33.2	55.9
SP25	16	F-35A	F35AD58	DEP	30DD2L	100%ETR	300	8309	11496	0.105	0	92.2	33.1	55.9
SP25	17	F-35A	F35HD109	DHP	12D3	150%ETR	0	87	20943	5,175	0	75.1	32.8	55.9
SP25	18	F-35A	F35AD38	DEP	30DD2L	100%ETR	300	11842	14396	0.158	0	89.7	32.3	55.9
SP25	19	F-35A	F35CD49	DEP	12D3	150%ETR	0	87	20943	2,795	0	77.1	32.2	55.9
SP25	20	F-35A	F35AD19	DEP	30DD2B	35%ETR	300	3087	17996	1,419	0	80	32.1	56
SP26	1	F-35A	F35A13	PAT	3011	33%ETR	250	3087	3065	2,297	0	94.1	48.3	48.3
SP26	2	F-35A	F35BD3	PAT	3011	33%ETR	250	3087	3065	1,572	0	94.1	46.7	50.6
SP26	3	F-35A	F35B16	PAT	3011	33%ETR	250	3087	3065	1,179	0	94.1	45.4	51.8
SP26	4	F-35A	F35C13	PAT	3011	33%ETR	250	3087	3065	0.331	0	94.1	39.9	52
SP26	5	F-35A	F35A129	DHP	12D3	150%ETR	0	87	20590	14,294	0	76.8	38.9	52.2
SP26	6	F-35A	F35AD69	DEP	12D3	150%ETR	0	87	20590	9,529	0	76.7	37.2	52.4
SP26	7	F-35A	F35AT2	PAT	12T1	50%ETR	170	445	18456	15,908	0	73.9	36.5	52.5
SP26	8	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	20590	14,294	0	74.1	36.3	52.6
SP26	9	F-35A	F35A149	DHP	12D3	150%ETR	0	87	20590	9,529	0	74.8	35.3	52.7
SP26	10	F-35A	F35AD39	DEP	30DD2B	100%ETR	300	2680	18903	1,419	0	82.3	34.5	52.7
SP26	11	F-35A	F35AD37	DEP	30DD1	100%ETR	300	2680	18903	1,387	0	82.3	34.4	52.8
SP26	12	F-35A	F35CD29	DEP	12D3	150%ETR	0	87	20590	4,192	0	76.8	33.6	52.8
SP26	13	F-35A	F35BD109	DEP	12D3	150%ETR	0	87	20590	5,175	0	75.7	33.4	52.9
SP26	14	F-35A	F35AD79	DEP	30DD2B	100%ETR	300	2165	18835	0.946	0	82.5	32.9	52.9
SP26	15	F-35A	F35AD77	DEP	30DD1	100%ETR	300	2165	18835	0.925	0	82.5	32.7	53
SP26	16	F-35A	F35CD49	DEP	12D3	150%ETR	0	87	20590	2,795	0	77.6	32.7	53
SP26	17	F-35A	F35AD19	DEP	30DD2B	100%ETR	300	2680	18903	1,419	0	79.9	32.1	53.1
SP26	18	F-35A	F35C1369	DHP	12D3	150%ETR	0	87	20590	2,795	0	76.7	31.8	53.1
SP26	19	F-35A	F35AD18	DEP	30DD2L	100%ETR	300	9244	13957	0.158	0	89.2	31.8	53.1
SP26	20	F-35A	F35AD28	DEP	12D2	150%ETR	0	87	20590	1,787	0	78.2	31.4	53.1
SP27	1	F-35A	F35A13	PAT	3011	33%ETR	250	3087	3255	2,297	0	90.4	44.6	44.6
SP27	2	F-35A	F35B13	PAT	3011	33%ETR	250	3087	3255	1,572	0	90.4	43	46.9
SP27	3	F-35A	F35B16	PAT	3011	33%ETR	250	3087	3255	1,179	0	90.4	41.7	48
SP27	4	F-35A	F35AD29	DEP	12D3	150%ETR	0	87	24084	14,294	0	74.9	37	48.4
SP27	5	F-35A	F35C13	PAT	3011	33%ETR	250	3087	3255	0.331	0	90.4	36.2	48.6
SP27	6	F-35A	F35AD69	DHP	12D3	150%ETR	0	87	24084	9,529	0	74.6	35.1	48.8
SP27	7	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	24084	14,294	0	71.9	34	49
SP27	8	F-35A	F35AD49	DEP	12D3	150%ETR	0	87	24084	9,529	0	72.1	32.5	49.1
SP27	9	F-35A	F35AT2	PAT	12T1	50%ETR	170	404	22793	15,908	0	69.7	32.3	49.1
SP27	10	F-35A	F35CD29	DHP	12D3	150%ETR	0	87	24084	4,192	0	74.9	31.7	49.2
SP27	11	F-35A	F35BD109	DEP	12D3	150%ETR	0	87	24084	5,175	0	73.9	31.7	49.3
SP27	12	F-35A	F35AD39	DHP	30DD2B	100%ETR	300	2453	23075	1,419	0	78.7	30.8	49.4
SP27	13	F-35A	F35AD37	DEP	30DD1	100%ETR	300	2453	23075	1,387	0	78.6	30.7	49.4
SP27	14	F-35A	F35CD49	DEP	12D3	150%ETR	0	87	24084	2,795	0	75.5	30.6	49.5
SP27	15	F-35A	F35AD19	DEP	30DD2B	100%ETR	300	2453	23075	1,419	0	78.3	30.4	49.5
SP27	16	F-35A	F35A118	DHP	30D1D21	100%ETR	300	10600	14690	0.158	0	87.8	30.4	49.6
SP27	17	F-35A	F35AD8	DEP	12D2	150%ETR	0	87	24084	1,787	0	76.8	29.9	49.6
SP27	18	F-35A	F35CD69	DEP	12D3	150%ETR	0	87	24084	2,795	0	74.6	29.7	49.7
SP27	19	F-35A	F35BD89	DHP	12D3	150%ETR	0	87	24084	5,175	0	71.8	29.6	49.7
SP27	20	F-35A	F35AD79	DEP	30DD2B	100%ETR	300	1943	23025	0.946	0	78.8	29.2	49.8

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Table 6. Contributors at Locations of Interest (Concluded)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SPL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP28	1	F-35A	F35A13	PAT	30II	33%ETR	250	3087	3048	2,297	0	98.5	52.7	52.7
SP28	2	F-35A	F35B13	PAT	30II	33%ETR	250	3087	3048	1,572	0	98.5	51.1	55
SP28	3	F-35A	F35B16	PAT	30II	33%ETR	250	3087	3048	1,179	0	98.5	49.8	56.1
SP28	4	F-35A	F35C13	PAT	30II	33%ETR	250	3087	3048	0.331	0	98.5	44.3	56.4
SP28	5	F-35A	F35AD29	DEP	12D3	150%ETR	0	87	18764	14,294	0	77.8	40	56.5
SP28	6	F-35A	F35AD69	DEP	12D3	150%ETR	0	87	18764	9,529	0	77.8	38.2	56.6
SP28	7	F-35A	F35AT2	PAT	12T1	50%ETR	170	484	15784	15,908	0	75.1	37.8	56.6
SP28	8	F-35A	F35AD9	DEP	12D3	150%ETR	0	87	18764	14,294	0	75.1	37.3	56.7
SP28	9	F-35A	F35AD39	DEP	30DD2R	100%ETR	300	2894	16377	1,419	0	84.7	36.8	56.7
SP28	10	F-35A	F35AD37	DEP	30DD1	100%ETR	300	2894	16377	1,387	0	84.7	36.7	56.8
SP28	11	F-35A	F35AD49	DEP	12D3	150%ETR	0	87	18764	9,529	0	75.9	36.3	56.8
SP28	12	F-35A	F35AD79	DEP	30DD2R	100%ETR	300	2375	16291	0,946	0	84.9	35.2	56.8
SP28	13	F-35A	F35AD77	DEP	30DD1	100%ETR	300	2375	16291	0,925	0	84.9	35.1	56.9
SP28	14	F-35A	F35CD29	DEP	12D3	150%ETR	0	87	18764	4,192	0	77.8	34.6	56.9
SP28	15	F-35A	F35BD109	DEP	12D3	150%ETR	0	87	18764	5,175	0	76.3	34	56.9
SP28	16	F-35A	F35AD19	DEP	30DD2R	100%ETR	300	2894	16378	1,419	0	81.7	33.9	56.9
SP28	17	F-35A	F35CD49	DEP	12D3	150%ETR	0	87	18764	2,795	0	78.7	33.8	57
SP28	18	F-35A	F35AD17	DEP	30DD1	100%ETR	300	2894	16378	1,387	0	81.3	33.4	57
SP28	19	F-35A	F35A14	PAT	12II	50%ETR	170	692	14789	6,538	0	74.5	33.3	57
SP28	20	F-35A	F35CD69	DEP	12D3	150%ETR	0	87	18764	2,795	0	77.8	32.9	57

Feel free to contact me at 703/415-4550 ext. 32, should you have any questions.

Sincerely,

Koffi Amefia
Noise Analyst

KA/vt



February 13, 2008

J/N 53638

Mr. Henry McLaurine
SAIC
1140 Eglin Parkway
Suite 101
Shalimar, FL 23502

Reference: Scenario Five

Dear Mr. McLaurine:

This letter documents the results of the **Scenario Five** noise run in support of the Environmental Impact Statement (EIS) for the Proposed Beddown of the Joint Strike Fighter at Eglin Air Force Base (AFB) and the Implementation of the Base Realignment and Closure (BRAC) Commission recommendations. The noise modeling requirements are further outlined in "Attachment 1, Statement of Work (SOW), Rev. February 19, 2007" and "Proposal Assumptions for Draft_SOW_Mod2_TOO206_HCM 021707." This analysis includes Eglin AFB, Duke Field and Naval Outlying Landing Field (NOLF) Choctaw.

This letter describes the model and assumptions, airfield configurations, operational data, sensitive receptor analysis and the resulting contours for Scenario Five run. All data and assumptions used were developed in collaboration with the 46th Test Wing (46TW) personnel and validated by a representative from the Eglin F-35 Site Activation Task Force.

Scenario Five

Under this scenario, flights would originate from and terminate at Eglin AFB. The majority of training activities by the Air Force's F-35A Conventional TakeOff and Landing (CTOL) and the Marine Corps' F-35B Short TakeOff and Vertical Landing (STOVL) aircraft would take place at Duke Filed. The majority of training activities by the Navy's F-35C Carrier Variant (CV) would take place at NOLF Choctaw. The total numbers of flight operations (defined as a takeoff or landing of one aircraft with patterns counted as two operations) was estimated at 121,000 for Eglin AFB, 85,000 for Duke Field and 34,000 for NOLF Choctaw.

NOISEMAP Version 7

Analyses of aircraft noise exposure around Department of Defense (DoD) facilities are normally accomplished using a group of computer-based programs, collectively called NOISEMAP. The NOISEMAP suite of computer programs was primarily developed by the Air Force, which serves as the lead DoD agency for aircraft noise modeling. The NOISEMAP suite of computer programs includes BaseOps, OMEGA10, OMEGA11, NOISEMAP and NMPlot. The suite also includes the NOISEFILE databases.

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BaseOps

The BaseOps program allows entry of runway coordinates, airfield information, flight tracks, flight profiles (engine thrust settings, altitudes, speeds in addition to pitch, yaw, roll and nacelle angles for tilt rotors and helicopters) along each flight track for each aircraft, numbers of daily flight operations, run-up coordinates, run-up profiles, and run-up operations. For entry into Baseops, closed-pattern operations which are counted by ATC as two operations (one departure and one arrival), are entered in the program as one noise event (one departure followed by one arrival with the aircraft remaining in the vicinity of the airfield).

OMEGA10

For fixed-wing and helicopters modeled using NOISEMAP, the OMEGA10 program calculates the SEL versus distance for each model of aircraft from the NOISEFILE database, taking into consideration the specified speeds, engine thrust settings, and environmental conditions appropriate to each type of flight operation. The NOISEFILE database contains one-third octave band sound data for flight and ground run-up by most military aircraft and some civil aircraft. The OMEGA10 output is used by NOISEMAP in subsequent calculations.

OMEGA11

The OMEGA11 program calculates maximum A-weighted sound levels from the NOISEFILE database for each model of aircraft taking into consideration the engine thrust settings and environmental conditions appropriate to run-up operations. Similar to the OMEGA10 output, the OMEGA11 output is also used by NOISEMAP in subsequent calculations.

NOISEMAP

NOISEMAP uses the OMEGA10 and OMEGA11 outputs, incorporates the number of day and night operations, flight paths, and profiles of the aircraft to calculate DNL at many points on the ground around the facility. This process results in a "grid" file containing noise levels at different points of a user specified rectangular area. NOISEMAP Version 7 has been expanded to include atmospheric sound propagation effects over varying terrain, including hills and mountainous regions, as well as regions of varying acoustical impedance—for example, water around coastal regions. This feature was used in computing the noise levels presented in this analysis because the area around Eglin AFB features large bodies of water.

Airfield Configuration

Eglin AFB

Eglin AFB is located about a mile southwest of Valparaiso, Florida. As depicted in the Eglin AFB configuration map (Figure 1), Eglin is centered on two runways. Runway 12/30 is 12,005-feet long and 300-feet wide and Runway 01/19 is 10,012-feet long and 300-feet wide. In the context of the F-35 beddown at Eglin AFB, there would be an addition of two Vertical Takeoff and Landing (VTOL) pads, labeled in Figure 1 as 12PN/30PN and 12PS/30PS. These pads would be 250 feet by 250 feet. Eglin AFB elevation is 87 feet above Mean Sea Level (MSL) and the magnetic declination is 1.9 degrees west.

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Duke Field

Duke Field is located approximately three miles west of Crestview, Florida. As depicted in the Duke Field configuration map (Figure 2), Duke Field consists of one main runway and one assault strip. Runway 18/36 is 8,000-feet long and 200-feet wide. The Assault Strip (Runway 18A/36A) is 3,500-feet long and 200-feet wide. Under Scenario Five, there would be an addition of a Landing Hover Deck (LHD) and two VTOL pads. In Figure 2, the LHD is labeled 18D/36D and the VTOL pads 18PN/36PN and 18PS/36PS. The vertical landing pads are 250 feet by 250 feet. The elevation at Duke Field is 191 feet MSL and the magnetic declination is 1.7 degrees west.

NOLF Choctaw

NOLF Choctaw is located near Milton, Florida. As depicted in Figure 3, NOLF Choctaw configuration map, the airfield consists of one active runway. Runway 18/36 is 7,650-feet long and 200-feet wide. The elevation at NOLF Choctaw is 102 feet MSL and the magnetic declination is 0.85 degrees west.

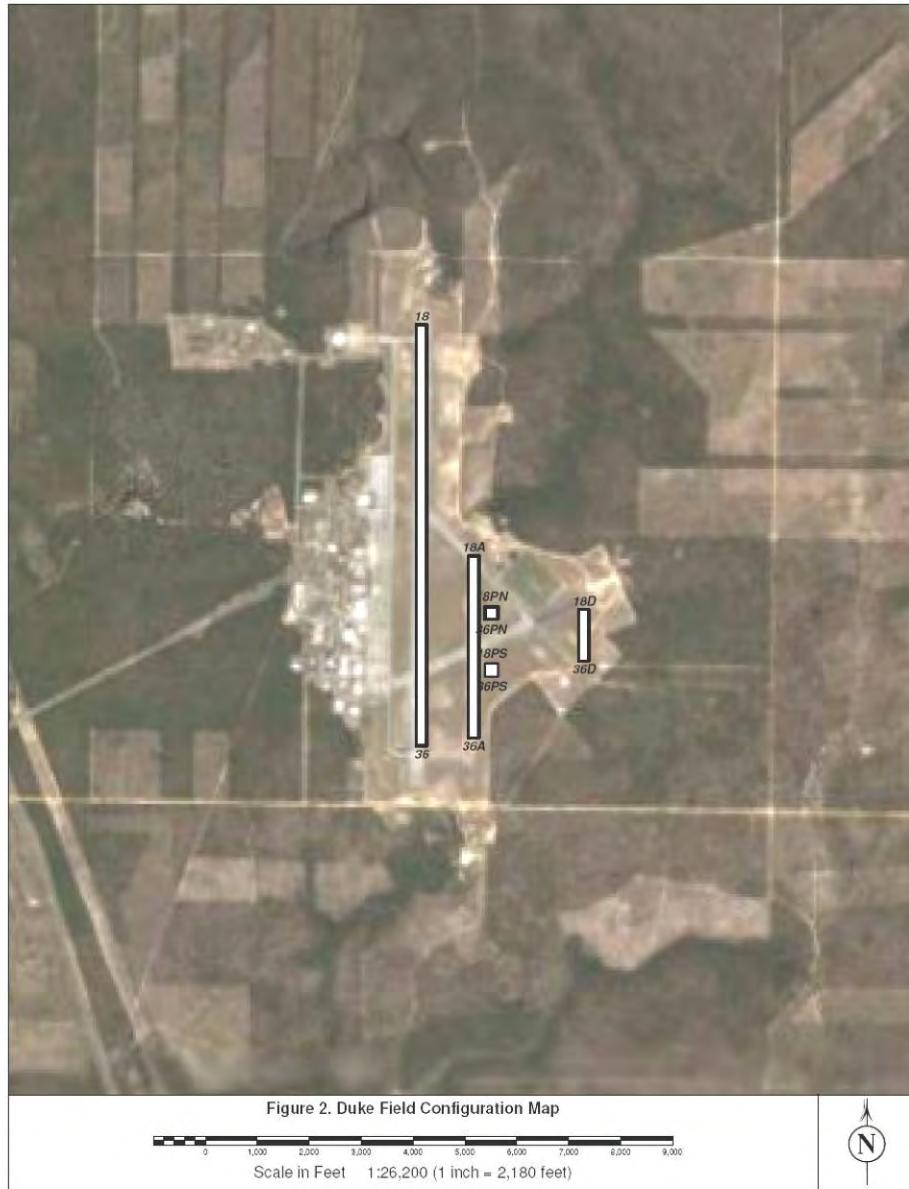
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Locations of Interest

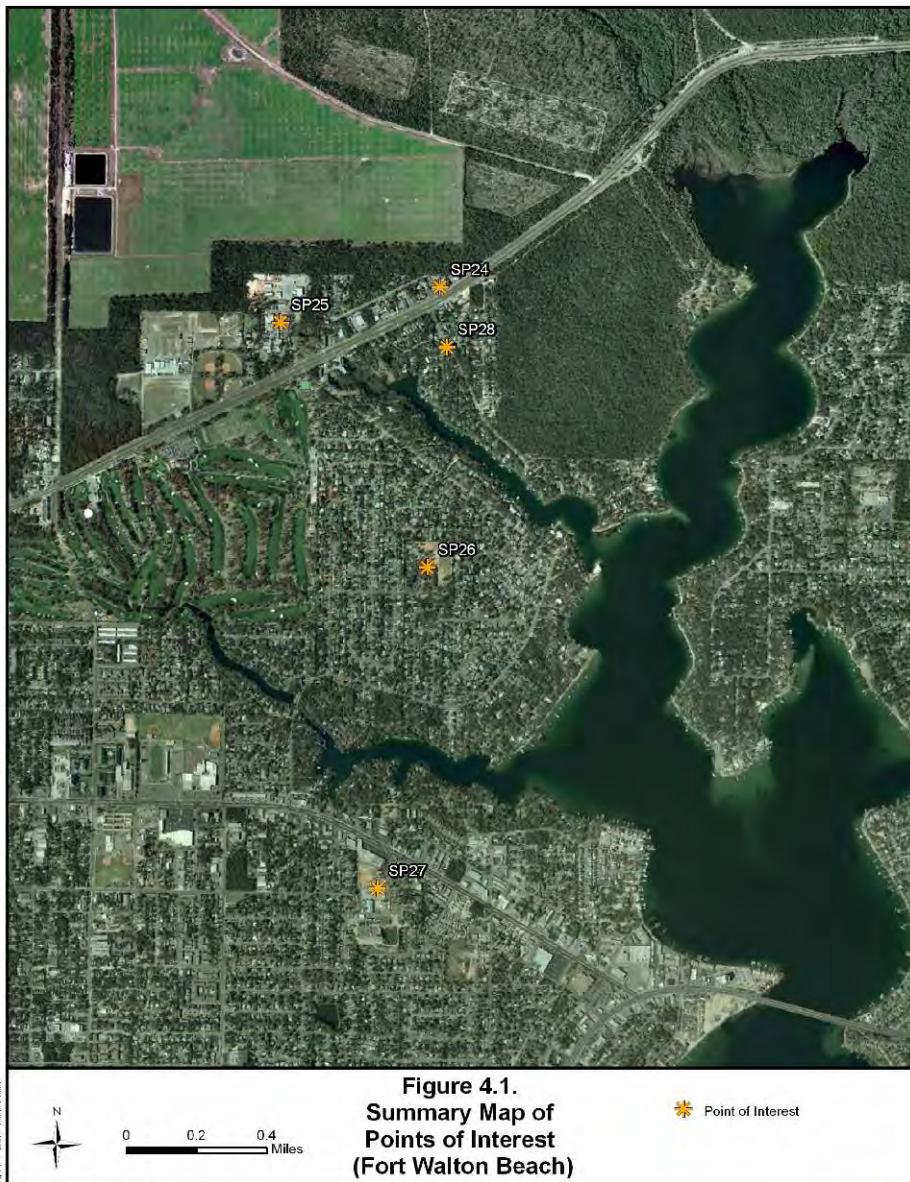
As part of the noise analysis, a detailed acoustical analysis was performed for a series of locations, which are listed in Table 1 and shown in Figures 4-1, 4-2 and 4-3. Figure 4-1 shows locations near the city of Fort Walton Beach. Figure 4-2 depicts locations on and in the vicinity of Eglin AFB. Figure 4-3 shows locations near the city of Valparaiso.

Table 1. Locations of Interest near Eglin AFB

Location ID	General Description	Latitude (WGS84)	Longitude (WGS84)
SP1	Eglin Housing (Capehart)	N 30° 27.7260'	W 86° 32.0602'
SP2	Eglin Housing (Ben's Lake)	N 30° 27.9786'	W 86° 32.6446'
SP3	Chapel 2 - Building 2574	N 30° 28.0545'	W 86° 32.9153'
SP4	Cherokee Elem. School	N 30° 28.0592'	W 86° 32.7230'
SP5	Child Development Center	N 30° 28.0726'	W 86° 32.3707'
SP6	Oakhill School	N 30° 28.2399'	W 86° 32.1440'
SP7	Eglin Hospital	N 30° 27.7062'	W 86° 33.3051'
SP8	Eglin VAQ and Dorms	N 30° 29.1113'	W 86° 30.0943'
SP9	Eglin Chapel 1	N 30° 29.8260'	W 86° 07.9653'
SP10	JSF ITC	N 30° 28.6894'	W 86° 32.9662'
SP11	Lewis Middle School	N 30° 29.5813'	W 86° 07.9653'
SP12	Valparaiso Elementary School	N 30° 30.1947'	W 86° 07.9653'
SP13	First Assembly of God (Valp)	N 30° 30.6765'	W 86° 30.3143'
SP14	New Hope Baptist (Valp)	N 30° 30.7426'	W 86° 30.2948'
SP15	Sovereign Grace Church (Valp)	N 30° 30.6563'	W 86° 30.0692'
SP16	First Baptist Church (Valp)	N 30° 30.6200'	W 86° 29.9500'
SP17	Unitarian Church (Valp)	N 30° 30.8172'	W 86° 29.6067'
SP18	Housing (Valp)	N 30° 30.5187'	W 86° 30.3225'
SP19	Housing (Valp)	N 30° 30.9077'	W 86° 30.3376'
SP20	Edge Elementary School	N 30° 31.6322'	W 86° 29.6852'
SP21	Twin Cities Medical Center	N 30° 32.0156'	W 86° 29.7390'
SP22	Niceville Community Church	N 30° 31.2748'	W 86° 30.3176'
SP23	Private School (Niceville)	N 30° 30.9844'	W 86° 30.4512'
SP24	Private School (Ft Walton)	N 30° 28.2321'	W 86° 36.4212'
SP25	Okaloosa Walton College	N 30° 28.1460'	W 86° 36.8792'
SP26	Kenwood Elementary	N 30° 27.5359'	W 86° 36.4608'
SP27	Pryor Middle School	N 30° 26.7376'	W 86° 36.6058'
SP28	Housing (Ft Walton Bch)	N 30° 28.0831'	W 86° 36.4028'

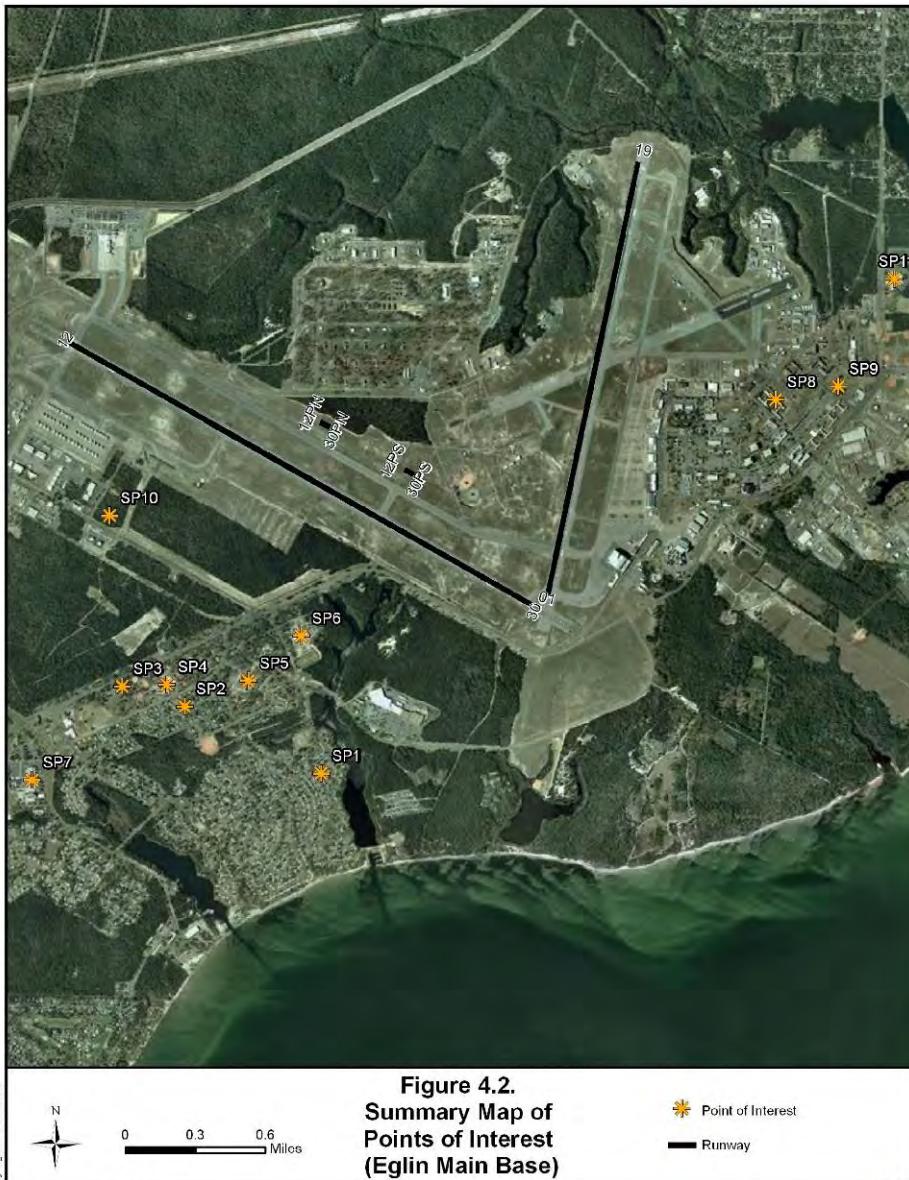
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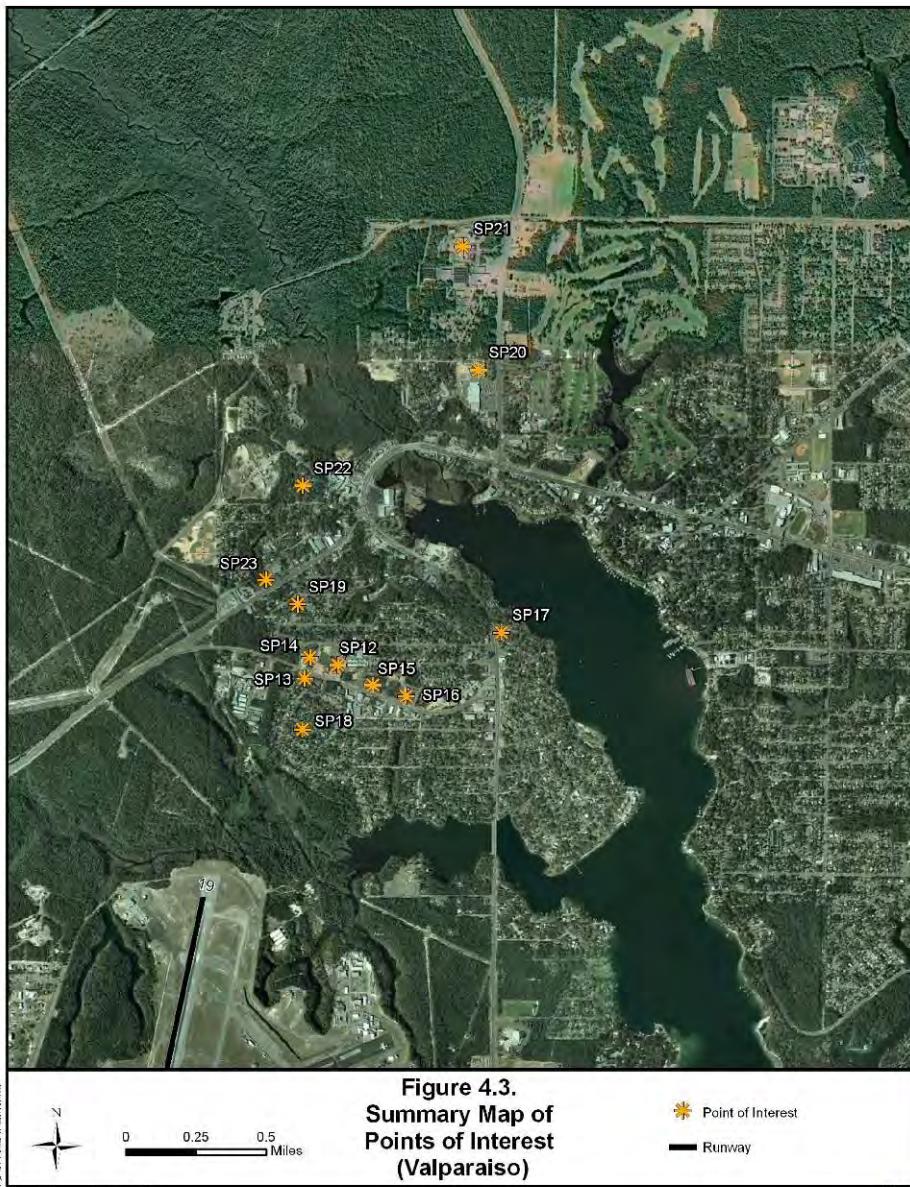
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Input Data

Daily Flight Operations

The first step in the noise analysis process is to determine the number of flight operations for an average day. The computer noise model requires input of the daily operations by aircraft type, operation type, and temporal period (acoustical daytime hours of 0700-2200 and nighttime hours of 2200-0700). The number and type of operations used for this analysis were based on a syllabus provided by the 46th TW. Tables 2-1, 2-2 and 2-3 present the daily flight operations for all three versions of the F-35 for all three airfields. The data is based on 246 days of operations.

Table 2-1. Eglin AFB Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Conventional Departure**	73.91	0.00	73.91	9.94	0.00	9.94	21.51	0.00	21.51	105.36	0.00	105.36
Short Takeoff Departure	0.00	0.00	0.00	15.51	0.00	15.51	0.00	0.00	0.00	15.51	0.00	15.51
Overhead Break Arrival (Conventional Landings)	38.98	2.60	41.58	2.32	0.15	2.47	15.94	1.06	17.00	57.23	3.82	61.05
Overhead Break Arrival (Slow Landings)	0.00	0.00	0.00	2.22	0.15	2.37	0.00	0.00	0.00	2.22	0.15	2.37
Overhead Break Arrival (RVL)	0.00	0.00	0.00	1.71	0.11	1.82	0.00	0.00	0.00	1.71	0.11	1.82
Overhead Break Arrival (VL)	0.00	0.00	0.00	2.72	0.18	2.90	0.00	0.00	0.00	2.72	0.18	2.90
Standard Straight-in Arrivals	18.77	1.25	20.02	2.66	0.18	2.84	4.22	0.28	4.50	25.65	1.71	27.36
Standard Straight-in Arrivals (Slow Landings)	0.00	0.00	0.00	5.06	0.34	5.40	0.00	0.00	0.00	5.06	0.34	5.40
SFO Arrivals (Break)	9.24	0.00	9.24	6.40	0.00	6.40	0.00	0.00	0.00	15.64	0.00	15.64
SFO Arrival (Straight-in)	3.08	0.00	3.08	1.20	0.00	1.20	0.00	0.00	0.00	4.28	0.00	4.28
Touch and Go *	67.75	0.00	67.75	27.92	0.00	27.92	90.36	0.00	90.36	186.03	0.00	186.03
IFR Pattern *	40.04	0.00	40.04	5.68	0.00	5.68	8.80	0.00	8.80	54.52	0.00	54.52
IFR Pattern (Slow Landings) *	0.00	0.00	0.00	10.80	0.00	10.80	0.00	0.00	0.00	10.80	0.00	10.80
TOTAL	251.77	3.85	255.62	94.13	1.11	95.25	140.82	1.34	142.17	486.73	6.31	493.03

Source: 46th TW

* Counted as two operations

** 60% Afterburner and 40% Mil

RVL - Rolling Vertical Landing

VL - Vertical Landing

SFO - Simulated Flame-Out

IFR - Instrument Flight Rules

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Table 2-2. Duke Field Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			TOTAL		
	0700- 2200	2300- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Interfacility Departure (From main runway)	25.99	1.73	27.72	20.79	1.39	22.18	0.00	0.00	0.00	46.78	3.12	49.90
Interfacility Departure (From assault strip)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Overhead Break Arrival (East Side)	0.00	0.00	0.00	5.87	0.39	6.26	0.00	0.00	0.00	5.87	0.39	6.26
Overhead Break Arrival (West Side)	7.70	0.00	7.70	0.00	0.00	0.00	0.00	0.00	0.00	7.70	0.00	7.70
Carrier Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Break Arrival (West Side)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Break Arrival to VL (East Side)	0.00	0.00	0.00	3.52	0.23	3.75	0.00	0.00	0.00	3.52	0.23	3.75
Standard Straight-in Arrivals	5.77	0.38	6.16	0.00	0.00	0.00	0.00	0.00	0.00	5.77	0.38	6.16
Standard Straight-in Arrivals (Slow Landing)	0.00	0.00	0.00	1.80	0.12	1.92	0.00	0.00	0.00	1.80	0.12	1.92
FOB Standard Straight-in Arrivals to RVL (Assault Strip)	0.00	0.00	0.00	2.20	0.15	2.35	0.00	0.00	0.00	2.20	0.15	2.35
SFO Arrivals (Break)	12.47	0.00	12.47	6.60	0.00	6.60	0.00	0.00	0.00	19.07	0.00	19.07
SFO Arrival (Straight-in)	1.39	0.00	1.39	1.30	0.00	1.30	0.00	0.00	0.00	2.69	0.00	2.69
Multiple SFO Patterns *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Conventional Touch and Go Pattern (East Side) *	0.00	0.00	0.00	49.88	3.33	53.21	0.00	0.00	0.00	49.88	3.33	53.21
Conventional Touch and Go Pattern (West Side) *	112.60	7.51	120.11	0.00	0.00	0.00	0.00	0.00	0.00	112.60	7.51	120.11
Carrier Pattern (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern to Slow Landing (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carrier Pattern to Slow Landing (West Side) *	0.00	0.00	0.00	22.67	1.51	24.18	0.00	0.00	0.00	22.67	1.51	24.18
Carrier Pattern to RVL (East Side) *	0.00	0.00	0.00	17.34	1.16	18.50	0.00	0.00	0.00	17.34	1.16	18.50
FOB FCLP to VL (East Side) *	0.00	0.00	0.00	27.70	1.85	29.55	0.00	0.00	0.00	27.70	1.85	29.55
TOTAL	165.92	9.62	175.55	159.68	10.12	169.80	0.00	0.00	0.00	325.61	19.74	345.35

Source: 46th TW

* Counted as two operations

VL - Vertical Landing

FOB - Forward Operating Base

RVL - Rolling Vertical Landing

SFO - Simulated Flame Out

FCLP - Field Carrier Landing Practice

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Table 2-3. NOLF Choctaw Projected Average Daily Operations

Operation Type	F-35A			F-35B			F-35C			Total		
	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total	0700- 2200	2200- 0700	Total
Interfacility Departure	11.55	0.77	12.32	0.00	0.00	0.00	10.26	0.68	10.94	21.81	1.45	23.26
Carrier Break Arrival (East Side)	0.00	0.00	0.00	0.00	0.00	0.00	2.99	0.20	3.19	2.99	0.20	3.19
Carrier Break Arrival (West Side)	0.00	0.00	0.00	0.00	0.00	0.00	2.99	0.20	3.19	2.99	0.20	3.19
Standard Straight-in Arrivals	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SFO Arrivals (Break)	12.32	0.00	12.32	0.00	0.00	0.00	4.56	0.00	4.56	16.88	0.00	16.88
SFO Arrival (Straight-in)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Multiple SFO Patterns *	24.64	0.00	24.64	0.00	0.00	0.00	4.08	0.00	4.08	28.72	0.00	28.72
FCLP (East Side) *	0.00	0.00	0.00	0.00	0.00	0.00	13.63	0.91	14.54	13.63	0.91	14.54
FCLP (West Side) *	0.00	0.00	0.00	0.00	0.00	0.00	13.63	0.91	14.54	13.63	0.91	14.54
Carrier Pattern*	0.00	0.00	0.00	0.00	0.00	0.00	30.38	2.03	32.40	30.38	2.03	32.40
TOTAL	48.51	0.77	49.28	0.00	0.00	0.00	82.52	4.93	87.44	131.02	5.70	136.72

Source: 46th TW

* Counted as two operations

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

Runway Usage

The second step is the allocation of the modeled average daily events by runway. The daily operation numbers were successively multiplied by runway utilization percentage for each aircraft type and operation type. Tables 3-1, 3-2 and 3-3 present the runway usage for all three versions of the F-35 for all three airfields. The data is based on anticipated wind directions as well as operational requirements. The following applies to this scenario in particular:

- ✓ 85 percent of all initial takeoffs were modeled as south flow (Runways 19 and 12) and the remaining 15 percent north flow (Runways 01 and 30). On south flow, 95 percent of initial takeoffs were modeled on Runway 12 (80.75 percent of all takeoffs) and the remaining 5 percent on Runway 19 (4.25 percent of all takeoffs). In a similar way, on north flow, initial takeoffs were modeled equally for Runway 01 (7.5 percent of all takeoffs) and Runway 30 (7.5 percent of all takeoffs).
- ✓ Standard Straight-in Arrivals were modeled primarily on Runway 19 (75 percent of the time), with the remaining operations on Runway 12 (10 percent of the time) and Runway 30 (15 percent of the time).
- ✓ IFR patterns were modeled to Runway 19 85 percent of the time and Runway 30 the remaining 15 percent of the time.



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Table 3-1. Eglin AFB Projected Runway Usage

Operation Type	Runway/Pad									
	01	01D	12	19	30	30D	12PN - North Pad 120	30PN - North Pad 300	12PS - South Pad 120	30PS - South Pad 300
Afterburner Departure		7.50%	80.75%	4.25%		7.50%				
Mil Departure			80.75%	4.25%		15.00%				
Short Takeoff Departure ¹			80.75%	4.25%		15.00%				
Overhead Break Arrival (Conventional Landings)	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (Slow Landings) ¹	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (RVL) ¹	0.75%		80.75%	4.25%		14.25%				
Overhead Break Arrival (VL) ¹							42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals			10.00%	75.00%	15.00%					
Standard Straight-in Arrivals (Slow Landings) ¹			10.00%	75.00%	15.00%					
SFO Arrivals (Break)	0.75%		80.75%	4.25%	14.25%					
SFO Arrival (Straight-in)	0.75%		80.75%	4.25%	14.25%					
Touch and Go *	0.75%		80.75%	4.25%	14.25%					
IFR Pattern *				85.00%	15.00%					
IFR Pattern (Slow Landings) ¹ *				85.00%	15.00%					

Source: 46th TW

* Counted as two operations

¹ F-35B STOVL Only

RVL - Rolling Vertical Landing

VL - Vertical Landing

SFO - Simulated Flame-Out

IFR - Instrument Flight Rules

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Table 3-2. Duke Field Projected Runway Usage

Operation Type	Runway/Pad									
	18	36	18A - Assault Strip 180	36A - Assault Strip 360	18D - LHD	36D - LHD	18PN - North Pad 180	36PN - North Pad 360	18PS - South Pad 180	36PS - South Pad 360
Interfacility Departure (From main runway)	85.00%	15.00%								
Interfacility Departure (From assault strip) ¹			85.00%	15.00%						
Overhead Break Arrival (East Side)	85.00%	15.00%								
Overhead Break Arrival (West Side)	85.00%	15.00%								
Carrier Break Arrival (East Side) ²	100.00%									
Carrier Break Arrival (West Side) ²		100.00%								
Carrier Break Arrival to VL (East Side) ¹							42.50%	7.50%	42.50%	7.50%
Standard Straight-in Arrivals	85.00%	15.00%								
Standard Straight-in Arrivals (Slow Landing) ¹	85.00%	15.00%								
FOB Standard Straight-in Arrivals to RVL (Assault Strip) ¹			85.00%	15.00%						
SFO Arrivals (Break)	85.00%	15.00%								
SFO Arrival (Straight-in)	85.00%	15.00%								
Multiple SFO Patterns ³	85.00%	15.00%								
Conventional Touch and Go Pattern (East Side)*	85.00%	15.00%								
Conventional Touch and Go Pattern (West Side)*	85.00%	15.00%								
Carrier Pattern (East Side) ^{2*}	100.00%									
Carrier Pattern (West Side) ^{2*}		100.00%								
Carrier Pattern to Slow Landing (East Side) ^{1*}	85.00%	15.00%								
Carrier Pattern to Slow Landing (West Side) ^{1*}	85.00%	15.00%								
Carrier Pattern to RVL (East Side) ^{1*}			85.00%	15.00%						
FOB FCLP to VL (East Side) ^{1*}					100.00%					

Source: 46th TW

FOB - Forward Operating Base

* Counted as two operations

RVL - Rolling Vertical Landing

¹ F-35B STOVL Only

SFO - Simulated Flame-Out

² F-35C CV Only

FCLP - Field Carrier Landing Practice

VL - Vertical Landing

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Table 3-3. NOLF Choctaw Projected Runway Usage

Operation Type	Runway/Pad	
	18	36
Interfacility Departure	50.00%	50.00%
Carrier Break Arrival (East Side)	100.00%	
Carrier Break Arrival (West Side)		100.00%
Standard Straight-in Arrivals	50.00%	50.00%
SFO Arrivals (Break)	50.00%	50.00%
SFO Arrival (Straight-in)	50.00%	50.00%
Multiple SFO Patterns *	50.00%	50.00%
FCLP (East Side) *	100.00%	
FCLP (West Side) *		100.00%

Source: 46th TW

* Counted as two operations

SFO - Simulated Flame-Out

FCLP - Field Carrier Landing Practice

Flight Track and Usage

The next step is the distribution of the daily operations for each runway onto different flight tracks. The daily operation numbers by runway were successively multiplied by flight track utilization percentages for each aircraft type and operation type. At this stage, all closed-pattern operations (Touch and Go and IFR patterns) were divided by two because of the definition of ATC operations vice the requirements of the noise model. Figures 5-1 through 5-25 are snapshots of the modeled Eglin AFB flight tracks. Approximately 80 percent of the operations are on the south tracks, 4 percent on the east tracks, 10 percent on the west tracks and finally, 6 percent on the north tracks. It is important to note that over 45 percent of the overhead arrivals were modeled as interfacility arrivals from Duke Field. Figures 5-26 through 5-43 are snapshots of the modeled Duke Field Flight Tracks. Figures 5-44 through 5-53 are snapshots of the modeled NOLF Choctaw flight tracks.



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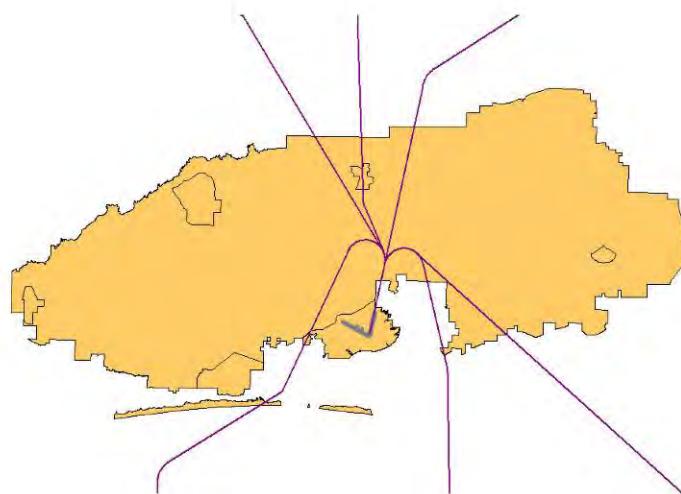


Figure 5-1. Eglin AFB Runway 01 Departures (F-35A/B/C)

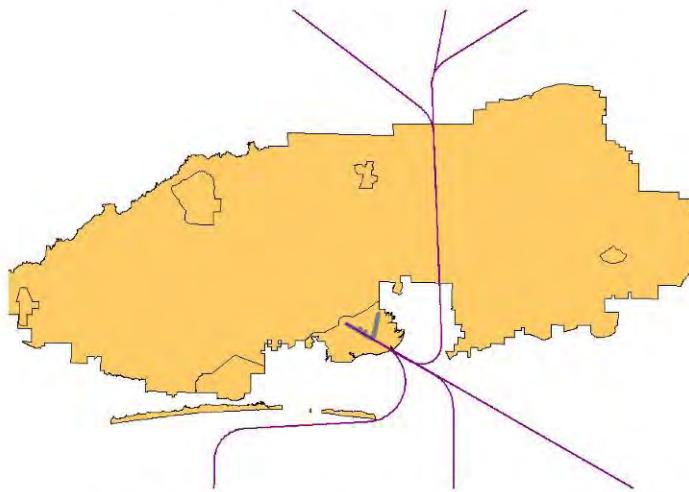


Figure 5-2. Eglin AFB Runway 12 Departures (F-35A/B/C)

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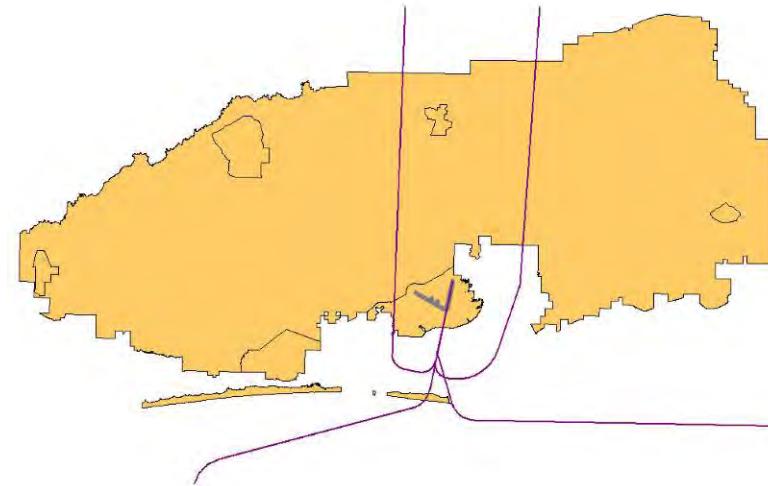


Figure 5-3. Eglin AFB Runway 19 Departures (F-35A/B/C)

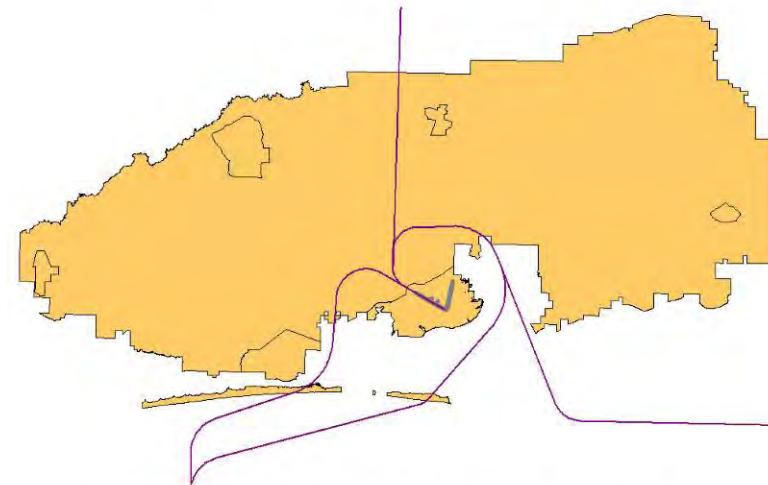


Figure 5-4. Eglin AFB Runway 30 Departures (F-35A/B/C)

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Figure 5-5. Eglin AFB Runway 01 Overhead Break Arrivals (F-35B/C, North Flow, 2531 ft Final)



Figure 5-6. Eglin AFB Runway 01 Overhead Break Arrivals (F-35A, North Flow, 1nm Final)

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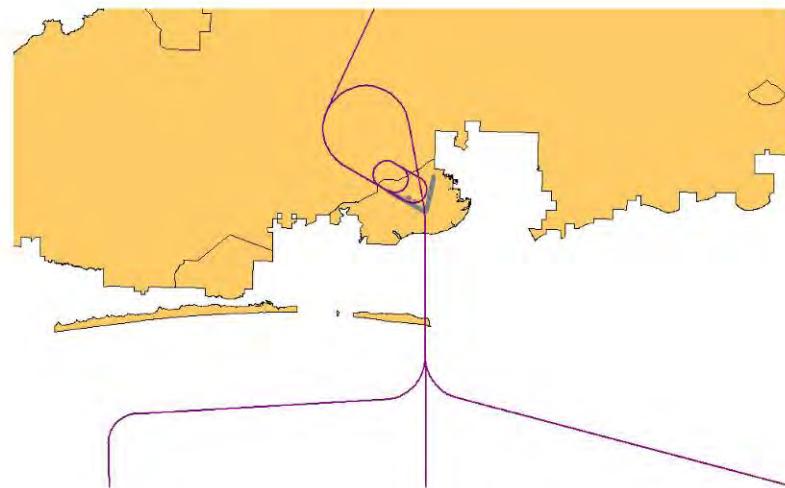


Figure 5-7. Eglin AFB Runway 12 Overhead Break Arrivals (F-35B/C, South Flow, 2531 ft Final)



Figure 5-8. Eglin AFB Runway 12 Overhead Break Arrivals (F-35A, South Flow, 1nm Final)

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Figure 5-9. Eglin AFB South Pad Overhead Break Arrivals to Vertical Landings
(Southeast Heading)



Figure 5-10. Eglin AFB North Pad Overhead Break Arrivals to Vertical Landings
(Southeast Heading)

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Figure 5-11. Eglin AFB Runway 19 Overhead Break Arrivals
(F-35B/C, South Flow, 2531 ft Final)



Figure 5-12. Eglin AFB Runway 19 Overhead Break Arrivals
(F-35A, South Flow, 1nm Final)

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Figure 5-13. Eglin AFB Runway 30 Overhead Break Arrivals
(F-35B/C, North Flow, 2531 ft Final)



Figure 5-14. Eglin AFB Runway 30 Overhead Break Arrivals
(F-35A, North Flow, 1nm Final)

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Figure 5-15. Eglin AFB North Pad Overhead Break Arrivals to Vertical Landings
(Northwest Heading)



Figure 5-16. Eglin AFB South Pad Overhead Break Arrivals to Vertical Landings
(Northwest Heading)

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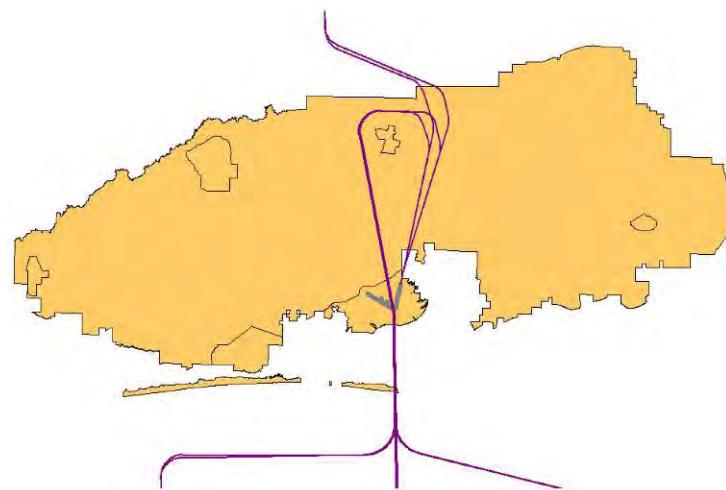


Figure 5-17. Eglin AFB Runway 19 Straight-in Arrivals



Figure 5-18. Eglin AFB Runway 30 Straight-in Arrivals

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Figure 5-19. Eglin AFB Runway 01 Straight-in/Break SFO Arrivals



Figure 5-20. Eglin AFB Runway 12 Straight-in/Break SFO Arrivals

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Figure 5-21. Eglin AFB Runway 19 Straight-in/Break SFO Arrivals

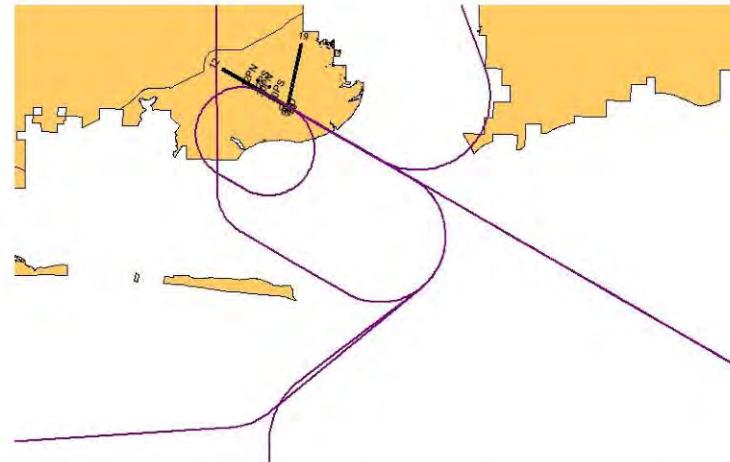


Figure 5-22. Eglin AFB Runway 30 Straight-in/Break SFO Arrivals

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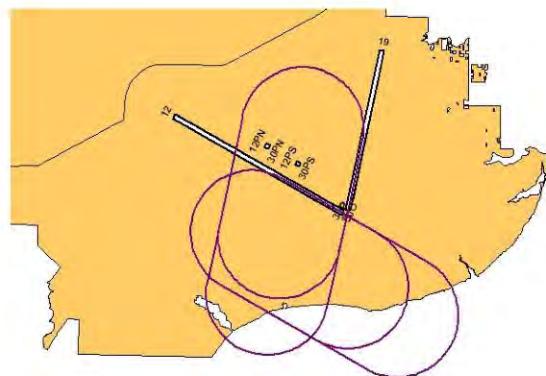


Figure 5-23. Eglin AFB Runways 01 and 30 Touch and Go Patterns
(F-35A, North Flow, 1nm Final; F-35B/C, North Flow, 2531 ft Final)

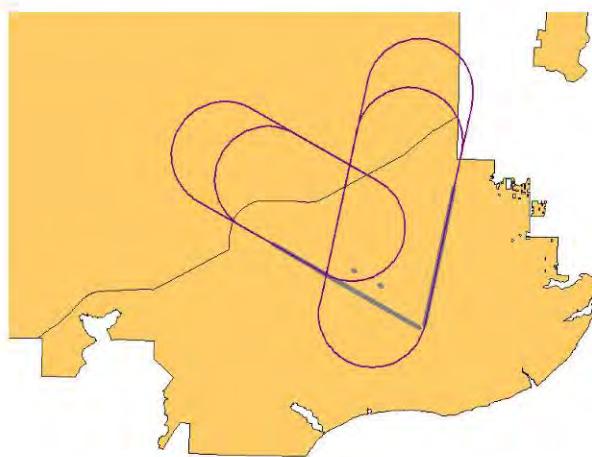


Figure 5-24. Eglin AFB Runways 12 and 19 Touch and Go Patterns
(F-35A, South Flow, 1nm Final; F-35B/C, South Flow, 2531 ft Final)

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Figure 5-25. Eglin AFB Runways 19 and 30 IFR Patterns



Figure 5-26. Duke Field Runway 18 Departures (F-35A/B)

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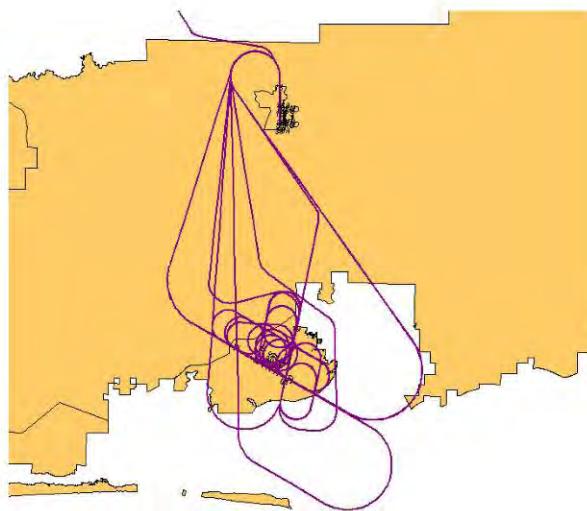


Figure 5-27. Duke Field Runway 36 Departures (F-35A/B)

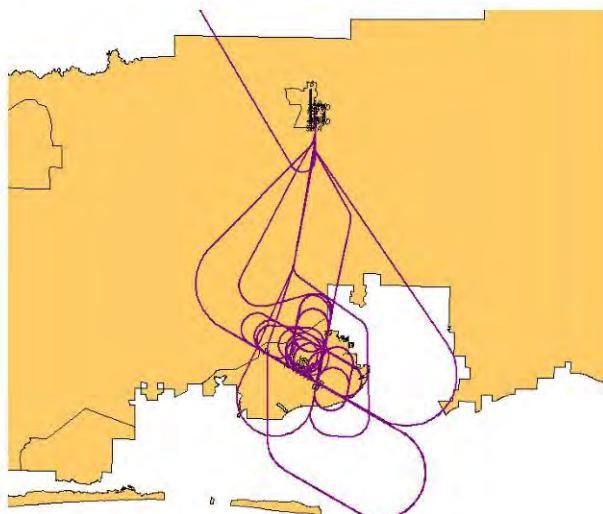


Figure 5-28. Duke Field Assault Strip 18A Departures (F-35B)

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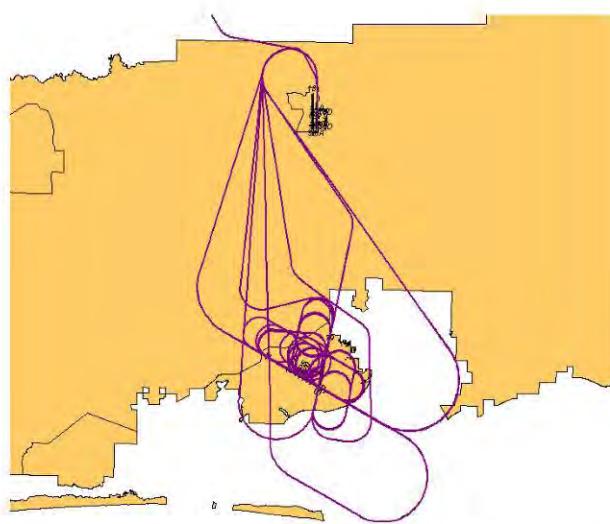


Figure 5-29. Duke Field Assault Strip 36A Departures (F-35B)

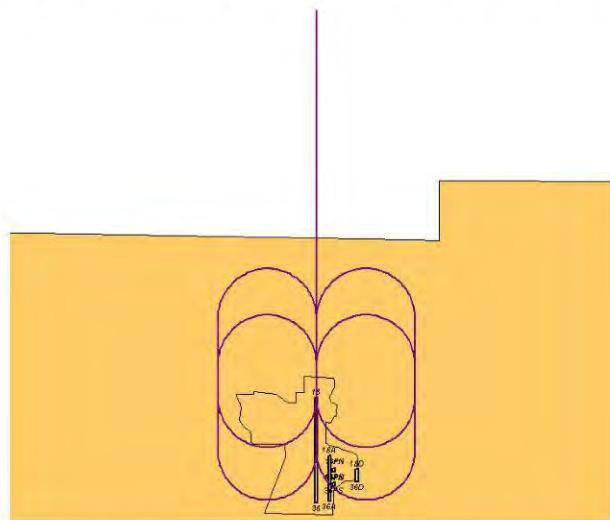


Figure 5-30. Duke Field Runway 18 Break Arrivals
(F-35A Overhead, 1nm Final; F-35B Overhead/Carrier Break,
2531 ft Final)

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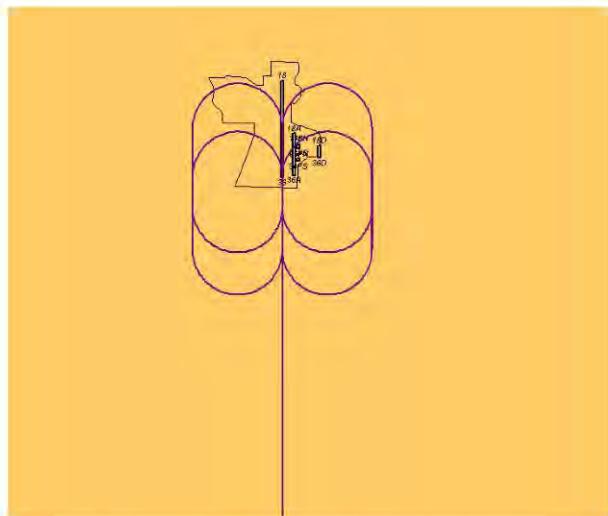


Figure 5-31. Duke Field Runway 36 Break Arrivals (F-35A Overhead, 1nm Final; F-35B Overhead/Carrier Break, 2531 ft Final)

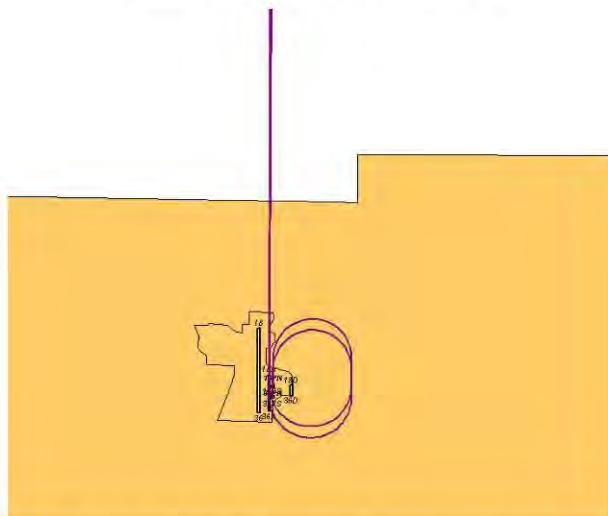


Figure 5-32. Duke Field North/South Pad Carrier Break Arrivals to Vertical Landings
(South Heading)

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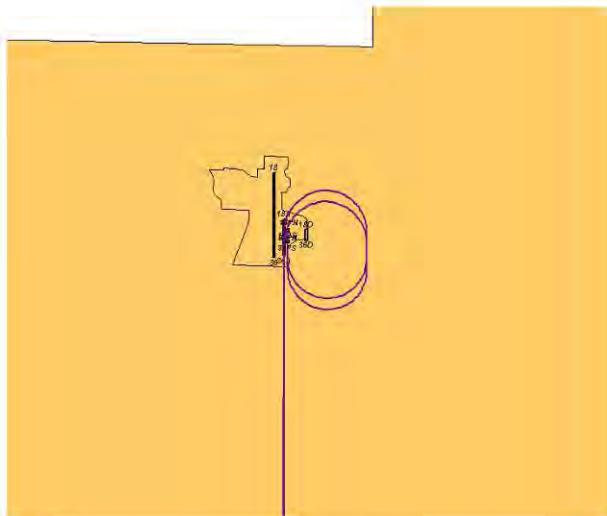


Figure 5-33. Duke Field North/South Pad Carrier Break Arrivals to Vertical Landings
(North Heading)

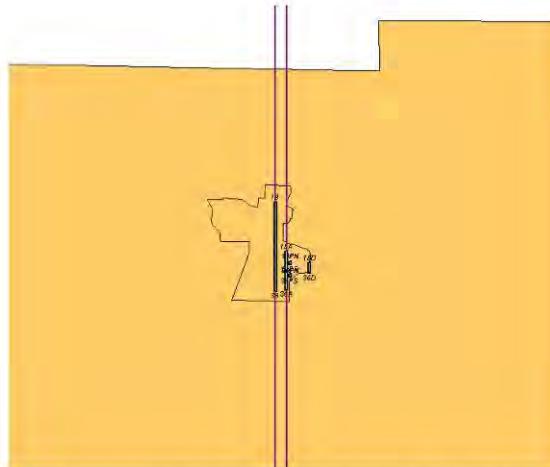


Figure 5-34. Duke Field Runway 18/36 (F-35A/B) and Assault Strip 18A/36A (F-35B) Standard
Straight-in Arrivals

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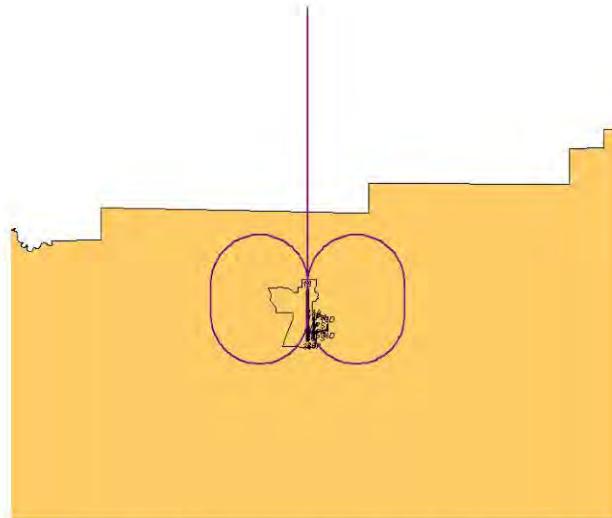


Figure 5-35. Duke Field Runway 18 Straight-in/Break SFO Arrivals

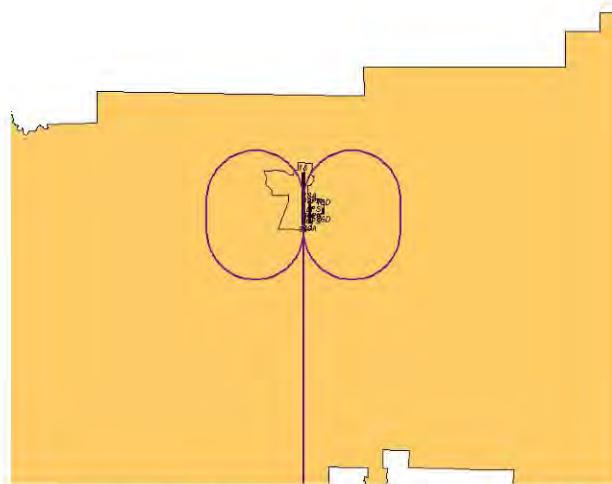


Figure 5-36. Duke Field Runway 36 Straight-in/Break SFO Arrivals

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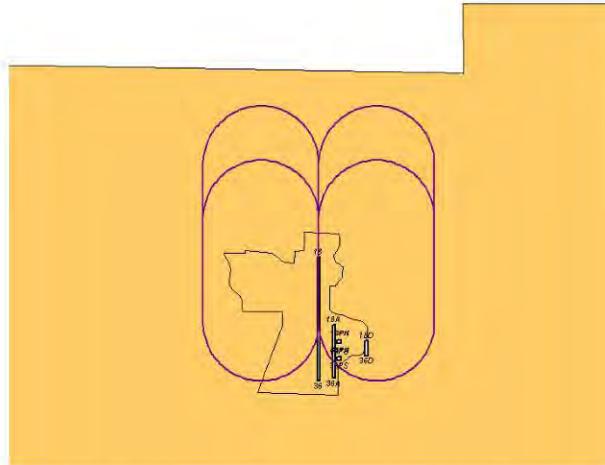


Figure 5-37. Duke Field Runway 18 Touch and Go/Carrier Patterns
(F-35A, 1nm Final; F-35B, 2531 ft Final)

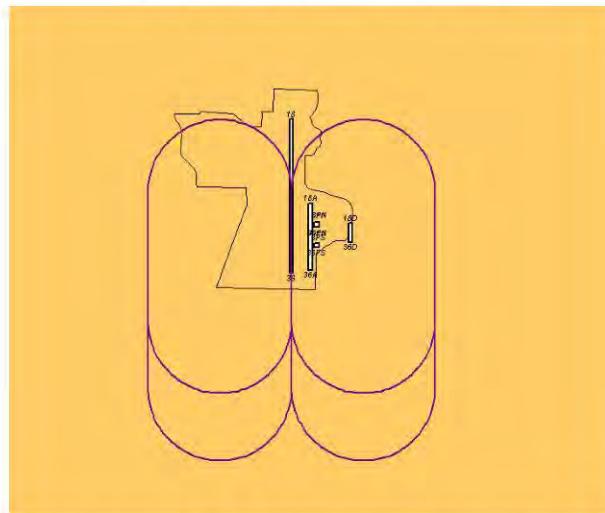


Figure 5-38. Duke Field Runway 36 Touch and Go/Carrier Patterns
(F-35A, 1nm Final; F-35B, 2531 ft Final)

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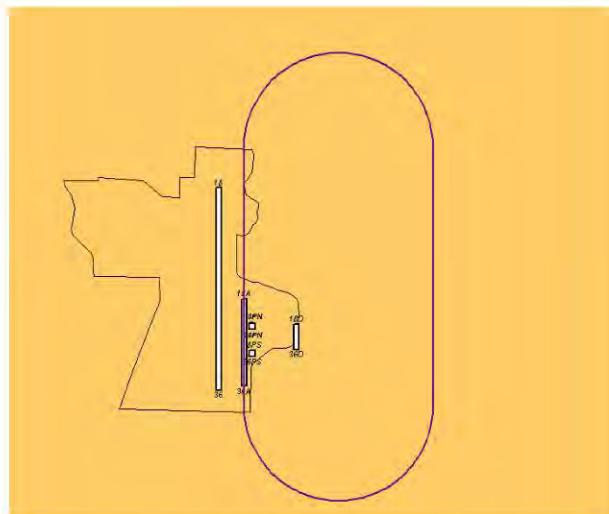


Figure 5-39. Duke Field Runway 18A Carrier Pattern to RVL Arrivals (F-35B Only)

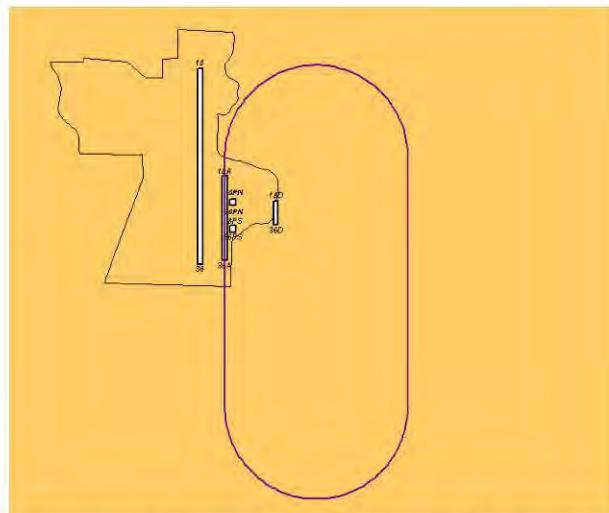


Figure 5-40. Duke Field Runway 36A Carrier Pattern to RVL Arrivals (F-35B Only)

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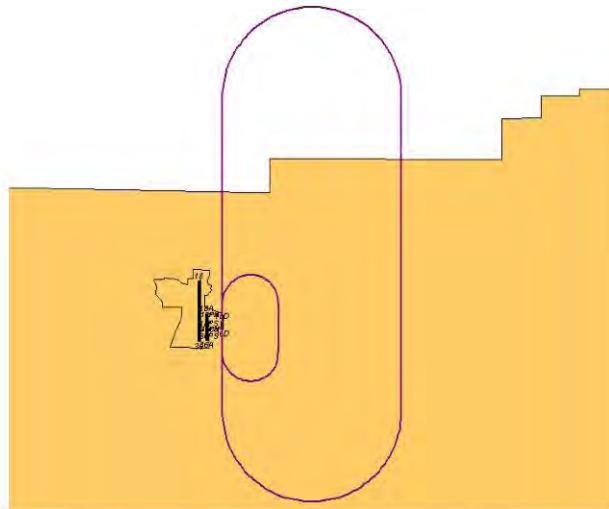


Figure 5-41. Duke Field LHD 18D FCLP and Night FCLP

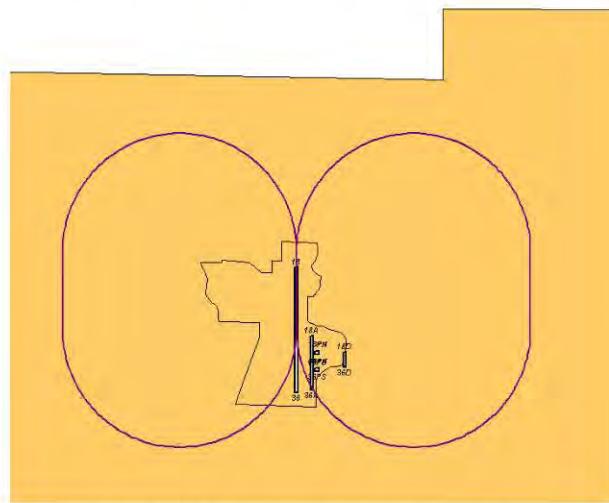


Figure 5-42. Duke Field Runway 18 SFO Pattern

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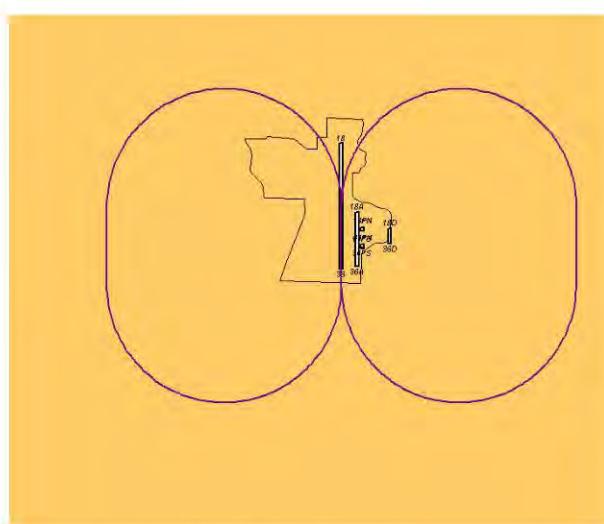


Figure 5-43. Duke Field Runway 36 SFO Pattern

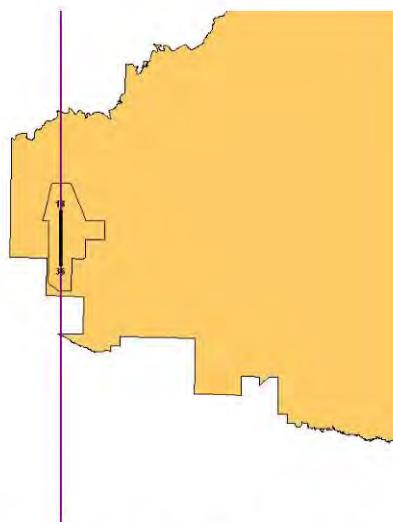


Figure 5-44. NOLF Choctaw Runway 18/36 Departures

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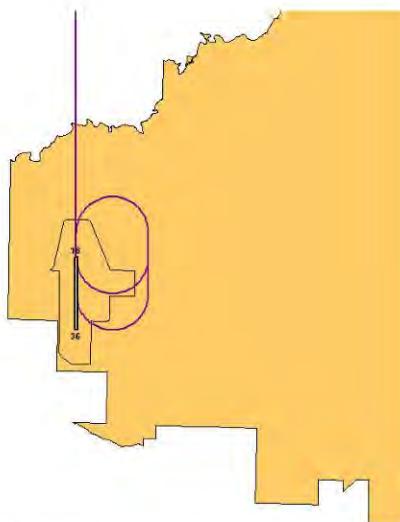


Figure 5-45. NOLF Choctaw Runway 18 Carrier Break Arrivals (2531 ft Final)

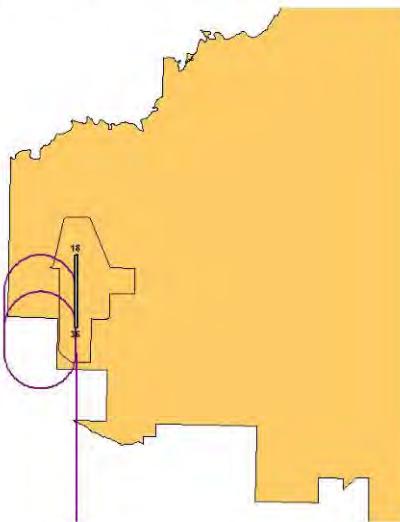


Figure 5-46. NOLF Choctaw Runway 36 Carrier Break Arrivals (2531 ft Final)

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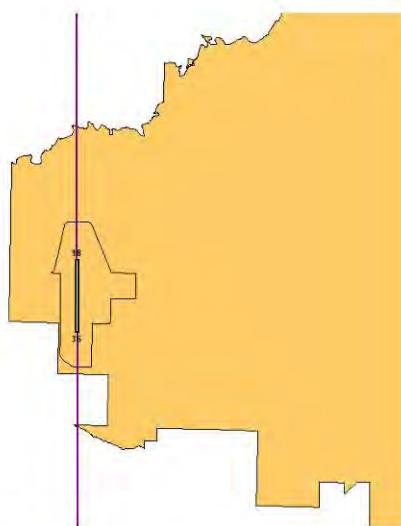


Figure 5-47. NOLF Choctaw Runway 18/36 Standard Straight-in Arrivals

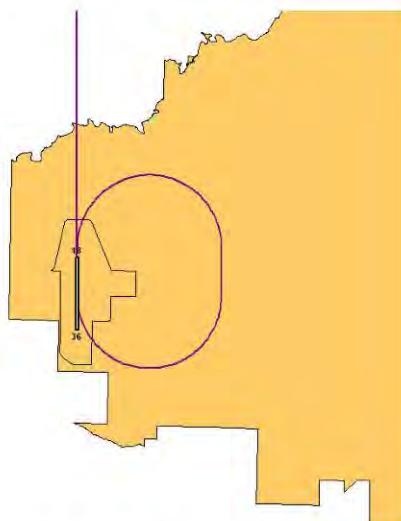


Figure 5-48. NOLF Choctaw Runway 18 Straight-in/Break SFO Arrivals

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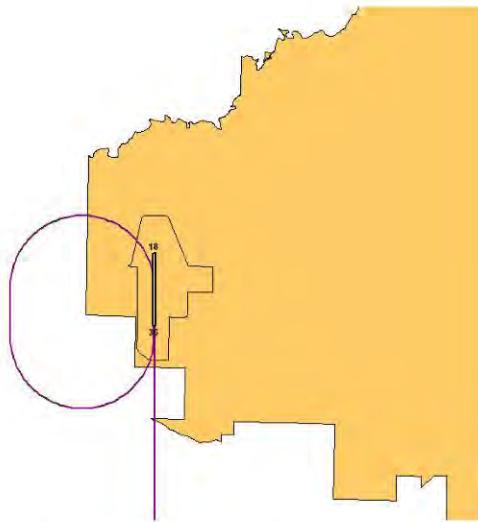


Figure 5-49. NOLF Choctaw Runway 36 Straight-in/Break SFO Arrivals

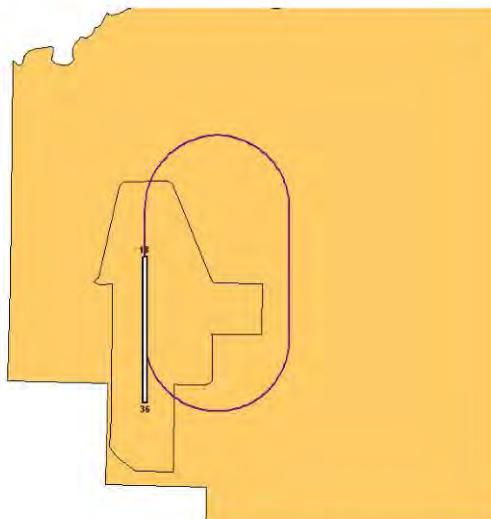


Figure 5-50. NOLF Choctaw Runway 18 FCLP (2531 ft Final)

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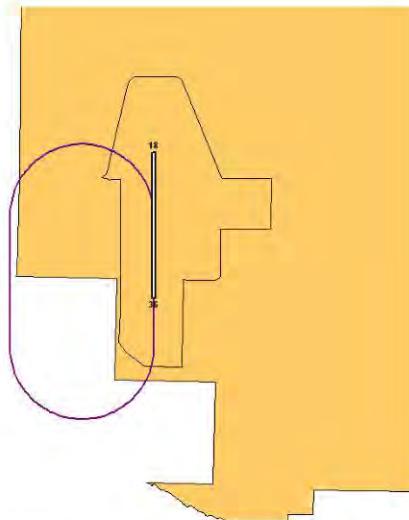


Figure 5-51. NOLF Choctaw Runway 36 FCLP (2531 ft Final)

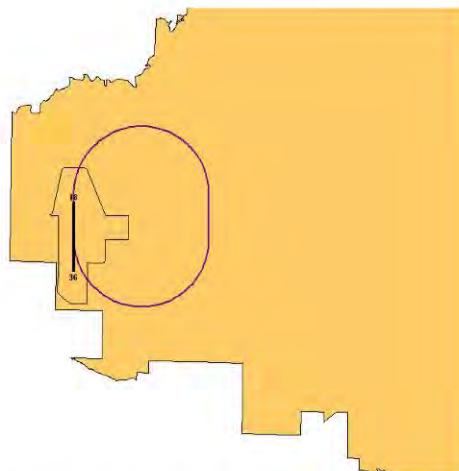


Figure 5-52. NOLF Choctaw Runway 18 SFO Pattern

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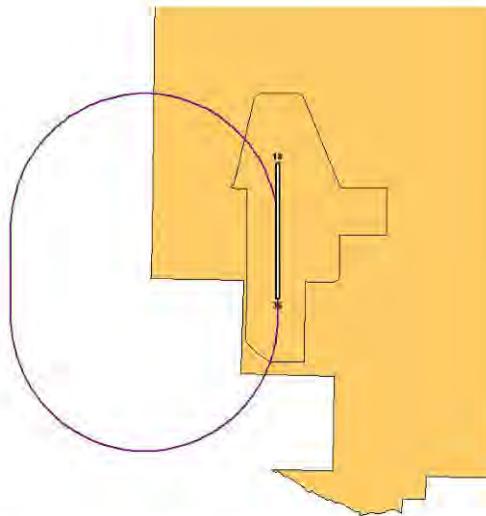


Figure 5-53. NOLF Choctaw Runway 36 SFO Pattern

Maintenance Run-up

The 46th TW and Eglin Site Activation Task Force personnel provided data for maintenance run-up operations to include durations and power settings. Four ramp locations were modeled at Eglin labeled 1 through 4 in Figure 6. Table 4 lists the modeled daily run-up activity for the F-35 A/B/C. The aircraft are orientated at headings of 315 degrees and 135 degrees. Seventy five percent of the runs are conducted during acoustic daytime (0700 to 2200 local) and twenty five percent during acoustic nighttime (2200 to 0700 local). All run-ups are done with the engine running at Mil Power for 15 minutes. Figure 6 shows the run-up locations.

Table 4. Average Daily Maintenance Run-up Events at Eglin AFB

Aircraft	Pad	Heading (Degree)	Power %ETR	Number of Events		Duration (seconds)	Notes
				0700-2200	2200-0700		
F-35A/B/C	New Ramp - Spots 1, 2, 3, 4	315	Mil 100%	0.30375	0.1013	900	0.81 run per training day times 246 =200 runs per year
	New Ramp - Spots 1, 2, 3, 4	135	Mil 100%	0.30375	0.1013	900	

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Other Modeling Assumptions

Additional assumptions were used in modeling Scenario Five, i.e., assumptions with regards to the noise model and the flight rules:

1) Noise Model

- ✓ NOISEMAP Version 7 was used for all modeling without any changes
- ✓ F-35A source noise data provided by the Eglin F-35 Site Activation Task Force was used. The Air Force Research Laboratory (AFRL) measured and processed flight data into NOISEFILE on 27 April 2007. AFRL also estimated the F-35A run-up data in NOISEFILE.
- ✓ The F-35A source noise data was used to model all versions of the aircraft, i.e., the F-35A CTOL, the F-35B STOVL and the F-35C CV.

2) Flight Rules

- ✓ Generic flight profiles for different activities by the F-35A/B/C were developed in collaboration with the Joint Strike Fighter Site Support Test Pilot/Lockheed Martin Aerospace and validated by the Eglin F-35 Site Activation Task Force. All altitudes were estimated in feet above ground level.

Eglin AFB

- ✓ Sixty percent of conventional departures used a Afterburner power setting for takeoff and then Mil for climb, while the remaining 40 percent used a Mil power setting.
- ✓ Fifty percent of departures by the F-35A/B/C were modeled with an initial climb to 3,000 feet, then a hold down at 3,000 feet until five nautical miles from the airfield. Normal climb is resumed at approximately five nautical miles from the airfield. The other 50 percent of departures were modeled with a climb to cruise altitude, with no hold down.
- ✓ F-35A would initiate the overhead break arrival at 1,500 feet. They will maintain 1,500 feet until the start of turn to base. F-35B/C would initiate the overhead break arrival at 1,500 feet and then descend to 1,000 feet by the start of downwind. They maintain 1,000 feet until the start of turn to base.
- ✓ Standard straight-in arrivals (IFR or VFR) to Runways 19 and 30 have a glide slope of 2.5 degrees.
- ✓ Touch and go patterns by F-35A would have a downwind altitude of 1,500 feet. They would maintain 1,500 feet until the start of turn to base. Touch and go patterns by F-35B/C would have a downwind altitude of 1,000 feet. They maintain 1,000 feet until the start of turn to base.
- ✓ IFR patterns are modeled at 3000 feet, with a final approach glide slope of 2.5 degrees.

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Duke Field

- ✓ Interfacility departures by the F-35A/B/C were modeled with a climb to 1,700 feet, then a hold down at 1,700 feet into the arrival pattern at Eglin AFB (about 75 percent of departures). All other departures were modeled with a climb to 3,000 feet.
- ✓ F-35A would initiate the overhead break arrival at 1,500 feet. They would maintain 1,500 feet until the start of turn to base. F-35B/C would initiate the carrier break arrival at 800 feet and then descend to 600 feet by the start of downwind. They maintain 600 feet until the start of turn to base. F-35C would fly only left-hand patterns.
- ✓ Standard straight-in arrivals (IFR or VFR) have a glide slope of 3 degrees.
- ✓ The pattern altitude for touch and go operations by the F-35A would be 1,500 feet. F-35B/C would practice carrier patterns at Duke Field at a height of 600 feet. F-35C would fly only left-hand patterns.
- ✓ The night carrier pattern would be a larger pattern flown at a height of 1,200 feet.

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- ✓ Interfacility departures were modeled with a climb to 10,000 feet.
- ✓ F-35A would arrive at NOLF Choctaw via SFO arrivals and practice multiple SFOs before departing.
- ✓ F-35C would initiate the carrier break arrival at 800 feet and then descend to 600 feet by the start of downwind. They maintain 600 feet until the start of turn to base. F-35C would fly only left-hand patterns.
- ✓ Standard straight-in arrivals (IFR or VFR) have a glide slope of 3 degrees.
- ✓ F-35C would practice carrier patterns at NOLF Choctaw at a height of 600 feet. F-35C would fly only left-hand patterns.

Day-Night Average Sound Level Contours

Using the operations data described above, NOISEMAP was used to calculate the Day-Night Average Sound Level for all three airfields. The NMPLT program was used to plot the resulting DNL contours of 65 to 85 dB in increments of 5 dB for an average operating day condition. The contours for Eglin AFB and Duke Field are discussed under the same heading.

Eglin AFB and Duke Field – Figure 7-1 shows the DNL contours for a projected average operating day condition at Eglin AFB and Duke Field. Figure 7-2 shows the same contours with the focus on Eglin AFB while Figure 7-3 places the focus on Duke Field.

At Eglin AFB, the 65 dB DNL contour extends southeast approximately 7.5 nautical miles from Runway 12. This is mainly the result of departure operations which are held down at 3000 feet until

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the aircraft is 5 nautical miles from the airfield. At that point, climb is initiated again with Mil power. The re-start of climb is evidenced by the increase in the size of the 65 dB DNL contour near the 5-nautical mile point south and southeast of Eglin AFB. In addition, the 65 dB DNL contour extends south approximately 4 nautical miles from Runway 19. This results from multiple IFR patterns from Runway 19 going around the pattern and landing back on the same runway.

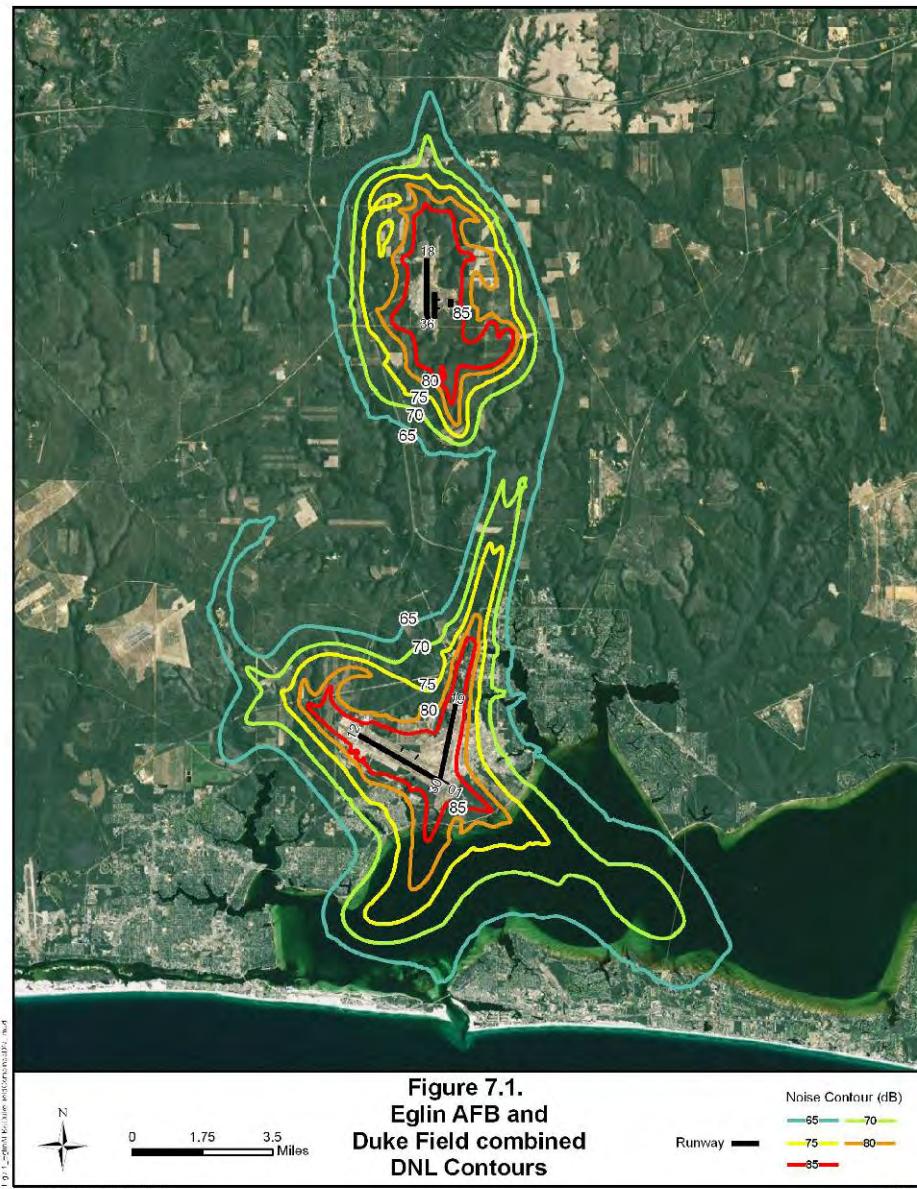
The 65 dB DNL contour extends north of Eglin AFB, the result of straight-in arrivals to Runway 19. Interfacility and other visual arrivals to Runway 12 cause the extension in the 65 dB DNL northwest of Eglin AFB. The 65 dB DNL contour also extends laterally about 2 nautical miles either side of the operational runways as a result of closed pattern operations, i.e., touch and go operations.

At Duke Field, the 65 dB DNL contour extends approximately 3 nautical miles north of Runway 36, the result of departures and arrival operations. The 65 dB DNL contour extends approximately 3 nautical miles south of Runway 18, mainly the result of departure operations. The 65 dB contour extends laterally for about 2 nautical miles east and west of the operational runway. This results from patterns on the east and west sides of the runway, and also from the departure portion of the instrument pattern.

NOLF Choctaw – Figure 7-4 shows the results for NOLF Choctaw. The 65 dB DNL contour extends approximately 3.5 nautical miles north and south of the operational runway, mainly the result of departure and arrival operations. The 65 dB contour extends laterally approximately 2.5 nautical miles east and west of the operational runway. These contours result from both touch and go and SFO patterns on the east and west sides of the runway. A portion of the 65 dB DNL contour south of NOLF Choctaw in almost a northeast-southwest line against the northern shoreline of Navarre/East Bay, results from the change in the degree that sound is absorbed over land versus water. Sound is transmitted more easily over a "hard," flat surface, such as water, than over a relatively "soft," uneven surface, such as land, consequently, the 60 dB contour line follows the shoreline when the topography changes from water to land.

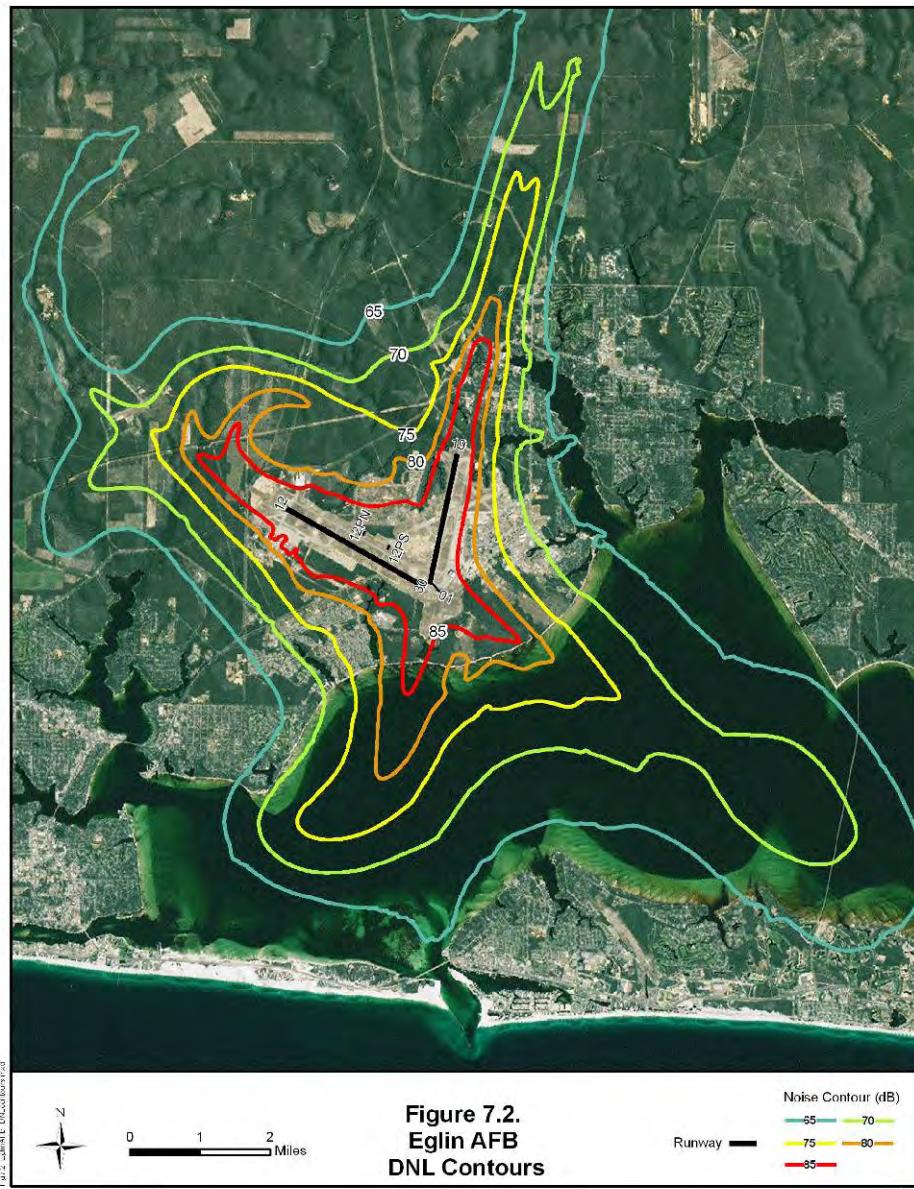
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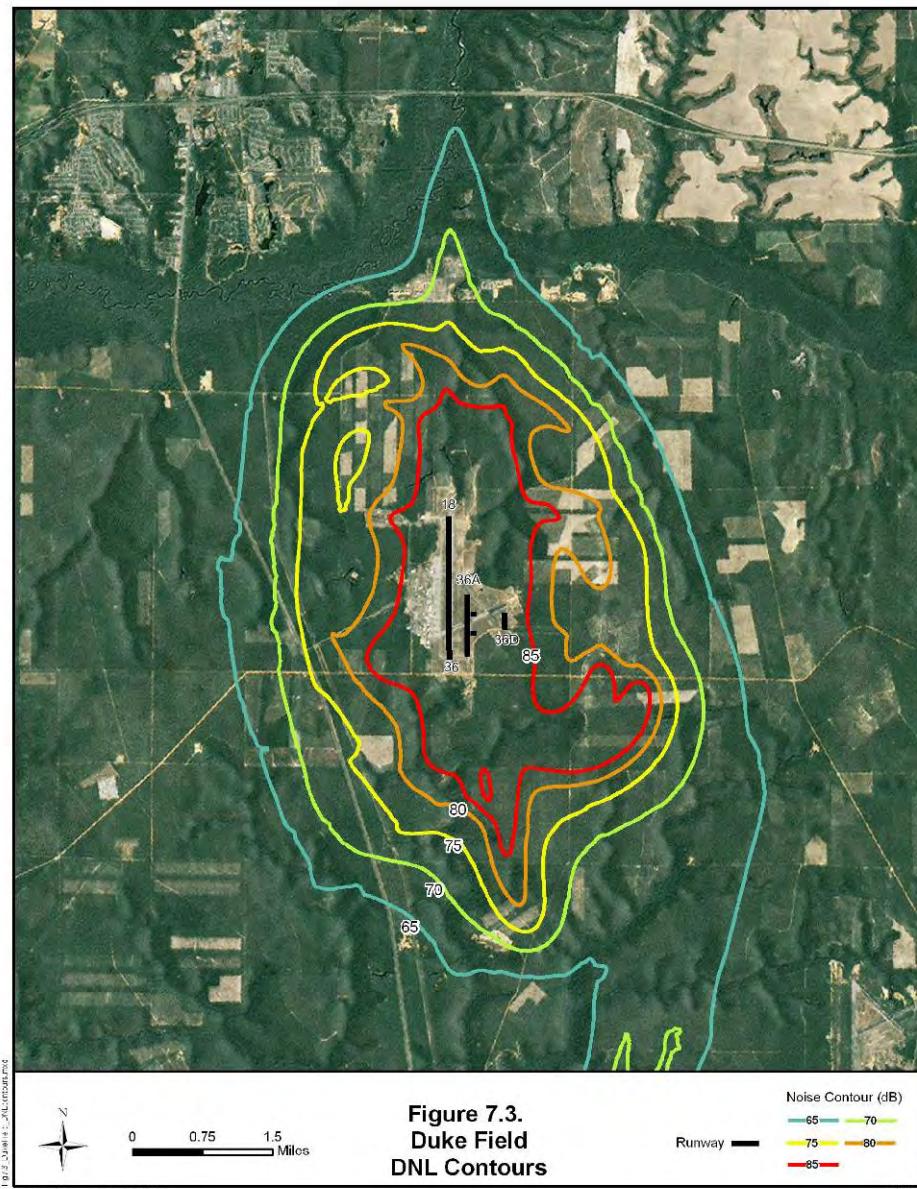
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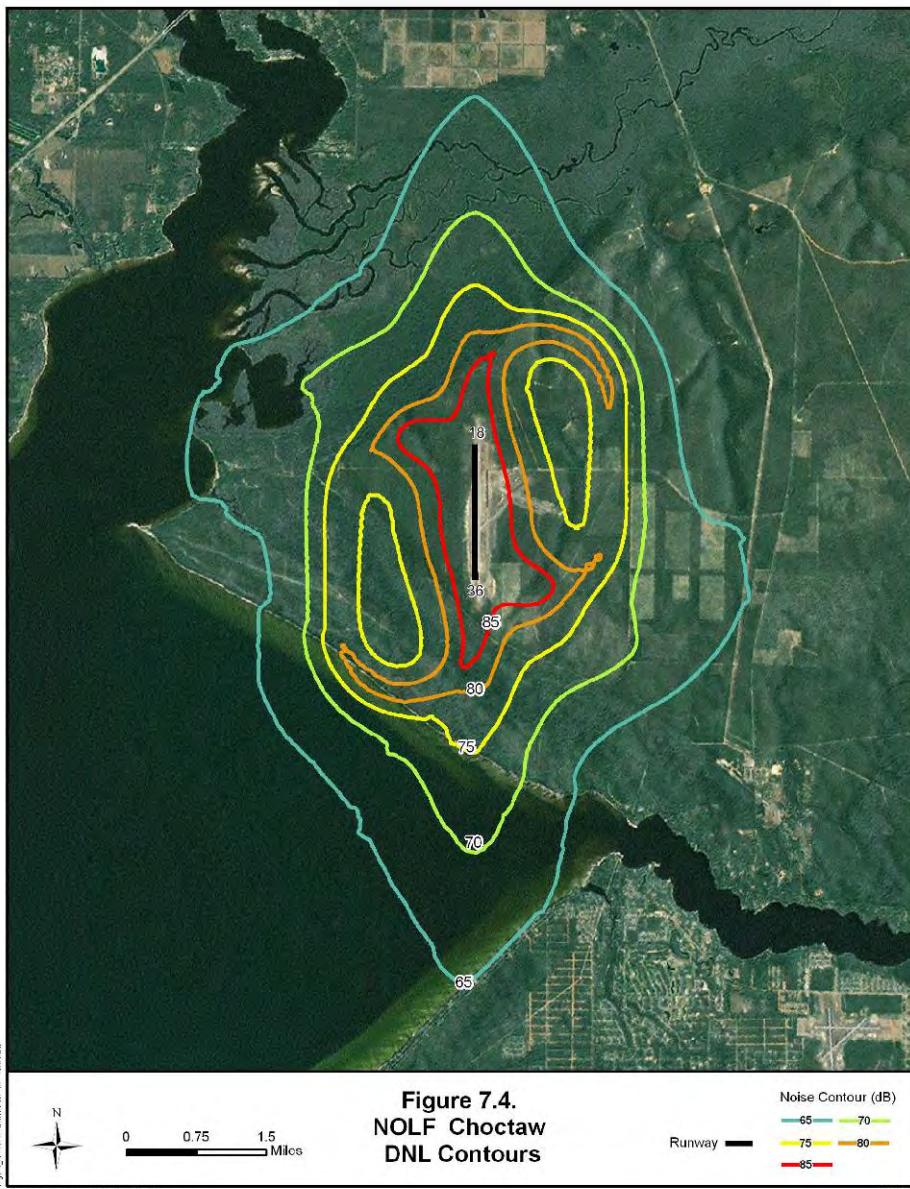
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Locations of Interest

This analysis uses the same NOISEMAP program used for the contour calculations. For each location, the analysis provides the resultant DNL values as well as the top ten contributors to that value. For each contributor, the analysis also provides the flight profile ID, the height of the aircraft, the power setting and airspeed, the day and night events and finally, the Sound Exposure Level (SEL), the DNL of the event and the cumulative DNL. Table 5 presents the summary of the DNL at each location of interest.

Table 5. DNL Values at Locations of Interest

Location ID	General Description	DNL (dB)
SP1	Eglin Housing (Capehart)	77
SP2	Eglin Housing (Ben's Lake)	76
SP3	Chapel 2 - Building 2574	76
SP4	Cherokee Elem. School	77
SP5	Child Development Center	78
SP6	Oakhill School	82
SP7	Eglin Hospital	69
SP8	Eglin VAQ and Dorms	75
SP9	Eglin Chapel 1	72
SP10	JSF ITC	83
SP11	Lewis Middle School	68
SP12	Valparaiso Elementary School	79
SP13	First Assembly of God (Valp)	83
SP14	New Hope Baptist (Valp)	83
SP15	Sovereign Grace Church (Valp)	76
SP16	First Baptist Church (Valp)	73
SP17	Unitarian Church (Valp)	68
SP18	Housing (Valp)	82
SP19	Housing (Valp)	88
SP20	Edge Elementary School	70
SP21	Twin Cities Medical Center	72
SP22	Niceville Community Church	90
SP23	Private School (Niceville)	91
SP24	Private School (Ft Walton)	60
SP25	Okaloosa Walton College	57
SP26	Kenwood Elementary	56
SP27	Pryor Middle School	54
SP28	Housing (Ft Walton Bch)	59

XX - < 65 dB

XX - >=65dB and < 75 dB

XX - >=75dB

Table 6 presents the details of contributors at each location. For example, at the Eglin Housing (Capehart) or SP1, the first noise contributor is the F-35A flying the profile F35AI2, which is a IFR pattern (PAT) on flight track 19I2. At the point of maximum noisiness, the aircraft is at a power setting of 100% ETR, a speed of 250 knots, at a height of 1,050 feet MSL and a slant distance of 4,307 feet. The event would be expected to occur approximately 8.508 times per training day during the hours of 0700-2200, with a SEL of approximately 105.9 dB and a DNL of 65.6 dB.

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Table 6. Contributors at Locations of Interest

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SPI	1	F35A	F35AI2	PAT	19I2	100%ETR	250	1050	4307	8.508	0	105.9	65.9	65.9
SPI	2	F35A	F35AI1	PAT	19II	100%ETR	250	1050	4307	8.508	0	105.9	65.9	68.9
SPI	3	F35C	F35CF2	PAT	12F1	100%ETR	145	618	7157	36.483	0	98.5	64.8	70.4
SPI	4	F35C	F35CF4	PAT	30F1	55%ETR	145	1087	2212	6.458	0	105.9	64.6	71.3
SPI	5	F35A	F35AI29	DHP	12D3	100%ETR	287	495	5677	14.325	0	101.5	63.7	72
SPI	6	F35A	F35AD9	DEP	12D3	100%ETR	287	495	5677	14.325	0	101.1	63.3	72.6
SPI	7	F35A	F35AD69	DEP	12D3	100%ETR	244	458	5674	9.55	0	101.5	61.9	72.9
SPI	8	F35A	F35A12	PAT	12II	100%ETR	225	777	7172	27.356	0	96.7	61.7	73.2
SPI	9	F35A	F35AD49	DEP	12D3	100%ETR	244	458	5674	9.55	0	101.2	61.6	73.5
SPI	10	F35B	F35BD10	DEP	12D3	100%ETR	114	298	5664	5.009	0	102.8	60.5	73.7
SPI	11	F35B	F35BD89	DEP	12D3	100%ETR	114	298	5664	5.009	0	102.7	60.4	73.9
SPI	12	F35B	F35B15	PAT	19I2	100%ETR	250	1050	4307	2.295	0	105.9	60.2	74.1
SPI	13	F35B	F35B14	PAT	19II	100%ETR	250	1050	4307	2.295	0	105.9	60.2	74.3
SPI	14	F35C	F35CF5	PAT	19F1	55%ETR	145	1087	1611	1.92	0	106.7	60.1	74.4
SPI	15	F35A	F35AT4	PAT	30II	50%ETR	225	1587	2491	4.827	0	102.5	60	74.6
SPI	16	F35B	F35B12	PAT	12F1	100%ETR	150	618	7157	11.273	0	98.4	59.5	74.7
SPI	17	F35C	F35C12	PAT	19I2	100%ETR	250	1050	4307	1.87	0	105.9	59.3	74.9
SPI	18	F35C	F35C11	PAT	19II	100%ETR	250	1050	4307	1.87	0	105.9	59.3	75
SPI	19	F35B	F35B14	PAT	30II	50%ETR	150	1087	2212	1.989	0	105.1	58.7	75.1
SPI	20	F35C	F35CD29	DHP	12D3	100%ETR	287	495	5677	4.168	0	101.5	58.3	75.2
SP2	1	F35C	F35CF4	PAT	30F1	55%ETR	145	1087	1659	6.438	0	110	68.7	68.7
SP2	2	F35C	F35CF2	PAT	12F1	100%ETR	145	478	6078	26.483	0	100.7	67	70.9
SP2	3	F35A	F35AT2	PAT	12II	100%ETR	225	539	6083	27.356	0	99.1	64	71.7
SP2	4	F35A	F35AT4	PAT	30II	50%ETR	225	1587	2008	4.827	0	106.2	63.7	72.4
SP2	5	F35B	F35BF4	PAT	30II	50%ETR	150	1087	1659	1.989	0	108.8	62.4	72.8
SP2	6	F35A	F35AD29	DHP	12D3	100%ETR	251	271	5856	14.325	0	100	62.2	73.1
SP2	7	F35A	F35AD9	DEP	12D3	100%ETR	251	271	5856	14.325	0	99.7	61.8	73.5
SP2	8	F35B	F35BF2	PAT	12F1	100%ETR	150	478	6078	11.273	0	100.6	61.8	73.7
SP2	9	F35A	F35AD69	DEP	12D3	100%ETR	203	180	5854	9.55	0	99.5	60	73.9
SP2	10	F35A	F35AD49	DEP	12D3	100%ETR	203	180	5854	9.55	0	99.3	59.7	74.1
SP2	11	F35B	F35BD10	DEP	12D3	100%ETR	114	219	5855	5.009	0	101.7	59.3	74.2
SP2	12	F35B	F35BD89	DHP	12D3	100%ETR	114	219	5855	5.009	0	101.6	59.3	74.4
SP2	13	F35A	F35A12	PAT	19I2	100%ETR	250	959	7557	8.508	0	98.9	58.8	74.5
SP2	14	F35A	F35A11	PAT	19II	100%ETR	250	959	7557	8.508	0	98.9	58.8	74.6
SP2	15	F35C	F35CF1	PAT	61F1	55%ETR	145	966	959	0.339	0	111.4	57.3	74.7
SP2	16	F35C	F35CF3	PAT	19F1	55%ETR	145	1087	2056	1.92	0	103.8	57.2	74.7
SP2	17	F35C	F35CD29	DEP	12D3	100%ETR	251	271	5856	4.168	0	100	56.8	74.8
SP2	18	F35C	F35CD19	DHP	12D3	100%ETR	251	271	5856	4.168	0	99.7	56.5	74.9
SP2	19	F35A	F35A13	PAT	30II	100%ETR	170	228	5855	3.003	0	101	56.4	74.9
SP2	20	F35C	F35CD69	DEP	12D3	100%ETR	203	180	5854	2.779	0	99.5	54.6	75
SP3	1	F35C	F35CF4	PAT	30F1	55%ETR	145	1087	1058	6.438	0	112.4	71.2	71.2
SP3	2	F35C	F35CF2	PAT	12F1	100%ETR	145	411	6185	36.483	0	100.2	66.5	72.4
SP3	3	F35A	F35AT4	PAT	30II	50%ETR	225	1587	1548	4.827	0	107.2	64.7	73.1
SP3	4	F35B	F35BF4	PAT	30F1	50%ETR	150	1087	1058	1.989	0	110.9	64.5	73.7
SP3	5	F35A	F35AT2	PAT	12II	100%ETR	225	426	6186	27.356	0	98.6	63.6	74.1
SP3	6	F35B	F35BF2	PAT	12F1	100%ETR	150	411	6185	11.273	0	100.2	61.3	74.3
SP3	7	F35A	F35AD29	DHP	12D3	100%ETR	200	175	6160	14.325	0	98.3	60.5	74.5
SP3	8	F35A	F35AD9	DEP	12D3	100%ETR	200	175	6160	14.325	0	98	60.2	74.6
SP3	9	F35A	F35AD69	DEP	12D3	100%ETR	203	114	6159	9.55	0	97.6	58	74.7
SP3	10	F35B	F35BD10	DEP	12D3	100%ETR	114	185	6161	5.009	0	100.1	57.7	74.8
SP3	11	F35A	F35AD49	DEP	12D3	100%ETR	203	114	6159	9.55	0	97.3	57.7	74.9
SP3	12	F35B	F35BD89	DEP	12D3	100%ETR	114	185	6161	5.009	0	100	57.6	75
SP3	13	F35A	F35A12	PAT	19I2	100%ETR	250	942	9031	8.508	0	96.3	56.3	75
SP3	14	F35A	F35A11	PAT	19II	100%ETR	250	942	9031	8.508	0	96.3	56.3	75.1
SP3	15	F35A	F35A13	PAT	30II	100%ETR	170	279	6163	3.003	0	100.7	56.1	75.1
SP3	16	F35C	F35CD29	DEP	12D3	100%ETR	200	175	6160	4.168	0	98.3	55.1	75.2
SP3	17	F35C	F35CD19	DRP	12D3	100%ETR	200	175	6160	4.168	0	98	54.8	75.2
SP3	18	F35C	F35CF3	PAT	19F1	55%ETR	145	1087	2930	1.92	0	100	53.4	75.3
SP3	19	F35C	F35CD69	DHP	12D3	100%ETR	203	114	6159	2.779	0	97.6	52.7	75.3
SP3	20	F35C	F35CD49	DRP	12D3	100%ETR	203	114	6159	2.779	0	97.3	52.3	75.3

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP4	1	F35C	F35CF4	PAT	30F1	55%ETR	145	1087	1490	6,438	0	111.3	70	70
SP4	2	F35C	F35CF2	PAT	12F1	100%ETR	145	453	5753	36,483	0	101.6	67.8	72.1
SP4	3	F35A	F35AT4	PAT	30T1	50%ETR	225	1587	1870	4,827	0	107.5	65	72.8
SP4	4	F35A	F35A12	PAT	12T1	100%ETR	225	497	5756	27,356	0	99.9	64.9	73.5
SP4	5	I35B	F35B14	PAT	30F1	50%ETR	150	1087	1490	1,989	0	110.3	63.9	73.9
SP4	6	I35B	F35BF2	PAT	12F1	100%ETR	150	453	5753	11,273	0	101.5	62.7	74.3
SP4	7	F35A	F35AD29	DEP	12D3	100%ETR	251	291	5635	14,325	0	100.1	62.3	74.5
SP4	8	F35A	F35A19	DHP	12D3	100%ETR	251	231	5635	14,325	0	99.9	62	74.8
SP4	9	F35A	F35AD69	DEP	12D3	100%ETR	203	153	5633	9.55	0	99.7	60.1	74.9
SP4	10	F35A	F35AD49	DEP	12D3	100%ETR	203	153	5633	9.55	0	99.4	59.8	75
SP4	11	I35B	F35BD109	DEP	12D3	100%ETR	114	205	5635	5,009	0	102.1	59.7	75.2
SP4	12	I35B	F35BD89	DEP	12D3	100%ETR	114	205	5635	5,009	0	102	59.7	75.3
SP4	13	F35A	F35AJ2	PAT	19I2	100%ETR	250	916	8053	8,508	0	97.8	57.7	75.4
SP4	14	F35A	F35A11	PAT	19I1	100%ETR	250	916	8053	8,508	0	97.8	57.7	75.4
SP4	15	F35A	F35A13	PAT	30I1	100%ETR	170	249	5636	3,003	0	101.8	57.2	75.5
SP4	16	I35C	F35CD29	DEP	12D3	100%ETR	251	231	5635	4,168	0	100.1	57	75.6
SP4	17	I35C	F35CT3	PAT	19F1	55%ETR	145	1087	2104	1,92	0	103.5	56.9	75.6
SP4	18	I35C	F35CD9	DEP	12D3	100%ETR	251	231	5635	4,168	0	99.9	56.7	75.7
SP4	19	I35C	F35CP1	PAT	01F1	55%ETR	145	1002	1108	0.339	0	110	55.9	75.7
SP4	20	I35C	F35CD69	DHP	12D3	100%ETR	203	153	5633	2,779	0	99.7	54.7	75.8
SP5	1	I35C	F35CF2	PAT	12F1	100%ETR	145	536	5185	36,483	0	103.2	69.5	69.5
SP5	2	I35C	F35CF4	PAT	30F1	55%ETR	145	1087	3014	6,438	0	109.3	68	71.8
SP5	3	F35A	F35AT2	PAT	12T1	100%ETR	225	637	5195	27,356	0	101.5	66.5	72.9
SP5	4	F35A	F35AD29	DEP	12D3	100%ETR	251	334	4651	14,325	0	103.4	65.6	73.6
SP5	5	F35A	F35AD9	DEP	12D3	100%ETR	251	334	4651	14,325	0	103.2	65.4	74.3
SP5	6	F35A	F35A14	PAT	30I1	50%ETR	225	1587	3217	4,827	0	106.9	64.4	74.7
SP5	7	I35B	F35BF2	PAT	12F1	100%ETR	150	536	5185	11,273	0	103.1	64.2	75
SP5	8	I35C	F35CP3	PAT	19F1	55%ETR	145	1087	1092	1.92	0	110.4	63.9	75.4
SP5	9	I35A	F35AD69	DEP	12D3	100%ETR	203	224	4646	9.55	0	103.3	63.7	75.2
SP5	10	I35A	F35AD49	DEP	12D3	100%ETR	203	224	4646	9.55	0	103.1	63.6	75.9
SP5	11	I35B	F35BD109	DEP	12D3	100%ETR	114	241	4647	5,009	0	105.2	62.8	76.1
SP5	12	I35B	F35BD89	DEP	12D3	100%ETR	114	241	4647	5,009	0	105.2	62.8	76.3
SP5	13	I35B	F35BF4	PAT	30F1	50%ETR	150	1087	3014	1,989	0	109	62.6	76.5
SP5	14	I35A	F35A12	PAT	19I2	100%ETR	250	866	6266	8,508	0	101.1	61.1	76.6
SP5	15	I35A	F35A11	PAT	19I1	100%ETR	250	866	6266	8,508	0	101.1	61.1	76.7
SP5	16	I35C	F35CD29	DEP	12D3	100%ETR	251	334	4651	4,168	0	103.4	60.2	76.8
SP5	17	I35C	F35CD9	DEP	12D3	100%ETR	251	334	4651	4,168	0	103.2	60	76.9
SP5	18	I35A	F35A13	PAT	30I1	100%ETR	170	194	4645	3,003	0	103.9	59.3	77
SP5	19	I35C	F35CD69	DEP	12D3	100%ETR	203	224	4646	2,779	0	103.3	58.4	77.1
SP5	20	I35C	F35CD49	DEP	12D3	100%ETR	203	224	4646	2,779	0	103.1	58.2	77.1
SP6	1	I35C	F35CH2	PAT	12F1	100%ETR	145	592	4062	36,483	0	106.6	72.8	72.8
SP6	2	I35C	F35CF4	PAT	30F1	100%ETR	145	369	3187	6,438	0	111.7	70.4	74.8
SP6	3	F35A	F35AD29	DEP	12D3	100%ETR	251	368	3187	14,325	0	108	70.2	76.1
SP6	4	F35A	F35AD9	DEP	12D3	100%ETR	251	368	3187	14,325	0	107.9	70.1	77.1
SP6	5	F35A	F35AT2	PAT	12T1	100%ETR	225	731	4083	27,356	0	104.8	69.7	77.8
SP6	6	F35A	F35AD69	DEP	12D3	100%ETR	244	257	3178	9.55	0	108.2	68.6	78.3
SP6	7	F35A	F35A149	DHP	12D3	100%ETR	244	257	3178	9.55	0	108.2	68.6	78.7
SP6	8	I35B	F35BF2	PAT	12F1	100%ETR	150	592	4062	11,273	0	106.4	67.6	79
SP6	9	I35A	F35SAT4	PAT	30T1	100%ETR	170	369	3187	4,827	0	109.9	67.4	79.3
SP6	10	I35B	F35BD109	DEP	12D3	100%ETR	114	233	3178	5,009	0	109.7	67.3	79.6
SP6	11	I35B	F35BD89	DEP	12D3	100%ETR	114	253	3178	5,009	0	109.7	67.3	79.9
SP6	12	I35B	F35BF4	PAT	30F1	100%ETR	150	369	3187	1,989	0	111.7	65.3	80
SP6	13	I35C	F35CD29	DHP	12D3	100%ETR	251	368	3187	4,168	0	108	64.8	80.1
SP6	14	I35C	F35CD9	DEP	12D3	100%ETR	251	368	3187	4,168	0	107.9	64.7	80.3
SP6	15	I35A	F35A13	PAT	30I1	100%ETR	170	175	3174	3,003	0	108.4	63.8	80.4
SP6	16	I35A	F35A12	PAT	19I2	100%ETR	250	732	5306	8,508	0	103.4	63.3	80.4
SP6	17	I35A	F35A11	PAT	19I1	100%ETR	250	732	5306	8,508	0	103.4	63.3	80.5
SP6	18	I35C	F35CD69	DEP	12D3	100%ETR	244	257	3178	2,779	0	108.2	63.3	80.6
SP6	19	I35C	F35CD49	DHP	12D3	100%ETR	244	257	3178	2,779	0	108.2	63.2	80.7
SP6	20	I35A	F35AD39	DEP	30DQ2R	150%ETR	190	102	3174	1,497	0	109.6	62	80.7

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP7	1	F35C	F35CT4	PAT	30F1	55%ETR	145	1087	2740	6,438	0	102.7	61.4	61.4
SP7	2	F35C	F35CT2	PAT	12F1	100%ETR	145	357	9014	36,483	0	94.1	60.4	63.9
SP7	3	F35A	F35AT2	PAT	12F1	100%ETR	170	357	9014	27,356	0	92.5	57.5	64.8
SP7	4	F35A	F35A14	PAT	30II	50%ETR	225	1587	2965	4,827	0	99.4	56.9	65.5
SP7	5	I35B	F35B14	PAT	12F1	100%ETR	150	357	9014	11,273	0	94.2	55.3	65.9
SP7	6	F35B	F35BF4	PAT	30F1	50%ETR	150	1087	2740	1,989	0	101.5	55.1	66.2
SP7	7	F35A	F35AD29	DEP	12D3	100%ETR	200	131	9009	14,325	0	92.9	55	66.5
SP7	8	F35A	F35AI09	DHP	12D3	100%ETR	200	131	9009	14,325	0	92.1	54.3	66.8
SP7	9	F35A	F35AI2	PAT	19I2	100%ETR	250	1211	10612	8,508	0	94.1	54	67
SP7	10	F35A	F35AI1	PAT	19I1	100%ETR	250	1211	10612	8,508	0	94.1	54	67.2
SP7	11	F35A	F35AD69	DEP	12D3	100%ETR	177	87	9009	9.55	0	92	52.4	67.4
SP7	12	F35A	F35AD49	DEP	12D3	100%ETR	177	87	9009	9.55	0	91.3	51.7	67.5
SP7	13	F35A	F35AI3	PAT	30II	100%ETR	170	305	9012	3,003	0	95.3	50.7	67.6
SP7	14	I35B	F35BD108	DEP	12D3	100%ETR	114	168	9010	5,009	0	93.1	50.7	67.7
SP7	15	F35B	F35BD89	DEP	12D3	100%ETR	114	168	9010	5,009	0	92.8	50.5	67.8
SP7	16	F35C	F35CD29	DEP	12D3	100%ETR	200	131	9009	4,168	0	92.9	49.7	67.8
SP7	17	F35C	F35CD9	DEP	12D3	100%ETR	200	131	9009	4,168	0	92.1	49	67.9
SP7	18	F35B	F35B15	PAT	19I2	100%ETR	250	1211	10612	2,295	0	94.1	48.3	67.9
SP7	19	F35B	F35B14	PAT	19I1	100%ETR	250	1211	10612	2,295	0	94.1	48.3	68
SP7	20	F35C	F35C12	PAT	19I2	100%ETR	250	1211	10612	1,87	0	94.1	47.4	68
SP8	1	F35A	F35AI1	PAT	19I1	100%ETR	170	190	4155	8,508	0	105.2	65.1	65.1
SP8	2	F35A	F35AI2	PAT	19I2	100%ETR	170	190	4155	8,508	0	105.2	65.1	68.1
SP8	3	F35C	F35CT2	PAT	12F1	55%ETR	145	1086	6940	36,483	0	96.2	62.5	69.2
SP8	4	F35A	F35AD29	DEP	12D3	100%ETR	300	1598	6957	14,325	0	99	61.2	69.8
SP8	5	F35C	F35CP3	PAT	19I1	100%ETR	145	422	4169	1,92	0	106.8	60.3	70.3
SP8	6	F35A	F35AI9	DHP	12D3	100%ETR	300	1598	6957	14,325	0	97.9	60	70.7
SP8	7	I35B	F35B14	PAT	19I1	100%ETR	170	190	4155	2,295	0	105.4	59.7	71
SP8	8	F35B	F35B15	PAT	19I2	100%ETR	170	190	4155	2,295	0	105.4	59.7	71.3
SP8	9	F35A	F35AD69	DEP	12D3	100%ETR	273	273	6872	9.55	0	99.2	59.6	71.6
SP8	10	F35A	F35AT2	PAT	12T1	50%ETR	225	1586	7032	27,356	0	94.2	59.2	71.8
SP8	11	F35A	F35AD49	DEP	12D3	100%ETR	273	1270	6872	9.55	0	98.3	58.7	72
SP8	12	I35C	F35C11	PAT	19II	100%ETR	170	190	4155	1.87	0	105.2	58.6	72.2
SP8	13	F35C	F35C12	PAT	19I2	100%ETR	170	190	4155	1.87	0	105.2	58.6	72.4
SP8	14	I35B	F35BD108	DEP	12D3	100%ETR	256	653	6878	5,009	0	99.8	57.4	72.6
SP8	15	F35A	F35ATS3	PAT	19T1	100%ETR	225	440	4171	1,44	0	105.1	57.4	72.7
SP8	16	F35B	F35BD89	DEP	12D3	100%ETR	256	653	6878	5,009	0	99.6	57.2	72.8
SP8	17	F35B	F35BP2	PAT	12F1	50%ETR	150	1086	6940	11,273	0	95.9	57.1	72.9
SP8	18	I35B	F35B11	PAT	19II	100%ETR	170	190	4155	1,207	0	105.2	56.7	73
SP8	19	F35B	F35B12	PAT	19I2	100%ETR	170	190	4155	1,207	0	105.2	56.7	73.1
SP8	20	F35C	F35CD29	DEP	12D3	100%ETR	300	1598	6957	4,168	0	99	55.9	73.2
SP9	1	F35A	F35AI1	PAT	19II	100%ETR	170	169	5471	8,508	0	101.2	61.1	61.1
SP9	2	F35A	F35AI2	PAT	19I2	100%ETR	170	169	5471	8,508	0	101.2	61.1	64.1
SP9	3	F35C	F35CT2	PAT	12F1	55%ETR	145	1086	8247	36,483	0	93.5	59.7	65.5
SP9	4	F35A	F35AD29	DEP	12D3	100%ETR	300	1944	7973	14,325	0	97.1	59.3	66.4
SP9	5	F35A	F35AD69	DEP	12D3	100%ETR	300	1496	7864	9.55	0	97.3	57.7	67
SP9	6	F35A	F35AI9	DEP	12D3	100%ETR	300	1944	7973	14,325	0	95.4	57.6	67.4
SP9	7	F35A	F35A12	PAT	12T1	50%ETR	225	1586	8325	27,356	0	91.5	56.5	67.8
SP9	8	F35A	F35AD49	DEP	12D3	100%ETR	300	1496	7864	9.55	0	96	56.4	68.1
SP9	9	F35C	F35CP3	PAT	19I1	100%ETR	145	345	5478	1,92	0	102.9	56.3	68.4
SP9	10	I35B	F35B14	PAT	19II	100%ETR	170	169	5471	2,295	0	101.6	55.9	68.6
SP9	11	F35B	F35B15	PAT	19I2	100%ETR	170	169	5471	2,295	0	101.6	55.8	68.8
SP9	12	I35B	F35BD108	DEP	12D3	100%ETR	256	677	7738	5,009	0	98	55.6	69
SP9	13	I35B	F35BD89	DHP	12D3	100%ETR	256	677	7738	5,009	0	97.6	55.2	69.2
SP9	14	F35C	F35C11	PAT	19II	100%ETR	170	169	5471	1.87	0	101.2	54.6	69.3
SP9	15	F35C	F35C12	PAT	19I2	100%ETR	170	169	5471	1.87	0	101.2	54.5	69.5
SP9	16	F35B	F35BT2	PAT	12F1	50%ETR	150	1086	8247	11,273	0	93.2	54.3	69.6
SP9	17	F35C	F35CD29	DRP	12D3	100%ETR	300	1944	7973	4,168	0	97.1	53.9	69.7
SP9	18	F35A	F35A13	PAT	19II	100%ETR	170	345	5478	1.44	0	101.2	53.4	69.8
SP9	19	F35B	F35B11	PAT	19II	100%ETR	170	169	5471	1,207	0	101.2	52.6	69.9
SP9	20	F35B	F35B12	PAT	19I2	100%ETR	170	169	5471	1,207	0	101.2	52.6	70

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP10	1	F35C	F35CF2	PAT	12F1	100%ETR	145	154	2953	36,483	0	109.5	75.8	75.8
SP10	2	F35C	F35CT4	PAT	30F1	100%ETR	145	1007	1625	6,438	0	116.8	75.5	78.7
SP10	3	F35A	F35AT2	PAT	12T1	100%ETR	170	154	2953	27,356	0	108.1	73	79.7
SP10	4	F35B	F35BF2	PAT	12F1	100%ETR	150	154	2953	11,273	0	109.8	70.9	80.3
SP10	5	F35A	F35A14	PAT	30T1	100%ETR	225	1424	1906	4,827	0	113.3	70.7	80.7
SP10	6	F35B	F35BF4	PAT	30F1	100%ETR	150	1007	1625	1,989	0	116.6	70.2	81.1
SP10	7	F35A	F35AD29	DEP	12D3	150%ETR	190	88	2952	14,325	0	105.1	67.3	81.3
SP10	8	F35A	F35A109	DHP	12D3	150%ETR	190	88	2952	14,325	0	105.1	67.2	81.4
SP10	9	F35B	F35BD109	DEP	12D3	100%ETR	114	135	2952	5,009	0	108.8	66.4	81.6
SP10	10	F35B	F35BD89	DEP	12D3	100%ETR	114	135	2952	5,009	0	108.8	66.4	81.7
SP10	11	F35A	F35A13	PAT	30T1	100%ETR	250	437	2973	3,003	0	110	65.4	81.8
SP10	12	F35A	F35AD69	DEP	12D3	150%ETR	0	87	2952	9.55	0	102.9	63.3	81.9
SP10	13	F35A	F35AD49	DEP	12D3	150%ETR	0	87	2952	9.55	0	102.7	63.2	81.9
SP10	14	F35C	F35CD29	DHP	12D3	150%ETR	190	88	2952	4,168	0	105.1	62	82
SP10	15	F35C	F35CD9	DHP	12D3	150%ETR	190	88	2952	4,168	0	105.1	61.9	82
SP10	16	F35A	F35AD39	DEP	30DD2R	100%ETR	251	421	2971	1,497	0	109	61.4	82
SP10	17	F35A	F35AD19	DEP	30DD2R	100%ETR	251	421	2971	1,497	0	108.9	61.3	82.1
SP10	18	F35A	F35AD37	DEP	30DD1	100%ETR	251	421	2971	1,464	0	109	61.3	82.1
SP10	19	F35A	F35AD17	DEP	30DD1	100%ETR	251	421	2971	1,464	0	108.9	61.2	82.2
SP10	20	F35B	F35B16	PAT	30T1	100%ETR	250	437	2973	0.81	0	110	59.7	82.2
SP11	1	F35C	F35CF2	PAT	12F1	55%ETR	145	1087	9328	36,483	0	90.5	56.8	56.8
SP11	2	F35A	F35AI1	PAT	19D1	100%ETR	150	87	6218	8,508	0	96.7	56.6	59.7
SP11	3	F35A	F35AI2	PAT	19L2	100%ETR	150	87	6218	8,508	0	96.7	56.6	61.4
SP11	4	F35A	F35AD29	DEP	12D3	100%ETR	300	1912	10643	14,325	0	93	55.1	62.4
SP11	5	F35A	F35A12	PAT	12T1	50%ETR	225	1586	9399	27,356	0	88.5	53.5	62.9
SP11	6	F35A	F35A169	DHP	12D3	100%ETR	300	1465	10562	9.55	0	93	53.4	63.4
SP11	7	F35B	F35B14	PAT	19L1	100%ETR	150	87	6218	2,295	0	98.7	53	63.7
SP11	8	F35A	F35AD9	DEP	12D3	100%ETR	300	1912	10643	14,325	0	90.8	53	64.1
SP11	9	F35C	F35CT3	PAT	19F1	100%ETR	145	87	6218	1,92	0	99.3	52.7	64.4
SP11	10	F35B	F35B15	PAT	19L2	100%ETR	150	87	6218	2,295	0	98.5	52.7	64.7
SP11	11	F35A	F35AD49	DEP	12D3	100%ETR	300	1465	10562	9.55	0	91.3	51.7	64.9
SP11	12	F35B	F35BF2	PAT	12F1	50%ETR	150	187	9328	11,273	0	90.2	51.3	65.1
SP11	13	F35B	F35BD109	DEP	12D3	100%ETR	256	675	10471	5,009	0	93.1	50.7	65.2
SP11	14	F35B	F35BD89	DEP	12D3	100%ETR	256	675	10471	5,009	0	92.5	50.1	65.4
SP11	15	F35C	F35CL1	PAT	19L1	100%ETR	150	87	6218	1,87	0	96.7	50	65.5
SP11	16	F35C	F35CL2	PAT	19L2	100%ETR	150	87	6218	1,87	0	96.7	50	65.6
SP11	17	F35A	F35A13	PAT	19T1	100%ETR	150	87	6218	1,44	0	97.6	49.8	65.7
SP11	18	F35C	F35CD29	DHP	12D3	100%ETR	300	1912	10643	4,168	0	93	49.8	65.8
SP11	19	F35A	F35AD63	DEP	01DD3	100%ETR	244	269	6222	0.887	0	99.6	49.8	65.9
SP11	20	F35A	F35AD43	DEP	01DD3	100%ETR	244	269	6222	0.887	0	99.3	49.4	66
SP12	1	F35B	F35BA24	ARR	19A2	75%ETR	120	281	1470	1,519	0.101	116.6	71.3	71.3
SP12	2	F35B	F35B15	PAT	19L2	75%ETR	120	282	1430	2,395	0	117	71.2	74.2
SP12	3	F35B	F35B14	PAT	19T1	75%ETR	120	278	1608	2,295	0	115.7	69.9	75.6
SP12	4	F35B	F35BA23	ARR	19A1	75%ETR	120	278	1608	1,519	0.101	115.2	69.8	76.6
SP12	5	F35A	F35A12	PAT	19L2	50%ETR	170	322	1436	8,508	0	104.9	64.8	76.9
SP12	6	F35A	F35AA6	ARR	19A2	50%ETR	170	316	1475	5.63	0.375	104.2	64.5	77.2
SP12	7	F35A	F35A11	PAT	19T1	50%ETR	170	316	1614	8,508	0	103.7	65.7	77.3
SP12	8	F35A	F35AD63	DEP	01DD3	100%ETR	273	1200	1966	0.887	0	113.5	63.6	77.5
SP12	9	F35A	F35AD43	DEP	01DD3	100%ETR	273	1200	1966	0.887	0	113.4	63.5	77.7
SP12	10	F35A	F35AA5	ARR	19A1	50%ETR	170	311	1613	5.63	0.375	103.1	63.5	77.9
SP12	11	F35B	F35BA26	ARR	19A4	75%ETR	120	281	1470	0.19	0.013	116.6	62.3	78
SP12	12	F35B	F35BA25	ARR	19A3	75%ETR	120	278	1608	0.19	0.013	115.2	60.8	78.1
SP12	13	F35B	F35B13	PAT	19F1	75%ETR	120	338	2079	0.593	0	111.9	60.3	78.1
SP12	14	F35B	F35BA30	ARR	19A8	75%ETR	120	281	1470	0.114	0.008	116.6	60	78.2
SP12	15	F35B	F35BA29	ARR	19A7	75%ETR	120	278	1608	0.114	0.008	115.2	58.6	78.2
SP12	16	F35B	F35BA28	ARR	19A6	75%ETR	120	281	1470	0.076	0.005	116.6	58.3	78.3
SP12	17	F35C	F35CD63	DRP	01DD3	100%ETR	273	1200	1966	0.258	0	113.5	58.3	78.3
SP12	18	F35C	F35CJ2	PAT	19L2	50%ETR	170	322	1436	1.87	0	104.9	58.2	78.4
SP12	19	F35C	F35CD43	DHP	01DD3	100%ETR	273	1200	1966	0.258	0	113.4	58.1	78.4
SP12	20	F35C	F35CA6	ARR	19A2	50%ETR	170	316	1475	1.266	0.084	104.2	58.1	78.5

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP13	1	F35B	F35BA24	ARR	19A2	75%ETR	120	269	950	1,519	0.101	120.7	75.4	75.4
SP13	2	F35B	F35B15	PAT	19I2	75%ETR	120	269	919	2,295	0	121.1	75.3	78.4
SP13	3	F35B	F35B14	PAT	19I1	75%ETR	120	266	1053	2,295	0	119.8	74.1	79.7
SP13	4	F35B	F35BA23	ARR	19A1	75%ETR	120	266	1052	1,519	0.101	119.3	73.9	80.7
SP13	5	F35A	F35A12	PAT	19I2	50%ETR	170	305	927	8,508	0	108.9	68.8	81
SP13	6	F35A	F35AA6	ARR	19A2	50%ETR	170	300	957	5.63	0.375	108.3	68.7	81.3
SP13	7	F35A	F35AA5	ARR	19A1	50%ETR	170	297	1059	5.63	0.375	107.3	67.7	81.4
SP13	8	F35A	F35A11	PAT	19I1	50%ETR	170	301	1060	8,508	0	107.7	67.6	81.6
SP13	9	F35A	F35AD63	DEP	01DD3	100%ETR	273	1131	1495	0.887	0	116.5	66.6	81.8
SP13	10	F35A	F35AD43	DEP	01DD3	100%ETR	273	1131	1495	0.887	0	116.4	66.5	81.9
SP13	11	F35B	F35BA26	ARR	19A4	75%ETR	120	269	950	0.19	0.013	120.7	66.3	82
SP13	12	F35B	F35BA25	ARR	19A3	75%ETR	120	266	1052	0.19	0.013	119.3	64.9	82.1
SP13	13	F35B	F35BF3	PAT	19F1	75%ETR	120	333	1430	0.593	0	116.1	64.5	82.2
SP13	14	F35B	F35BA30	ARR	19A8	75%ETR	120	269	950	0.114	0.008	120.7	64.1	82.2
SP13	15	F35B	F35BA29	ARR	19A7	75%ETR	120	266	1052	0.114	0.008	119.3	62.7	82.3
SP13	16	F35B	F35BA28	ARR	19A6	75%ETR	120	269	950	0.076	0.005	120.7	62.4	82.3
SP13	17	F35C	F35C12	PAT	19I2	50%ETR	170	305	927	1.87	0	108.9	62.3	82.4
SP13	18	F35C	F35CA6	ARR	19A2	50%ETR	170	300	957	1.266	0.084	108.3	62.2	82.4
SP13	19	F35C	F35CD63	DEP	01DD3	100%ETR	273	1131	1495	0.258	0	116.5	61.2	82.4
SP13	20	F35C	F35CD43	DEP	01DD3	100%ETR	273	1131	1495	0.258	0	116.4	61.2	82.5
SP14	1	F35B	F35BA24	ARR	19A2	75%ETR	120	281	933	1,519	0.101	120.9	75.6	75.6
SP14	2	F35B	F35B15	PAT	19I2	75%ETR	120	281	895	2,295	0	121.3	75.6	78.6
SP14	3	F35B	F35B14	PAT	19I1	75%ETR	120	279	1071	2,295	0	119.7	73.9	79.8
SP14	4	F35B	F35BA23	ARR	19A1	75%ETR	120	278	1070	1,519	0.101	119.2	73.8	80.8
SP14	5	F35A	F35A12	PAT	19I2	50%ETR	170	321	905	8,508	0	109.1	69	81.1
SP14	6	F35A	F35AA6	ARR	19A2	50%ETR	170	315	942	5.63	0.375	108.5	68.8	81.3
SP14	7	F35A	F35AA5	ARR	19A1	50%ETR	170	312	1077	5.63	0.375	107.2	67.5	81.5
SP14	8	F35A	F35A11	PAT	19I1	50%ETR	170	317	1079	8,508	0	107.5	67.4	81.7
SP14	9	F35B	F35BA26	ARR	19A4	75%ETR	120	281	933	0.19	0.013	120.9	66.5	81.8
SP14	10	F35A	F35AD63	DEP	01DD3	100%ETR	273	1205	1561	0.887	0	115.9	66	81.9
SP14	11	F35A	F35AD43	DEP	01DD3	100%ETR	273	1205	1561	0.887	0	115.8	66	82
SP14	12	F35B	F35BA25	ARR	19A3	75%ETR	120	278	1070	0.19	0.013	119.2	64.8	82.1
SP14	13	F35B	F35BA30	ARR	19A8	75%ETR	120	281	933	0.114	0.008	120.9	64.3	82.2
SP14	14	F35B	F35BF3	PAT	19F1	75%ETR	120	346	1598	0.593	0	114.7	63.1	82.2
SP14	15	F35B	F35BA29	ARR	19A7	75%ETR	120	278	1070	0.114	0.008	119.2	62.6	82.3
SP14	16	F35B	F35BA28	ARR	19A6	75%ETR	120	281	933	0.076	0.005	120.9	62.6	82.3
SP14	17	F35C	F35C12	PAT	19I2	50%ETR	170	321	905	1.87	0	109.1	62.4	82.4
SP14	18	F35C	F35CA6	ARR	19A2	50%ETR	170	315	942	1.266	0.084	108.5	62.4	82.4
SP14	19	F35C	F35CA5	ARR	19A1	50%ETR	170	312	1077	1.266	0.084	107.2	61	82.5
SP14	20	F35C	F35CJ1	PAT	19I1	50%ETR	170	317	1079	1.87	0	107.5	60.8	82.5
SP15	1	F35B	F35BA24	ARR	19A2	75%ETR	120	276	2206	1,519	0.101	112.4	67	67
SP15	2	F35B	F35B15	PAT	19I2	75%ETR	120	278	2169	2,295	0	112.6	66.9	70
SP15	3	F35B	F35B14	PAT	19I1	75%ETR	120	271	2328	2,295	0	111.9	66.1	71.5
SP15	4	F35B	F35BA23	ARR	19A1	75%ETR	120	271	2328	1,519	0.101	111.3	66	72.5
SP15	5	F35A	F35A12	PAT	19I2	50%ETR	170	316	2173	8,508	0	101	60.9	72.8
SP15	6	F35A	F35AD63	DEP	01DD3	100%ETR	273	1158	2572	0.887	0	110.8	60.9	73.1
SP15	7	F35A	F35AI43	DEP	01DD3	100%ETR	273	1158	2572	0.887	0	110.6	60.7	73.3
SP15	8	F35A	F35AA6	ARR	19A2	50%ETR	170	309	2210	5.63	0.375	100	60.3	73.6
SP15	9	F35A	F35A11	PAT	19I1	50%ETR	170	307	2331	8,508	0	100.3	60.3	73.8
SP15	10	F35A	F35AA5	ARR	19A1	50%ETR	170	302	2331	5.63	0.375	99.3	59.6	73.9
SP15	11	F35B	F35BA26	ARR	19A4	75%ETR	120	276	2206	0.19	0.013	112.4	58	74
SP15	12	F35B	F35BF3	PAT	19F1	75%ETR	120	323	2677	0.593	0	109.2	57.6	74.1
SP15	13	F35B	F35BA25	ARR	19A3	75%ETR	120	271	2328	0.19	0.013	111.3	56.9	74.2
SP15	14	F35C	F35CF2	PAT	12F1	55%ETR	145	1087	8789	36,483	0	89.6	55.9	74.3
SP15	15	F35B	F35BA30	ARR	19A8	75%ETR	120	276	2206	0.114	0.008	112.4	55.8	74.3
SP15	16	F35C	F35CD63	DEP	01DD3	100%ETR	273	1158	2572	0.258	0	110.8	55.5	74.4
SP15	17	F35C	F35CD43	DEP	01DD3	100%ETR	273	1158	2572	0.258	0	110.6	55.4	74.4
SP15	18	F35C	F35CF3	PAT	19F1	55%ETR	145	323	2677	1.92	0	101.8	55.2	74.5
SP15	19	F35B	F35BA29	ARR	19A7	75%ETR	120	271	2328	0.114	0.008	111.3	54.7	74.5
SP15	20	F35C	F35CJ2	PAT	19I2	50%ETR	170	316	2173	1.87	0	101	54.3	74.5

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP16	1	F35B	F35BA24	ARR	19A2	75%ETR	120	276	2867	1,519	0.101	109.4	64.1	64.1
SP16	2	F35B	F35B15	PAT	19I2	75%ETR	120	277	2830	2,295	0	109.8	64	67
SP16	3	F35B	F35B14	PAT	19I1	75%ETR	120	268	2984	2,295	0	109.2	63.4	68.6
SP16	4	F35B	F35BA23	ARR	19A1	75%ETR	120	268	2984	1,519	0.101	108.5	63.2	69.7
SP16	5	F35A	F35AI263	DHP ¹	01DD3	100%ETR	273	1142	3178	0.887	0	108.4	58.5	70
SP16	6	F35A	F35AI2	PAT	19I2	50%ETR	170	315	2834	8,508	0	98.5	58.4	70.3
SP16	7	F35A	F35AD43	DEP	01DD5	100%ETR	273	1142	3178	0.887	0	108.2	58.3	70.6
SP16	8	F35A	F35AI11	PAT	19I1	50%ETR	170	304	2987	8,508	0	98	57.9	70.8
SP16	9	F35A	F35AA6	ARR	19A2	50%ETR	170	308	2870	5.63	0.375	96.9	57.2	71
SP16	10	F35A	F35AA5	ARR	19A1	50%ETR	170	299	2986	5.63	0.375	96.3	56.6	71.1
SP16	11	F35C	F35CF2	PAT	12F1	55%ETR	145	1087	9201	26,483	0	89.2	55.4	71.3
SP16	12	F35B	F35BF3	PAT	19F1	75%ETR	120	315	3280	0.593	0	106.9	55.2	71.4
SP16	13	F35B	F35BA26	ARR	19A4	75%ETR	120	276	2867	0.19	0.013	109.4	55.1	71.5
SP16	14	F35B	F35BA25	ARR	19A3	75%ETR	120	268	2984	0.19	0.013	108.5	54.1	71.5
SP16	15	F35C	F35CF3	PAT	19F1	55%ETR	145	315	3280	1.92	0	100	53.5	71.6
SP16	16	F35C	F35CD63	DEP	01DD3	100%ETR	273	1142	3178	0.258	0	108.4	53.1	71.7
SP16	17	F35C	F35CD43	DEP	01DD3	100%ETR	273	1142	3178	0.258	0	108.2	52.9	71.7
SP16	18	F35B	F35BA30	ARR	19A8	75%ETR	120	276	2867	0.114	0.008	109.4	52.8	71.8
SP16	19	F35B	F35BA29	ARR	19A7	75%ETR	120	268	2984	0.114	0.008	108.5	51.9	71.8
SP16	20	F35A	F35A12	PAT	12I1	50%ETR	225	1587	9271	27,356	0	86.9	51.8	71.9
SP17	1	F35B	F35BA24	ARR	19A2	75%ETR	120	325	4238	1,519	0.101	104.1	58.8	58.8
SP17	2	F35B	F35B15	PAT	19I2	75%ETR	120	327	4172	2,295	0	104.5	58.8	61.8
SP17	3	F35B	F35B14	PAT	19I1	75%ETR	120	314	4496	2,295	0	103.9	58.2	63.4
SP17	4	F35B	F35BA23	ARR	19A1	75%ETR	120	314	4495	1,519	0.101	103.3	58	64.5
SP17	5	F35A	F35AI263	DHP ¹	01DD3	100%ETR	300	1420	4720	0.887	0	104.3	54.4	64.9
SP17	6	F35A	F35AI12	PAT	19I2	50%ETR	170	379	4176	8,508	0	94.2	54.1	65.2
SP17	7	F35A	F35AI11	PAT	19I1	50%ETR	170	362	4499	8,508	0	93.6	53.5	65.5
SP17	8	F35A	F35AD43	DEP	01DD3	100%ETR	300	1420	4720	0.887	0	103.4	53.5	65.8
SP17	9	F35A	F35AA6	ARR	19A2	50%ETR	170	369	4242	5.63	0.375	92	52.4	66
SP17	10	F35C	F35CF2	PAT	12F1	55%ETR	145	1087	11351	36,483	0	86	52.3	66
SP17	11	F35A	F35AA5	ARR	19A1	50%ETR	170	355	4498	5.63	0.375	91.3	51.7	66.3
SP17	12	F35B	F35BA26	ARR	19A4	75%ETR	120	325	4238	0.19	0.013	104.1	49.8	66.4
SP17	13	F35C	F35CD63	DEP	01DD3	100%ETR	300	1420	4720	0.258	0	104.3	49	66.5
SP17	14	F35B	F35BA25	ARR	19A3	75%ETR	120	314	4495	0.19	0.013	103.3	49	66.5
SP17	15	F35A	F35SAT2	PAT	12T1	50%ETR	225	1587	11408	27,356	0	83.9	48.9	66.5
SP17	16	F35B	F35BF3	PAT	19F1	75%ETR	120	338	5210	0.593	0	100.5	48.8	66.7
SP17	17	F35C	F35CF3	PAT	19F1	55%ETR	145	338	5210	0.593	0	95.2	48.7	66.8
SP17	18	F35C	F35CID43	DHP ¹	01DD3	100%ETR	300	1420	4720	0.258	0	103.4	48.1	66.8
SP17	19	F35B	F35BA30	ARR	19A8	75%ETR	120	325	4238	0.114	0.008	104.1	47.5	66.9
SP17	20	F35C	F35CJ2	PAT	19I2	50%ETR	170	379	4176	1.87	0	94.2	47.5	66.9
SP18	1	F35B	F35BA24	ARR	19A2	75%ETR	120	340	1184	1,519	0.101	118.7	73.4	73.4
SP18	2	F35B	F35B15	PAT	19I2	75%ETR	120	342	1169	2,295	0	119	73.2	76.3
SP18	3	F35B	F35B14	PAT	19I1	75%ETR	120	329	1208	2,295	0	118.5	72.8	77.9
SP18	4	F35B	F35BA23	ARR	19A1	75%ETR	120	328	1208	1,519	0.101	117.8	72.5	79
SP18	5	F35A	F35AI2	PAT	19I2	50%ETR	170	271	1175	8,508	0	107.1	67	79.3
SP18	6	F35A	F35AA6	ARR	19A2	50%ETR	170	265	1188	5.63	0.375	106.4	66.8	79.5
SP18	7	F35A	F35AI11	PAT	19I1	50%ETR	170	266	1213	8,508	0	106.7	66.6	79.7
SP18	8	F35A	F35AD63	DEP	01DD3	100%ETR	273	960	1512	0.887	0	116.5	66.6	79.9
SP18	9	F35A	F35AD43	DEP	01DD3	100%ETR	273	960	1512	0.887	0	116.4	66.5	80.1
SP18	10	F35A	F35AA5	ARR	19A1	50%ETR	170	262	1212	5.63	0.375	106	66.3	80.3
SP18	11	F35B	F35BF3	PAT	19F1	75%ETR	120	296	1344	0.593	0	117	65.4	80.4
SP18	12	F35B	F35BA26	ARR	19A4	75%ETR	120	240	1184	0.19	0.013	118.7	64.4	80.5
SP18	13	F35B	F35BA25	ARR	19A3	75%ETR	120	238	1308	0.19	0.013	117.8	63.5	80.6
SP18	14	F35B	F35BA30	ARR	19A8	75%ETR	120	240	1184	0.114	0.008	118.7	62.1	80.7
SP18	15	F35C	F35CF3	PAT	19F1	55%ETR	145	296	1344	1.92	0	108.4	61.8	80.7
SP18	16	F35B	F35BA29	ARR	19A7	75%ETR	120	298	1208	0.114	0.008	117.8	61.2	80.8
SP18	17	F35C	F35CD63	DEP	01DD3	100%ETR	273	960	1512	0.258	0	116.5	61.2	80.8
SP18	18	F35C	F35CD43	DEP	01DD3	100%ETR	273	960	1512	0.258	0	116.4	61.2	80.9
SP18	19	F35C	F35CJ2	PAT	19I2	50%ETR	170	271	1175	1.87	0	107.1	60.4	80.9
SP18	20	F35B	F35BA28	ARR	19A6	75%ETR	120	240	1184	0.076	0.005	118.7	60.4	81

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP19	1	F35B	F35B15	PAT	19I2	75%ETR	120	307	422	2,295	0	127.6	81.8	81.8
SP19	2	F35B	F35B24	ARR	19A2	75%ETR	120	307	468	1,519	0.101	126.7	81.4	84.6
SP19	3	F35B	F35B23	ARR	19A1	75%ETR	120	306	666	1,519	0.101	123.5	78.2	85.5
SP19	4	F35B	F35B14	PAT	19I1	75%ETR	120	306	666	2,295	0	123.9	78.1	86.2
SP19	5	F35A	F35A12	PAT	19I2	50%ETR	170	353	450	8,508	0	114.8	74.7	86.5
SP19	6	F35A	F35AA6	ARR	19A2	50%ETR	170	347	490	5.63	0.375	113.9	74.3	86.8
SP19	7	F35B	F35BA26	ARR	19A4	75%ETR	120	307	468	0.19	0.013	126.7	72.4	86.9
SP19	8	F35A	F35AA5	ARR	19A1	50%ETR	170	346	682	5.63	0.375	111.3	71.6	87
SP19	9	F35A	F35A11	PAT	19I1	50%ETR	170	352	684	8,508	0	111.4	71.4	87.2
SP19	10	F35B	F35BA30	ARR	19A8	75%ETR	120	307	468	0.114	0.008	126.7	70.1	87.2
SP19	11	F35B	F35BA25	ARR	19A3	75%ETR	120	306	666	0.19	0.013	123.5	69.1	87.3
SP19	12	F35B	F35BA28	ARR	19A6	75%ETR	120	307	468	0.076	0.005	126.7	68.4	87.4
SP19	13	F35C	F35C12	PAT	19I2	50%ETR	170	353	450	1.87	0	114.8	68.1	87.4
SP19	14	H35C	H35CA6	ARR	19A2	50%ETR	170	347	490	1,266	0.084	113.9	67.8	87.5
SP19	15	F35B	F35BA29	ARR	19A7	75%ETR	120	306	666	0.114	0.008	123.5	66.9	87.5
SP19	16	F35A	F35AD63	DEP	01DD3	100%ETR	300	1,339	1,486	0.887	0	116.3	66.4	87.5
SP19	17	F35A	F35AD43	DEP	01DD3	100%ETR	300	1,339	1,486	0.887	0	116.2	66.3	87.6
SP19	18	F35B	F35B12	PAT	19I2	50%ETR	170	353	450	1,207	0	114.8	66.2	87.6
SP19	19	F35B	F35BA6	ARR	19A2	50%ETR	170	347	490	0.799	0.053	113.9	65.8	87.5
SP19	20	F35A	F35AA8	ARR	19A4	50%ETR	170	347	490	0.704	0.047	113.9	65.3	87.7
SP20	1	F35A	F35A12	PAT	19I2	50%ETR	170	568	2,291	8,508	0	100	59.9	59.9
SP20	2	F35A	F35AA6	ARR	19A2	50%ETR	170	566	2,433	5.63	0.375	99	59.3	62.6
SP20	3	F35B	F35B15	PAT	19I2	50%ETR	150	678	2,118	2,295	0	105	59.2	64.2
SP20	4	F35B	F35B24	ARR	19A2	50%ETR	150	673	2,458	1,519	0.101	104.4	59.1	65.4
SP20	5	F35B	F35BA23	ARR	19A1	50%ETR	150	646	3,103	1,519	0.101	103	57.7	66.1
SP20	6	F35B	F35B14	PAT	19I1	50%ETR	150	647	3,104	2,295	0	103.4	57.6	66.6
SP20	7	F35A	F35A11	PAT	19I1	50%ETR	170	556	3,087	8,508	0	96.7	56.7	67.1
SP20	8	F35A	F35AA5	ARR	19A1	50%ETR	170	556	3,087	5.63	0.375	96.2	56.6	67.4
SP20	9	F35A	F35AD63	DEP	01DD3	100%ETR	300	2,906	4,282	0.887	0	105.1	55.2	67.7
SP20	10	F35C	F35C12	PAT	19I2	50%ETR	170	568	2,291	1.87	0	100	53.3	67.8
SP20	11	F35A	F35AD43	DEP	01DD3	100%ETR	300	2,906	4,282	0.887	0	102.7	52.8	68
SP20	12	H35C	H35CA6	ARR	19A2	50%ETR	170	566	2,433	1,266	0.084	99	52.8	68.1
SP20	13	F35B	F35B12	PAT	19I2	50%ETR	170	568	2,291	1,207	0	100	51.4	68.2
SP20	14	F35B	F35BA6	ARR	19A2	50%ETR	170	566	2,433	0.799	0.053	99	50.8	68.3
SP20	15	F35A	F35AA8	ARR	19A4	50%ETR	170	566	2,433	0.704	0.047	99	50.3	68.3
SP20	16	F35C	F35CA5	ARR	19A1	50%ETR	170	556	3,087	1,266	0.084	96.2	50.1	68.4
SP20	17	F35C	F35C11	PAT	19I1	50%ETR	170	556	3,087	1.87	0	96.7	50.1	68.5
SP20	18	F35B	F35BA26	ARR	19A4	50%ETR	150	673	2,458	0.19	0.013	104.4	50	68.5
SP20	19	F35C	F35CD63	DEP	01DD3	100%ETR	300	2,906	4,282	0.258	0	105.1	49.8	68.6
SP20	20	F35B	F35BA25	ARR	19A3	50%ETR	150	646	3,103	0.19	0.013	103	48.6	68.6
SP21	1	F35A	F35A12	PAT	19I2	50%ETR	170	660	1,377	8,508	0	105	64.9	64.9
SP21	2	F35A	F35AA6	ARR	19A2	50%ETR	170	659	1,545	5.63	0.375	103.8	64.1	67.5
SP21	3	F35B	F35B15	PAT	19I2	50%ETR	150	923	1,512	2,295	0	105.7	60	68.2
SP21	4	F35A	F35AA5	ARR	19A1	50%ETR	170	652	2,357	5.63	0.375	99.4	59.8	68.8
SP21	5	F35A	F35A11	PAT	19I1	50%ETR	170	652	2,358	8,508	0	99.6	59.6	69.3
SP21	6	F35B	F35BA24	ARR	19A2	50%ETR	150	921	1,665	1,519	0.101	104.7	59.4	69.7
SP21	7	F35C	F35C12	PAT	19I2	50%ETR	170	660	1,377	1.87	0	105	58.3	70
SP21	8	F35C	F35C16	ARR	19A2	50%ETR	170	659	1,545	1,266	0.084	103.8	57.6	70.3
SP21	9	F35B	F35B14	PAT	19I1	50%ETR	150	903	2,433	2,295	0	102.4	56.6	70.5
SP21	10	F35B	F35BA23	ARR	19A1	50%ETR	150	902	2,433	1,519	0.101	101.9	56.6	70.6
SP21	11	F35B	F35B12	PAT	19I2	50%ETR	170	660	1,377	1,207	0	105	56.4	70.8
SP21	12	F35B	F35BA6	ARR	19A2	50%ETR	170	659	1,545	0.799	0.053	103.8	55.6	70.9
SP21	13	F35A	F35AA8	ARR	19A4	50%ETR	170	659	1,545	0.704	0.047	103.8	55.1	71
SP21	14	F35A	F35AD63	DEP	01DD3	100%ETR	300	3,598	4,882	0.887	0	104.8	54.9	71.1
SP21	15	F35C	F35CA5	ARR	19A1	50%ETR	170	652	2,357	1,266	0.084	99.4	53.3	71.2
SP21	16	F35C	F35C11	PAT	19I1	50%ETR	170	652	2,358	1.87	0	99.6	53	71.3
SP21	17	F35A	F35AA12	ARR	19A8	50%ETR	170	659	1,545	0.422	0.028	103.8	52.9	71.3
SP21	18	F35B	F35BA5	ARR	19A1	50%ETR	170	652	2,357	0.799	0.053	99.4	51.3	71.4
SP21	19	F35A	F35AA10	ARR	19A6	50%ETR	170	659	1,545	0.282	0.019	103.8	51.1	71.4
SP21	20	F35B	F35B11	PAT	19I1	50%ETR	170	652	2,358	1,207	0	99.6	51.1	71.5

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP22	1	F35B	F35BA24	ARR	19A2	75%ETR	120	370	366	1,519	0.101	128.4	83	83
SP22	2	F35B	F35BA23	ARR	19A1	75%ETR	120	370	420	1,519	0.101	127.1	81.8	85.4
SP22	3	F35B	F35B15	PAT	19I2	75%ETR	120	370	414	2,295	0	127.3	81.6	86.5
SP22	4	F35B	F35B14	PAT	19I1	75%ETR	120	371	421	2,295	0	127.2	81.4	88
SP22	5	F35A	F35AA6	ARR	19A2	50%ETR	170	433	424	5.63	0.375	115.1	75.4	88.2
SP22	6	F35A	F35AA5	ARR	19A1	50%ETR	170	433	472	5.63	0.375	114.2	74.6	88.4
SP22	7	F35A	F35A12	PAT	19I2	50%ETR	170	434	466	8,508	0	114.4	74.3	88.6
SP22	8	F35A	F35A11	PAT	19I1	50%ETR	170	434	472	8,508	0	114.3	74.2	88.7
SP22	9	F35B	F35BA26	ARR	19A4	75%ETR	120	370	366	0.19	0.013	128.4	74	88.9
SP22	10	F35B	F35BA25	ARR	19A3	75%ETR	120	370	420	0.19	0.013	127.1	72.7	89
SP22	11	F35B	F35BA20	ARR	19A8	75%ETR	120	370	366	0.114	0.008	128.4	71.8	89.1
SP22	12	F35B	F35BA29	ARR	19A7	75%ETR	120	370	420	0.114	0.008	127.1	70.5	89.1
SP22	13	F35B	F35BA28	ARR	19A6	75%ETR	120	370	366	0.076	0.005	128.4	70	89.2
SP22	14	F35C	F35CA6	ARR	19A2	50%ETR	170	433	424	1,266	0.084	115.1	68.9	89.2
SP22	15	F35B	F35BA27	ARR	19A5	75%ETR	120	370	420	0.076	0.005	127.1	68.8	89.3
SP22	16	F35C	F35CA5	ARR	19A1	50%ETR	170	433	472	1,266	0.084	114.2	68.1	89.3
SP22	17	F35C	F35C12	PAT	19I2	50%ETR	170	434	466	1.87	0	114.4	67.7	89.3
SP22	18	F35C	F35C11	PAT	19I1	50%ETR	170	434	472	1.87	0	114.3	67.6	89.4
SP22	19	F35B	F35BA6	ARR	19A2	50%ETR	170	433	424	0.799	0.053	115.1	66.9	89.4
SP22	20	F35A	F35AA8	ARR	19A4	50%ETR	170	433	424	0.704	0.047	115.1	66.4	89.4
SP23	1	F35B	F35BA23	ARR	19A1	75%ETR	120	315	284	1,519	0.101	130.2	84.9	84.9
SP23	2	F35B	F35B14	PAT	19I1	75%ETR	120	316	284	2,295	0	130.6	84.8	87.9
SP23	3	F35B	F35BA24	ARR	19A2	75%ETR	120	315	413	1,519	0.101	127.7	82.4	88.9
SP23	4	F35B	F35B15	PAT	19I2	75%ETR	120	315	459	2,295	0	126.9	81.1	89.6
SP23	5	F35A	F35AA5	ARR	19A1	50%ETR	170	358	325	5.63	0.375	117.1	77.4	89.9
SP23	6	F35A	F35A11	PAT	19I1	50%ETR	170	364	332	8,508	0	117.1	77	90.1
SP23	7	F35B	F35BA23	ARR	19A3	75%ETR	120	315	284	0.19	0.013	130.2	75.9	90.2
SP23	8	F35A	F35AA6	ARR	19A2	50%ETR	170	357	442	5.63	0.375	114.8	75.2	90.4
SP23	9	F35A	F35A12	PAT	19I2	50%ETR	170	363	489	8,508	0	114	74	90.5
SP23	10	F35B	F35BA29	ARR	19A7	75%ETR	120	315	284	0.114	0.008	130.2	73.6	90.6
SP23	11	F35B	F35BA26	ARR	19A4	75%ETR	120	315	413	0.19	0.013	127.7	73.3	90.6
SP23	12	F35B	F35BA27	ARR	19A5	75%ETR	120	315	284	0.076	0.005	130.2	71.9	90.7
SP23	13	F35B	F35BA30	ARR	19A8	75%ETR	120	315	413	0.114	0.008	127.7	71.1	90.7
SP23	14	F35C	F35CA5	ARR	19A1	50%ETR	170	358	325	1,266	0.084	117.1	71	90.8
SP23	15	F35C	F35C11	PAT	19I1	50%ETR	170	364	332	1.87	0	117.1	70.4	90.8
SP23	16	F35B	F35BA28	ARR	19A6	75%ETR	120	315	413	0.076	0.005	127.7	69.4	90.9
SP23	17	F35B	F35BA5	ARR	19A1	50%ETR	170	358	325	0.799	0.053	117.1	69	90.9
SP23	18	F35C	F35CA6	ARR	19A2	50%ETR	170	357	442	1,266	0.084	114.8	68.7	90.9
SP23	19	F35B	F35B11	PAT	19I1	50%ETR	170	364	332	1,207	0	117.1	68.5	90.9
SP23	20	F35A	F35AA7	ARR	19A3	50%ETR	170	358	325	0.704	0.047	117.1	68.4	91
SP24	1	F35A	F35A13	PAT	30I1	33%ETR	250	3087	3034	3,003	0	100.1	55.5	55.5
SP24	2	F35B	F35B16	PAT	30I1	33%ETR	250	3087	3034	0.81	0	100.1	49.8	56.5
SP24	3	F35C	F35C13	PAT	30I1	33%ETR	250	3087	3034	0.66	0	100.1	48.9	57.2
SP24	4	F35B	F35B13	PAT	30I1	33%ETR	250	3087	3034	0.426	0	100.1	47	57.6
SP24	5	F35A	F35A12	PAT	19I2	33%ETR	250	3087	3832	8,508	0	86.7	46.7	57.9
SP24	6	F35A	F35A11	PAT	19I1	33%ETR	250	3087	3832	8,508	0	86.7	46.7	58.3
SP24	7	F35B	F35B15	PAT	19I2	33%ETR	250	3087	3832	2,295	0	86.7	41	58.3
SP24	8	F35B	F35B14	PAT	19I1	33%ETR	250	3087	3832	2,295	0	86.7	41	58.4
SP24	9	F35A	F35A12	PAT	12I1	50%ETR	170	499	15223	27,356	0	75.7	40.6	58.5
SP24	10	F35C	F35CP2	PAT	12I1	55%ETR	145	351	16539	36,483	0	74	40.3	58.5
SP24	11	F35C	F35C12	PAT	19I2	33%ETR	250	3087	3832	1.87	0	86.7	40.1	58.6
SP24	12	F35C	F35C11	PAT	19I1	33%ETR	250	3087	3832	1.87	0	86.7	40.1	58.7
SP24	13	F35A	F35A129	DH ¹	1203	150%ETR	0	87	18508	14,325	0	77.9	40	58.7
SP24	14	F35C	F35C14	PAT	30F1	55%ETR	145	1087	18327	6,438	0	80.1	38.8	58.8
SP24	15	F35A	F35AD69	DEP	12D3	150%ETR	0	87	18508	9.55	0	77.8	38.3	58.8
SP24	16	F35B	F35B12	PAT	19I2	33%ETR	250	3087	3832	1,207	0	86.7	38.2	58.9
SP24	17	F35B	F35B11	PAT	19I1	33%ETR	250	3087	3832	1,207	0	86.7	38.2	58.9
SP24	18	F35A	F35AD39	DEP	30DD2R	100%ETR	300	2976	15860	1,497	0	85.1	37.5	58.9
SP24	19	F35A	F35AJ37	DEP ¹	30DJ1	100%ETR	300	2976	15860	1,464	0	85.1	37.4	58.9
SP24	20	F35A	F35AD9	DEP	12D3	150%ETR	0	87	18508	14,325	0	75.2	37.4	59

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Table 6. Contributors at Locations of Interest (Continued)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP25	1	F35A	F35A13	PAT	30II	33%ETR	250	3087	3920	3,003	0	97.5	52.9	52.9
SP25	2	F35B	F35B16	PAT	30II	33%ETR	250	3087	3920	0.81	0	97.5	47.2	53.9
SP25	3	F35C	F35C13	PAT	30II	33%ETR	250	3087	3920	0.66	0	97.5	46.3	54.6
SP25	4	F35B	F35B13	PAT	30II	33%ETR	250	3087	3920	0.426	0	97.5	44.4	55
SP25	5	F35A	F35A12	PAT	19II	33%ETR	250	3087	3920	0.308	0	81.8	41.7	55.2
SP25	6	F35A	F35A11	PAT	19II	33%ETR	250	3087	3920	0.298	0	81.8	41.7	55.4
SP25	7	F35A	F35AD29	DEP	12D3	150%ETR	0	87	20943	14,325	0	76.3	38.5	55.5
SP25	8	F35A	F35A169	DHP	12D3	150%ETR	0	87	20943	9.55	0	76.2	36.7	55.6
SP25	9	F35A	F35AT2	PAT	12II	50%ETR	170	523	17369	27,356	0	71.5	36.5	55.6
SP25	10	F35B	F35B15	PAT	19II	33%ETR	250	3087	5669	2,295	0	81.8	36	55.7
SP25	11	F35B	F35B14	PAT	19II	33%ETR	250	3087	5669	2,295	0	81.8	36	55.7
SP25	12	F35C	F35C14	PAT	30FI	55%ETR	145	1087	20725	6,438	0	76.9	35.6	55.7
SP25	13	F35A	F35AD9	DEP	12D3	150%ETR	0	87	20943	14,325	0	73.4	35.6	55.8
SP25	14	F35C	F35CF2	PAT	12FI	55%ETR	145	538	18848	36,483	0	69.3	35.6	55.8
SP25	15	F35A	F35AD39	DHP	30DD28	100%ETR	300	3117	18021	1,497	0	83.2	35.5	55.9
SP25	16	F35A	F35AD37	DEP	30DD1	100%ETR	300	3117	18021	1,464	0	83.2	35.4	55.9
SP25	17	F35C	F35C12	PAT	19II	33%ETR	250	3087	5669	1.87	0	81.8	35.1	55.9
SP25	18	F35C	F35C11	PAT	19II	33%ETR	250	3087	5669	1.87	0	81.8	35.1	56
SP25	19	F35A	F35AD18	DEP	30DD2L	100%ETR	300	8289	11481	0.166	0	92.1	35	56
SP25	20	F35A	F35AD49	DHP	12D3	150%ETR	0	87	20943	9.55	0	73.6	34	56
SP26	1	F35A	F35A13	PAT	30II	33%ETR	250	3087	3065	3,003	0	94.1	49.5	49.5
SP26	2	F35A	F35A12	PAT	19II	33%ETR	250	3087	4372	8,508	0	85	45	50.8
SP26	3	F35A	F35A11	PAT	19II	33%ETR	250	3087	4372	8,508	0	85	45	51.8
SP26	4	F35B	F35B16	PAT	30II	33%ETR	250	3087	3065	0.81	0	94.1	43.8	52.5
SP26	5	F35C	F35C13	PAT	30II	33%ETR	250	3087	3065	0.66	0	94.1	42.9	52.9
SP26	6	F35B	F35B13	PAT	30II	33%ETR	250	3087	3065	0.426	0	94.1	41	53.2
SP26	7	F35B	F35B15	PAT	19II	33%ETR	250	3087	4372	2,295	0	85	39.3	53.4
SP26	8	F35B	F35B14	PAT	19II	33%ETR	250	3087	4372	2,295	0	85	39.3	53.5
SP26	9	F35A	F35AD29	DEP	12D3	150%ETR	0	87	20590	14,325	0	76.8	39	53.7
SP26	10	F35A	F35AT2	PAT	12II	50%ETR	170	445	18456	27,356	0	73.9	38.9	53.8
SP26	11	F35C	F35C12	PAT	19II	33%ETR	250	3087	4372	1.87	0	85	38.4	53.9
SP26	12	F35C	F35C11	PAT	19II	33%ETR	250	3087	4372	1.87	0	85	38.4	54.1
SP26	13	F35C	F35CF2	PAT	12FI	55%ETR	145	323	19302	36,483	0	72	38.2	54.2
SP26	14	F35C	F35C14	PAT	30FI	55%ETR	145	1087	18848	6,438	0	78.7	37.4	54.3
SP26	15	F35A	F35AD69	DEP	12D3	150%ETR	0	87	20590	9.55	0	76.7	37.2	54.3
SP26	16	F35B	F35B12	PAT	19II	33%ETR	250	3087	4372	1,207	0	85	36.5	54.4
SP26	17	F35B	F35B11	PAT	19II	33%ETR	250	3087	4372	1,207	0	85	36.5	54.5
SP26	18	F35A	F35AD9	DHP	12D3	150%ETR	0	87	20590	14,325	0	74.1	36.3	54.5
SP26	19	F35A	F35AD49	DEP	12D3	150%ETR	0	87	20590	9.55	0	74.8	35.3	54.6
SP26	20	F35A	F35AD39	DEP	30DD28	100%ETR	300	2689	18903	1,497	0	82.3	34.7	54.6
SP27	1	F35A	F35A13	PAT	30II	33%ETR	250	3087	3255	3,003	0	90.4	45.8	45.8
SP27	2	F35A	F35A12	PAT	19II	33%ETR	250	3087	5491	8,508	0	82.5	42.4	47.4
SP27	3	F35A	F35A11	PAT	19II	33%ETR	250	3087	5491	8,508	0	82.5	42.4	48.6
SP27	4	F35B	F35B16	PAT	30II	33%ETR	250	3087	3255	0.81	0	90.4	40.1	49.2
SP27	5	F35C	F35C13	PAT	30II	33%ETR	250	3087	3255	0.66	0	90.4	39.2	49.6
SP27	6	F35B	F35B13	PAT	30II	33%ETR	250	3087	3255	0.426	0	90.4	37.3	49.8
SP27	7	F35A	F35A129	DHP	12D3	150%ETR	0	87	24084	14,325	0	74.9	37	50.1
SP27	8	F35B	F35B15	PAT	19II	33%ETR	250	3087	5491	2,295	0	82.5	36.7	50.3
SP27	9	F35B	F35B14	PAT	19II	33%ETR	250	3087	5491	2,295	0	82.5	36.7	50.5
SP27	10	F35C	F35C12	PAT	19II	33%ETR	250	3087	5491	1.87	0	82.5	35.8	50.6
SP27	11	F35C	F35C11	PAT	19II	33%ETR	250	3087	5491	1.87	0	82.5	35.8	50.7
SP27	12	F35A	F35AD69	DEP	12D3	150%ETR	0	87	24084	9.55	0	74.6	35.1	50.9
SP27	13	F35A	F35A12	PAT	12II	50%ETR	170	404	22793	27,356	0	65.7	34.6	51
SP27	14	F35C	F35CF4	PAT	30FI	55%ETR	145	1087	20835	6,438	0	75.8	34.6	51.1
SP27	15	F35C	F35CF2	PAT	12FI	55%ETR	145	300	23286	36,483	0	68.3	34.5	51.2
SP27	16	F35A	F35AD9	DEP	12D3	150%ETR	0	87	24084	14,325	0	71.9	34	51.2
SP27	17	F35B	F35B12	PAT	19II	33%ETR	250	3087	5491	1,207	0	82.5	33.9	51.3
SP27	18	F35B	F35B11	PAT	19II	33%ETR	250	3087	5491	1,207	0	82.5	33.9	51.4
SP27	19	F35A	F35AD49	DHP	12D3	150%ETR	0	87	24084	9.55	0	72.1	32.5	51.5
SP27	20	F35A	F35AT4	PAT	30II	50%ETR	225	1587	20866	4,827	0	74.4	31.9	51.5

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Table 6. Contributors at Locations of Interest (Concluded)

POINT	Rank	Aircraft	Profile	Op Type	Track	Engine Power	Airspeed (KIAS)	Altitude (ft MSL)	Slant Distance (ft)	Operations		SEL (dB)	DNL (dB)	Cumulative DNL (dB)
										Day	Night			
SP28	1	F35A	F35A13	PAT	3011	33%ETR	250	3087	3048	3,003	0	98.5	53.9	53.9
SP28	2	F35B	F35B16	PAT	3011	33%ETR	250	3087	3048	0.81	0	98.5	48.2	54.9
SP28	3	F35C	F35C13	PAT	3011	33%ETR	250	3087	3048	0.66	0	98.5	47.3	55.6
SP28	4	F35A	F35A12	PAT	1912	33%ETR	250	3087	3862	8,508	0	86.7	46.6	56.1
SP28	5	F35A	F35A11	PAT	1911	33%ETR	250	3087	3087	0.426	0	98.5	45.4	56.6
SP28	6	F35B	F35B13	PAT	3011	33%ETR	250	3087	3048	2,295	0	86.7	40.9	56.9
SP28	7	F35B	F35B15	PAT	1912	33%ETR	250	3087	3862	2,295	0	86.7	40.9	57
SP28	8	F35B	F35B14	PAT	1911	33%ETR	250	3087	3862	2,295	0	86.7	40.9	57.1
SP28	9	F35A	F35A12	PAT	1271	50%ETR	170	484	15784	27,356	0	75.1	40.1	57.2
SP28	10	F35C	F35C12	PAT	1912	33%ETR	250	3087	3862	1.87	0	86.7	40.1	57.3
SP28	11	F35C	F35C11	PAT	1911	33%ETR	250	3087	3862	1.87	0	86.7	40.1	57.4
SP28	12	F35A	F35AD29	DEP	12D3	150%ETR	0	87	18764	14,325	0	77.8	40	57.5
SP28	13	F35C	F35CF2	PAT	12F1	55%ETR	145	344	16974	36,483	0	73.3	39.5	57.5
SP28	14	F35C	F35CH-4	PAT	3011	55%ETR	145	1087	18233	6,438	0	79.9	38.6	57.6
SP28	15	F35A	F35AD69	DEP	12D3	150%ETR	0	87	18764	9,55	0	77.8	38.2	57.6
SP28	16	F35B	F35B12	PAT	1912	33%ETR	250	3087	3862	1,207	0	86.7	38.1	57.7
SP28	17	F35B	F35B11	PAT	1911	33%ETR	250	3087	3862	1,207	0	86.7	38.1	57.7
SP28	18	F35A	F35AD9	DEP	12D3	150%ETR	0	87	18764	14,325	0	75.1	37.3	57.8
SP28	19	F35A	F35AD39	DEP	30DD2R	100%ETR	300	2894	16377	1,497	0	84.7	37.1	57.8
SP28	20	F35A	F35AD37	DEP	30DDL	100%ETR	300	2894	16377	1,464	0	84.7	37	57.8

Feel free to contact me at 703/415-4550 ext. 32, should you have any questions.

Sincerely,

Koffi Ameafia
 Noise Analyst

KA/vt