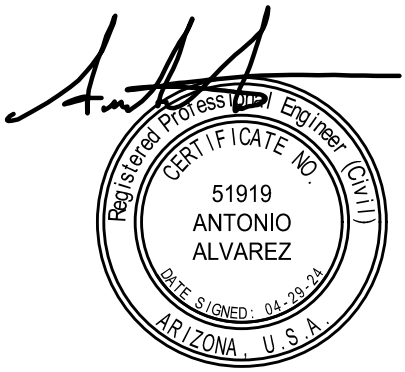
ENGINEER'S DESIGN REPORT

YUMA INTERNATIONAL AIRPORT
TAXIWAY F1 REHABILITATION
FAA AIP #3-04-0053-046-2023



YUMA COUNTY, ARIZONA

Prepared for:

YUMA COUNTY
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APRIL 2024
NEI PROJECT: 023-0005

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NICKLAUS ENGINEERING, INC.

1. PROJECT SCOPE

The Yuma County Airport Authority (YCAA) retained Nicklaus Engineering Inc. (NEI) to design the rehabilitation of Taxiway F1 located at the Yuma International Airport (YIA). Taxiway F1 runs east/west between Taxiway H2 and Runway 3L-21R. The project includes Taxiway F1, Taxiway F1's shoulders, and the adjacent areas between the edge of the taxiway and the "North DCC Apron." The rehabilitation surface areas are mostly flexible pavement except for a rigid pavement area located at the west end of the project. The total pavement area is approximately 47,900 square yards. The proposed improvements also include taxiway edge lighting along the taxiway's alignment.

The YCAA's goal for this rehabilitation is to extend the life of the existing pavement, thus providing safer infrastructure for present and future airfield operations.

The proposed rehabilitation work was based on pavement evaluations, aircraft fleet data, and soil conditions, and it utilized the Federal Aviation Administration's (FAA) advisory circulars.

A drainage study was not part of the scope of work for this project. The surfaces of the proposed new pavement match those of the existing pavement surfaces. The taxiway's horizontal geometry was matched with minor adjustments to existing grades in certain select areas to improve drainage flow.

Based on investigation results, compiled data, and following the FAA's design criteria, the proposed rehabilitation work varied per pavement section. The proposed rehabilitation work for Taxiway F1 includes the removal and replacement of the flexible pavement layer. The same rehabilitation work was proposed for the apron area located between Taxiway F1 and North DCC Apron. The proposed rehabilitation work for the shoulders located on the east end of the taxiway includes the removal and replacement of the pavement structural section to meet FAA standards. The proposed rehabilitation work for the shoulders located west end of the taxiway includes crack seal and surface treatment application. The proposed rehabilitation work for the rigid pavement section at the west of the project mostly includes surface repairs and slab replacements.

The Yuma County Airport Authority plans to fund the project with an AIP grant from the FAA. The corresponding construction plans, engineer's design report, cost estimate, construction safety and phasing plan, project manual, and technical specifications are to be delivered ahead of the permitted timeframe.

2. PERFORMED STUDIES, DATA COLLECTION & DESIGN STANDARDS

The following list of documents, studies, and corresponding standards were utilized in the design process of this project:

- Review of Record Documents
- Discussions with Airport Management
- Field Investigations
- Topographic Surveys
- Pavement Evaluation Report
- Limited Geotechnical Investigation
- Review of Existing Soils Investigation
- YCAA Fleet Mix
- Review of Federal Aviation Administrations (FAA) Advisory Circulars (AC)

2.1. REVIEW OF RECORD DOCUMENTS

Nicklaus Engineering, Inc. (NEI) has visited the Yuma County Airport Authority's (YCAA) offices in Yuma to review available record documents that may be pertinent to the project. Table 1, below lists the documents utilized in this project.

Table 1: YIA Record Documents

	Project Title / Description	Prepared By:
1	Airport Master Plan	Mead and Hunt
2	Taxiway F3 Rehabilitation	Nicklaus Engineering, Inc.
3	Taxiway H1 Rehabilitation	Consultant Engineering Inc.
4	DCC Apron Area II	Nicklaus Engineering, Inc.
5	40th Street Air Cargo Apron	Gilbertson & Associates
6	DCC Apron Rehabilitation	Hutt-Zollars Inc
7	Taxiway Z Improvements	Gutierrez Canales Engineering

2.2. PRE-DESIGN CONFERENCE

A pre-design conference was held on May 24, 2023, at the Yuma International Airport. The meeting was also accessible via phone and through digital communication platforms. In attendance were representatives from the YCAA and personal from Nicklaus and the FAA regional representative. The meeting included an overview of the project, identification of the various areas, discussion of field operations, proposed power routes, pavement condition, construction phasing, and scheduling.

A 60% design meeting was held on December 7, 2023, at the Yuma International Airport. The meeting was also accessible via phone and through digital communication

platforms. In attendance were representatives from the YCAA, FAA, and Nicklaus. The purpose of the meeting was to go over the prosed design work, phasing and scheduling.

A 95% design meeting was held on April 17, 2024, at the Yuma International Airport. The meeting was also accessible via phone and through digital communication platforms. In attendance were representatives from the YCAA, FAA, MCAS and Nicklaus. The purpose of the meeting was to go over the project updates, FAA comments, and scheduling.

2.3. TOPOGRAPHIC SURVEY

The topographic field survey was performed by Desert Surveying and Engineering located in Yuma, Arizona on February 23, 2023. An additional topographic survey was completed on September 18, 2023 to collect additional survey data. The topographic survey drafting was completed by Nicklaus Engineering utilizing the drafting software AutoCAD 2022. The survey covered the site and immediate surroundings. Captured survey data included pavement elevations, ground elevations, relevant striping, observable utilities, and adjacent retention basin side slopes.

Survey data and scope included the following:

1. Limits of survey covered Taxiway F1 that extended from Taxiway H2 on the west end; moving to the paved areas north and south of Taxiway F1 including the aprons; and onto a portion of Runway 3L-21R on the east end.
2. Identification of all features, including, but not limited to, shots at the following locations: benchmarks and control points, corners of concrete pads and adjacent pavement/ground elevations, adjacent pavement/ground elevations, pipe sizes and invert elevations, drainage structures, electrical structures (pull boxes, duct markers, etc.), utilities, manholes, runway/taxiway edge lighting, signs, poles, bollards, fences, gates, flow lines of ditches, top and toe of slopes, and any other apparent grade break lines, structures, or equipment.
3. Field Notes.
4. A 24" x 36" hardcopy plan and a digital AutoCAD drawing of the surveyed site with points, contours, and all break lines on logical layers will be the base files for the final submittal. Digital CAD linework shall be on the State Plane Coordinate System unless otherwise requested by the Owner.
5. A text file of all survey point data in PNEZD format (Point, Number, Northing, Easting, Elevation, Description) is provided with a key to the descriptions used.
6. Basis of Bearing and Survey Control Data on the Construction Plans.

2.4. PAVEMENT EVALUATION

The pavement evaluations were performed by Nicklaus Engineering from March 23 to March 26, 2023 and followed **ASTM D5340-98, Standard Test Method for Airport Pavement Condition Index Surveys**. Attachment A, presents the pavement evaluation results completed for this project. The results from the pavement evaluation served as one of the parameters to determine the proposed rehabilitations for the various sections within the project limits.

2.5. GEOTECHNICAL INVESTIGATION

Nicklaus performed a limited geotechnical investigation and utilized supplemental soil data from referenced soil investigations completed in 2007 and 2015 within and adjacent to the project limits.

The referenced geotechnical data was utilized to support the pavement design and to provide recommendations for earthwork preparation. Attachment B presents the limited geotechnical memorandum completed for this project.

2.6. FLEET MIX

The YCAA provided fleet mix data obtained from Virtower LLC. The data included aircraft information such as date, time, registration, callsign, type, model, ADG, WX(KNYL), operator, and operation.. The fleet mix was an important parameter to determine the adequate pavement structure of each area. The fleet mix data is displayed in Attachment C of this report.

2.7. TAXIWAY LIGHTING

Part of the proposed improvements related to the Taxiway F1 Rehabilitation is the addition of taxiway edge lighting along the north and south limits. The addition of the taxiway edge lighting will improve traffic operations and safety.

2.8. FAA ADVISORY CIRCULARS

Table 2 – Referenced FAA Advisory Circulars

Advisory Circular No.	Advisory Circular Name
150/5300-13B	Airport Design
150/5320-5D	Airport Drainage Design
150/5320-6G	Airport Pavement Design and Evaluation
150/5335-5D	Standardized Method of Reporting Airport Pavement

	Strength
150/5340-1M	Standards for Airport Markings
150/5340-30J	Design and Installation Details for Airport Visual Aids
150/5370-10H	Standard Specifications for Construction of Airports
150/5345-7F	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-47C	Specification for Series to Series Isolation Transformers for Airport Lighting Systems
150/5345-10H	Specification for Constant Current Regulators and Regulator Monitors
150/5340-30J	Design and Installation Details for Airport Visual Aids
150/5345-42H	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories
150/5345-46E	Specification for Runway and Taxiway Light Fixtures

3. PAVEMENT EVALUATION RESULTS

Nicklaus recorded field pavement distresses from February 20 to February 23, 2023. The field evaluations were completed following ASTM D5340-98 and were based on stablished sections based on type, age and use of pavements. Upon completing the field work, PAVER 7.1 software was used to calculate the Pavement Condition Index (PCI) of each section.

The completed pavement evaluation is presented in Attachment A of this report. Figure 1 below presents a summary of the pavement evaluation's data. The figure delineates the limits for each section and designates the resulting rating by color. The table within the figure provides a summary of the PCI ratings, section sizes, and identifiers.

The Project can be broken down into five major sections and two minor sections. Below are findings for each of the sections with identifiers noted in the pavement evaluation.

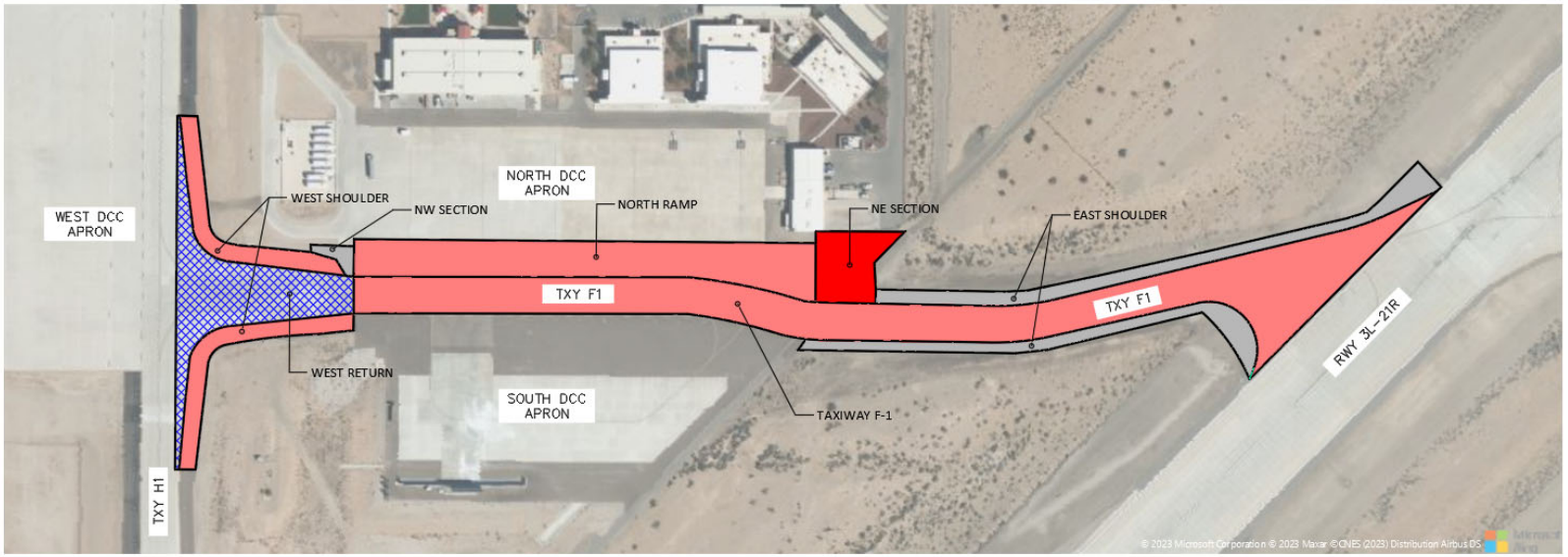
- Taxiway F1 [TXYF1]: Pavement evaluations indicate that the flexible pavement is in poor condition with an average PCI of 42. The main load related stresses include longitudinal cracks and few slippage cracks. The main non-load related stress is weathering.

- North Ramp [TXYF1-N-RMP]: Pavement evaluations indicate that the flexible pavement is in poor condition with an average PCI of 44. The main load related stresses include longitudinal cracks and few shoving areas. The main non-load related stress is weathering.

- West Shoulders [TXYF1-W-SHD]: Pavement evaluations indicate that the flexible pavement is in poor condition with an average PCI of 52. The main load related stress is transversal cracks. The main non-load related stresses include weathering and patches.

- East Shoulders [TXYF1-E-SHD]: Pavement evaluations indicate that the flexible pavement is in failure condition with an average PCI of 0. The main load related stresses include, block cracks, longitudinal cracks, transversal cracks, alligator cracks, swelling. The main non-load related stresses include raveling and patching.

- West Return [TXYF1-W-RTN]: Pavement evaluations indicate that the rigid pavement is in a satisfactory condition. No average PCI was recorded for this section. Each Portland Cement Concrete (PCC) slab was evaluated individually. The most common distresses included joint seal damage, shrinkage crack, and spalling joints. Least common distresses included durability cracks, longitudinal cracks, transversal cracks and shattered slabs.



PAVEMENT CONDITION INDEX SUMMARY

SECTION	SIZE (SY)	PAVEMENT TYPE	SECTION ID	TOTAL SAMPLES	EVALUATED SAMPLES	2023 PCI	RATING
TAXIWAY F1	20,228	FLEXIBLE	TXYF1	35	9	42	POOR
NORTH RAMP	8,428	FLEXIBLE	TXYF1-N-RMP	14	8	44	POOR
WEST SHOULDERS	4,285	FLEXIBLE	TXYF1-W-SHD	8	5	52	POOR
EAST SHOULDERS	6,134	FLEXIBLE	TXYF1-E-SHD	11	6	1	FAILED
NORTHWEST SECTION	260	FLEXIBLE	TXYF1-NW-SEC	1	1	0	FAILED
NORTHEAST SECTION	2,208	FLEXIBLE	TXYF1-NE-SEC	3	2	36	VERY POOR
EAST RETUN	5,844	RIGID	TXYF1-W-RTN	176	176	–	GOOD*

PCI RATING SCALE

GOOD	[100-85]	VERY POOR	[39-25]
SATISFACTORY	[84-70]	SERIOUS	[24-10]
FAIR	[69-55]	FAILED	[9-0]
POOR	[54-40]	NO RATING	

Figure 1: Pavement Evaluations Summary

4. SOIL CONDITIONS

Nicklaus completed a limited geotechnical investigation that included the collection and analysis of six (6) core samples and material collection of a depth of no more than three (3) feet below the bottom of the pavement core. Additional field services were completed to check pavement thickneses and crack severity at other four (4) locations. The laboratory testing for the material collected included measurement of the coring samples and sieve analysis and Atterberg Limits of the existing aggregate base course and sub-base materials. Nicklaus utilized findings of previous soil investigations completed within and adjacent to the project limits. Attachment B presents the limited geotechnical memorandum and the referenced soils documents.

The findings in the limited geotechnical memorandum and the referenced soils investigations were utilized to support the pavement design and to provide recommendations for earthwork preparation where needed.

The native soil typically soil was predominantly classified as fine-grained, dry, silty sand, and non-plastic (SM). A design California Bearing Ratio (CBR) value of 7 was used based on previous soil investigations.

5. PAVEMENT DESIGN

After analyzing the condition of the pavements, rehabilitation work items were proposed that include pavement layer replacement and pavement structural section replacement. The pavement design was governed by the recommended FAA parameters, aircraft fleet mix and soil conditions.

In the case of the Taxiway F1 and the North Ramp sections, the main stresses affecting the PCI were not entirely attributed to load-associated factors. Given that the flexible pavement layer is in a condition past a surface or milling rehabilitation plus considering the existing robust base layers, Nicklaus recommends replacing the existing pavement layer.

The east shoulders, northeast, and northwest sections were identified in failure condition, Nicklaus recommends a full pavement structural section replacement. Such rehabilitation is also necessary for the east shoulders given the existing conditions.

FAARFIELD 2.0 was utilized to support the pavement design. The FAA software follows the Advisory Circular 150/5320-6G Airport Pavement Design and Evaluation. Developed

Table 3.0 below summarizes the proposed rehabilitation for each section within the project limits.

Table 3 – Rehabilitation Summary

Section	Approx. Surface Area (SY)	Pavement Type	Rehabilitation Work
Taxiway F1	20,189	Flexible	Remove and replace the flexible pavement layer.
West Shoulder	4,323	Flexible	Fill cracks and apply surface treatment.
East Shoulder	7,173	Flexible	Remove existing pavement structural section and replace with new flexible pavement structural section.
North Ramp	8,216	Flexible	Remove and replace the flexible pavement layer.
West Return	5,785	Rigid	Minor slab repairs including joint seal replacement and crack repairs. Remove and replace select slabs.
Northwest Section	364	Flexible	Remove existing pavement structural section and replace with new flexible pavement structural section.
Northeast Section	1,907	Flexible	Remove existing pavement structural section and replace with new flexible pavement structural section.

5.1. DESIGN PARAMETERS

- Design Life = 10 years (taxiway and north apron), 15 years (shoulders)
- Poisson's ratio of 0.35
- Hot-Mix Asphalt Concrete Modulus of elasticity of 200,000 psi
- Frost conditions (not applicable)
- CBR value (California Bearing Ratio) = 7

The FA's Advisory Circular AC 150/5320-5G – *Airport Pavement Design and Evaluation* was followed for the design of the flexible pavements to be replaced. The guidance provided in Chapter 3 of the mentioned advisory circular was used to select appropriate materials.

Soil investigation results coupled with the provided YCAA fleet mix, were used to determine the optimum pavement designs. All taxiway and apron designs assume a

10-year design life and assume that all constructed materials will be in conformance with the specific material requirements set forth for paving materials as discussed in FAA's Advisory Circular AC 150/5370-10E – *Standards for Specifying Construction of Airports*.

5.2. AIRCRAFT FLEET MIX

Nicklaus Engineering received fleet mix data from the YCAA corresponding to sections within the project limits. The Virtower reports dates from June 6, 2022 to June 6, 2023 and provides aircraft information such as date, time, registration, callsign, type, model, ADG, WX(KNYL), operator, and operation. The reports are and is presented in Attachment C of this report. Tables 3 to 5 below show the extracted data from such reports. The data was entered to FAARFIELD, to match aircraft characteristics and annual departures.

Table 3: YIA Joe Foss Hangar Fleet Mix

YIA Joe Foss Hangar Ramp - Fleet Mix 061022 - 060123			
Row Labels	Count of Model	Aircraft Model Name	ADG
A320	49	A320	III
A400	10	A400M Atlas	IV
AS50	1	Eurocopter AS350, or H125	HEL
B407	1	Bell 407	HEL
B525	99	Bell 525 Relentless	HEL
B733	123	Boeing B737-300	III
B734	75	Boeing B737-400	III
B735	5	Boeing B737-500	III
B737	2	Boeing B737-700	III
B738	38	Boeing B737-800	III
B752	2	Boeing B757-200	IV
B762	2	Boeing B767-200ER	IV
B763	9	Boeing B767-300ER	IV
B772	2	Boeing B777-200	V
B779	12	Boeing B777-9	VI
C17	1	C-17 Globemaster 3	IV
C208	2	CESSNA Caravan 1, Super	II
C30J	2	C-130J Hercules	IV
EC30	3	Eurocopter EC-130, H130	HEL
MD83	152	McDonnel Douglas MD-83	III
MD88	13	McDonnel Douglas MD-88	III
P8	16	Boeing B737-800ERX, P-8A Poseidon	III
(blank)		GOV/MIL	
Grand Total	619		

Table 4: YIA CBP Fleet Mix

YIA CBP Operations Fleet Mix 061022 - 060123			
Row Labels	Count of Model	Aircraft Model Name	ADG
A320	3	A320	III
A400	2	A400M Atlas	IV
AS50	9	Eurocopter AS350, or H125	HEL
B350	3	Beech 350 Super King Air	II
B407	3	Bell 407	HEL
B525	1	Bell 525 Relentless	HEL
B733	5	Boeing B737-300	III
B737	1	Boeing B737-700	III
B738	1	Boeing B737-800	III
EC30	2	Eurocopter EC-130, H130	HEL
MD83	9	McDonnel Douglas MD-83	III
Grand Total	39		

Table 5: YIA Taxiway F1 Fleet Mix

YIA Taxiway F1 - Fleet Mix for 061022-060123				
Row Labels	Count of Model	Aircraft Code Name	Aircraft Model Name	ADG
A320	42	A320	A320	III
A332	2	A332	A330-200	V
A400	17	A400	A400M Atlas	IV
AS50	6	AS50	Eurocopter AS350, or H125	HEL
B350	2	B350	Beech 350 Super King Air	II
B407	3	B407	Bell 407	HEL
B525	3	B525	Bell 525 Relentless	HEL
B733	105	B733	Boeing B737-300	III
B734	72	B734	Boeing B737-400	III
B735	2	B735	Boeing B737-500	III
B737	4	B737	Boeing B737-700	III
B738	24	B738	Boeing B737-800	III
B752	2	B752	Boeing B757-200	IV
B762	2	B762	Boeing B767-200ER	IV
B763	9	B763	Boeing B767-300ER	IV
B772	1	B772	Boeing B777-200	V
B779	6	B779	Boeing B777-9	VI
C17	1	C17	C-17 Globemaster 3	IV
C208	554	C208	CESSNA Caravan 1, Super	II
C30J	4	C30J	C-130J Hercules	IV
EC30	11	EC30	Eurocopter EC-130, H130	HEL
EC45	10	EC45	Airbus Helicopters EC-145	HEL
GYRO	1	GYRO	Ela Aviacion ELA 10 Eclipse	I
H25B	1	H25B	Hwaker 750/850/900 Beechcraft	II
HDJT	1	HDJT	Honda HA-420 JonhaJet	I
K35T	1	K35T	Boeing KC-135T Stratotanker	IV
L90	80	L90	Valmet L-90 Redigo	II
LJ35	1	LJ35	Learjet 35,36	I
MD83	84	MD83	McDonnel Douglas MD-83	III
MD88	8	MD88	McDonnel Douglas MD-88	III
MI24	1	MI24	Mil Mi-24	HEL
P8	1	P8	Boeing B737-800ERX, P-8A Poseidon	III
PC12	288	PC12	Pilatus PC-12	II
PC9	39	PC9	Beech PD-373	I
R114	1	R114	Rockwell Comander 114	I
R44	1	R44	Robinson R44	HEL
SR20	2	SR20	Cirrus SR20	I
SR22	1	SR22	Cirrus SR22	I
(blank)			GOV/MIL	
Grand Total	1393			

5.3. CONSTRUCTION MATERIALS

All materials proposed for the construction of pavement layers conform to FAA specifications as appropriate. The selected materials for the various expected sections and sub-areas to be replaced are the following:

- Plant Mix Bituminous Pavement: FAA P-401
- Plant Mix Bituminous Pavement: FAA P-403
- Crushed Aggregate Base Course: FAA P-209
- Subbase Course: FAA P-154
- Excavation and Embankment: FAA P-152

5.4. RECOMMENDED DESIGN

Considering the discussed parameters and FAARFIELD as the design platform, Nicklaus obtained the following minimum cross-sections:

Taxiway F1: New 5 inches P-401 and protect existing; 12 inches P-209; 16 inches P-301; 23 inches P-152
North Ramp: New 5 inches P-401 and protect existing; 12 inches P-209; 16 inches P-301; 23 inches P-152
East Shoulders: New 4 inches P-403; 8 inches P-209; 10 inches of P-154 12 inches P-152
Northeast Section: New 4 inches P-403; 8 inches P-209; 10 inches of P-154 12 inches P-152
Northwest Section: New 4 inches P-403; 8 inches P-209; 10 inches of P-154 12 inches P-152

Attachment D contains the reports from FAARFIELD, displaying results for the minimum cross-section thicknesses. The report with name "Taxiway F1 Rehabilitation" is applicable for the pavement on the Taxiway F1 and North Ramp Sections. The report with name "Non Transit Areas" is applicable for the East Shoulders, Northeast Section and Northwest Section. The report for Taxiway F1 supports how the existing base layers under the Taxiway F1 and North Ramp sections have sufficient thickness.

Directions on the application of the selected materials for each section are established on Advisory Circular AC 150/5370-10E – *Standards for Specifying Construction of Airports*.

6. GRADING AND DRAINAGE

The proposed grading in the west side of the project was constrained by the adjacent apron areas. Such conditions resulted in low transversal grades that tie in with pavement elevations at north and south limits of the DCC Apron. The east side of the project extending from the apron areas to the Runway 3L-21R was graded to have a center crown with constant transverse grades.

A drainage study was not part of the scope of work for this project. The new pavement surfaces match the existing or previous pavement surfaces. Replacement pavements have the same type of pavement surface composition and the proposed grading directs runoff consistent with the existing conditions.

7. FLEXIBLE PAVEMENT SURFACE REHABILITATION APPLICATIONS

The Taxiway F1's west shoulders were proposed to be rehabilitated with crack fill and a surface treatment application based on the identified stresses. The low PCI was associated mainly with non-load stresses such as weathering and the existing transversal cracks can be mitigated with sealer. Below are the rehabilitation materials proposed for the section.

West Shoulders

- Crack (Joint) Filler Sealant P-605
- Emulsified Asphalt Seal Coat P-623

8. RIGID PAVEMENT REHABILITATION

After evaluating the rigid pavement condition and identifying the type of distresses for each slab within the "west return section", it was determined minor repairs are required for select areas. The field evaluations identified seven (7) slabs that require full replacement.

The proposed rigid pavement rehabilitation follows the AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements. The proposed repairs target the following noted stresses: joint sealant damage, longitudinal/transversal cracks, pop outs, joint/corner spalls, shrinkage/map/ cracks, and durability cracks.

The slabs proposed for full replacement shall match the existing pavement structural section, materials, and surface elevations shown in referenced documents.

9. TAXIWAY EDGE LIGHTING

At Taxiway F1, the existing ground counterpoise will be removed up to runway 3L/21R. Existing taxiway edge lighting fixtures, transformers, and base cans at Taxiway F1 will be demolished and removed from their circuit. Existing airfield guidance signs along Taxiway F1 will remain along with their conductors to their present circuit.

At the existing airfield lighting vault's main distribution panel, "DP," existing 15kW CCR (constant current regulator) and feeder will be replaced with a new 20kW CCR to support the addition of taxiway edge lighting at Taxiway F1. The new load consists of eighteen L-861T LED elevated fixtures, 57 L-852T LED in-pavement fixtures, and an estimated 13,600 feet of #8 AWG L824 Type B cable for a projected load of 2.15kVA in addition to the existing load at taxiway Z-3.

New cable will be spliced into Taxiway Z3 lighting circuit facilitated by a new base can. New concrete encased duct bank with one spare duct will be installed to continue the circuit down towards taxiway F1. Manholes will be installed to act as pull points and will contain a full loop of cable on rack arms for service purposes. These manholes will have H-20 load rated, spring-assisted, double-access doors.

A new #4 AWG bare copper counterpoise located halfway between taxiway lighting and pavement edge will be installed along the new edge lighting with grounds rods every 2,000 feet and connect to the existing counterpoise through exothermic welds.

The new taxiway edge lighting will be LED and consist of both elevated and in-pavement fixtures. In-pavement fixtures with L868 base cans will be used where susceptible to jet engine exhaust wash or wheel loading; elevated fixtures with L867 base cans will be used elsewhere. (1) 2" schedule 40 PVC concrete encased conduit will be installed between base cans for #8 AWG L824 Type B cable.

Attachment E of this report summarizes the CCR calculations and Attachment F shows the proposed taxiway edge lighting cut sheets.

10. PAVEMENT MARKINGS

The taxiway pavement markings are to remain in their current configuration. As-builts and the collected topographic survey were used as reference.

For guidance on methods and specs, the civil drawings are set to follow the standards provided by the FAA within the Advisory Circular AC 150-5340-1M - *Standards for Airport Markings*.

11. CONSTRUCTION OPERATIONS

Planning for this work should be closely coordinated with the YCAA and may require construction to be limited to certain hours of the day or night. Coordination for the closure of Taxiway F1 is necessary with the YCAA, MCAS, and DCC occupants for arrangements of appropriate times of construction. A phasing plan will be required to specify strategic closures at specific areas to maintain operations.

Contract technical provisions are to be taken from FAA's Advisory Circular AC 150/5370-10H – *Standards for Specifying Construction of Airports* and incorporated into the project manual.

Proposed phasing, contractor staging areas and haul routes will be defined on the plans. Access to the site is anticipated to be through the AIC and DCC gates. The

contractor is to coordinate with the YCAA for the badging process of personnel. The contractor will require personnel managing the gate to grant access in and out of the project limits.

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ATTACHMENT A

PAVEMENT EVALUATION RESULTS

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YUMA INTERNATIONAL AIRPORT
TAXIWAY F1 REHABILITATION
FAA AIP #3-04-0053-046-2023

YUMA, ARIZONA

Prepared for:

YUMA COUNTY
AIRPORT AUTHORITY
2191 E 32nd Street #218
Yuma, Arizona 85364

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JULY 2023
NEI PROJECT: 023-0005

1.0 INTRODUCTION

As part of the scope of work related to the preliminary design task of the Taxiway F1 Rehabilitation in the Yuma International Airport (YIA), Nicklaus Engineering, Inc. (Nicklaus) conducted a pavement evaluation of the existing pavements within the project limits. The pavement evaluations considered various flexible and rigid pavement areas along Taxiway F1 from Taxiway H-1 to Runway 3L/21. The project is set to include the rehabilitation of more than 47,000 square yards of pavement.

1.1 Report Objective

The primary objective of this report is to determine the existing condition of the pavement within the project limits. The resulting pavement conditions and collected information will be one of the parameters to determine the specific rehabilitation for the project.

1.2 Project Limits

The project is located inside the Yuma International Airport, Figure 1 below approximately delineates the project limits and references Taxiway F1, Taxiway H1, Runway 21R/3L and roadways.

Figure 1: Project Limits

1.3 Construction and Rehabilitation History

The analyzed areas were rehabilitated in 2009 and 2018. The 2009 rehabilitation included the removal and replacement of flexible pavement structural section along Taxiway F1 and the northern ramp (DCC Apron Area 1). The 2018 improvements included the rehabilitation of Taxiway H1 (not part of this project), Taxiway H2 (not part of this project), and the rigid pavement at the west end of Taxiway F1. The rehabilitation at the west end of Taxiway F1 included the replacement of various slabs, slab/joint repairs, and surface treatment application at the flexible pavement shoulders.

2.0 SECTION BREAKAGE AND SAMPLING

Nicklaus completed the pavement evaluation utilizing the criteria from ASTM D5340-98, Standard Test Method for Airport Pavement Condition Index Surveys.

2.1 Pavement Sections and Possible Sample Units

For this pavement evaluation, the study area was divided into sections according to their classification, construction date, and structural composition. Following the sampling methodology from ASTM D5340-98, each section area was divided into "possible sample units" that meet the required sample size. For flexible pavement (asphalt concrete), a particular sample unit must have a unit size 5,000 ft² ± 2,000 ft².

2.2 Evaluated Sample Units

The number of sample units requiring an evaluation to obtain a 95% confidence level is determined by equation 7.5.2(1) in ASTM D6433. Based on the equation parameters, the total number of calculated sample units requiring evaluation differs by section. For this report a randomizer was utilized to select the sample units for evaluation. For this report, the entire rigid pavement section was evaluated with each portland cement concrete (PCC) slab evaluated individually. Figure 2 and Figure 3 show the breakage of the sections and the selected sample units highlighted in color.

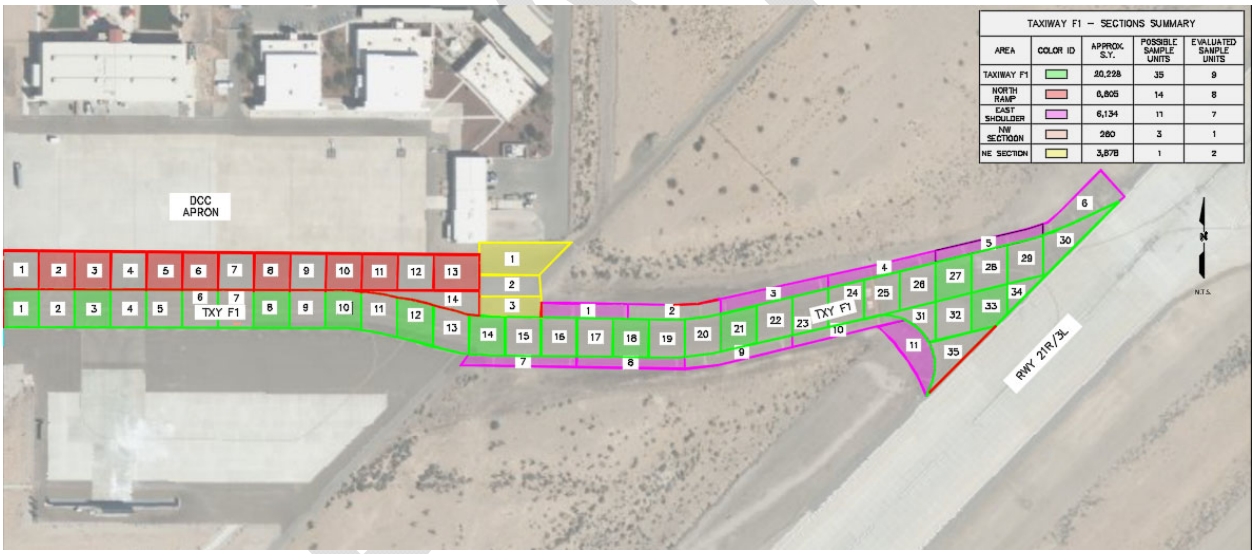

Figure 2: Sample units for each section south of the DCC Apron up to Runway 21R/3L

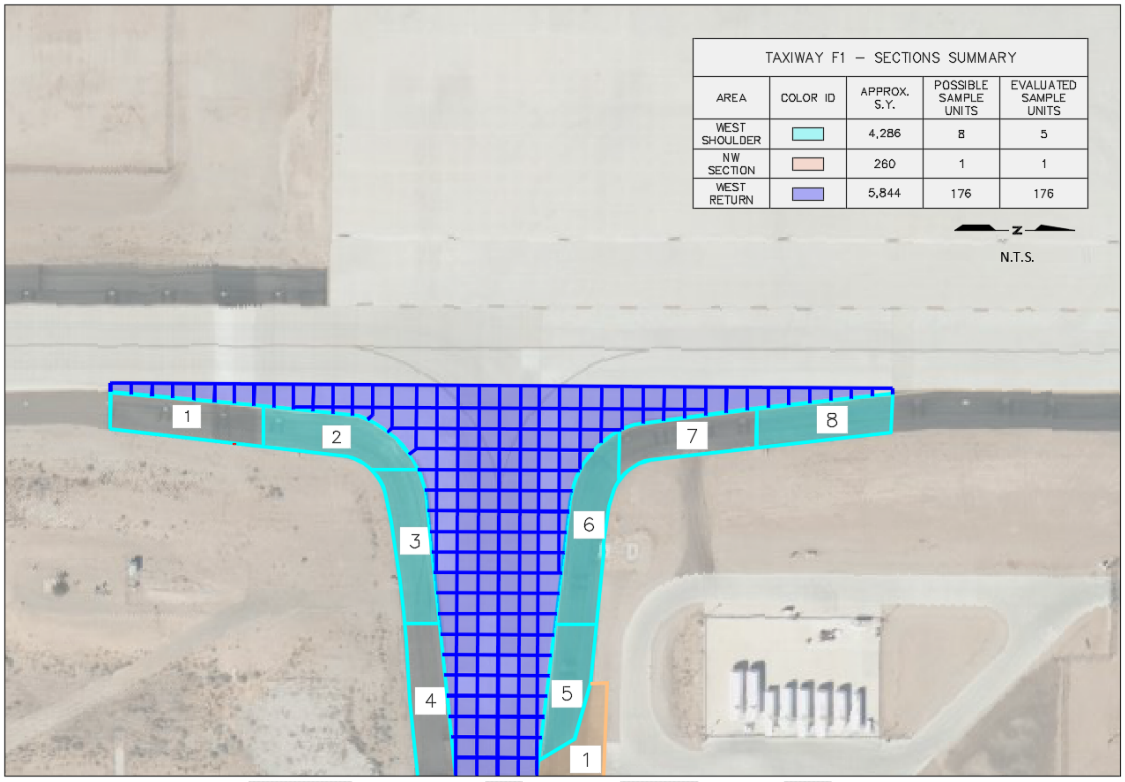

Figure 3: Sample units for the sections west of Figure 2.

Table 1 summarizes the general information for each of the sections in this pavement evaluation.

Table 1: Sections Summary

Section	Section ID	Material Type	Total Area (SY)	Total Possible Samples	Samples Evaluated
Taxiway F1	TXYF1	Flexible Pavement	20,228	35	9
Taxiway F1 North Ramp	TXYF1-N-RMP	Flexible Pavement	6,805	14	8
Taxiway F1 West Shoulders	TXYF1-W-SHD	Flexible Pavement	4,285	8	5
Taxiway F1 East Shoulders	TXYF1-E-SHD	Flexible Pavement	6,134	11	6
Taxiway F1 Northwest	TXYF1-NW-SEC	Flexible Pavement	260	1	1
Taxiway F1 Northeast	TXYF1-NE-SEC	Flexible Pavement	3,878	3	2
Taxiway F1 East Return	TXYF1-W-RTN	Rigid Pavement	5,844	176	176

2.0 PAVEMENT CONDITION EVALUATION

The pavement condition index (PCI) was performed in accordance with ASTM D5340-98, with software PAVER 7.1.1 calculating the indexes. The PCI is a numerical index between 0 and 100, which is used to indicate the general condition of a pavement section. Samples are observed and examined for distresses with a measured severity and size. After recording stresses for each sample, the PCI is calculated. Figure 4 shows the PCI values and its general flow chart.

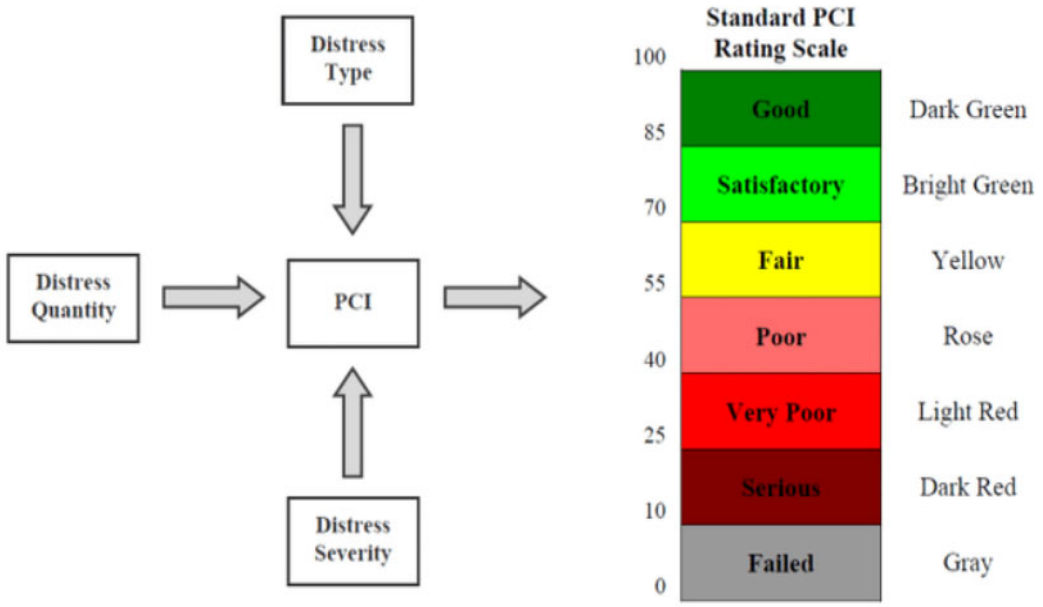

Figure 4: Pavement Condition Index Metrics

2.1 Evaluation Results

Field evaluations were performed from March 21 to March 23, 2023. The data recorded from the field evaluations was entered into PAVER after a network containing all the sections was created. The PCI of each sample unit was calculated based upon the recorded data. The resulting PCI of each sample unit served to come up with a weighted average PCI for each of the sections. Table 2 below presents the evaluation results with other identifying details added.

The Arizona Department of Transportation's (ADOT) program called the Airport Management System (APMS) evaluated selected pavements in various airports in the state. Their evaluation results are summarized in their website, with the latest update in 2022. Results that coincide with the sections that coincide with this project are shown in the table below.

Table 2: PCI Results

Section	Section ID	ADOT ID	2023 PCI	Rating
Taxiway F1	TXYF1	TWF1YM-10	42.4	Poor
Taxiway F1 North Ramp	TXYF1-N-RMP	ADCCYM-060	44.4	Poor

Taxiway F1 West Shoulders	TXYF1-W-SHD	-	51.7	Poor
Taxiway F1 East Shoulders	TXYF1-E-SHD	-	0.9	Failed
Taxiway F1 Northwest Section (Shoulder)	TXYF1-NW-SEC	-	0	Failed
Taxiway F1 Northeast Section (Ramp)	TXYF1-NE-SEC	ADCCYM-080	35.9	Very Poor
Taxiway F1 East Return	TXYF1-W-RTN	TWHQYM-20 TWHQYM-30	-	-

The above summary of results shows Taxiway F1, North Ramp, and West Shoulders are in poor condition. The Northeast Section is in a very poor condition and the Northwest Section and East Shoulders are in failing condition.

2.2 Distresses Analysis

Distresses differ in type, quantity, and severity by section but were consistent for each of the samples within each section. Figure 5 below illustrates the weighted conditions of every evaluated section, with each color matching the rating scale of Figure 4.

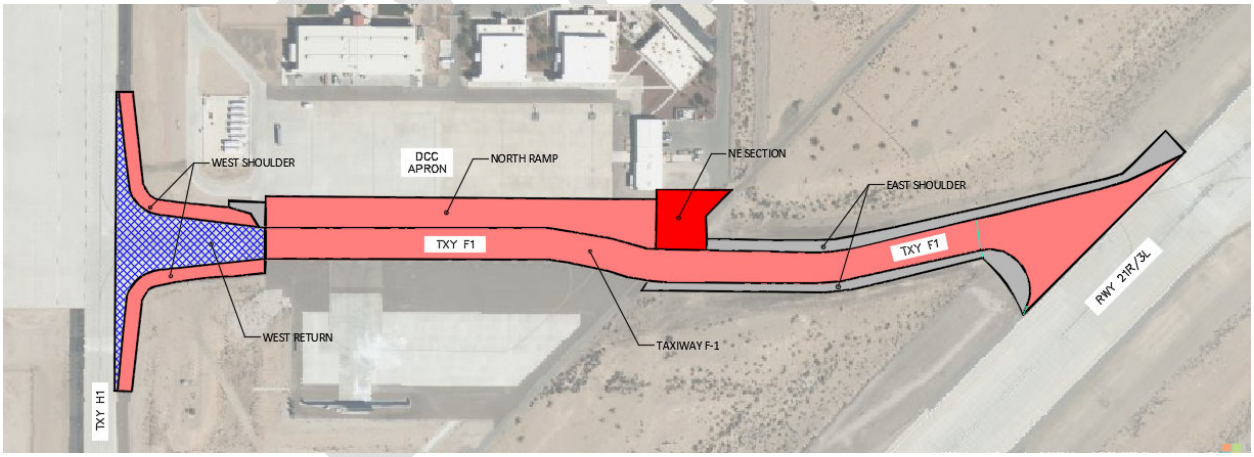

Figure 5: Pavement Condition Index Results

General Findings Summary

Taxiway F1

- Weighted PCI – 42.4 – Poor
- Numerous high-severity longitudinal cracks.
- Moderate low-severity raveling/weathering.
- Few slippage cracks.

North Ramp

- Weighted PCI – 44.4 – Poor
- Numerous high-severity longitudinal cracks.

- Moderate low-severity raveling/weathering.
- Few low-severity shoving.

East Shoulders

- Weighted PCI – 0 – Failed
- Extensive high-severity raveling.
- Extensive high-severity block cracks.
- Extensive high-severity longitudinal-transversal cracks
- Moderate high-severity alligator cracks.
- Few high-severity swelling
- Few medium-severity depressions

West Shoulders

- Weighted PCI – 51.7 – Poor
- Numerous transversal cracks.
- Extensive low-severity weathering.
- Few patch areas.

Northeast Section

- Weighted PCI – 38.2 – Very Poor
- Extensive low severity raveling.
- Extensive medium severity block cracks.
- Extensive longitudinal-transversal cracks.

Northwest Section

- Weighted PCI – 0 – Failed
- Extensive high-severity raveling
- Numerous high-severity block cracks.
- Extensive high-severity alligator cracks.
- Few medium severely patches
- Few high severity depressions

NICKLAUS ENGINEERING, INC.

ATTACHMENT B
LIMITED GEOTECHNICAL MEMORANDUM

MEMORANDUM

Date: June 23, 2023.

To: Gladys Brown, Director
Yuma County Airport Authority
2191 E. 32nd Street
Suite 218
Yuma, Arizona 85365

From: Nicklaus Engineering, Inc.
1851 W. 24th Street
Yuma, Arizona 85364

Subject: **Limited Geotechnical Investigation for Taxiway F1**

Contained within this memorandum are the results of our subsurface investigation and findings of previous soil investigations completed at Taxiway F1 located in the Yuma International Airport. The purpose of the subsurface investigation was to analyze the existing structural sections within the project limits. Prior soil investigations were referenced to determine the underlying soil conditions and the soil characteristics of the project's location soils. The geotechnical memorandum's outcomes will serve as a parameter to determine an adequate pavement design.

The first subsurface investigation services were divided into two activities: asphaltic concrete coring operations of the pavement section at six (6) locations inside the project limits and laboratory testing of the collected coring samples and collected base and sub-base samples. To identify the severity of the pavement stresses, a second investigation was carried out, during which four (4) core samples were collected. The referenced soil data results obtained from previous soil investigations correspond to the Taxiway F3 Rehabilitation Project (2007) and the DCC Apron Rehabilitation (2015). The referred documents are presented in Attachment A and B.

On February 20, 2023, the first coring operations begun and were completed within the same day. The collected samples were collected to a depth of no more than three (3) feet below the bottom of existing ABC grade. The subsequent laboratory testing included the measurement of the coring samples and sieve analysis and Atterberg Limits of the existing subgrade. On May 30, 2023, additional coring operations were conducted to collect the flexible pavement layer.

Figure 1 below shows the project location and coring locations at the Yuma International Airport with 40th Street and 4th Avenue as a reference.

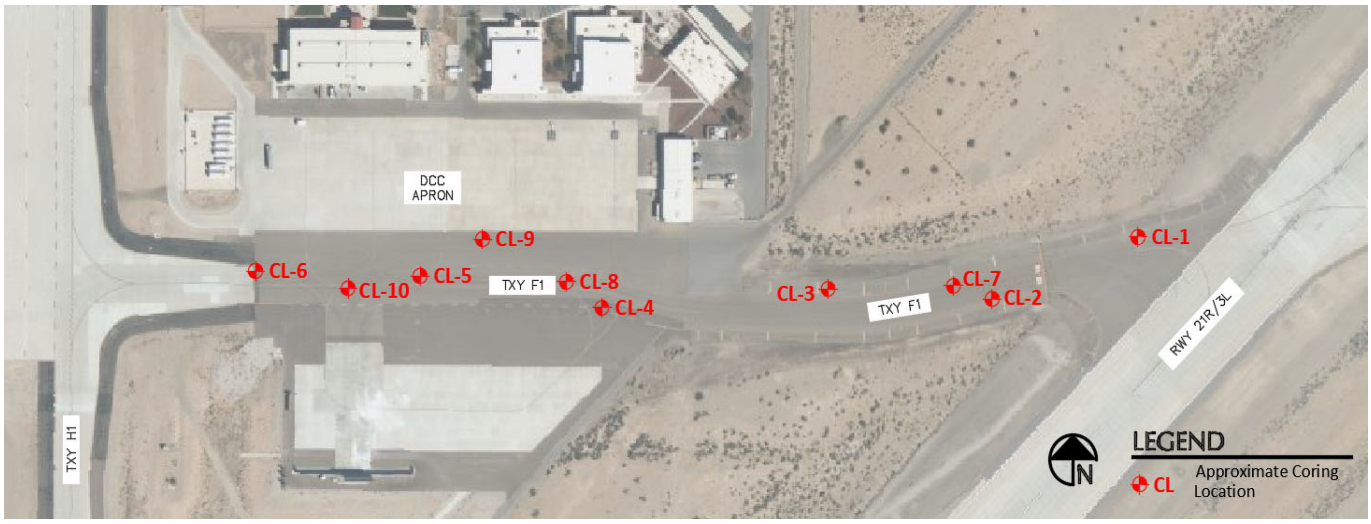

Figure 1: Project and Coring Locations

CORING OPERATIONS

The coring operation's objective was to determine the pavement structural thickness and acquire samples of the aggregate base course (ABC) and underneath material for laboratory testing. The testing program included sieve analysis of the existing ABC and sieve analysis for the underneath material to approximately 3 feet below the ground surface. For this investigation, ten (10) asphalt cores were collected. Table 1 provides a detailed account of the thicknesses of the asphalt cores, ABC, and concrete for the samples collected on February 20th. Additional coring operations conducted on May 30, 2023 were completed to verify the thickness of the pavement and to verify the extent of surface cracks, the results are present in Table 2.

Table 1: Taxiway F Core Sample Results

Core #	*Asphalt Thickness (in)*	*ABC Thickness (in)*	*Concrete Thickness (in)*
1	5.25	8.75	
2	4.75	11.25	
3	4.25	No Sample	
4	4.25	10.50	
5	5.00	10.25	
6	5.50	10.50	16.00

Table 2: Taxiway F Flexible Pavement Core Sample Results

Core #	*Asphalt Thickness (in)*
7	3.30

Core #	*Asphalt Thickness (in)*
8	3.25
9	2.50
10	2.00

AGREGATE BASE COURSE ANALYSIS

Soil cement testing of the subgrade shows the percent passing the #200 screen falls in the range of 5.4% and 6.7%. The samples collected were analyzed utilizing the ASTM C136 standards. The specification was listed as P-209 and showed a plasticity index of non-plastic. However, acceptance of the subbase course shall be granted by the engineer prior to re-use. Sample No. 3, located at the shoulder was noted to have an ABC Sample.

Table 3: ABC Sieve Analysis Results

Sieve Size	Percent Passing (%)				
	Borehole #1	Borehole #2	Borehole # 4	Borehole #5	Borehole #6
2”	100	100	100	100	100
1 ½ "	100	100	100	100	100
1”	95	94	91	95	89
3/4"	85	77	85	88	77
1/2"	78	64	76	78	62
3/8”	73	59	70	73	57
1/4"	63	51	61	63	49
#4	56	44	54	56	43
#8	39	31	39	34	29
#10	38	30	37	33	28
#16	30	24	29	26	23
#30	21	18	20	18	17
#40	17	15	16	14	15
#50	16	13	14	12	12
#100	10	9	10	8	9
#200	6.7	5.8	6.5	5.4	5.7

SUB-BASE AND SOIL ANALYSIS

According to As-Builts, soil cement was placed under the ABC layer. However, a clear differentiation between the soil cement and soil was not determined. Table 4 below shows the sieve analysis for the collected samples.

Table 4: Soil Cement – Native Soil Sieve Analysis Results

Sieve Size	Percent Passing (%)					
	Borehole #1	Borehole #2	Borehole #3	Borehole # 4	Borehole #5	Borehole #6
3/4"	100	100	100	100	100	100
1/2"	100	100	100	100	100	100
3/8”	100	100	100	100	100	100
1/4"	99	96	100	98	98	97
#4	95	88	100	86	92	96
#8	89	77	99	75	84	95
#10	88	72	99	73	83	94
#16	84	68	98	65	78	93
#30	79	64	96	56	72	89
#40	75	50	80	52	67	83
#50	66	45	80	47	58	72
#100	28	23	23	39	33	37
#200	12.7	11.7	9.8	36.5	17.4	16.0

REFERENCE SOIL INVESTIGATIONS

The referenced soils investigations: Taxiway F-3 on this project (Attachment A, Dec 2007) and DCC Apron Rehabilitation (Attachment B, march 2015) provided data that can be correlated to this project. Native soil was classified as fine-grained, dry, silty sand, and non-plastic.

Soil was stated to have little to no expansion potential with indicated excellent percolation and draining characteristics. Plate bearing Tests (AASHTO T-222) taken from both reports were interpolated and resulted in a **California Bearing Ratio (CBR) FAA design value of 7.**

GROUNDWATER

Published groundwater maps indicate the groundwater in this area is approximately forty-nine (49) to fifty-seven (57) below ground surface. The water-bearing strata was encountered to be between one hundred and twenty-eight (128) to one hundred and thirty-nine (139).

CORE RESULTS ANALYSIS

Figures 2 to 5 depict the asphalt concrete samples obtained during the field operations taken on February 20, 2023. Figures 7 to 15 depict the asphalt concrete samples obtained during the field operations taken on May 30, 2023.

Figure 2: Borehole #2 Core.

Figure 3: Borehole #3 Core.

Figure 4: Borehole #4 Core.

Figure 5: Borehole #5 Core.

Figure 6: Borehole #6 Core.

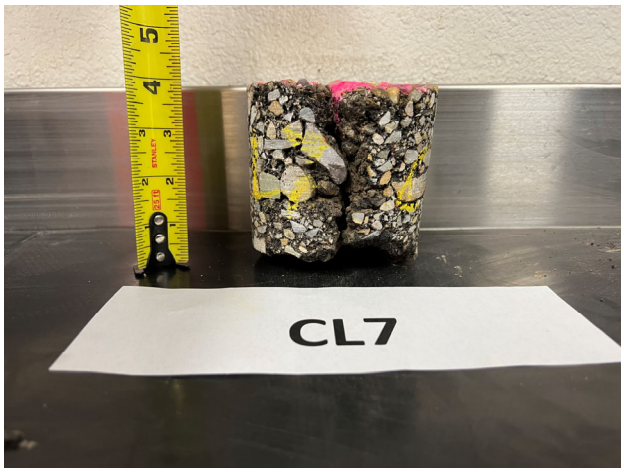

Figure 7: CL7 Thickness Profile.

Figure 8: CL7 Top Profile.

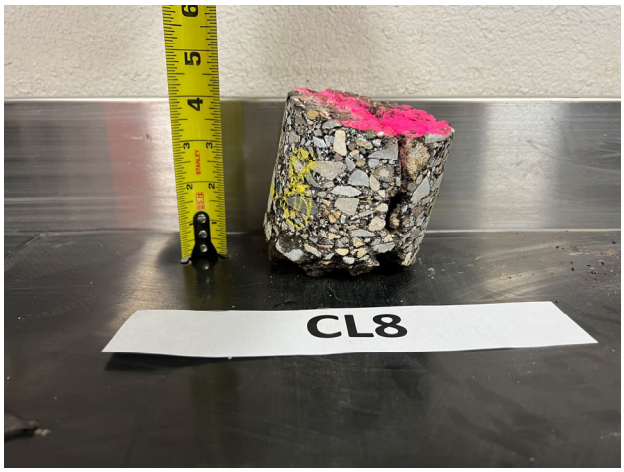

Figure 9: CL8 Thickness Profile.

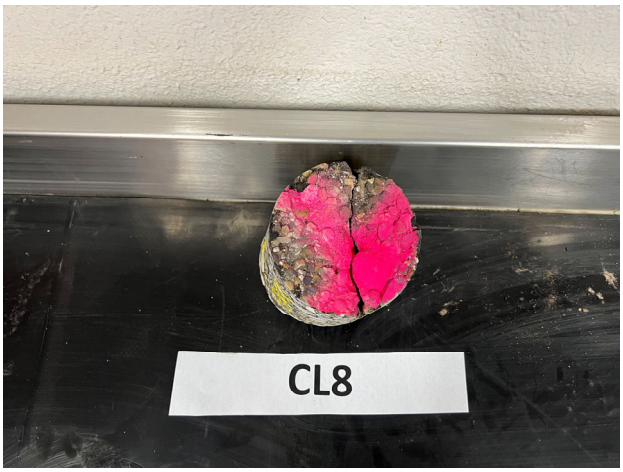

Figure 10: CL8 Top Profile.

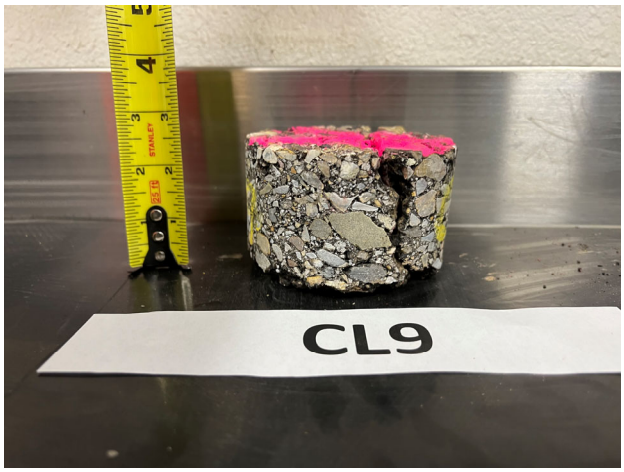

Figure 11: CL9 Thickness Profile.

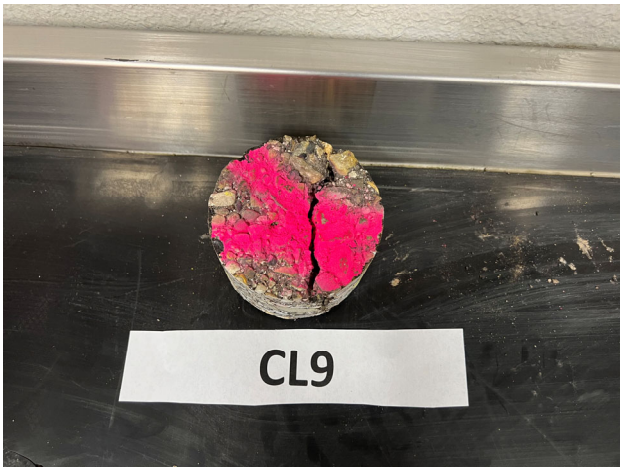

Figure 12: CL9 Top Profile.

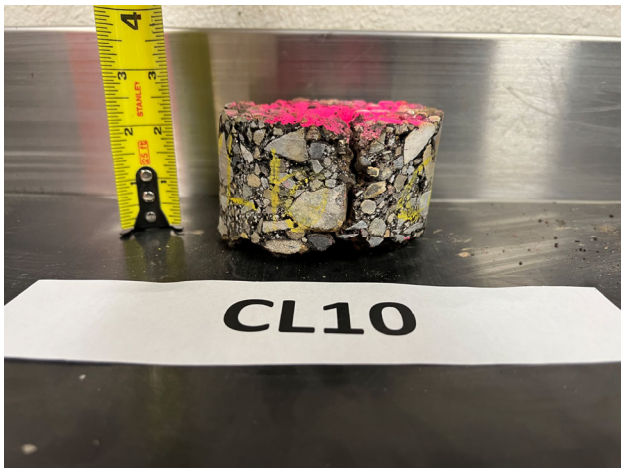

Figure 13: CL10 Thickness Profile.

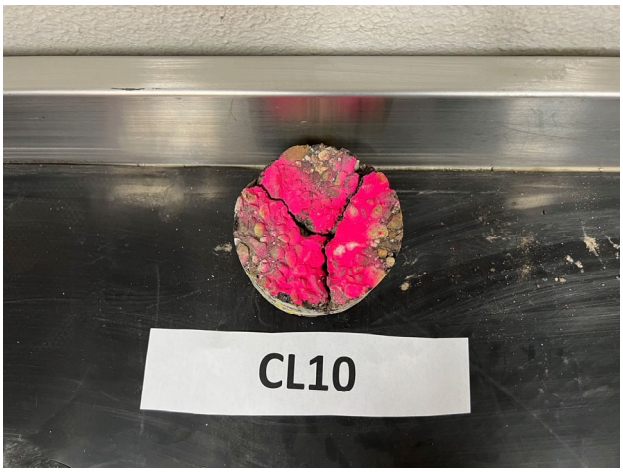

Figure 14: CL10 Top Profile.

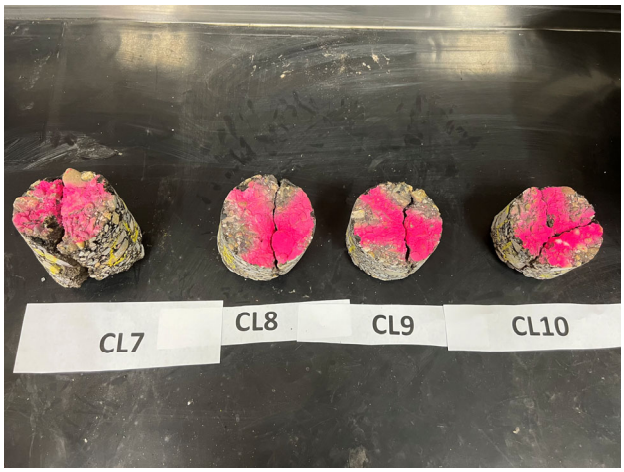

Figure 15: Cores Top Profile.

Attachments

A. F-3 SOILS INVESTIGATION (DEC 2007)
B. DCC APRON QEHA SOILS INVESTIGATION (2015)

SOILS INVESTIGATION

FOR

REHABILITATION of TAXIWAY F-3

at

YUMA INTERNATIONAL AIRPORT

in

YUMA, ARIZONA

DECEMBER 2007

Job No. 007–0238
Lab No. 3954

Prepared for
Nicklaus Engineering, Inc.
1851 W. 24th Street
Yuma, Arizona 85364
Phone: (928) 344-8374

Prepared by
NEI Geotechnical
2211 E. Palo Verde Street
Yuma, Arizona 853654
Phone: (928) 344-8844

Geotechnical
A Division of Nicklaus Engineering, Inc.

• Civil • Survey • Architecture
• Environmental • Geotechnical

December 2007

Nicklaus Engineering, Inc.
1851 W. 24th Street
Yuma, Arizona 85364

Attn: E. Vonne Nicklaus, PE

Subject: Rehabilitation of Taxiway F-3 at Yuma International Airport
NEI Job No. 007-0238 and Lab No. 3954

Dear Sir;

In accordance with your request, we have made an investigation of the existing asphalt, aggregate base course and subgrade soil conditions at the above location.

The report includes the efforts of our field investigation and laboratory work together with conclusions drawn there from pertinent to flexible airport asphalt pavement, aggregate base and soil cement.

In order to satisfy the requirements of this report, the following steps must be completed:

1. Subgrade, soil cement structural base, and asphalt should incorporate the recommendations set forth in the report.

2. Satisfactory completion of subgrade soil cement and base stabilization operations as evidenced by tests and inspections by NEI Geotechnical.

It is our recommendation that a copy of this report be submitted to the Earthwork and Paving Contractor.

Sincerely,
NEI GEOTECHNICAL

E. Vonne Nicklaus, P.E.
AZ-27047

EVN/sms

cc: 3-Client

TABLE OF CONTENTS

1. **LOCATION**

The proposed project site is located adjacent to and directly south of the old Boeing Lease Facility and about 600 feet south of City 40th Street in the southwest area of the Yuma International Airport (see Plates 1 and 2). It extends from the new concrete taxiway East to Runway 17-35 (± 2,100 L.F.)

2. **PROJECT DESCRIPTION**

The project involves the construction of a new flexible paving taxiway and parking apron for various sizes of aircraft. Total area covered is approximately 37,000 S.Y.

3. **OBJECTIVES**

The objectives of this investigation are to determine asphalt, base sub-base, and subgrade soil conditions, including the presence of existing fills or potentially expansive soils; to make recommendations regarding the treatment of existing soils, including the preparation for structural asphalt pavement section design using A/C 150/5320-6D.

4. **FIELD INVESTIGATION**

Seven (7) test borings were advanced at the site to depths of 5-feet bgs for the parking apron and taxiway (see Plate C). These bore holes were advanced using a CME 45B hollow auger drill rig. Standard penetration tests were made at 5-feet bgs employing a two-inch O.D. split-spoon sampler, which was driven by a free-fall 140-pound hammer with a fall distance of 30-inches. The number of blows required to advance the spoon 12-inches, after an initial 6-inch seating, was noted and is designated as the standard penetration value. Standard penetration values are related to relative density, unconfined strength, cohesion and bearing capacity on unprepared subgrade. The standard penetration blows for the site are shown in the Summary Log.

A California Bearing Ratio Test was also performed and is included in the Index. This report was averaged with the CBR test taken from the recently completed Cargo Apron. Both soils are similar and consistent.

5. LABORATORY TESTS

Samples were recovered from a continuous 5-foot split-spoon sampler for laboratory analysis. In addition, the top 16-inches was cleaned and visually examined to get an accurate profile of the existing paving section. The following tests were performed: grain size distribution (hydrometer), washed mechanical gradation (sieve analysis), swell, plasticity index, California Bearing Ratio, and soil classification.

6. SOIL CONDITIONS

The existing paving and soil profile in the project area consists of approximately 6" to 6.5" of asphalt, 9.5" to 10" of aggregate base course, and a sub-base of ~~very~~ Fine grained, dry, silty sand (SP-SM) (N25) (see attached boring logs). The soil samples were classified as non-plastic (see attached soil classifications). For additional information regarding each bore hole, see the attached boring logs and the sample summary in the Exhibits Section. Based on the 'N' counts, the insitu compaction ranges from 92-95% (see attached section).

7. EARTHWORK RECOMMENDATIONS FOR TAXIWAY AND PARKING APRON SUBGRADE

A. Mill out and stock pile the existing 6" to 6.5" asphalt paving. The Owner will designate the area north of the site.

B. Remove and save the existing 9.5" to 10.5" aggregate base course. Stock pile near existing site for mixing into soil cement.

C. Remove existing sand below the new finish grade per plans and store for

replacement. Scarify 12-inches of the excavation floor, moisture condition and re-compact (minimum 95% of ASTM D-1557 at optimum moisture ± 2%).

D. All trench backfill compaction within the apron area to be verified by tests. Compact as per 'C' above in 12-inch maximum lifts. All conduit to be encased in 1½ sack slurry concrete mix.

E. Should clay lenses, clay pockets or debris be encountered in any excavation, they shall be removed 2-feet below the bottom of the excavation and backfilled with clean compacted fill sand.

8. **P-209 AGGREGATE BASE COURSE**

Aggregate base course P-209 has been successfully manufactured by Yuma materials suppliers and used in apron and taxiway construction for the past twenty years.

This material allows a superior quality base to be applied in runway and aircraft facilities construction under all flexible paving as well as concrete paving. There are two qualified suppliers for the P-209 based in the Yuma area.

9. **STRUCTURAL AIRPORT ASPHALT PAVEMENT (A.C.)**

A. **Subgrade**

Prepare subgrade as described in Section 7 and shown on the attached section.

B. **Structural Airport Pavement Section**

Please refer to the attached report for a detailed analysis of the paving section design.

C. The existing soil is granular and capable of supporting heavy loads when properly prepared and contained. The P-154 material used for select

subgrade is of superior quality and also an excellent structural material.

D. Using this information, a detailed analysis of the soil structural section has been derived for the various components of the apron, taxiway and shoulders as shown on the attached exhibits and in the attached report.

10. RISK, LIMITATIONS & OTHER CONSIDERATIONS

The conclusions and recommendations made in this report are based upon the assumption that the soil conditions do not deviate appreciably from those disclosed by the test borings. If variations are encountered during construction, we should be notified so that we may make supplemental recommendations should they be required.

Evaluation and utilization of the soil materials for the support of the proposed structures include the subsurface conditions, analysis, formulation of recommendations and inspections during grading. The soil investigation is not completed until the Soils Engineer has been able to examine the soil in the excavations so that he may make the necessary modifications as needed. We emphasize the importance of the Soils Engineer continuing his services through the inspection of grading including construction of fill and foundation excavation.

All testing shall be done in accordance with the current applicable FAA standards and a certified materials testing laboratory shall perform these tests to verify compaction densities and materials analysis and quality. Should off-site imported fill be used, samples of the import must be submitted for testing evaluation and approval by the Soils Engineer.

11. LIST OF EXHIBITS

Plate A - Vicinity Map

Plate B - Location Map

Plate C – Boring Map

Soil Classification Chart

Boring Log Profile Summary

Boring Logs

Sieve Analysis

Soil Moisture

Soil Classification

Plasticity Index

Soil Grain Size Distribution

California Bearing Ratio Summary Chart

Attachment No. 1 – Taxiway Structural Section

Attachment No. 2 – Apron Structural Section

Attachment No. 3 – Shoulder Structural Section

12. APPENDIX

FAA Paving Design Guide AC 150/5320 6D

INDEX OF REFERENCES

A. Soil Mechanics in Engineering Practice - Third Edition; Karl Terzaghi, Ralph B. Peck and Gholamrezu Mesri, John Wiley & Son, Inc., 1996

B. Design of Concrete Structure - Eleventh Edition; Arthur H. Nilson, George Winter, McGraw Hill, Inc., 1991

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D. Seismic Design of Buildings and Bridges; Alan William; PhD., Engineering Press, 1995

E. Design of Shallow Foundation; Mario E. Cambas, P.E., 8501 Pasadena Blvd., Pembrahe Pines, FL 33024 (Cohesive Soils), 1974

F. Soil Mechanics, Foundations and Earth Structures - Gregory P. Tschezbotarioff; McGraw-Hill, Inc., 1951

G. FAA Document AC 150/5320 6D Chapter 3 - Pavement Design, Dated 7/7/95.

EXHIBITS

AND

SUPPORTING DATA

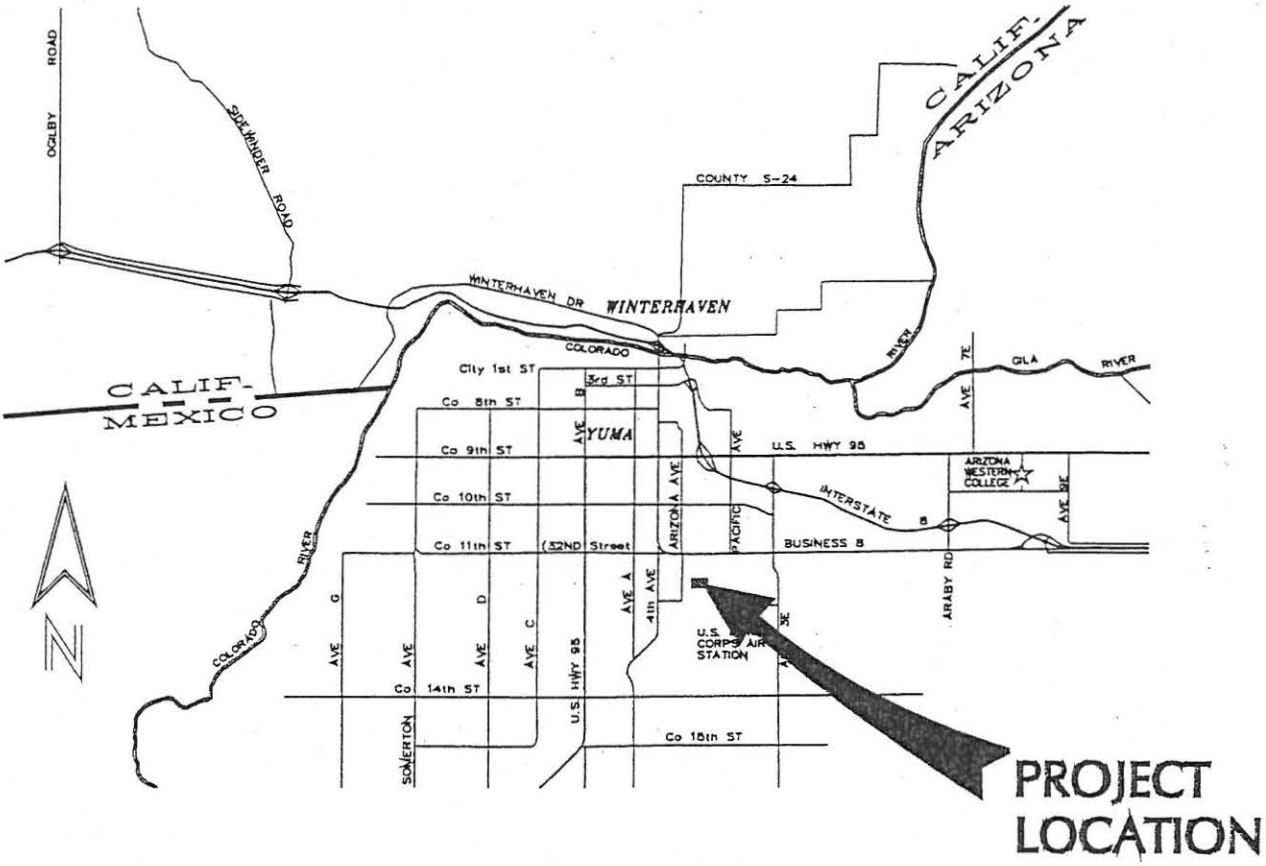

PLATE A

VICINITY MAP

YUMA INTERNATIONAL AIRPORT
TAXIWAY F REHABILITATION

GEOTECHNICAL
1861 West 24th Street P.O. Box 5029
YUMA, ARIZONA 85364 (928)344-8574
Email: nel@nelos.com

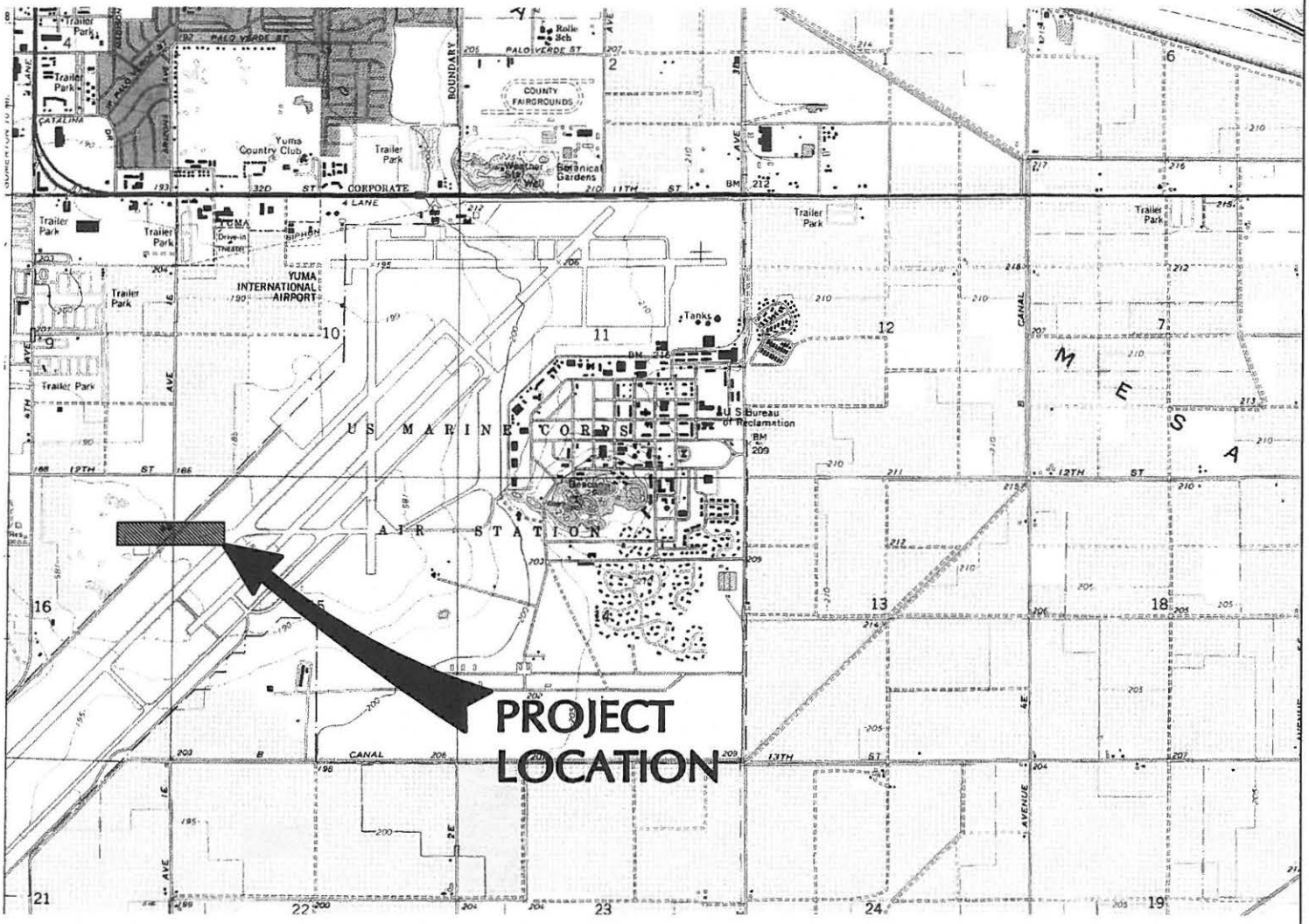

PLATE B

LOCATION MAP

YUMA INTERNATIONAL AIRPORT
TAXIWAY F REHABILITATION

GEOTECHNICAL
1851 West 24th Street P.O. Box 6029
YUMA, ARIZONA 85364 (928)344-8374
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LEGEND

BH#1 BORING LOCATION

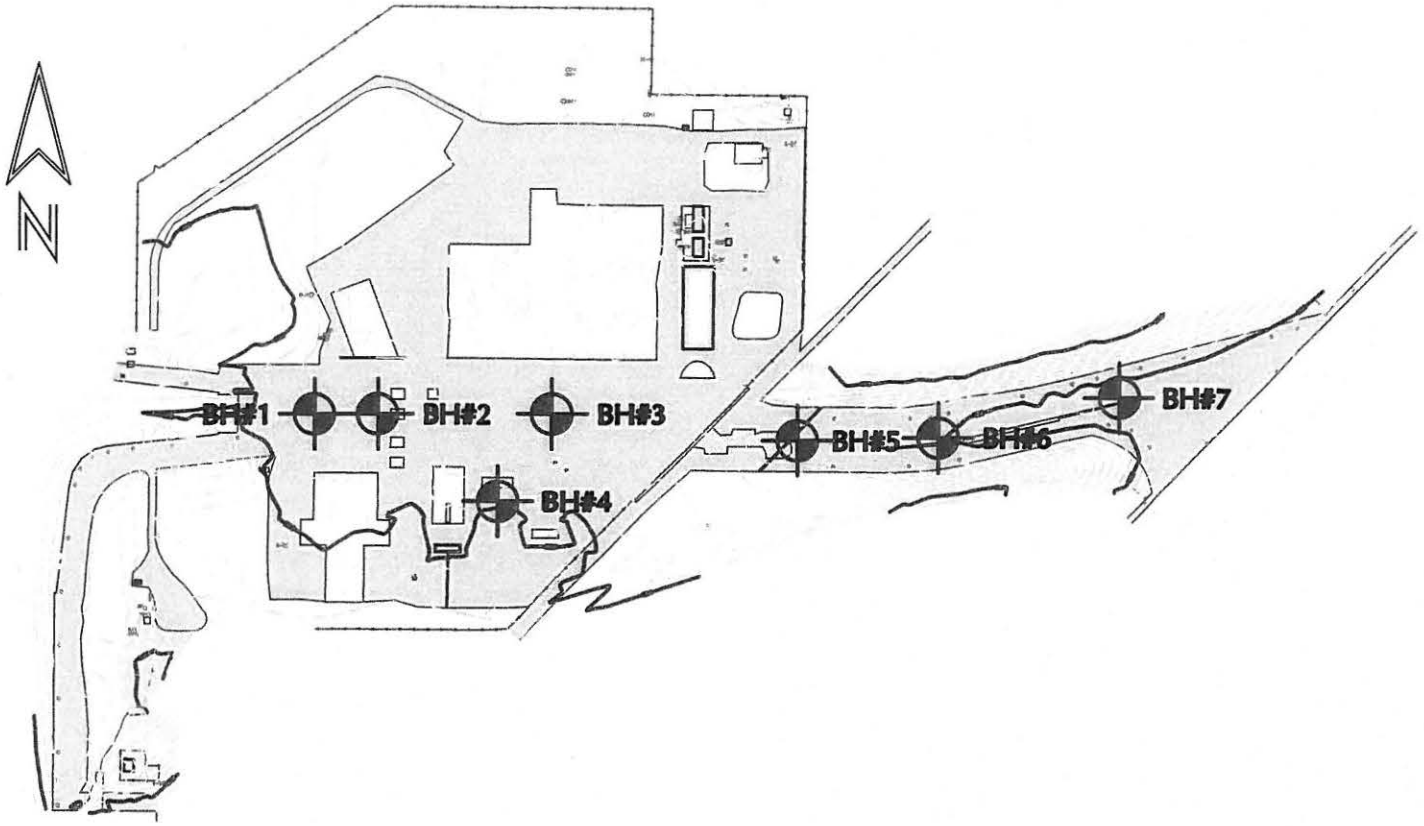

PLATE C

BOREHOLE LOCATIONS

YUMA INTERNATIONAL AIRPORT
TAXIWAY F REHABILITATION

NEI GEOTECHNICAL
1851 West 24th Street P.O. Box 6029
YUMA, ARIZONA 85364 (928)344-8374
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IDENTIFICATION, CLASSIFICATION AND DESCRIPTION OF SOILS

UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS & SUBDIVISIONS			STANDARD NAMES AND SOIL GROUP DESCRIPTIONS	SYMB.	DESCRIPTIVE INFORMATION TO BE ADDED TO THE STANDARD NAMES FOR DESCRIPTION
COARSE GRAINED SOILS Less than one-half the total soil passing the 200 mesh sieve.	GRAVELLY SOILS Less than one-half the coarse grains passing the No. 4 sieve	GRAVELS "clean" material Little or no fines	WELL GRADED GRAVEL (GW) Well-graded gravels or gravel-sand mixtures, little or no fines.		Maximum size, angularity and surface conditions, friability or hardness, and approximate percentage of sand, if any.
			POORLY GRADED GRAVEL (GP) Poorly graded gravels or sand-gravel mixtures, little or no fines.		Maximum size, predominant size, angularity, surface conditions, friability or hardness, and approximate percentage of sand, if any.
		GRAVEL WITH FINES "dirty" material Apprec. amount of fines	SILTY GRAVEL (GM) Silty gravels, or poorly graded gravel-sand-silt mixtures.		Maximum size, predominant size, friability or hardness; describe fines as being very silty, moderately silty, or slightly silty.
			CLAYEY GRAVEL (GC) Clayey gravels or gravel-sand-clay mixtures.		Well or poorly graded, maximum size, predominant size if poorly graded, angularity, friability or hardness; describe fines as slightly, moderately, or very clayey or type of binder in well graded gravels with clay binder.
	SANDY SOILS More than one-half the coarse grains passing the No. 4 sieve.	SANDS "clean" material Little fines	WELL GRADED SAND (SW) Well graded sands or gravelly sands, little or no fines.		Angularity, particle shape, friability or hardness, approximate color, percentage of gravel, if any.
			POORLY GRADED SAND (SP) Poorly graded sands or gravelly sands, little or no fines.		Coarse, medium, or fine particle, particle shape, clean or slightly dirty, approximate percentage of gravel, if any.
		SANDS WITH FINES "dirty" material Apprec. amount of fines	SILTY SAND (SM) Silty sands or poorly graded sand-silt mixtures.		Fine, medium, or coarse particles, shape and hardness of particles, large, medium or small proportion of silt, color, approximate percentage of gravel, if any.
			CLAYEY SAND (SC) Clayey sands or sand-clay mixture.		Well graded or poorly graded, predominant size if poorly graded, quality of binder if well graded, large medium, or small amount of clay, color, approximate percentage of gravel, if any.
FINE GRAINED SOILS More than one-half the total soil passing the 200 mesh sieve.	SILT AND CLAY SOILS with low compressibility		SILT (ML) Inorganic silts and very fine sand, silty or clayey fine sands.		Presence of clay or sand, and color, degree of plasticity, if any.
			LEAN CLAY (CL) Inorganic clays of low to medium plasticity, gravelly or sandy.		Degree of plasticity, silt, sand, or gravel content, and color.
			ORGANIC SILT (OL) Organic silts and organic silt-clays of low plasticity.		Visibility of organic material, odor, plasticity, and color.
	SILT AND CLAY SOILS with high compressibility		ELASTIC SILT (MH) Very compressible silts, micaceous or diatomaceous sandy or silt soil.		Presence of clay, degree of plasticity, and color.
			FAT CLAY (CH) Very compressible clays, inorganic clays of high plasticity.		Color, presence of gravel and other significant factors.
			ORGANIC CLAY (OH) Organic clays of medium to high plasticity, very compressible.		Odor, degree of plasticity, and color.
ORGANIC SOILS			PEAT (Pt) Peat and other highly organic swamp soils.		Odor, presence of fibrous material, color.

NEI GEOTECHNICAL

A geotechnical & testing division of NICKLAUS ENGINEERING, INC.

Summary of Soil Boring Logs
YUMA INTERNATIONAL AIRPORT
TAXIWAY 'F' REHABILITATION
Job No. 007-0238/Lab No. 3954

Bore Hole No. Location			0-5'
1	5" asphalt		Brown Silty sand SM N = 5
2	6.5" asphalt	9.5" ABC	Brown Silty Sand SM N = 5
3	6.5" asphalt	9.5" ABC	Brown Silty Sand SM N = 5
4	2" asphalt	6" ABC	Brown Poorly Graded Sand w/silt SP-SM N = 6
5	6.5" asphalt	10" ABC	Brown Silty Sand SM N = 5
6	6" asphalt	10" ABC	Brown Silty Sand SM N = 50+
7	7.5" asphalt	10" ABC	Brown Silty Sand N = 26

MECHANICAL GRADATION (washed)

Sieve Size	Bore Hole No. 1 (0-5')	Bore Hole No. 2 (0-5')	Bore Hole No. 3 (0-5')	Bore Hole No. 4 (0-5')
1.5"	100	10	100	100
¾"	100	100	99	100
⅜"	99	100	98	100
No. 4	99	100	98	100
No. 8	99	100	97	100
No. 16	98	99	97	100
No. 30	95	94	92	100
No. 50	5	73	74	97
No. 100	36	39	38	39
No. 200	18	21	20	10
Moisture Percent	3.40	3.59	3.77	3.15
Plasticity Index	NP	NP	NP	NP
Soil Classification	SM	SM	SM	SP-SM

Project: Yuma International Airport – Taxiway F Rehabilitation
Location: Yuma, AZ
Job/Lab No 007-0238/3954

MECHANICAL GRADATION (washed)

Sieve Size	Bore Hole No. 5 (0-5')	Bore Hole No. 6 (0-5')	Bore Hole No. 7 (0-5')
1.5"	100	100	100
¾"	100	100	100
⅜"	98	100	100
No. 4	95	100	99
No. 8	95	99	99
No. 16	92	98	98
No. 30	90	97	97
No. 50	82	89	81
No. 100	38	50	39
No. 200	18	29	23
Moisture Percent	3.77	8.94	7.49
Plasticity Index	NP	NP	NP
Soil Classification	SM	SM	SM

Project: Yuma International Airport – Taxiway F Rehabilitation
Location: Yuma, AZ
Job/Lab No 007-0238/3954

SOIL GRAIN SIZE DISTRIBUTION PROPERTIES

Test Hole No.	Depth (Ft.)	Gravel Percent	Sand Percent	Silt Percent	Clay Percent	U.S.C.	Passing #200 Percent	Textural Classification
1	0-5	1	81	18	0	SM	18	Brown Silty Sand
2	0-5	0	79	20	1	SM	21	Brown Silty Sand
3	0-5	2	78	19	1	SM	20	Brown Silty Sand
4	0-5	0	90	9	1	SP-SM	10	Brown Poorly Graded Sand with Silt
5	0-5	5	77	17	1	SM	18	Brown Silty Sand
6	0-5	0	71	28	1	SM	29	Brown Silty Sand
7	0-5	1	76	22	1	SM	23	Brown Silty Sand

Project: Yuma International Airport – Taxiway F Rehabilitation
Location: Yuma, Arizona
Job/Lab No: 007-0238/3954

NEI GEOTECHNICAL

MACTEC

Soil/Agg. Sample Summary

Client: NEI Geotechnical	MACTEC Job No.: 4975-07-4015
Project Name: Construction Material Testing	MACTEC Lab No.: 72979
Project No.:	Date Received: 11/6/2007
Material: Sand	Date Sampled: 11/6/2007
Material Source: NP	Report Date: 11/19/07 Revised 12/6/07

Gradation

Test Method:

Screen Size	% Passing	Spec
3"		
2 1/2		
2"		
1 1/4"		
1"		
3/4"		
1/2"		
3/8"		
1/4"		
#4		
#8		
#10		
#16		
#30		
#40		
#50		
#100		
#200		

Clay Lumps and Friable Particles

Test Method:

	%	Spec.
Clay Lumps & Friable Particles.:		

Plasticity Index

Test Method:		Spec
Liquid Limit:		
Plastic Limit:		
Plasticity Index		

Specific Gravity / Absorption %

Test Method:

	Coarse	Fine	Spec
Bulk Sp. Gr.:			
SSD Sp. Gr.:			
App. Sp. Gr.:			
Absorption %.:			

Moisture / Density

Test Method: AASHTO T99a

Max.Dry Density:	112.7	(pcf)
Optimum Moisture:	11.0	(%)

Aggregate Properties

Sodium Soundness

Test Method:

	%	Spec
Coarse:		
Fine:		

Crushed Faces

Test Method:	(%)	Spec
Crushed Faces (1Face):		
Crushed Faces (2Faces):		

L.A. Abrasion

Test Method:

Grading:	% Loss	Spec
100 Rev (%)		
500 Rev (%)		

California Bearing Ratio

Test Method: AASHTO T193

% Compaction:	90.6
Swell (%):	0.07
% CBR at 0.100 inch Penetration:	3.7
% CBR at 0.200 inch Penetration:	3.4
% Compaction:	95.2
Swell (%):	0.05
% CBR at 0.100 inch Penetration:	8.2
% CBR at 0.200 inch Penetration:	7.6
% Compaction:	99.2
Swell (%):	0.00
% CBR at 0.100 inch Penetration:	21.5
% CBR at 0.200 inch Penetration:	20.5

Reviewed By:

3630 East Wier Avenue * Phoenix, Arizona 85040 * Telephone: (602) 437-0250

Geotechnical
A Division of Nicklaus Engineering, Inc.

• Civil • Survey • Architecture
• Environmental • Geotechnical

TO: Nicklaus Engineering, Inc.
1851 W. 24th Street
Yuma, Arizona 85364

LAB NO: 3954 **JOB NO:** 007-0238
DATE: 10-20-07 **FIELD:** 10-13-07

Project: Yuma International Airport Rehabilitation of Taxiway F-3
Subject: California Bearing Ratio (CBR) & Moisture Density
Sampled by: NEI Geotechnical 10/13/07 and run by MACTEC
Test Procedure: ASTM D-1557 & 1883
Material: Native sand

CBR (Test Method: ASTM D1883)	Specimen 1	Specimen 2	Specimen 3
Surcharge Weight (lbs)	10	10	10
Dry Density at Compaction (pcf)	107.5	113.3	118.6
% of Max. Dry Density at Compaction	90.6	95.5	100.0
% Moisture at Compaction	10.0	9.9	9.6
Swell (%)	0.00	0.00	0.00
% CBR at 0.100 inch Penetration	7.6	28.0	47.5
% CBR at 0.200 inch Penetration	9.3	34.7	35.9

Maximum Dry Density (pcf) = 118.6
Optimum Moisture (%) = 9.7

FAA PAVING DESIGN GUIDE

AC 150/5320 6D

CHAPTER 3. PAVEMENT DESIGN

SECTION 1. DESIGN CONSIDERATIONS

300. SCOPE. This chapter covers pavement design for airports serving aircraft with gross weights of 30,000 pounds (13 000 kg) or more. Chapter 5 is devoted to the design of pavements serving lighter aircraft with gross weights under 30,000 pounds (13 000 kg).

301. DESIGN PHILOSOPHY. The FAA policy of treating the design of aircraft landing gear and the design and evaluation of airport pavements as three separate entities is described in the Foreword to this advisory circular. The design of airport pavements is a complex engineering problem which involves a large number of interacting variables. The design curves presented in this chapter are based on the CBR method of design for flexible pavements and a jointed edge stress analysis for rigid pavements. Other design procedures such as those based on layered elastic analysis and those developed by The Asphalt Institute and the Portland Cement Association may be utilized to determine pavement thicknesses when approved by the FAA. These procedures will yield slightly different design thicknesses due to different basic assumptions. All pavement designs should be summarized on FAA Form 5100-1, Airport Pavement Design, which is considered to be part of the Engineer's Report. An Engineer's Report should be prepared for FAA review and approval along with initial plans and specifications. Because of thickness variations, the evaluation of existing pavements should be performed using the same method as was employed in the design. Procedures to be used in evaluating pavements are described in detail in Chapter 6 of this advisory circular. Details on the development of the FAA method of design are as follows:

a. **Flexible Pavements.** The flexible pavement design curves presented in this chapter are based on the California Bearing Ratio (CBR) method of design. The CBR design method is basically empirical; however, a great deal of research has been done with the method and reliable correlations have been developed. Gear configurations are related using theoretical concepts as well as empirically developed data. The design curves provide the required total thickness of flexible pavement (surface, base, and subbase) needed to support a given weight of aircraft over a particular subgrade. The curves also show the required surface thickness. Minimum base course thicknesses are given in a separate table. A more detailed discussion of CBR design is presented in Appendix 2.

b. **Rigid Pavements.** The rigid pavement design curves in this chapter are based on the Westergaard analysis of edge loaded slabs. The edge loading analysis has been modified to simulate a jointed edge condition. Pavement stresses are higher at the jointed edge than at the slab interior. Experience shows practically all load induced cracks develop at jointed edges and migrate toward the slab interior. Design curves are furnished for areas where traffic will predominantly follow parallel or perpendicular to joints and for areas where traffic is likely to cross joints at an acute angle. The thickness of pavement determined from the curves is for slab thickness only. Subbase thicknesses are determined separately. A more detailed discussion of the basis for rigid pavement design is presented in Appendix 2.

302. BACKGROUND. An airfield pavement and the operating aircraft represent an interactive system which must be addressed in the pavement design process. Design considerations associated with both the aircraft and the pavement must be recognized in order to produce a satisfactory design. Careful construction control and some degree of maintenance will be required to produce a pavement which will achieve the intended design life. Pavements are designed to provide a finite life and fatigue limits are anticipated. Poor construction and lack of preventative maintenance will usually shorten the service life of even the best designed pavement.

a. **Variables.** The determination of pavement thickness requirements is a complex engineering problem. Pavements are subject to a wide variety of loadings and climatic effects. The design process involves a large number of interacting variables which are often difficult to quantify. Although a great deal of research work has been completed and more is underway, it has been impossible to arrive at a direct mathematical solution of thickness requirements. For this reason the determination of pavement thickness must be based on the theoretical analysis of load distribution through pavements and soils, the analysis of experimental pavement data, and a study of the performance of pavements under actual service conditions. Pavement thickness curves presented in this chapter have been developed through correlation of the data obtained from these sources. Pavements designed in accordance with these standards are intended to provide a structural life of 20 years that is free of major maintenance if no major changes in forecast traffic are encountered. It is

likely that rehabilitation of surface grades and renewal of skid resistant properties will be needed before 20 years due to destructive climatic effects and deteriorating effects of normal usage.

b. **Structural Design.** The structural design of airport pavements consists of determining both the overall pavement thickness and the thickness of the component parts of the pavement. There are a number of factors which influence the thickness of pavement required to provide satisfactory service. These include the magnitude and character of the aircraft loads to be supported, the volume of traffic, the concentration of traffic in certain areas, and the quality of the subgrade soil and materials comprising the pavement structure.

303. AIRCRAFT CONSIDERATIONS.

a. **Load.** The pavement design method is based on the gross weight of the aircraft. For design purposes the pavement should be designed for the maximum anticipated takeoff weight of the aircraft. The design procedure assumes 95 percent of the gross weight is carried by the main landing gears and 5 percent is carried by the nose gear. AC 150/5300-13, Airport Design, lists the weight of nearly all civil aircraft. Use of the maximum anticipated takeoff weight is recommended to provide some degree of conservatism in the design and is justified by the fact that changes in operational use can often occur and recognition of the fact that forecast traffic is approximate at best. By ignoring arriving traffic some of the conservatism is offset.

b. **Landing Gear Type and Geometry.** The gear type and configuration dictate how the aircraft weight is distributed to the pavement and determine pavement response to aircraft loadings. It would have been impractical to develop design curves for each type of aircraft. However, since the thickness of both rigid and flexible pavements is dependent upon the gear dimensions and the type of gear, separate design curves would be necessary unless some valid assumptions could be made to reduce the number of variables. Examination of gear configuration, tire contact areas, and tire pressure in common use indicated that these follow a definite trend related to aircraft gross weight. Reasonable assumptions could therefore be made and design curves constructed from the assumed data. These assumed data are as follows:

(1) **Single Gear Aircraft.** No special assumptions needed.

(2) **Dual Gear Aircraft.** A study of the spacing between dual wheels for these aircraft indicated that a dimension of 20 inches (0.5 1 m) between the centerline of the tires appeared reasonable for the lighter aircraft and a dimension of 34 inches (0.86 m) between the centerline of the tires appeared reasonable for the heavier aircraft.

(3) **Dual Tandem Gear Aircraft.** The study indicated a dual wheel spacing of 20 inches (0.51 m) and a tandem spacing of 45 inches (1.14 m) for lighter aircraft, and a dual wheel spacing of 30 inches (0.76 m) and a tandem spacing of 55 inches (1.40 m) for the heavier aircraft are appropriate design values.

(4) **Wide Body Aircraft.** Wide body aircraft; i.e., B-747, DC-10, and L-101 1 represent a radical departure from the geometry assumed for dual tandem aircraft described in paragraph (c) above. Due to the large differences in gross weights and gear geometries, separate design curves have been prepared for the wide body aircraft.

c. **Tire Pressure.** Tire pressure varies between 75 and 200 PSI (516 to 1 380 kPa) depending on gear configuration and gross weight. It should be noted that tire pressure asserts less influence on pavement stresses as gross weight increases, and the assumed maximum of 200 PSI (1 380 kPa) may be safely exceeded if other parameters are not exceeded and a high stability surface course is used.

d. **Traffic Volume.** Forecasts of annual departures by aircraft type are needed for pavement design. Information on aircraft operations is available from Airport Master Plans, Terminal Area Forecasts, the National Plan of Integrated Airport Systems, Airport Activity Statistics and FAA Air Traffic Activity. These publications should be consulted in the development of forecasts of annual departures by aircraft type.

304. DETERMINATION OF DESIGN AIRCRAFT. The forecast of annual departures by aircraft type will result in a list of a number of different aircraft. The design aircraft should be selected on the basis of the one requiring the

SECTION 2. FLEXIBLE PAVEMENT DESIGN

309. GENERAL. Flexible pavements consist of a hot mix asphalt wearing surface placed on a base course and, when required by subgrade conditions, a subbase. The entire flexible pavement structure is ultimately supported by the subgrade. Definitions of the function of the various components are given in the following paragraphs. For some aircraft the base and subbase should be constructed of stabilized materials. The requirements for stabilized base and subbase are also discussed in this section.

310. HOT MIX ASPHALT SURFACING. The hot mix asphalt surface or wearing course must prevent the penetration of surface water to the base course; provide a smooth, well-bonded surface free from loose particles which might endanger aircraft or persons; resist the shearing stresses induced by aircraft loads; and furnish a texture of nonskid qualities, yet not cause undue wear on tires. To successfully fulfill these requirements, the surface must be composed of mixtures of aggregates and bituminous binders which will produce a uniform surface of suitable texture possessing maximum stability and durability. Since control of the mixture is of paramount importance, these requirements can best be achieved by use of a central mixing plant where proper control can be most readily obtained. A dense-graded hot mix asphalt concrete such as Item P-401 produced in a central mixing plant will most satisfactorily meet all the above requirements. Whenever a hot mix asphalt surface is subject to spillage of fuel, hydraulic fluid, or other solvents; such as at aircraft fueling positions and maintenance areas, protection should be provided by a solvent resistant surface.

311. BASE COURSE. The base course is the principal structural component of the flexible pavement. It has the major function of distributing the imposed wheel loadings to the pavement foundation, the subbase and/or subgrade. The base course must be of such quality and thickness to prevent failure in the subgrade, withstand the stresses produced in the base itself, resist vertical pressures tending to produce consolidation and resulting in distortion of the surface course, and resist volume changes caused by fluctuations in its moisture content. In the development of pavement thickness requirements, a minimum CBR value of 80 is assumed for the base course. The quality of the base course depends upon composition, physical properties and compaction. Many materials and combinations thereof have proved satisfactory as base courses. They are composed of select, hard, and durable aggregates. Specifications covering the quality of components, gradation, manipulation control, and preparation of various types of base courses for use on airports for aircraft design loads of 30,000 pounds (14 000 kg) or more are as follows:

(1) Item P-208 - Aggregate Base Course'
(2) Item P-209 - Crushed Aggregate Base Course
(3) Item P-21 1 - Lime Rock Base Course
(4) Item P-304 - Cement Treated Base Course
(5) Item P-306 - Econocrete Subbase Course
(6) Item P-401 - Plant Mix Bituminous Pavements

'The use of Item P-208, Aggregate Base Course, as base course is limited to pavements designed for gross loads of 60,000 lbs. (27 000 kg) or less. When Item P-208 is used as base course the thickness of the hot mix asphalt surfacing should be increased 1 inch (25 mm) over that shown on the design curves.

312. SUBBASE, A subbase is included as an integral part of the flexible pavement structure in all pavements except those on subgrades with a CBR value of 20 or greater (usually GW or GP type soils). The function of the subbase is similar to that of the base course. However, since it is further removed from the surface and is subjected to lower loading intensities, the material requirements are not as strict as for the base course. In the development of pavement thickness requirements the CBR value of the subbase course is a variable.

a. Quality. Specifications covering the quality of components, gradations, manipulation control, and preparation of various types of subbase courses for use on airports for aircraft design loads of 30,000 pounds (14 000 kg) or more are as follows:

(1) Item P-154 - Subbase Course
(2) Item P-210 - Caliche Base Course
(3) Item P-212 - Shell Base Course

(4) Item P-213 - Sand Clay Base Course'
(5) Item P-301 - Soil Cement Base Course'

'Use of Items P-21 3 and P-301 as subbase course is not recommended where frost penetration into the subbase is anticipated. Any material suitable for use as base course can also be used on subbase if economy and practicality dictate.

b. **Sandwich Construction.** Pavements should not be configured such that a pervious granular layer is located between two impervious layers. This type of section is often called "sandwich" construction. Problems are often encountered in "sandwich" construction when water becomes trapped in the granular layer causing a dramatic loss of strength and results in poor performance.

313. **SUBGRADE.** The subgrade soils are subjected to lower stresses than the surface, base, and subbase courses. Subgrade stresses attenuate with depth, and the controlling subgrade stress is usually at the top of the subgrade, unless unusual conditions exist. Unusual conditions such as a layered subgrade or sharply varying water contents or densities can change the location of the controlling stress. The ability of a particular soil to resist shear and deformation vary with its density and moisture content. Such unusual conditions should be revealed during the soils investigation. Specification Item P-152, Excavation and Embankment, covers the construction and density control of subgrade soils. Table 3-2 shows depths below the subgrade surface to which compaction controls apply.

a. **Contamination.** A loss of structural capacity can result from contamination of base or subbase elements with fines from underlying subgrade soils. This contamination occurs during pavement construction and during pavement loading. Aggregate contamination results in a reduced ability of the aggregate to distribute and reduce stresses applied to the subgrade. Fine grained soils are most likely to contaminate pavement aggregate. This process is not limited to soft subgrade conditions. Problematic soils may be cohesive or noncohesive and usually exhibit poor drainage properties. Chemical and mechanical stabilization of the subbase or subgrade can be effectively used to reduce aggregate contamination (refer to Section 207). Geotextiles have been found to be effective at providing separation between fine-grained soils and overlying pavement aggregates (FHWA-90-001)(see Appendix 4). In this application, the geotextile is not considered to act as a structural element within the pavement. For separation applications the geotextile is designed based on survivability properties. Refer to FHWA-90-001 (see Appendix 4) for additional information regarding design and construction using separation geotextiles.

b. **Example.** An apron extension is to be built to accommodate a 340,000-pound (154 000 kg) dual tandem geared aircraft, a soils investigation has shown the subgrade will be noncohesive. In-place densities of the soils have been determined at even foot increments below the ground surface. Design calculations indicate that the top of subgrade in this area will be approximately 10 inches (0.3 m) below the existing grade. Depths and densities may be tabulated as follows:

Depth Below Existing Grade	Depth Below Finished Grade	In-Place Density
1' (0.3 m)	2" (50 mm)	70%
2' (0.6 m)	14" (0.36 m)	84%
3' (0.9 m)	26" (0.66 m)	86%
4' (1.2 m)	38" (0.97 m)	90%
5' (1.5 m)	50" (1.27 m)	93%

Using Table 3-2 values for non-cohesive soils and applying linear interpolation the compaction requirements are as follows:

100%	95%	90%	85%
0-21	21-37	37-52	52-68

Comparison of the tabulations show that for this example in-place density is satisfactory at a depth of 38 inches (0.97 m), being 90 percent within the required 90 percent zone. It will be necessary to compact an additional 1 inch (0.03 m) at 95 percent, and the top 21 inches (0.53 m) of subgrade at 100 percent density.

TABLE 3-2. SUBGRADE COMPACTION REQUIREMENTS FOR FLEXIBLE PAVEMENTS

DESIGN AIRCRAFT	Gross Weight lbs.	NON-COHESIVE SOILS Depth of Compaction In.				COHESIVE SOILS Depth of Compaction In.			
		100%	95%	90%	85%	95%	90%	85%	80%
Single Wheel	30,000	8	8-18	18-32	32-44	6	6-9	9-12	12-17
	50,000	10	10-24	24-36	36-48	6	6-9	9-16	16-20
	75,000	12	12-30	30-40	40-52	6	6-12	12-19	19-25
Dual Wheel	50,000	12	12-28	28-38	38-50	6	6-10	10-17	17-22
(incls. C-130)	100,000	17	17-30	30-42	42-55	6	6-12	12-19	19-25
	150,000	19	19-32	32-46	46-60	7	7-14	14-21	21-28
	200,000	21	21-37	37-53	53-69	9	8-16	16-24	24-32
Dual Tand.	100,000	14	14-26	26-38	38-49	6	6-10	10-17	17-22
(incls. 757,	200,000	17	17-30	30-43	43-56	6	6-12	12-18	18-26
767,	300,000	20	20-34	34-48	48-63	7	7-14	14-22	22-29
A-300)	400,000	23	23-41	41-59	59-76	9	9-18	18-27	27-36
DC-10	400,000	21	21-36	36-55	55-70	8	8-15	15-20	20-28
L1011	600,000	23	23-41	41-59	59-76	9	9-18	18-27	27-36
747	800,000	23	23-41	41-59	59-76	9	9-18	18-27	27-36

Notes:

1. Noncohesive soils, for the purpose of determining compaction control, are those with a plasticity index (P.I.) of less than 6.
2. Tabulated values denote depths below the finished subgrade above which densities should equal or exceed the indicated percentage of the maximum dry density as specified in Item P-152.
3. The subgrade in cut areas should have natural densities shown or should (a) be compacted from the surface to achieve the required densities, (b) be removed and replaced at the densities shown, or (c) when economics and grades permit, be covered with sufficient select or subbase material so that the uncompacted subgrade is at a depth where the in-place densities are satisfactory.
4. For intermediate aircraft weights use linear interpolation.
5. For swelling soils refer to paragraph 314.
6. 1 inch = 25.4 mm
   1 lb. = 0.454 kg

314. SWELLING SOILS. Swelling soils are clayey soils which exhibit significant volume changes brought on by moisture variations. The potential for volumetric change of a soil due to moisture variation is a function of the type of soil and the likelihood of for moisture fluctuation. Airport pavements constructed on these soils are subject to differential movements causing surface roughness and cracking. The design of pavements in areas of swelling soils should incorporate methods that prevent or reduce the effects of soil volume changes.

a. **Soil Type.** Only clayey soils containing a significant amount of particular clay minerals are prone to swelling. The clay minerals which cause swelling are, in descending order of swelling activity, are: smectite, illite, and kaolinite. These soils usually have liquid limits above 40 and plasticity indexes above 25.

b. **Identification.** Soils which exhibit a swell of greater than 3 percent when tested for the California Bearing Ratio (CBR), ASTM D 1883, require treatment. Experience with soils in certain locales is often used to determine when treatment is required.

c. **Treatment.** Treatment of swelling soils consist of removal and replacement, stabilization, modified compaction efforts and careful control of compaction moisture. Provisions for adequate drainage is of paramount importance when dealing with swelling soils. Recommended treatments for swelling soils are shown in Table 3-3. Local experience and judgment should be applied in dealing with swelling soils to achieve the best results. Care should be taken to minimize water flow along the contact plane between the stabilized/nonstabilized material.

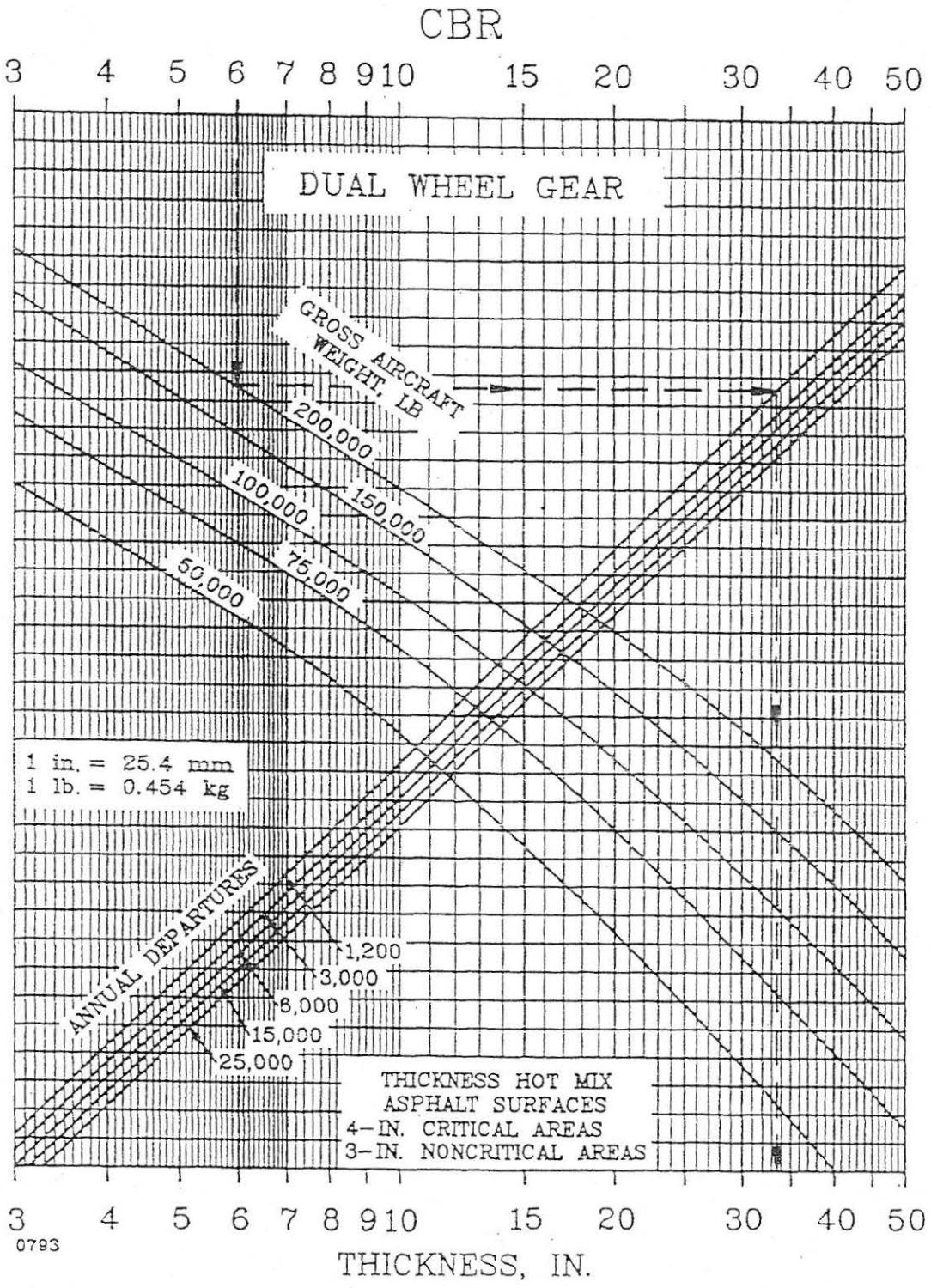

FIGURE 3-3 FLEXIBLE PAVEMENT DESIGN CURVES, DUAL WHEEL GEAR

319. DESIGN EXAMPLE. As an example of the use of the design curves, assume a flexible pavement is to be designed for a dual gear aircraft having a gross weight of 75,000 pounds (34 000 kg) and 6,000 annual equivalent departures of the design aircraft. Design CBR values for the subbase and subgrade are 20 and 6, respectively.

a. Total Pavement Thickness. The total pavement thickness required is determined from Figure 3-3. Enter the upper abscissa with the subgrade CBR value, 6. Project vertically downward to the gross weight of the design aircraft, 75,000 pounds (34 000 kg). At the point of intersection of the vertical projection and the aircraft gross weight, make a horizontal projection to the equivalent annual departures, 6000. From the point of intersection of the horizontal projection and the annual departure level, make a vertical projection down to the lower abscissa and read the total pavement thickness; in this example - 23 inches (584 mm).

b. Thickness of Subbase Course. The thickness of the subbase course is determined in a manner similar to the total pavement thickness. Using Figure 3-3, enter the upper abscissa with the design CBR value for the subbase, 20. The chart is used in the same manner as described in "a" above, i.e., vertical projection to aircraft gross weight, horizontal projection to annual departures, and vertical projection to lower abscissa. In this example the thickness obtained is 9.5 inches (241 mm). This means that the combined thickness of hot mix asphalt surface and base course needed over a 20 CBR subbase is 9.5 inches (241 mm), thus leaving a subbase thickness of 23 - 9.5 = 13.5 inches (343 mm).

c. Thickness of Hot Mix Asphalt Surface. As indicated by the note in Figure 3-3, the thickness of hot mix asphalt surface for critical areas is 4 inches (100 mm) and for noncritical, 3 inches (76 mm).

a. Thickness of Base Course. The thickness of base course can be computed by subtracting the thickness of hot mix asphalt surface from the combined thickness of surface and base determined in "b" above; in this example 9.5 - 4.0 = 5.5 (150 mm) of base course. The thickness of base course thus calculated should be compared with the minimum base course thickness required as shown in Table 3-4. Note that the minimum base course thickness is 6 inches (150 mm) from Table 3-4. Therefore the minimum base course thickness from Table 3-4, 6 inches (152 mm), would control. If the minimum base course thickness from Table 3-4 had been less than the calculated thickness, the calculated thickness would have controlled. Note also that use of Item P-208, Aggregate Base Course, as base course is not permissible since the weight of the design aircraft exceeds 60,000 lbs. (27 000 kg).

e. Thickness of Noncritical Areas. The total pavement thickness for noncritical areas is obtained by taking 0.9 of the critical pavement base and subbase thicknesses plus the required hot mix asphalt surface thickness given on the design charts. For the thinned edge portion of the critical and noncritical pavements, the 0.7T factor applies only to the base course because the subbase should allow for transverse drainage. The transition section and surface course requirements are as noted in Figure 3- 1.

f. Summary. The thickness calculated in the above paragraphs should be rounded off to even increments as discussed in paragraph 3 18. If conditions for detrimental frost action exist, another analysis is required. The final design thicknesses for this example would be as follows:

THICKNESS REQUIREMENTS

	Critical in. (mm)	Non-Critical in. (mm)	Edge in. (mm)
Hot Mix Asphalt Surface (P-209 Base)	4 (100)	3 (75)	2 (50)
Base Course (P-209, or P-21 1)	6 (200)	5 (1'25)	4 (100)
Subbase Course (P-154)	14 (355)	13 (330)	10 (255)
Transverse Drainage Course (if needed)	0 (0)	3 (75)	8 (205)

320. STABILIZED BASE AND SUBBASE. Stabilized base and subbase courses are necessary for new pavements designed to accommodate jet aircraft weighing 100,000 pounds (45 350 kg) or more. These stabilized courses may be substituted for granular courses using the equivalency factors discussed in paragraph 322. These equivalency factors are based on research studies which measured pavement performance. See FAA Report No. FAA-RD-73-198, Volumes I, II, and III. Comparative Performance of Structural Layers in Pavement Systems. See Appendix 3. A range of equivalency factors is given because the factor is sensitive to a number of variables such as layer thickness, stabilizing agent type and quantity, location of stabilized layer in the pavement structure, etc. Exceptions to the policy requiring stabilized base and subbase may be made on the basis of superior materials being available, such as 100 percent crushed, hard, closely graded stone. These materials should exhibit a remolded soaked CBR minimum of 100 for base and 35 for subbase. In areas subject to frost penetration, the materials should meet permeability and nonfrost susceptibility tests in addition to the CBR requirements. Other exceptions to the policy requiring stabilized base and subbase should be based on proven performance of a granular material such as lime rock in the State of Florida. Proven performance in this instance means a history of satisfactory airport pavements using the materials. This history of satisfactory performance should be under aircraft loadings and climatic conditions comparable to those anticipated.

321. SUBBASE AND BASE EQUIVALENCY FACTORS. It is sometimes advantageous to substitute higher quality materials for subbase and base course than the standard FAA subbase and base material. The structural benefits of using a higher quality material is expressed in the form of equivalency factors. Equivalency factors indicate the substitution thickness ratios applicable to various higher quality layers. Stabilized subbase and base courses are designed in this way. Note that substitution of lesser quality materials for higher quality materials, regardless of thickness, is not permitted. The designer is reminded that even though structural considerations for flexible pavements with high quality subbase and base may result in thinner flexible pavements; frost effects must still be considered and could require thicknesses greater than the thickness for structural considerations.

a. **Minimum Total Pavement Thickness.** The minimum total pavement thickness calculated, after all substitutions and equivalencies have been made, should not be less than the total pavement thickness required by a 20 CBR subgrade on the appropriate design curve.

b. **Granular Subbase.** The FAA standard for granular subbase is Item P-154, Subbase Course. In some instances it may be advantageous to utilize nonstabilized granular material of higher quality than P-154 as subbase course. Since these materials possess higher strength than P-154, equivalency factor ranges are established whereby a lesser thickness of high quality granular may be used in lieu of the required thickness of P-154. In developing the equivalency factors the standard granular subbase course, P-154, was used as the basis. Thicknesses computed from the design curves assume P-154 will be used as the subbase. If a granular material of higher quality is substituted for Item P-154, the thickness of the higher quality layer should be less than P-154. The lesser thickness is computed by dividing the required thickness of granular subbase, P-154, by the appropriate equivalency factor. In establishing the equivalency factors the CBR of the standard granular subbase, P-154, was assumed to be 20. The equivalency factor ranges are given below in Table 3-6:

TABLE 3-6. RECOMMENDED EQUIVALENCY FACTOR RANGES FOR HIGH QUALITY GRANULAR SUBBASE

Material	Equivalency Factor Range
P-208, Aggregate Base Course	1.0 - 1.5
P-209, Crushed Aggregate Base Course	1.2 - 1.8
P-211, Lime Rock Base Course	1.0 - 1.5

Western Technologies Inc.
The Quality People
Since 1955

3737 East Broadway Road
Phoenix, Arizona 85040-2921
(602) 437-3737 • fax 470-1341

December 24, 2003

Gilbertson Associates, Inc.
8502 E. Princess Drive, Suite 100
Scottsdale, AZ 85255-5465

Attn: David Gilbertson, P.E.
President

Re: Taxiway F, Cargo Apron to Boeing Site
Yuma Municipal Airport
Yuma, Arizona

Job No. 2123JJ315
Addendum No. 1

This addendum was prepared to amend and supplement recommendations given for this project in our December 11, 2003 report. This addendum should be made a part of that document.

Due to the configuration of this taxiway with a 90° turn, it is convenient to use joint spacing of 18.75 feet both longitudinally and transversely so joint spacing will not change with the change in taxiway direction at the corner. Consequently, our previous recommendation of a maximum of 16 feet for spacing of transverse joints should be revised to 18.75 feet.

In an effort to prevent incompressible material from entering the joint between the edge of the portland cement concrete (PCC) slab and the bituminous paved shoulders and causing deformation of the shoulder surface, we recommend that the joint be sealed during construction. We recommend that the joint be constructed by sawing a reservoir within the shoulder, adjacent to the PCC slab. Joint construction should be similar to Detail 3 in Figure 3-42 of AC 150/5320-6D.

Irregular shaped sections or sections of slabs with greater than a 1.25 length to width ratio should be reinforced with welded wire fabric. Welded wire fabric should be W5 at 8 inch centers according to Table 3-15 of AC 150/5320-6D, and should be placed vertically at 4 inches below the top of the slab.

Gilbertson Associates Inc.
Job No. 2123JJ315

This concludes Addendum No. 1 to the Yuma International Airport Taxiway F report. This addendum is made a part of and should be filed with all copies of that report. If there are questions regarding the report or this addendum, please call.

Sincerely,
WESTERN TECHNOLOGIES INC.

W. R. Meier, Jr., Ph.D., P.E.
Senior Materials Engineer

Reviewed by, Max Kemnitz, P.E.
Senior Geotechnical Engineer

Copies to: Addressee (5)

Western Technologies Inc.
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3737 East Broadway Road
Phoenix, Arizona 85040-2921
(602) 437-3737 • fax 470-1341

December 11, 2003

Gilbertson Associates, Inc.
8502 E. Princess Drive, Suite 100
Scottsdale, AZ 85255-5465

Attn: David Gilbertson, P.E.
President

Re: Taxiway F, Cargo Apron to Boeing Site
Yuma Municipal Airport
Yuma, Arizona

Job No. 2123JJ315

As indicated in the Scope of Services of our agreement, Ref. No. 2123PJ910, Western Technologies Inc. (WT) excavated 3 test pits along the alignment of Taxiway F from the north edge of the existing cargo apron to the east fence of the Boeing Test site at Yuma Municipal Airport on December 2, 2003. This geotechnical report was performed for the design and construction of portland cement concrete pavement for this taxiway. Results of laboratory tests run on soil samples obtained during test pit excavation and logs of the test pits are attached to this report.

Examination of soil strata during excavation of the test pits, laboratory test results of samples from the site and previous geotechnical work in this immediate area were used to develop opinion on evaluation of these soils for taxiway pavement design and construction for a 700,000-lb B-747-SP design aircraft with 1,200 annual departures. The strata encountered were found to be non-plastic silty sand with occasional thin strata of low plasticity clayey or silty sand. Soil strata were generally in a loose, slightly damp condition. A modulus of subgrade reaction (k) of 250 psi/in. (pci) was estimated for pavement design purposes.

Rigid pavement design for aircraft exceeding 100,000-lb requires the use of a minimum 4-inch thick stabilized base. We recommend use of a plant mix bituminous base with an isolation layer between the base and the PCC pavement. Due to potential construction problems related to a relatively tender fine sand subgrade, we recommend construction of a 4-inch thick aggregate base course followed by placement of a 3-inch thick asphalt concrete base in lieu of the 4-inch thick bituminous base. By use of a 1.5 equivalency factor between aggregate base and asphalt concrete, an equivalent of 5.7 inches of bituminous base was computed. By use of Figure 3-16 of AC 150/5320-6D, an adjusted k of 350 pci was obtained.

The following parameters were used with the pavement thickness nomograph Figure 3-23, Rigid Pavement Design Curves, B 747-SP to obtain a slab thickness of 12 inches.

- 700,000-lb gross aircraft departure weight
- 650 psi flexural strength
- 350 pci adjusted modulus of subgrade reaction (k)
- 1,200 annual departures

Copies of Figures 3-16 and 3-23 showing values use for this project are attached. Pavement should be constructed in accordance with Item P-501, Portland Cement Concrete Pavement. A 28-day flexural strength of 650 psi should be specified.

We recommend that longitudinal joints be spaced at 18.75 feet. Longitudinal joints should be Type E Hinged Construction Joints or Type G, Hinged Contraction joints as shown in Figure 3-42 of AC150/5320-6D tied with deformed reinforcing bars to prevent lateral slab drift. Construction joints should be keyed.

Lateral joints should be spaced at a maximum of 16 feet. Contraction joints should be Type H, Dummy, and Construction joints should be Type C, Keyed joints. The last 3 lateral joints at the northwest corner and at the east end of the pavement should also be tied with deformed reinforcing bars as shown for Type G-Hinged joints in Figure 3-42. Tying of lateral joints at the south end of the taxiway where it abuts the existing cargo apron should be unnecessary. A Type A, Doweled joint as shown in Figure 3-42, should be constructed at this location. The existing cargo apron slab should be drilled for insertion of the dowel bars, which should be oiled and greased with expansion cap within the new taxiway pavement construction.

Earthwork should be performed in accordance with Item P-152, Excavation and Embankment for non-cohesive, granular soil. Due to the current loose condition of the soil, the upper 24 inches of the subgrade should be scarified and compacted to a minimum of 95 percent of maximum density between 6 and 24 inches and a minimum of 100 percent of maximum density for the upper 6 inches. Maximum density should be determined in accordance with ASTM D1557. The subbase for the portland cement concrete pavement should be 3 inches of asphalt concrete on 4 inches off aggregate base. Materials and their placement should be in accordance with Yuma County specifications using Type D-½ asphalt concrete, except that compaction of aggregate base shall utilize a maximum density as measured by ASTM D1557. Shoulder construction should utilize the same type of materials; however, it should be constructed with 3 inches of asphalt concrete on 6 inches of aggregate base. Subgrade and base course compaction should utilize Yuma County specifications without modification.

A bond breaker should be provided between the asphalt concrete subbase and the portland cement concrete pavement and should be maintained until the pavement has been placed. It should consist of an application of curing compound covered by a uniform layer of washed

natural sand. Sand should have 100 percent passing a No. 8 sieve and no more than 5 percent passing a No. 200 sieve. The sand layer should be thick enough to fully cover the asphalt base layer and the curing compound layer, but should be not more than 1/8-inch thick.

Analyses were performed and this report was prepared for the exclusive purpose of providing geotechnical engineering and/or testing information and recommendations. The scope of services for this project does not include, either specifically or by implication, any environmental assessment of the site or identification of contaminated or hazardous materials or conditions. If the owner is concerned about the potential for such contamination, other studies should be undertaken. We are available to discuss the scope of such studies with you.

We prepared this report as an aid to the designers of the proposed project. The comments, statements, recommendations and conclusions set forth in this report reflect the opinions of the authors. These opinions are based upon conditions at the locations of specific tests, observations and data developed to satisfy the scope of services defined by the contract documents. Work on your project was performed in accordance with generally accepted industry standards and practices by other professionals providing similar services in this locality. No other warranty, expressed or implied, is made.

This report and the attachments complete the Scope of Work of our proposal. If there are questions, or if we can be of further service to you, please call.

Sincerely,
WESTERN TECHNOLOGIES INC.

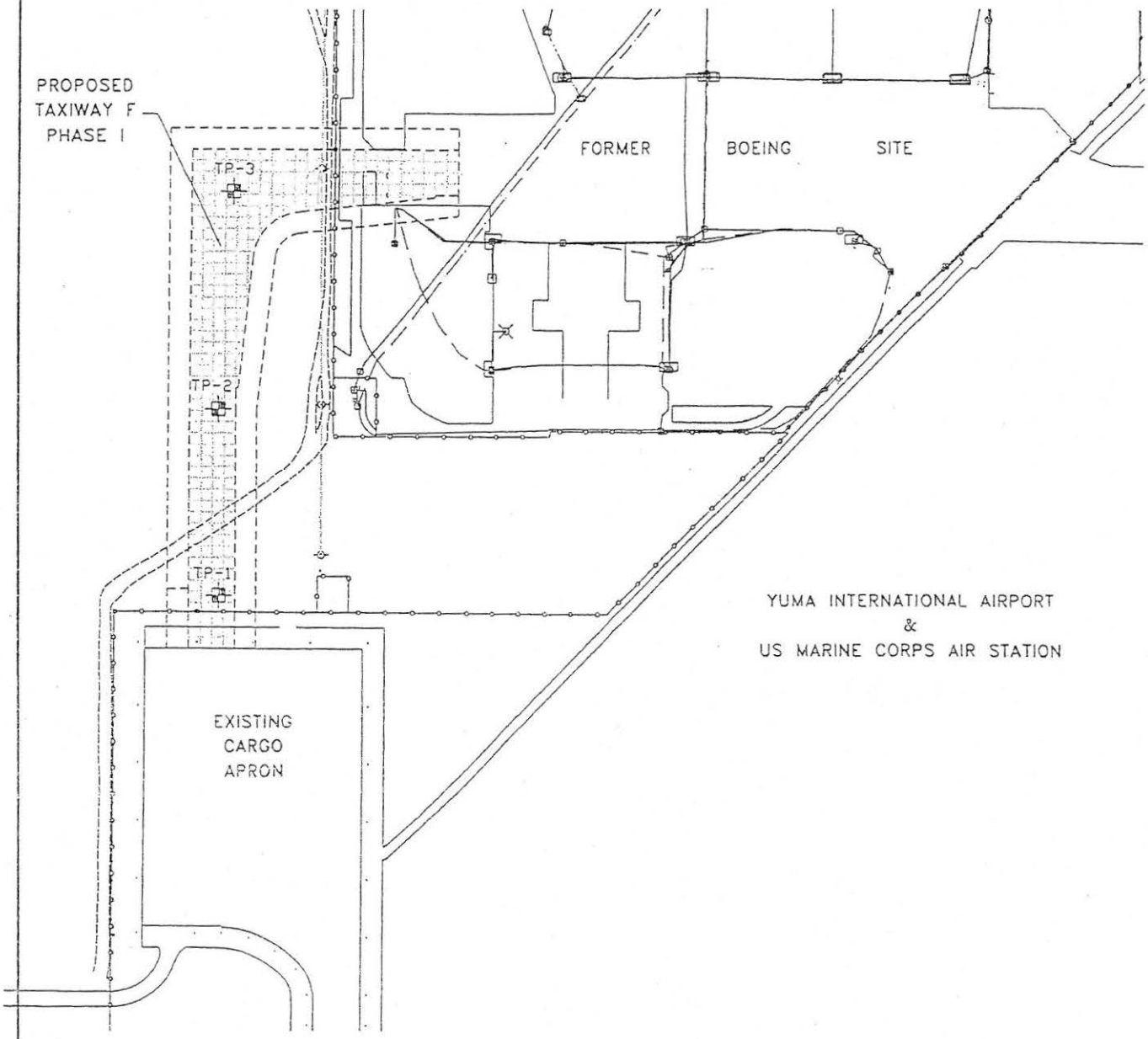
W. R. Meier, Jr., Ph.D., P.E.
Senior Materials Engineer

Reviewed by, Armando de la Rocha, P.E.
Senior Geotechnical Engineer

Registered Professional Engineer (Civil) CERTIFICATE NO. 32310 ARMANDO DE LA ROCHA Date Signed 12-1-03 ARIZONA, U.S.A.

Attachments: Test Pit Location Diagram
Definition of Terminology
Method of Classification
Test Pit Log Notes
Test Pit Logs
Physical Properties of Soils
Modulus of Subgrade Reaction
Rigid Pavement Design Curves, B-747-SP

Copies to: Addressee (5)



LEGEND:

APPROXIMATE LOCATION OF TEST PIT

N

Not to Scale:

YUMA AIRPORT	
Test Pit Location Diagram	
Western Technologies Inc.	
Job No.: 2123JJ315	Plate: 1

Allowable Soil Bearing Capacity	The recommended maximum contact stress developed at the interface of the foundation element and the supporting material.
Backfill	A specified material placed and compacted in a confined area.
Base Course	A layer of specified material placed on a subgrade or subbase.
Base Course Grade	Top of base course.
Bench	A horizontal surface in a sloped deposit.
Caisson	A concrete foundation element cast in a circular excavation which may have an enlarged base. Sometimes referred to as a cast-in-place pier.
Concrete Slabs-On-Grade	A concrete surface layer cast directly upon a base, subbase or subgrade.
Crushed Rock Base Course	A base course composed of crushed rock of a specified gradation.
Differential Settlement	Unequal settlement between or within foundation elements of a structure.
Engineered Fill	Specified material placed and compacted to specified density and/or moisture conditions under observations of a representative of a soil engineer.
Existing Fill	Materials deposited through the action of man prior to exploration of the site.
Existing Grade	The ground surface at the time of field exploration.
Expansive Potential	The potential of a soil to expand (increase in volume) due to absorption of moisture.
Fill	Materials deposited by the actions of man.
Finished Grade	The final grade created as a part of the project.
Gravel Base Course	A base course composed of naturally occurring gravel with a specified gradation.
Heave	Upward movement
Native Grade	The naturally occurring ground surface.
Native Soil	Naturally occurring on-site soil.
Rock	A natural aggregate of mineral grains connected by strong and permanent cohesive forces. Usually requires drilling, wedging, blasting or other methods of extraordinary force for excavation.
Sand and Gravel Base	A base course of sand and gravel of a specified gradation.
Sand Base Course	A base course composed primarily of sand of a specified gradation.
Scarify	To mechanically loosen soil or break down existing soil structure.
Settlement	Downward movement.
Soil	Any unconsolidated material composed of discrete solid particles, derived from the physical and/or chemical disintegration of vegetable or mineral matter, which can be separated by gentle mechanical means such as agitation in water.
Strip	To remove from present location.
Subbase	A layer of specified material placed to form a layer between the subgrade and base course.
Subbase Grade	Top of subbase.
Subgrade	Prepared native soil surface.

YUMA AIRPORT	
Definition of Terminology	
Western Technologies Inc.	
Job No.: 2123JJ315	Plate: A-1

COARSE-GRAINED SOILS
LESS THAN 50% FINES*

GROUP SYMBOLS	DESCRIPTION	MAJOR DIVISIONS
GW	WELL-GRADED GRAVELS OR GRAVEL-SAND MIXTURES, LESS THAN 5% FINES	GRAVELS MORE THAN HALF OF COARSE FRACTION IS LARGER THAN NO. 4 SIEVE SIZE
GP	POORLY-GRADED GRAVELS OR GRAVEL-SAND MIXTURES, LESS THAN 5% FINES	
GM	SILTY GRAVELS, GRAVEL-SAND-SILT MIXTURES, MORE THAN 12% FINES	
GC	CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES, MORE THAN 12% FINES	
SW	WELL-GRADED SANDS OR GRAVELLY SANDS, LESS THAN 5% FINES	SANDS MORE THAN HALF OF COARSE FRACTION IS SMALLER THAN NO. 4 SIEVE SIZE
SP	POORLY-GRADED SANDS OR GRAVELLY SANDS, LESS THAN 5% FINES	
SM	SILTY SANDS, SAND-SILT MIXTURES, MORE THAN 12% FINES	
SC	CLAYEY SANDS, SAND-CLAY MIXTURES, MORE THAN 12% FINES	

NOTE: Coarse-grained soils receive dual symbols if they contain 5% to 12% fines (e.g., SW-SM, GP-GC).

FINE-GRAINED SOILS
MORE THAN 50% FINES

GROUP SYMBOLS	DESCRIPTION	MAJOR DIVISIONS
ML	INORGANIC SILTS, VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS	SILTS AND CLAYS LIQUID LIMIT LESS THAN 50
CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS	
OL	ORGANIC SILTS OR ORGANIC SILT-CLAYS OF LOW PLASTICITY	
MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDS OR SILTS, ELASTIC SILTS	SILTS AND CLAYS LIQUID LIMIT MORE THAN 50
CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS	
OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY	
PT	PEAT, MUCK AND OTHER HIGHLY ORGANIC SOILS	HIGHLY ORGANIC SOILS

NOTE: Fine-grained soils may receive dual classification based upon plasticity characteristics.

SOIL SIZES

COMPONENT	SIZE RANGE
BOULDERS	Above 12 in.
COBBLES	3 in. – 12 in.
GRAVEL	No. 4 – 3 in.
Coarse	3/4 in. – 3 in.
Fine	No. 4 – 3/4 in.
SAND	No. 200 – No. 4
Coarse	No. 10 – No. 4
Medium	No. 40 – No. 10
Fine	No. 200 – No. 40
*Fines (Silt or Clay)	Below No. 200

NOTE: Only sizes smaller than three inches are used to classify soils

CONSISTENCY

CLAYS & SILTS	BLOWS PER FOOT*
VERY SOFT	0 – 2
SOFT	2 – 4
FIRM	4 – 8
STIFF	8 – 16
VERY STIFF	16 – 32
HARD	Over 32

RELATIVE DENSITY

SANDS & GRAVELS	BLOWS PER FOOT*
VERY LOOSE	0 – 4
LOOSE	4 – 10
MEDIUM DENSE	10 – 30
DENSE	30 – 50
VERY DENSE	Over 50

*Number of blows of 140 pound hammer falling 30 inches to drive a 2 inch O.D. (1 3/8 inch ID) split spoon (ASTM D1586).

PLASTICITY OF FINE GRAINED SOILS

PLASTICITY INDEX	TERM
0	NON-PLASTIC
1 – 7	LOW
8 – 25	MEDIUM
Over 25	HIGH

DEFINITION OF WATER CONTENT

DRY
SLIGHTLY DAMP
DAMP
MOIST
WET
SATURATED

YUMA AIRPORT

Method of Classification

Western Technologies Inc.

Job No.: 2123JJ315 | Plate: A-2

The number shown in "TEST PIT" refers to the approximate location of the same number indicated on the "Test Pit Location Diagram" as positioned in the field by pacing from property lines and/or existing features.

"Sample Type" refers to the form of sample recovery, in which N = Split-barrel sample, R = Ring sample, G = Grab Sample, B = Block Sample.

"Unified Classification" refers to the soil type as defined by "Method of Soil Classification". The soils were classified visually in the field and, where appropriate, classifications were modified by visual examination of samples in the laboratory and/or by appropriate tests.

These notes and test pit logs are intended for use in conjunction with the purposes of our services defined in the text. Test pit log data should not be construed as part of the construction plans nor as defining construction conditions.

Test Pit logs depict our interpretations of subsurface conditions at the locations and on the date(s) noted. Variations in subsurface conditions and soil characteristics may occur between test pits. Groundwater levels may fluctuate due to seasonal variations and other factors.

The stratification lines shown on the test pit logs represent our interpretation of the approximate boundary between soil types based upon visual field classification. The transition between materials is approximate and may be far more or less gradual than indicated.

YUMA AIRPORT	
Test Pit Log Notes	
Western Technologies Inc.	
Job No.: 2123JJ315	Plate: A-3

EXPLORATION DATE: 12-04-2003

RIG TYPE: Backhoe 580 Super L

BUCKET SIZE: 24"

TEST PIT NO. 1

LOCATION: See Location Diagram

ELEVATION: Not Determined

FIELD ENGR: M.Hartig

WATER CONTENT (%)	DRY DENSITY (LBS/CU.FT)	SAMPLE TYPE	SAMPLE	DEPTH (FT.)	USCS	GRAPHIC	SOIL DESCRIPTION
		G			SP-SM		SAND; trace silt, brown, loose, slightly damp
		B			SM		SILTY SAND; light cementation, brown, medium dense, slightly damp
		G		5			light brown, loose, slightly damp
							Stopped At 8 Feet
				10			

GROUNDWATER ENCOUNTERED NO: X YES: ____ DEPTH: ____ DATE: 12-04-2003

NOTES

YUMA AIRPORT

Test Pit Log

Western Technologies Inc.

Job No.: 2123JJ315 | Plate: A-4

THIS SUMMARY APPLIES ONLY AT THIS LOCATION AND AT THE TIME OF LOGGING. CONDITIONS MAY DIFFER AT OTHER LOCATIONS AND MAY CHANGE AT THIS LOCATION WITH TIME. DATA PRESENTED IS A SIMPLIFICATION.

EXPLORATION DATE: 12-04-2003

RIG TYPE: Backhoe 580 Super L

BUCKET SIZE: 24"

TEST PIT NO. 2

LOCATION: See Location Diagram

ELEVATION: Not Determined

FIELD ENGR: M.Hartig

WATER CONTENT (%)	DRY DENSITY (LBS/CU.FT)	SAMPLE TYPE	SAMPLE	DEPTH (FT.)	USCS	GRAPHIC	SOIL DESCRIPTION
		B			SM		SILTY SAND; trace silt, brown, loose, slightly damp
				5			
							Stopped At 8 Feet
				10			

GROUNDWATER ENCOUNTERED NO: X YES: ____ DEPTH: ____ DATE: 12-04-2003

NOTES

YUMA AIRPORT

Test Pit Log

Western Technologies Inc.

Job No.: 2123JJ315 | Plate: A-5

THIS SUMMARY APPLIES ONLY AT THIS LOCATION AND AT THE TIME OF LOGGING. CONDITIONS MAY DIFFER AT OTHER LOCATIONS AND MAY CHANGE AT THIS LOCATION WITH TIME. DATA PRESENTED IS A SIMPLIFICATION.

EXPLORATION DATE: 12-04-2003

RIG TYPE: Backhoe 580 Super L

BUCKET SIZE: 24"

TEST PIT NO. 3

LOCATION: See Location Diagram

ELEVATION: Not Determined

FIELD ENGR: M.Hartig

WATER CONTENT (%)	DRY DENSITY (LBS/CU.FT)	SAMPLE TYPE	SAMPLE	DEPTH (FT.)	USCS	GRAPHIC	SOIL DESCRIPTION
		G			SM		SILTY SAND; with silt, brown, loose, slightly damp
				5			
							Stopped At 8 Feet
				10			

GROUNDWATER ENCOUNTERED NO: X YES: ____ DEPTH: ____ DATE: 12-04-2003

NOTES

YUMA AIRPORT

Test Pit Log

Western Technologies Inc.

Job No.: 2123JJ315 | Plate: A-6

THIS SUMMARY APPLIES ONLY AT THIS LOCATION AND AT THE TIME OF LOGGING. CONDITIONS MAY DIFFER AT OTHER LOCATIONS AND MAY CHANGE AT THIS LOCATION WITH TIME. DATA PRESENTED IS A SIMPLIFICATION.

PHYSICAL PROPERTIES OF SOILS

Test Pit No.	Depth (ft)	Soil Class.	Particle Size Distribution (%) Passing by Weight					Atterberg Limits		Moisture-Density Relationship			R Value	Remarks
			3"	#4	#10	#40	#200	LL	PI	Dry Density (pcf)	Optimum Moisture (%)	Method		
TP-1	2-3	SM	100	99	98	89	43	18	2					2
TP-2	0-4	SM			100	85	15	NV	NP					2
TP-3	0-3	SM			100	89	19	NV	NP					2

NOTE: NV – No Value, NP – Nonplastic

REMARKS

Classification / Particle Size

1. Visual
2. Laboratory Tested
3. Minus #200 Only

Moisture-Density Relationship

4. Tested ASTM D698/AASHTO T99
5. Tested ASTM D1557/AASHTO T180

YUMA AIRPORT

Physical Properties of Soils

Western Technologies Inc.

Job No.: 2123JJ315 | Plate: B-1

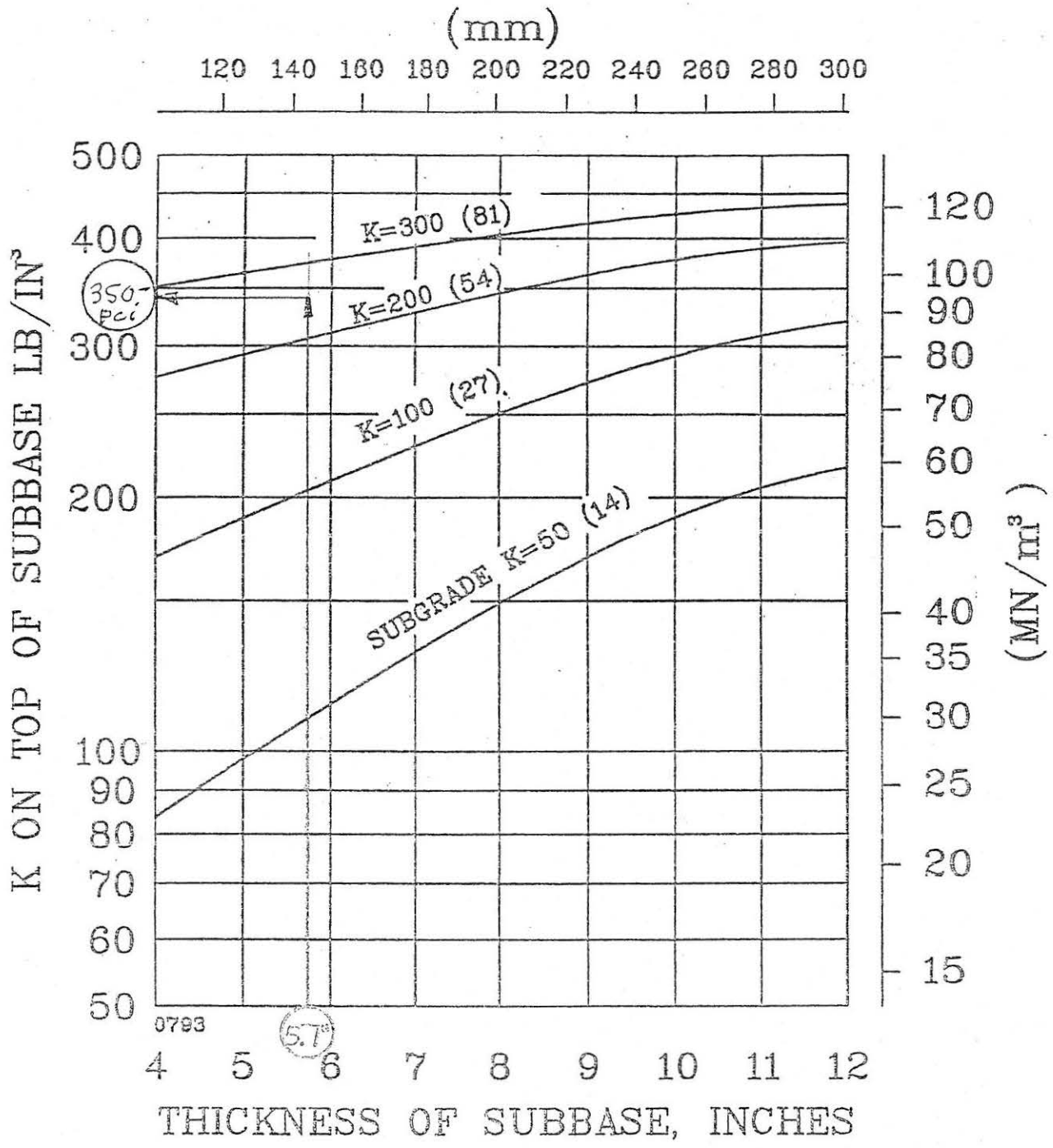


FIGURE 3-16 EFFECT OF STABILIZED SUBBASE ON SUBGRADE MODULUS

Yuma International Airport
40th Street Cargo Apron
30700.00075

Proposed Pavement Sections:

Section 1 (PCC Taxiway Structural Section)

12" PCC Pavement	Item P-501
3" Asphalt Concrete Base	D-1/2
4" Aggregate Base (100% ASTM D1557)	P-208
6" Sub-grade (100% ASTM D1557)	P-152
18" Sub-grade (95% ASTM D1557)	P-152

Design Assumptions: Adjusted K value= 350
Dual Tandem Wheel load = 700,000 lb.s
Annual Departures= 1,200
Flexural Strength= 650 psi

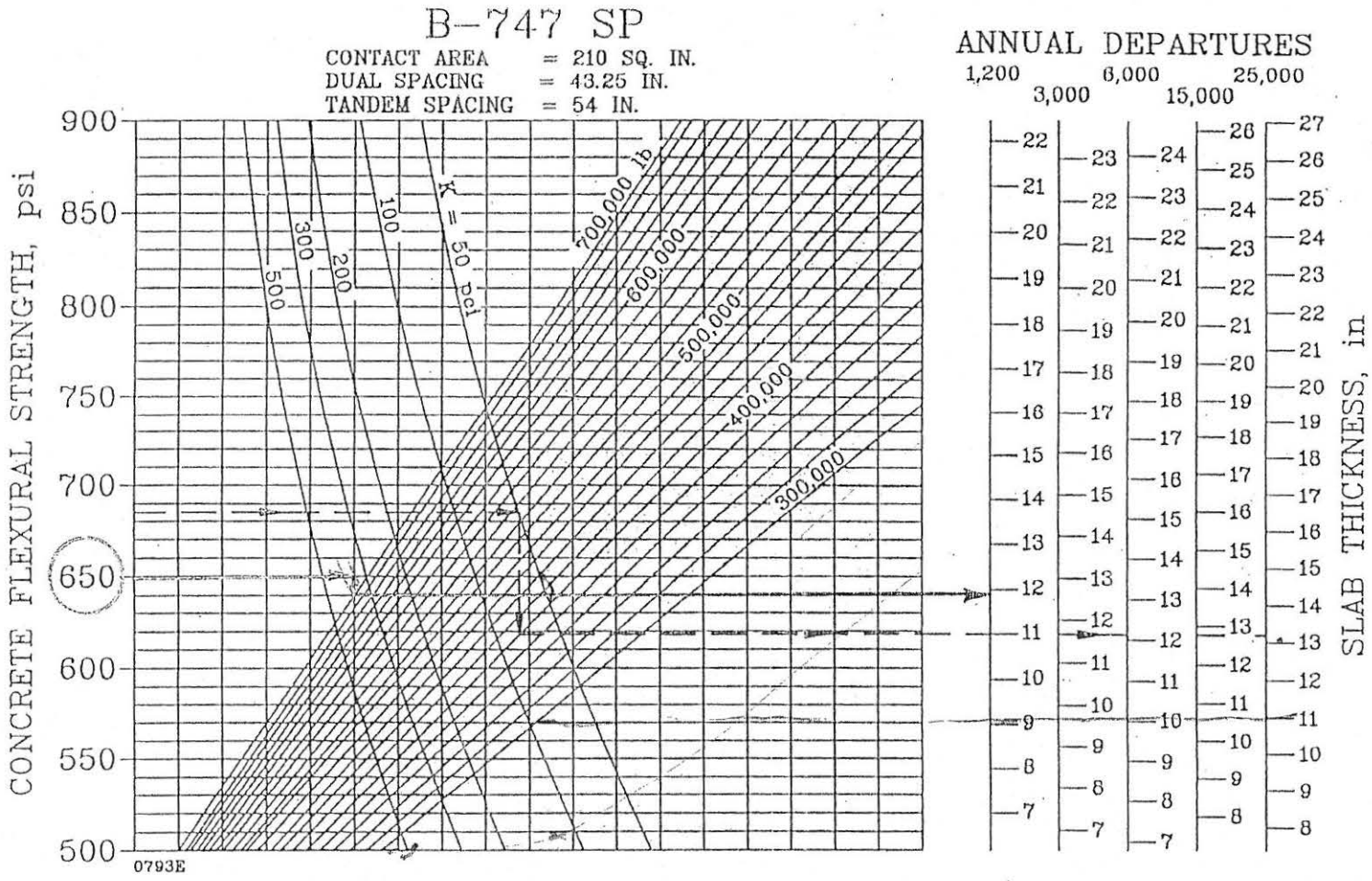
Section 2 (Bituminous Apron Pavement Structural Section)

2" Bituminous Surface Course	Item P-401
2" Bituminous Base Course	Item P-401
14" Aggregate Base (100% ASTM D1557)	P-209
8" Soil Cement Sub-Base (98%D558)	P-301
21" Sub-grade (100% ASTM D1557)	P-152
16" Sub-grade (95% ASTM D1557)	P-152

Design Assumptions: CBR= 7
Dual Tandem Wheel load = 200,000 lb.s
Annual Departures= 856

Section 3 (Asphalt Shoulder Structural Section)

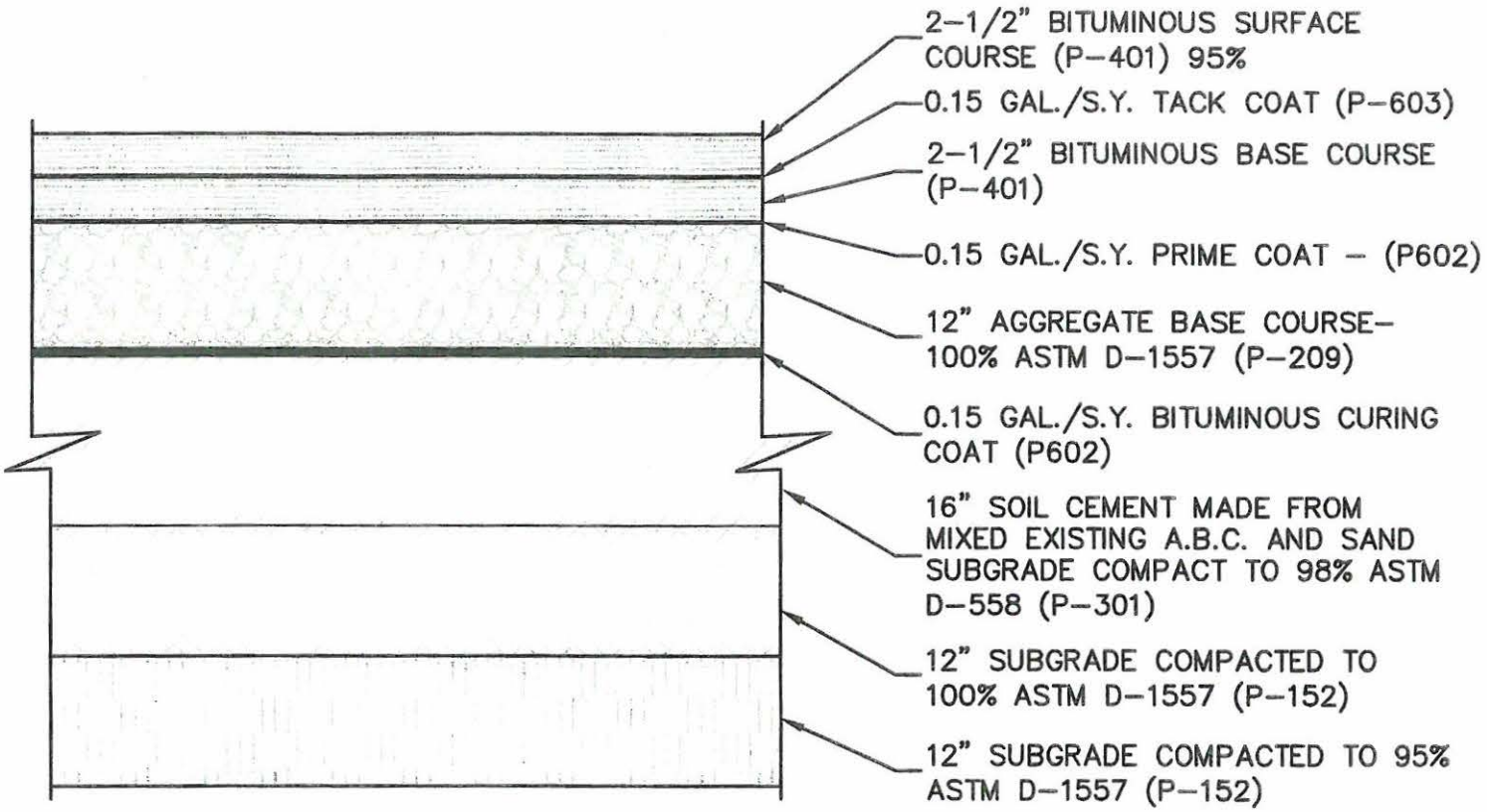
3" Asphalt Concrete Surface Course	D-1/2
9" Aggregate Base (100% ASTM D1557)	P-208
8" Sub-grade (100% ASTM D698)	P-152



NOTE:

1 inch = 25.4 mm
1 lb = 0.454 kg
1 psi = 0.0069 MN/m^2
1 pci = 0.272 MN/m^3

FIGURE 3-23. RIGID PAVEMENT DESIGN CURVES, B-747-SP

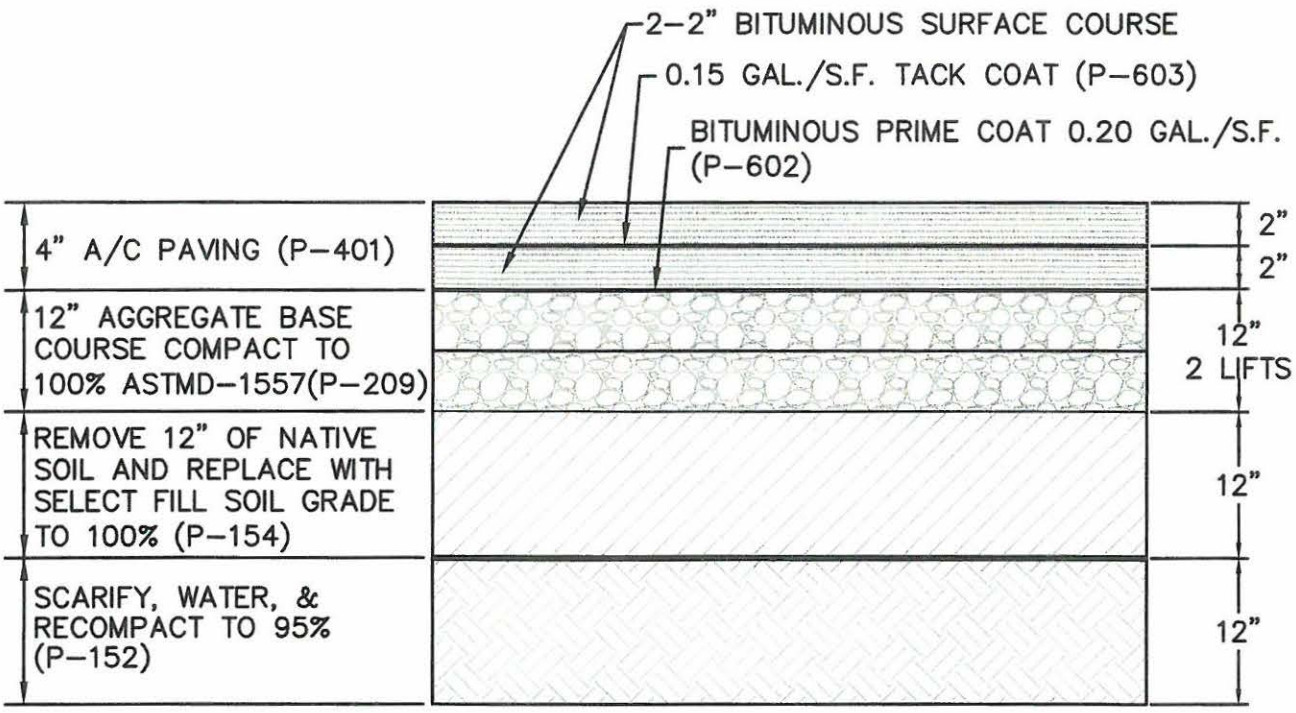


TAXIWAY F-3 PAVEMENT STRUCTURAL SECTION

N.T.S.

ATTACHMENT #1

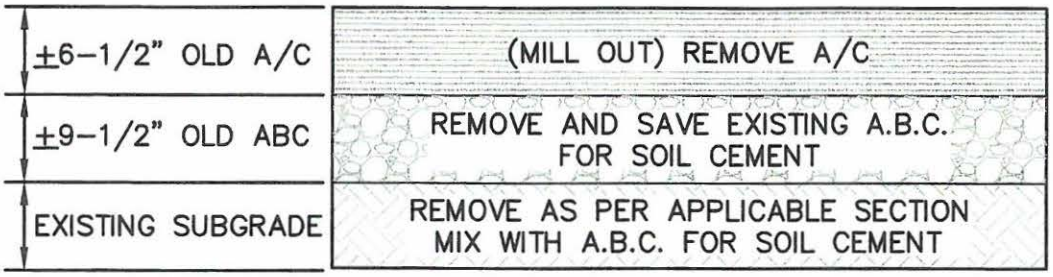
GEOTECHNICAL



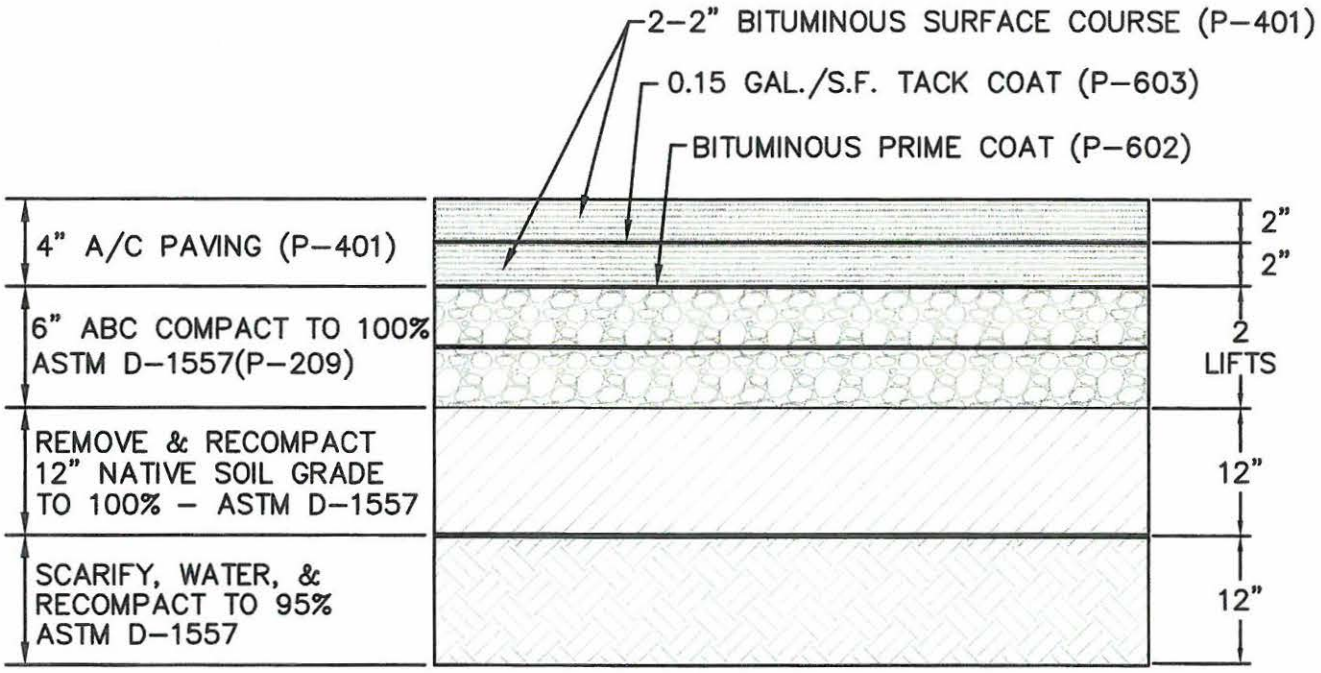
NEW TAXIWAY F-3 APRON SECTION

ATTACHMENT #2

1651 West 24th Street P.O. Box 6029
YUMA, ARIZONA 85364 (928)344–8374
Email: nat@nelair.com



EXISTING TAXIWAY F-3 AND APRON SECTION



NEW TAXIWAY F-3 TYPICAL SHOULDER STRUCTURAL SECTION

ATTACHMENT #3

1851 West 24th Street P.O. Box 6029
YUMA, ARIZONA 85364 (928)344-8374
Email: nel@nelaz.com

(4) Item P-213 - Sand Clay Base Course'
(5) Item P-301 - Soil Cement Base Course'

'Use of Items P-21 3 and P-301 as subbase course is not recommended where frost penetration into the subbase is anticipated. Any material suitable for use as base course can also be used on subbase if economy and practicality dictate.

b. **Sandwich Construction.** Pavements should not be configured such that a pervious granular layer is located between two impervious layers. This type of section is often called "sandwich" construction. Problems are often encountered in "sandwich" construction when water becomes trapped in the granular layer causing a dramatic loss of strength and results in poor performance.

313. **SUBGRADE.** The subgrade soils are subjected to lower stresses than the surface, base, and subbase courses. Subgrade stresses attenuate with depth, and the controlling subgrade stress is usually at the top of the subgrade, unless unusual conditions exist. Unusual conditions such as a layered subgrade or sharply varying water contents or densities can change the location of the controlling stress. The ability of a particular soil to resist shear and deformation vary with its density and moisture content. Such unusual conditions should be revealed during the soils investigation. Specification Item P-152, Excavation and Embankment, covers the construction and density control of subgrade soils. Table 3-2 shows depths below the subgrade surface to which compaction controls apply.

a. **Contamination.** A loss of structural capacity can result from contamination of base or subbase elements with fines from underlying subgrade soils. This contamination occurs during pavement construction and during pavement loading. Aggregate contamination results in a reduced ability of the aggregate to distribute and reduce stresses applied to the subgrade. Fine grained soils are most likely to contaminate pavement aggregate. This process is not limited to soft subgrade conditions. Problematic soils may be cohesive or noncohesive and usually exhibit poor drainage properties. Chemical and mechanical stabilization of the subbase or subgrade can be effectively used to reduce aggregate contamination (refer to Section 207). Geotextiles have been found to be effective at providing separation between fine-grained soils and overlying pavement aggregates (FHWA-90-001)(see Appendix 4). In this application, the geotextile is not considered to act as a structural element within the pavement. For separation applications the geotextile is designed based on survivability properties. Refer to FHWA-90-001 (see Appendix 4) for additional information regarding design and construction using separation geotextiles.

b. **Example.** An apron extension is to be built to accommodate a 340,000-pound (154 000 kg) dual tandem geared aircraft, a soils investigation has shown the subgrade will be noncohesive. In-place densities of the soils have been determined at even foot increments below the ground surface. Design calculations indicate that the top of subgrade in this area will be approximately 10 inches (0.3 m) below the existing grade. Depths and densities may be tabulated as follows:

Depth Below Existing Grade	Depth Below Finished Grade	In-Place Density
1' (0.3 m)	2" (50 mm)	70%
2' (0.6 m)	14" (0.36 m)	84%
3' (0.9 m)	26" (0.66 m)	86%
4' (1.2 m)	38" (0.97 m)	90%
5' (1.5 m)	50" (1.27 m)	93%

Using Table 3-2 values for non-cohesive soils and applying linear interpolation the compaction requirements are as follows:

100%	95%	90%	85%
o-21	21-37	37-52	52-68

Comparison of the tabulations show that for this example in-place density is satisfactory at a depth of 38 inches (0.97 m), being 90 percent within the required 90 percent zone. It will be necessary to compact an additional 1 inch (0.03 m) at 95 percent, and the top 21 inches (0.53 m) of subgrade at 100 percent density.

TABLE 3-2. SUBGRADE COMPACTION REQUIREMENTS FOR FLEXIBLE PAVEMENTS

DESIGN AIRCRAFT	Gross Weight lbs.	NON-COHESIVE SOILS Depth of Compaction In.				COHESIVE SOILS Depth of Compaction In.			
		100%	95%	90%	85%	95%	90%	85%	80%
Single Wheel	30,000	8	8-18	18-32	32-44	6	6-9	9-12	12-17
	50,000	10	10-24	24-36	36-48	6	6-9	9-16	16-20
	75,000	12	12-30	30-40	40-52	6	6-12	12-19	19-25
Dual Wheel	50,000	12	12-28	28-38	38-50	6	6-10	10-17	17-22
(incls. C-130)	100,000	17	17-30	30-42	42-55	6	6-12	12-19	19-25
	150,000	19	19-32	32-46	46-60	7	7-14	14-21	21-28
	200,000	21	21-37	37-53	53-69	9	8-16	16-24	24-32
Dual Tand.	100,000	14	14-26	26-38	38-49	6	6-10	10-17	17-22
(incls. 757,	200,000	17	17-30	30-43	43-56	6	6-12	12-18	18-26
767,	300,000	20	20-34	34-48	48-63	7	7-14	14-22	22-29
A-300)	400,000	23	23-41	41-59	59-76	9	9-18	18-27	27-36
DC-10	400,000	21	21-36	36-55	55-70	8	8-15	15-20	20-28
L1011	600,000	23	23-41	41-59	59-76	9	9-18	18-27	27-36
747	800,000	23	23-41	41-59	59-76	9	9-18	18-27	27-36

Notes:

1. Noncohesive soils, for the purpose of determining compaction control, are those with a plasticity index (P.I.) of less than 6.
2. Tabulated values denote depths below the finished subgrade above which densities should equal or exceed the indicated percentage of the maximum dry density as specified in Item P-152.
3. The subgrade in cut areas should have natural densities shown or should (a) be compacted from the surface to achieve the required densities, (b) be removed and replaced at the densities shown, or (c) when economics and grades permit, be covered with sufficient select or subbase material so that the uncompacted subgrade is at a depth where the in-place densities are satisfactory.
4. For intermediate aircraft weights use linear interpolation.
5. For swelling soils refer to paragraph 314.
6. 1 inch = 25.4 mm
   1 lb. = 0.454 kg

314. **SWELLING SOILS.** Swelling soils are clayey soils which exhibit significant volume changes brought on by moisture variations. The potential for volumetric change of a soil due to moisture variation is a function of the type of soil and the likelihood of for moisture fluctuation. Airport pavements constructed on these soils are subject to differential movements causing surface roughness and cracking. The design of pavements in areas of swelling soils should incorporate methods that prevent or reduce the effects of soil volume changes.

a. **Soil Type.** Only clayey soils containing a significant amount of particular clay minerals are prone to swelling. The clay minerals which cause swelling are, in descending order of swelling activity, are: smectite, illite, and kaolinite. These soils usually have liquid limits above 40 and plasticity indexes above 25.

b. **Identification.** Soils which exhibit a swell of greater than 3 percent when tested for the California Bearing Ratio (CBR), ASTM D 1883, require treatment. Experience with soils in certain locales is often used to determine when treatment is required.

c. **Treatment.** Treatment of swelling soils consist of removal and replacement, stabilization, modified compaction efforts and careful control of compaction moisture. Provisions for adequate drainage is of paramount importance when dealing with swelling soils. Recommended treatments for swelling soils are shown in Table 3-3. Local experience and judgment should be applied in dealing with swelling soils to achieve the best results. Care should be taken to minimize water flow along the contact plane between the stabilized/nonstabilized material.

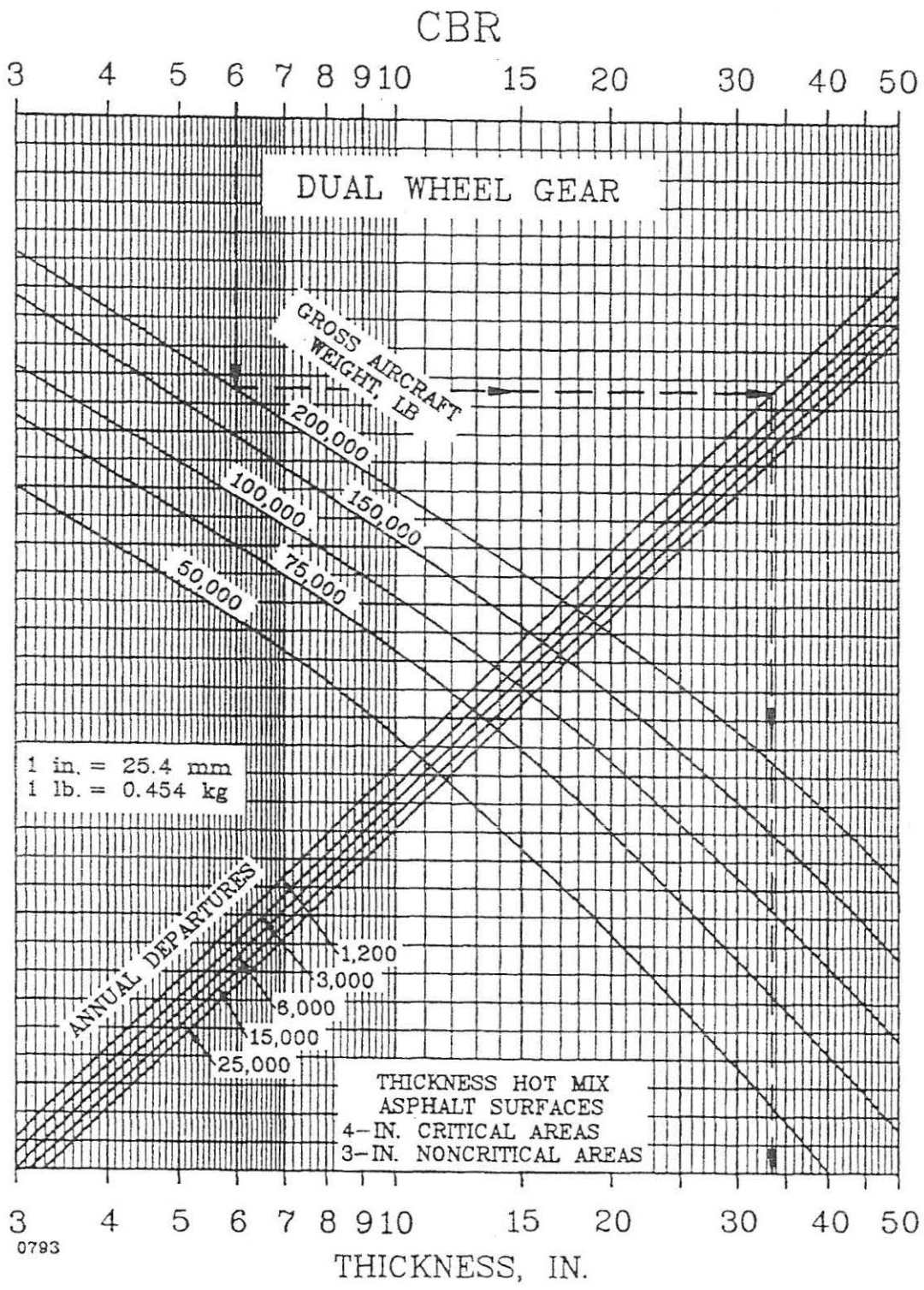


FIGURE 3-3 FLEXIBLE PAVEMENT DESIGN CURVES, DUAL WHEEL GEAR

319. **DESIGN EXAMPLE.** As an example of the use of the design curves, assume a flexible pavement is to be designed for a dual gear aircraft having a gross weight of 75,000 pounds (34 000 kg) and 6,000 annual equivalent departures of the design aircraft. Design CBR values for the subbase and subgrade are 20 and 6, respectively.

a. **Total Pavement Thickness.** The total pavement thickness required is determined from Figure 3-3. Enter the upper abscissa with the subgrade CBR value, 6. Project vertically downward to the gross weight of the design aircraft, 75,000 pounds (34 000 kg). At the point of intersection of the vertical projection and the aircraft gross weight, make a horizontal projection to the equivalent annual departures, 6000. From the point of intersection of the horizontal projection and the annual departure level, make a vertical projection down to the lower abscissa and read the total pavement thickness; in this example - 23 inches (584 mm).

b. **Thickness of Subbase Course.** The thickness of the subbase course is determined in a manner similar to the total pavement thickness. Using Figure 3-3, enter the upper abscissa with the design CBR value for the subbase, 20. The chart is used in the same manner as described in "a" above, i.e., vertical projection to aircraft gross weight, horizontal projection to annual departures, and vertical projection to lower abscissa. In this example the thickness obtained is 9.5 inches (241 mm). This means that the combined thickness of hot mix asphalt surface and base course needed over a 20 CBR subbase is 9.5 inches (241 mm), thus leaving a subbase thickness of 23 - 9.5 = 13.5 inches (343 mm).

c. **Thickness of Hot Mix Asphalt Surface.** As indicated by the note in Figure 3-3, the thickness of hot mix asphalt surface for critical areas is 4 inches (100 mm) and for noncritical, 3 inches (76 mm).

a. **Thickness of Base Course.** The thickness of base course can be computed by subtracting the thickness of hot mix asphalt surface from the combined thickness of surface and base determined in "b" above; in this example 9.5 - 4.0 = 5.5 (150 mm) of base course. The thickness of base course thus calculated should be compared with the minimum base course thickness required as shown in Table 3-4. Note that the minimum base course thickness is 6 inches (150 mm) from Table 3-4. Therefore the minimum base course thickness from Table 3-4, 6 inches (152 mm), would control. If the minimum base course thickness from Table 3-4 had been less than the calculated thickness, the calculated thickness would have controlled. Note also that use of Item P-208, Aggregate Base Course, as base course is not permissible since the weight of the design aircraft exceeds 60,000 lbs. (27 000 kg).

e. **Thickness of Noncritical Areas.** The total pavement thickness for noncritical areas is obtained by taking 0.9 of the critical pavement base and subbase thicknesses plus the required hot mix asphalt surface thickness given on the design charts. For the thinned edge portion of the critical and noncritical pavements, the 0.7T factor applies only to the base course because the subbase should allow for transverse drainage. The transition section and surface course requirements are as noted in Figure 3- 1.

f. **Summary.** The thickness calculated in the above paragraphs should be rounded off to even increments as discussed in paragraph 3 18. If conditions for detrimental frost action exist, another analysis is required. The final design thicknesses for this example would be as follows:

THICKNESS REQUIREMENTS

	Critical in. (mm)	Non-Critical in. (mm)	Edge in. (mm)
Hot Mix Asphalt Surface (P-209 Base)	4 (100)	3 (75)	2 (50)
Base Course (P-209, or P-21 1)	6 (200)	5 (1'25)	4 (100)
Subbase Course (P-154)	14 (355)	13 (330)	10 (255)
Transverse Drainage Course (if needed)	0 (0)	3 (75)	8 (205)

320. **STABILIZED BASE AND SUBBASE.** Stabilized base and subbase courses are necessary for new pavements designed to accommodate jet aircraft weighing 100,000 pounds (45 350 kg) or more. These stabilized courses may be substituted for granular courses using the equivalency factors discussed in paragraph 322. These equivalency factors are based on research studies which measured pavement performance. See FAA Report No. FAA-RD-73-198, Volumes I, II, and III. Comparative Performance of Structural Layers in Pavement Systems. See Appendix 3. A range of equivalency factors is given because the factor is sensitive to a number of variables such as layer thickness, stabilizing agent type and quantity, location of stabilized layer in the pavement structure, etc. Exceptions to the policy requiring stabilized base and subbase may be made on the basis of superior materials being available, such as 100 percent crushed, hard, closely graded stone. These materials should exhibit a remolded soaked CBR minimum of 100 for base and 35 for subbase. In areas subject to frost penetration, the materials should meet permeability and nonfrost susceptibility tests in addition to the CBR requirements. Other exceptions to the policy requiring stabilized base and subbase should be based on proven performance of a granular material such as lime rock in the State of Florida. Proven performance in this instance means a history of satisfactory airport pavements using the materials. This history of satisfactory performance should be under aircraft loadings and climatic conditions comparable to those anticipated.

321. **SUBBASE AND BASE EQUIVALENCY FACTORS.** It is sometimes advantageous to substitute higher quality materials for subbase and base course than the standard FAA subbase and base material. The structural benefits of using a higher quality material is expressed in the form of equivalency factors. Equivalency factors indicate the substitution thickness ratios applicable to various higher quality layers. Stabilized subbase and base courses are designed in this way. Note that substitution of lesser quality materials for higher quality materials, regardless of thickness, is not permitted. The designer is reminded that even though structural considerations for flexible pavements with high quality subbase and base may result in thinner flexible pavements; frost effects must still be considered and could require thicknesses greater than the thickness for structural considerations.

a. **Minimum Total Pavement Thickness.** The minimum total pavement thickness calculated, after all substitutions and equivalencies have been made, should not be less than the total pavement thickness required by a 20 CBR subgrade on the appropriate design curve.

b. **Granular Subbase.** The FAA standard for granular subbase is Item P-154, Subbase Course. In some instances it may be advantageous to utilize nonstabilized granular material of higher quality than P-154 as subbase course. Since these materials possess higher strength than P-154, equivalency factor ranges are established whereby a lesser thickness of high quality granular may be used in lieu of the required thickness of P-154. In developing the equivalency factors the standard granular subbase course, P-154, was used as the basis. Thicknesses computed from the design curves assume P-154 will be used as the subbase. If a granular material of higher quality is substituted for Item P-154, the thickness of the higher quality layer should be less than P-154. The lesser thickness is computed by dividing the required thickness of granular subbase, P-154, by the appropriate equivalency factor. In establishing the equivalency factors the CBR of the standard granular subbase, P-154, was assumed to be 20. The equivalency factor ranges are given below in Table 3-6:

TABLE 3-6. RECOMMENDED EQUIVALENCY FACTOR RANGES FOR HIGH QUALITY GRANULAR SUBBASE

Material	Equivalency Factor Range
P-208, Aggregate Base Course	1.0 - 1.5
P-209, Crushed Aggregate Base Course	1.2 - 1.8
P-211, Lime Rock Base Course	1.0 - 1.5

GEOTECHNICAL INVESTIGATION

DCC APRON REHABILATATION - ADOT E4S1X

YUMA INTERNATIONAL AIRPORT

Yuma, Arizona

MARCH 2015

Prepared For:
Huitt-Zollars
426 N. 44th Street, Suite 300
Phoenix, Arizona 85008

Prepared By:
Geotechnical Testing Services,Inc.
1044 East 21st Street
Yuma, Arizona 85365

Geotechnical Testing Services, Inc.
A Materials Testing Laboratory
1044 E. 21st Street, Yuma, Arizona 85365
Phone (928) 329-4695 Fax (928) 329-4782

March 12, 2015

Huitt-Zollars
426 N. 44th Street, Suite 300
Phoenix, Arizona 85008

RE: DCC Apron Rehabilitation
Yuma International Airport
Yuma, Arizona

ATTN: Mr. Dave Akers, P.E.

Dear Mr. Akers:

Geotechnical Testing Services is pleased to present the attached Geotechnical Investigation for the referenced project. The purpose of our investigation was to evaluate the subsurface soil conditions at the proposed site in order to develop geotechnical recommendations to aid in the project design and construction.

Based on the results of our field and laboratory testing it is our opinion that the referenced project may be constructed provided that the recommendations presented in this report are incorporated.

We appreciate the opportunity to provide our services for this project. If you have any questions regarding this report or if we may be of any assistance please contact me.

Sincerely,
Geotechnical Testing Services, Inc.

Courtney M. Arviso P.E.
President

TABLE OF CONTENTS

APPENDIX A

APPENDIX B

I. INTRODUCTION

1.1 General

This report represents the findings of our Geotechnical Investigation for the DCC Apron Rehabilitation Project at the Yuma International Airport in Yuma, Arizona, (see Appendix A). The purpose for our investigation was to explore the subsurface conditions of the proposed site at various locations. This exploration was used to develop the Geotechnical Engineering recommendations.

1.2 Project Description

The proposed project is understood to consist of the rehabilitation of a 20,000 to 25,000 square yard area of existing apron. The work will consist of the preparation of the subgrade, new aggregate base material, asphalt and concrete.

II. FIELD EXPLORATION

Geotechnical Testing Services advanced twelve (12) test bore holes within the existing apron asphalt a depth of five (5) feet, and three (3) holes within the existing concrete apron areas. All of the asphalt bore holes were advanced using a CME-55 drill rig and the concrete holes were drilled with a standard concrete coring machine. Samples were obtained from all of the bore hole locations using either a split spoon or from the auger cuttings.

A staff engineer maintained logs of the bore holes during the exploration. The final form of the subsurface logs was edited after a review of the retrieved samples and the laboratory data.

All of the soil that was encountered was sampled, logged and visually classified in the field. These samples were re-evaluated in the laboratory after further testing and investigation. The soils were classified in accordance with the Unified Soils Classification System.

III. LABORATORY TESTING

The following laboratory tests were conducted on selected samples to assist in classifying and evaluating their engineering properties:

- Sieve Analysis (ASTM D-422 & D-1140)
- Atterburg Limits (ASTM D-4318)
- Moisture Content (ASTM D-2216)
- California Bearing Ratio (ASTM D-1883)
- Moisture Density (ASTM D-698)

All of the results of our laboratory testing can be found in Appendix B.

IV. SITE CONDITIONS

4.1 Site Description

The proposed project site is located at the old Boeing Test Site on the Yuma International Airport Facility. The majority of the existing apron area is made up of asphalt pavement over aggregate base. There are several concrete aprons throughout this site. See the tables in the section below for the various pavement thicknesses

4.2 Site Soil Conditions

The preliminary subsurface field exploration indicates that the soil typically consisted of a brown, dry, loose to medium dense, silty sand (SM), poorly graded sand with silt, (SP-SM), or poorly graded sand (SP). These silty soils have percent passing the #200 sieve between 9 and 28.There were several bore holes towards the southeast section of the apron that had a brown, dry, soft, sandy lean clay (CL) or sandy silts (ML). The clayey soils encountered exhibited low to moderate potential for expansion, with plastic index values between 3 and 11 and percent passing the 200 sieve values between 30 and 65.

CBR testing was performed on a few of the sandy/silty soils. These tests were done at 95 percent of maximum dry density and yielded results of 10 and 15.

The relationship of these layers are presented within the bore hole logs found in Appendix A.

During the exploration the ground water level was not encountered. According to the December 1997 U.S.B.R. Ground Water Map, the ground water level is approximately 90 - 100 feet below the existing grade. The moisture content of the soil sampled, ranged from 0.6 to 10.0 percent.

4.3 Corrosion

Soils samples were taken and tested for water soluble sulfates, pH and resistivity in the soil. These soils exhibit moderate potential for soluble sulfate per ACI 3.8, Table 4.3.1. Therefore any concrete placed must use a type II/V cement with a water-cement ratio of 0.45 and a minimum strength of 4,500psi per ACI 318 Table 4.3.1. The resistivity values were between 2,200-8,100 ohm-cm and the Ph between 8.0 - 9.0. These values indicate a low to moderate corrosive potential per ADOT Standards.

ADOT Guide Lines Section 501-3.04 (A)	
Ph	
Metal Pipe	6.0 - 10.0
Aluminum Pipe	6.0 - 9.0
Concrete or Plastic Pipe	6.0 - 12.0
Resistivity	
Metal Pipe	Not less than 2,000 ohm-cm

4.4 Existing Asphalt Conditions

The asphalt pavement exists throughout the majority of this site. The pavement and aggregate base material thicknesses were measured during the exploration and are listed below.

Bore Hole Number	Asphalt Thickness (inches)	ABC Thickness (inches)
1	4	10
2	4	9
3	4	8
4	8	10
5	5	6
6	5	7
7	10	8
8	6	6
9	6	6
10	9	11
11	6	6
12	6	6

The existing aggregate base material was sampled and tested, see appendix for gradation. This material meets the current gradation specifications for Yuma County and City of Yuma. It does not meet the P-209 gradation specification. It is possible to reuse the existing asphalt and aggregate base materials as subgrade under the new pavement by pulverizing and blending these two materials on site. It could also be used at shoulder material around the apron areas.

4.5 Existing Concrete Conditions

Three cores were taken at various existing concrete aprons throughout the site. The existing section consisted of approximately seven (7.0) to nine and one half (9.5) inches of concrete over approximately six (6.0) inches of aggregate base over the native soil.

V. DISCUSSION AND RECOMMENDATIONS

5.1 Site Preparation

The following site recommendations should be followed within the new pavement area. Clear the area of all concrete or asphalt debris.

5.2 Earthwork

The following steps should be followed within the pavement area.

A. Clear and grub the area as mentioned above in Section 5.1

B. The native sandy soil must be moisture conditioned and compacted in 12 inch maximum loose lifts. Each lift must be moisture conditioned to +/- 2% of optimum and compact to 95% of per ASTM D1557. The thickness of the required over excavation should be twenty-four (24) inches. The bottom of the over excavation must be moisture conditioned to +/-2% of optimum and compacted to 95% per ASTM D-1557.

NOTE:

1. All clayey soils encountered must be disposed off site. They cannot be used under the new pavement section.

2. All imported fills must be approved by the Geotechnical Engineer before placing. The onsite native sandy soils are suitable for fill material.

5.3 Asphalt Pavement Section

A. Subgrade

Per the recommendation above in section 5.2 Earthwork.

B. Aggregate Base & Asphaltic Concrete

The new section will be designed by others.

5.4 Concrete Pavement Section

A. Subgrade

Per the recommendation above in section 5.2 Earthwork.

B. Aggregate Base & Asphaltic Concrete

The new section will be designed by others.

VI. CLOSURE

6.1 Limitations

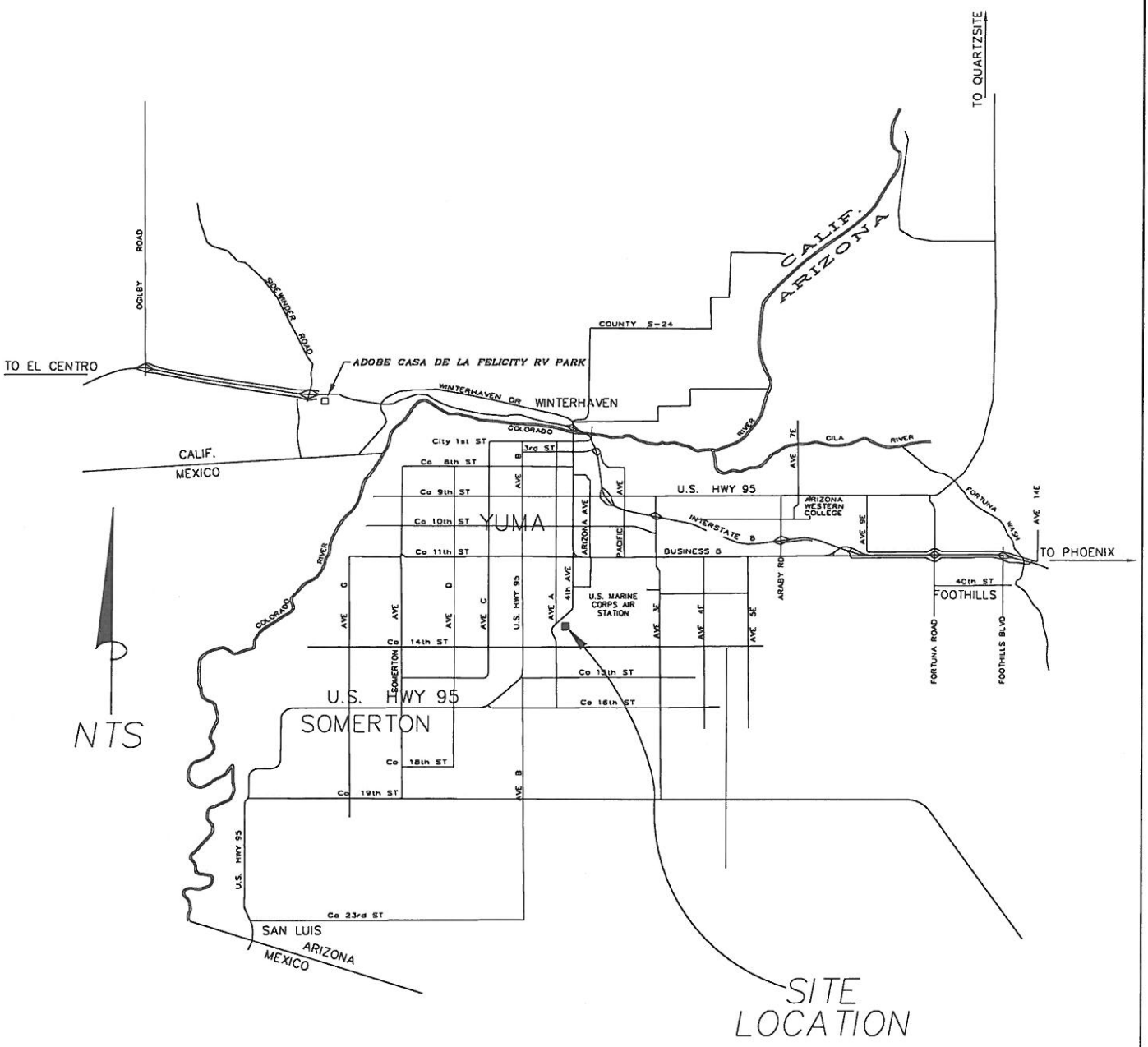
The conclusions and recommendations in this report are based upon the subsurface findings and the assumptions that the soil condition does not deviate appreciably from the test bore holes.

If there is any deviation of the soil condition or the design parameters, GTS should be notified and retained to review these changes, and make the required recommendations. If changes are made or encountered and GTS is not contracted to review such changes we will not be responsible for the impact of these changes on the structure or the site.

GTS has been retained to observe and test the earthwork process to properly ensure that the recommendations are carried out. All testing for this project should be done in accordance with the latest Project Standard Specifications.

This report has been prepared for the exclusive use of Huittt-Zollars for the site specified within this report.

APPENDIX A

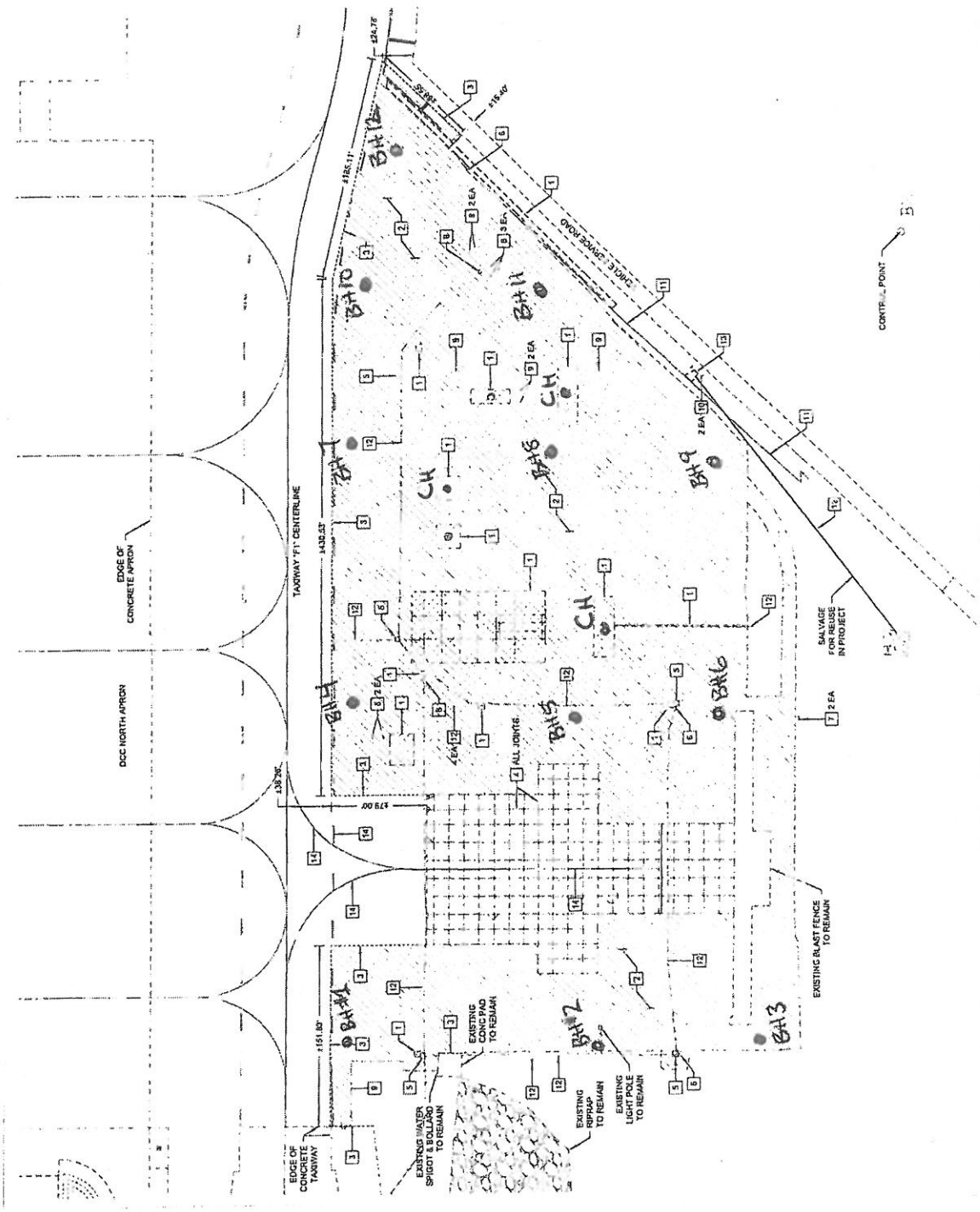


Geotechnical Testing Services

DCC APRON REHABILATATION
YUMA INTERNATIONAL AIRPORT
YUMA, ARIZONA

VICINITY MAP

PLATE A-1



Geotechnical Testing Services

DCC APRON REHABILATATION
YUMA INTERNATIONAL AIRPORT
YUMA, ARIZONA

SITE PLAN

PLATE A-2

KEY TO SYMBOLS

Symbol	Description
Strata symbols	
	Silty sand
	Poorly graded sand with silt
	Silt
	Low plasticity clay
	Poorly graded clayey silty sand

Notes:

1. Exploratory borings were drilled on 2/9/15 using a CME-55 Rig using a 7-inch diameter hollow stem auger.

2. Groundwater was not encountered below the existing grade at the time of drilling.

3. Boring locations were taped from existing features and elevations extrapolated from the final design schematic plan.

4. These logs are subject to the limitations, conclusions, and recommendations in this report.

5. Results of tests conducted on samples recovered are reported on the logs.

LOG OF BORING No. 1

PROJECT: DCC APRON REHABILATION **PROJECT NO.:** 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN **ELEVATION:** 100
DRILLER: GTS **LOGGED BY:** CMA
DRILLING METHOD: CME-55 **DATE:** 2-9-15
DEPTH TO - WATER> INITIAL: No. GW **AFTER 24 HOURS:** No. GW **CAVING>**

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200	TEST RESULTS
0						Plastic Limit ⊢⊣ Liquid Limit; Water Content - ●; Penetration - ▨; 10 20 30 40 50
	Brown, Dry, silty sand 4" Asphalt over 10" ABC		1-0		15.7	
5	Boring terminated at 5 ft. Brown, Dry, silty sand		1-1		20.8	
10						
15						
20						
25						
30						
35						

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LOG OF BORING No. 2

PROJECT: DCC APRON REHABILATION — PROJECT NO.: 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN — ELEVATION: 100
DRILLER: GTS — LOGGED BY: CMA
DRILLING METHOD: CME-55 — DATE: 2-9-15
DEPTH TO - WATER> INITIAL: ▽ No. GW AFTER 24 HOURS: ▼ No. GW CAVING> C

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200	TEST RESULTS
0						Plastic Limit ⊢—⊣ Liquid Limit; Water Content - ●; Penetration - ▨; 10 20 30 40 50
	Brown, Dry, silty sand 4" Asphalt over 9" ABC		2-0		12.5	●
5	Boring terminated at 5 ft. Brown, Dry, Silty Sand		2-1			●
10						
15						
20						
25						
30						
35						

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LOG OF BORING
No. 3

PROJECT: DCC APRON REHABILATION **PROJECT NO.:** 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN **ELEVATION:** 100
DRILLER: GTS **LOGGED BY:** CMA
DRILLING METHOD: CME-55 **DATE:** 2-9-15
DEPTH TO - WATER> INITIAL: ▽ _____ **AFTER 24 HOURS:** ▼ _____ **CAVING>** C _____

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200	TEST RESULTS: Plastic Limit ⊢—⊣ Liquid Limit; Water Content - ●; Penetration - ▨ (10 20 30 40 50)
0						
	Brown, Dry, silty sand with rock. 4" Asphalt over 8" ABC		3-0		19.2	●
5						
	Boring terminated at 5 ft. Brown, Dry, silty sand		3-1			●
10						
15						
20						
25						
30						
35						

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LOG OF BORING No. 4

PROJECT: DCC APRON REHABILATION PROJECT NO.: 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN ELEVATION: 100
DRILLER: GTS LOGGED BY: CMA
DRILLING METHOD: CME-55 DATE: 2-9-15
DEPTH TO - WATER> INITIAL: ▽ No. GW AFTER 24 HOURS: ▼ No. GW CAVING> C

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200	TEST RESULTS
0						Plastic Limit ⊢—⊣ Liquid Limit; Water Content - ●; Penetration - ▨; 10 20 30 40 50
	Brown, Dry, Granular, poorly graded sand with silt		4-0			
5	Boring terminated at 5 ft. Brown, Dry, poorly graded sand with silt		4-1			
10						
15						
20						
25						
30						
35						

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LOG OF BORING
No. 5

PROJECT: DCC APRON REHABILATION **PROJECT NO.:** 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN **ELEVATION:** 100
DRILLER: GTS **LOGGED BY:** CMA
DRILLING METHOD: CME-55 **DATE:** 2-9-15
DEPTH TO - WATER> INITIAL: ▽ No. GW **AFTER 24 HOURS:** ▼ No. GW **CAVING>** C

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200	TEST RESULTS
0	Brown, Damp, silty sand 5" Asphalt over 6" ABC		5-0		20.9	Plastic Limit ⊢—⊣ Liquid Limit Water Content - ● Penetration - ▨ 10 20 30 40 50
5	Boring terminated at 5 ft. Brown, Moist, sandy silt		5-1		65.3	
10						
15						
20						
25						
30						
35						

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LOG OF BORING
No. 6

PROJECT: DCC APRON REHABILATION **PROJECT NO.:** 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN **ELEVATION:** 100
DRILLER: GTS **LOGGED BY:** CMA
DRILLING METHOD: CME-55 **DATE:** 2-9-15
DEPTH TO - WATER> INITIAL: No. GW **AFTER 24 HOURS:** **CAVING>**

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200	TEST RESULTS
0						Plastic Limit ⊢⊣ Liquid Limit; Water Content - ●; Penetration - ▨; 10 20 30 40 50
	Brown, Dry, poorly graded sand with silt 5" Asphalt over 6" ABC		6-0			
5						
	Boring terminated at 6 ft. Brown, Damp, poory graded sand with silt and traces of clay		6-1			
10						
15						
20						
25						
30						
35						

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LOG OF BORING No. 7

PROJECT: DCC APRON REHABILATION **PROJECT NO.:** 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN **ELEVATION:** 100
DRILLER: GTS **LOGGED BY:** CMA
DRILLING METHOD: CME-55 **DATE:** 2-9-15
DEPTH TO - WATER> INITIAL: ▽ No. GW **AFTER 24 HOURS:** ▼ No. GW **CAVING>** ▯

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200	TEST RESULTS
0						Plastic Limit ⊢—⊣ Liquid Limit; Water Content - ●; Penetration - ▨; 10 20 30 40 50
	Brown, Dry, poorly graded sand with silt 10" Asphalt over 8" ABC		7-0			
5	Boring terminated at 5 ft. Brown, Dry, poorly grades sand with silt		7-1			
10						
15						
20						
25						
30						
35						

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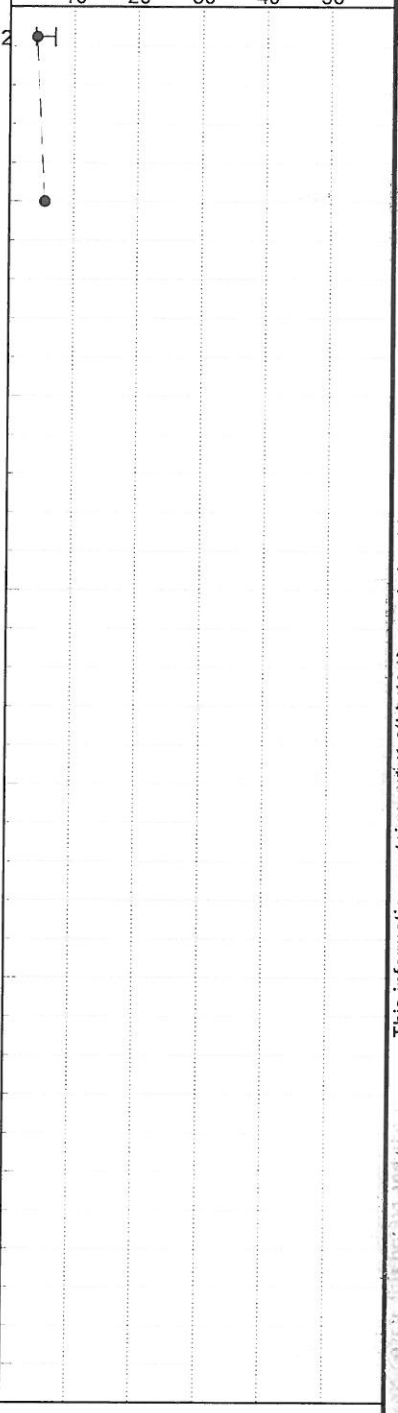
LOG OF BORING No. 8

PROJECT: DCC APRON REHABILATION **PROJECT NO.:** 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN **ELEVATION:** 100
DRILLER: GTS **LOGGED BY:** CMA
DRILLING METHOD: CME-55 **DATE:** 2-9-15
DEPTH TO - WATER> INITIAL: No. GW **AFTER 24 HOURS:** No. GW **CAVING>**

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200
0	Brown, Damp, silty sand 6" Asphalt over 6" ABC		8-0		30.2
5	Boring terminated at 5 ft. Brown, Damp, silty sand with small traces of ABC				
10					
15					
20					
25					
30					
35					

TEST RESULTS
Plastic Limit ⊢——⊣ Liquid Limit
Water Content - ●
Penetration - ▨
10 20 30 40 50



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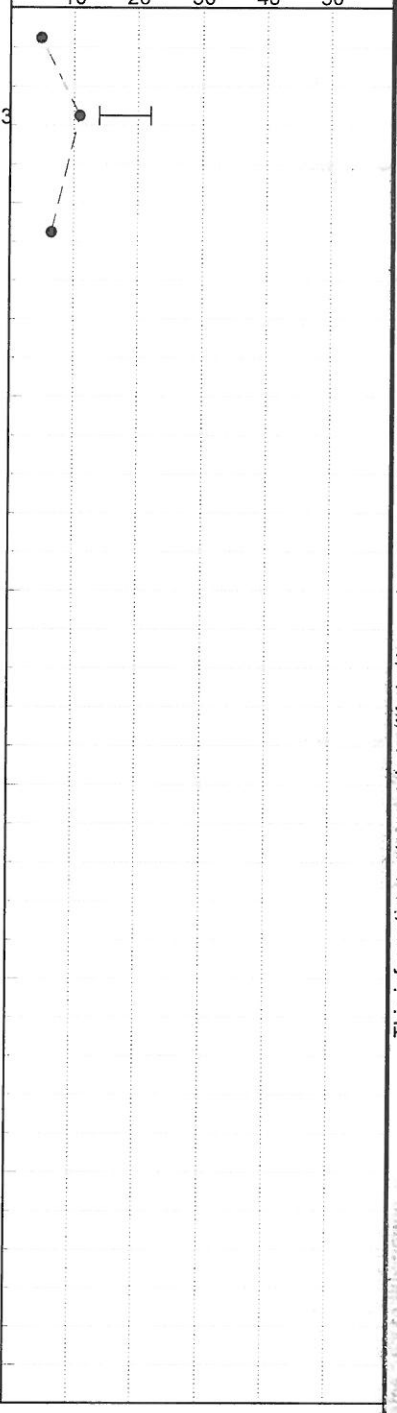
LOG OF BORING No. 9

PROJECT: DCC APRON REHABILATION — PROJECT NO.: 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN — ELEVATION: 100
DRILLER: GTS — LOGGED BY: CMA
DRILLING METHOD: CME-55 — DATE: 2-9-15
DEPTH TO - WATER> INITIAL: ▽ No. GW AFTER 24 HOURS: ▽ No. GW CAVING> C

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200
0	Brown, silty sand 6" Asphalt over 6" ABC		9-0		
2	Brown, moist, sandy lean clay		9-1		52.3
5	Boring terminated at 5 ft. Brown, damp, poorly graded clayey silty sand		9-2		

TEST RESULTS
Plastic Limit ⊢—⊣ Liquid Limit
Water Content - ●
Penetration - ▨
10 20 30 40 50



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LOG OF BORING
No. 10

PROJECT: DCC APRON REHABILATION **PROJECT NO.:** 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN **ELEVATION:** 100
DRILLER: GTS **LOGGED BY:** CMA
DRILLING METHOD: CME-55 **DATE:** 2-9-15
DEPTH TO - WATER> INITIAL: ▽ No. GW **AFTER 24 HOURS:** ▼ No. GW **CAVING>** No

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200	TEST RESULTS
0						Plastic Limit ⊢——⊣ Liquid Limit; Water Content - ●; Penetration - ▨; 10 20 30 40 50
	Brown, Dry, poorly graded sand with silt 9" Asphalt over 12" ABC		10-0			
5	Boring terminated at 5 ft. Brown, dry, poorly grades and with silt		10-1			
10						
15						
20						
25						
30						
35						

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LOG OF BORING No. 11

PROJECT: DCC APRON REHABILATION **PROJECT NO.:** 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN **ELEVATION:** 100
DRILLER: GTS **LOGGED BY:** CMA
DRILLING METHOD: CME-55 **DATE:** 2-9-15
DEPTH TO - WATER> INITIAL: ▽ No. GW **AFTER 24 HOURS:** ▼ No. GW **CAVING>** No

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200	TEST RESULTS
0						Plastic Limit ⊢—⊣ Liquid Limit; Water Content - ●; Penetration - ▨; 10 20 30 40 50
	Brown, dry, silty sand 6" Asphalt over 6" ABC		11-0		28.0	
2'	Brown, dry, poorly graded sand with silt		11-1		9.9	
5	Boring terminated at 5 ft. Brown, dry, poorly graded sand with silt		11-2			
10						
15						
20						
25						
30						
35						

This information pertains only to this boring and should not be interpreted as being indicitive of the site.

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LOG OF BORING
No. 12

PROJECT: DCC APRON REHABILATION **PROJECT NO.:** 15-034
CLIENT: HUITT-ZOLLARS
PROJECT LOCATION: YUMA INTERNATIONAL AIRPORT
LOCATION: SEE SITE PLAN **ELEVATION:** 100
DRILLER: GTS **LOGGED BY:** CMA
DRILLING METHOD: CME-55 **DATE:** 2-9-15
DEPTH TO - WATER> INITIAL: No. GW **AFTER 24 HOURS:** No. GW **CAVING>**

Depth (feet)	Description	Graphic	Sample No.	Blow Counts	% < #200	TEST RESULTS (Plastic Limit — Liquid Limit; Water Content - ●; Penetration - ▨; 10 20 30 40 50)
0						
	Brown, dry, silty sand 6" Asphalt over 6" ABC		12-0		28.0	●
2'	Brown, dry, poorly graded sand with silt		12-1		9.9	●
5	Boring terminated at 5 ft. Brown, dry, poorly graded sand with silt		12-2			●
10						
15						
20						
25						
30						
35						

This information pertains only to this boring and should not be interpreted as being indicitive of the site.

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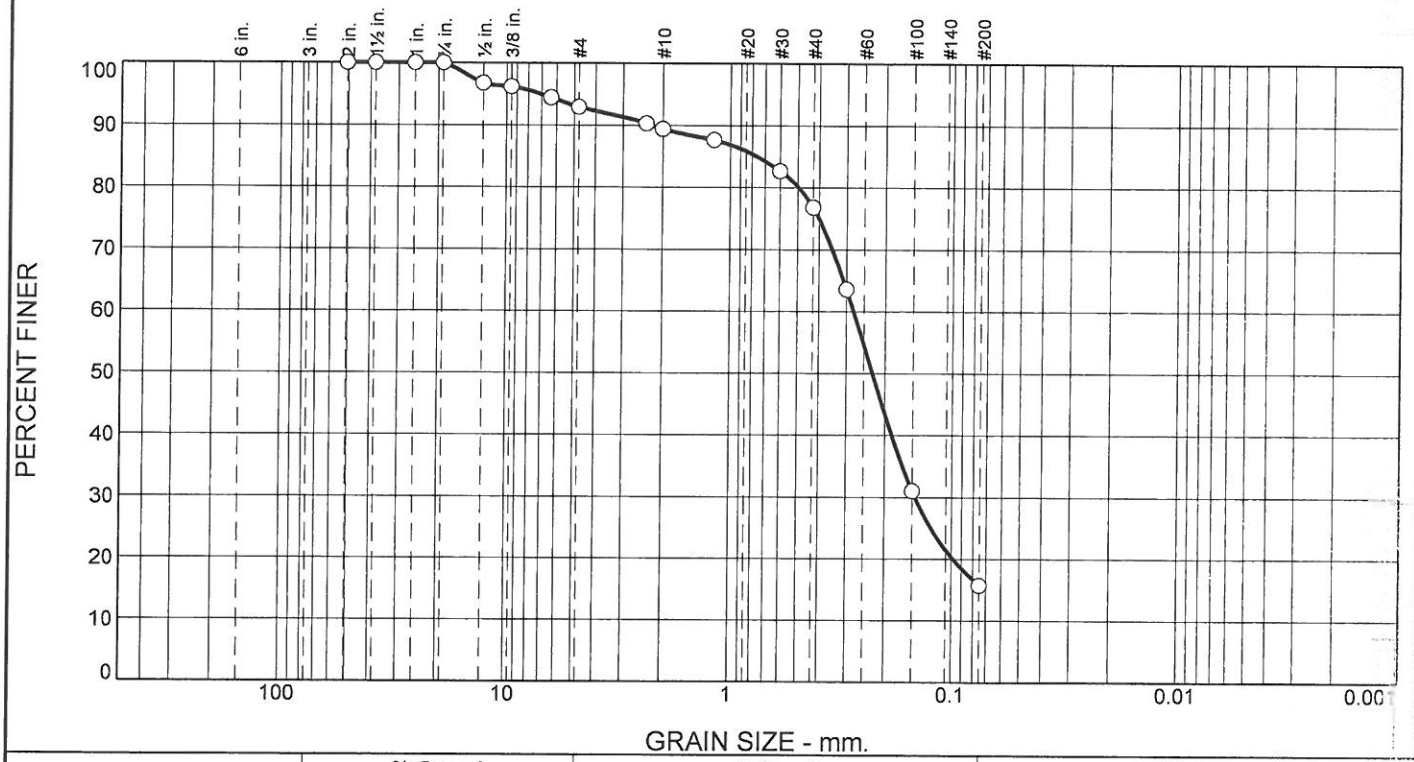
APPENDIX B

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	7.0	3.6	12.6	61.1	15.7	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	100.0		
1/2"	96.8		
3/8"	96.2		
1/4"	94.4		
#4	93.0		
#8	90.3		
#10	89.4		
#16	87.7		
#30	82.7		
#40	76.8		
#50	63.6		
#100	31.0		
#200	15.7		

* (no specification provided)

Material Description

silty sand

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI= NP

Classification

USCS (D 2487)= SM AASHTO (M 145)= A-2-4(0)

Coefficients

D_{90}= 2.2270 D_{85}= 0.7613 D_{60}= 0.2782
D_{50}= 0.2277 D_{30}= 0.1458 D_{15}=
D_{10}= C_u= C_c=

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: 1 **Depth:** 0

Sample Number: 1-0

Date Sampled: 2-9-15

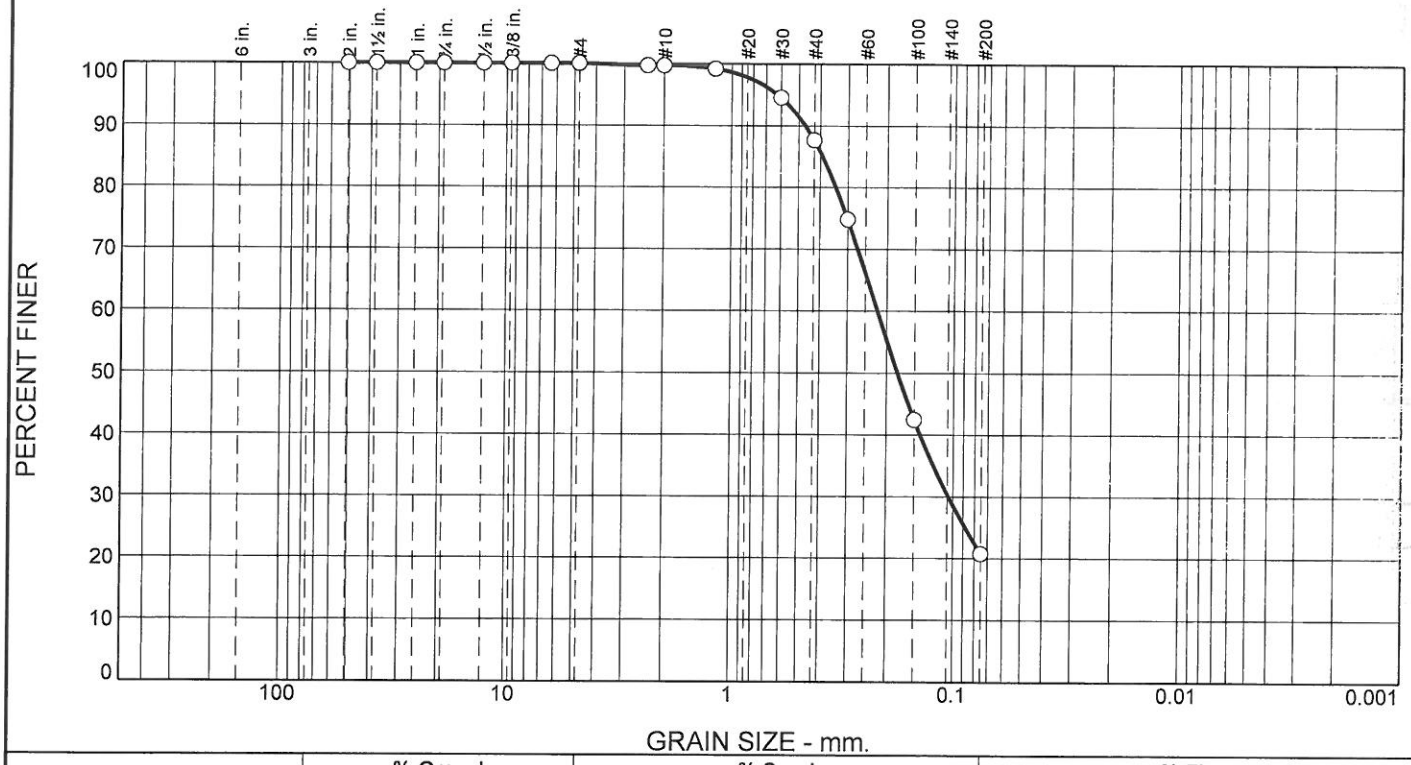
GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS

Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-1

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	0.3	12.0	66.9	20.8	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	100.0		
1/2"	100.0		
3/8"	100.0		
1/4"	100.0		
#4	100.0		
#8	99.7		
#10	99.7		
#16	99.2		
#30	94.5		
#40	87.7		
#50	74.8		
#100	42.4		
#200	20.8		

* (no specification provided)

Material Description

silty sand

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI= NP

Classification

USCS (D 2487)= SM AASHTO (M 145)= A-2-4(0)

Coefficients

D_{90}= 0.4656 D_{85}= 0.3897 D_{60}= 0.2196
D_{50}= 0.1783 D_{30}= 0.1048 D_{15}=
D_{10}= C_u= C_c=

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: 1 **Depth:** 5

Sample Number: 1-1

Date Sampled: 2-9-15

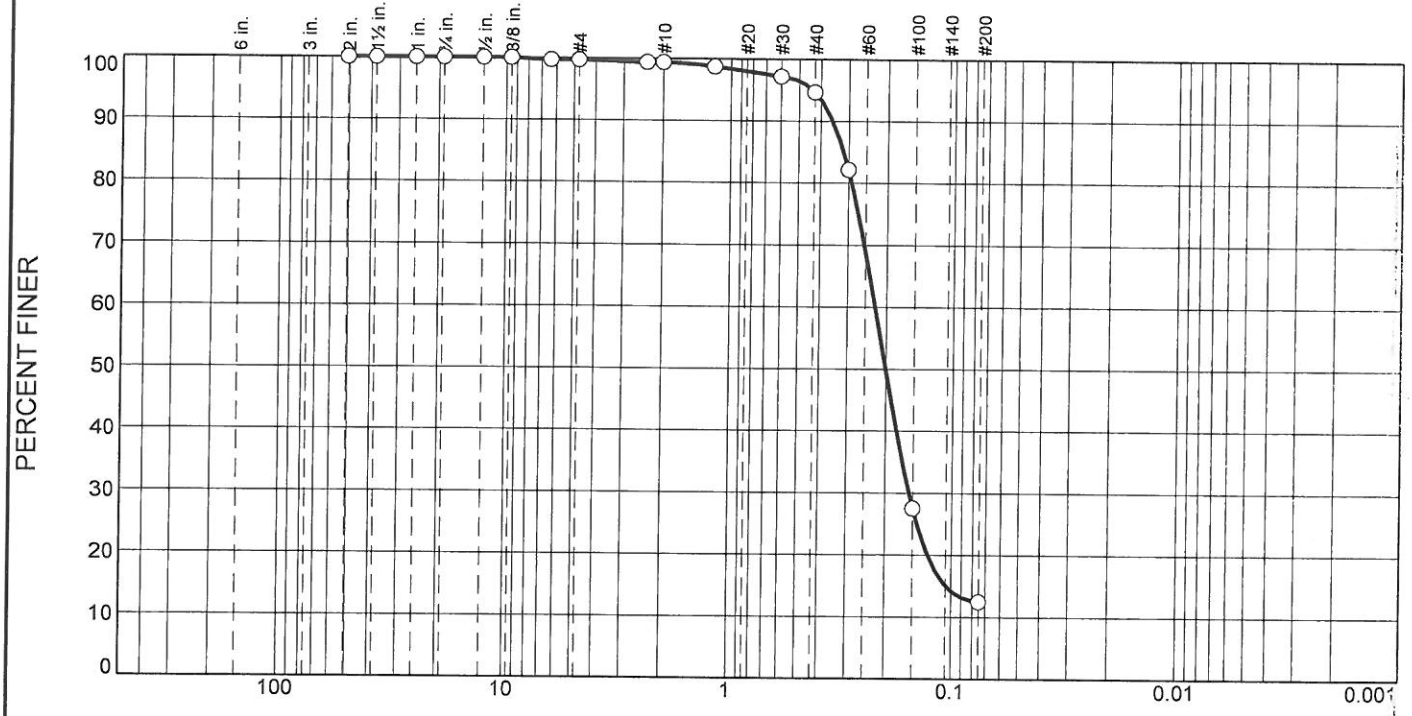
GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS

Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-2

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.3	0.3	4.7	82.2	12.5	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	100.0		
1/2"	100.0		
3/8"	100.0		
1/4"	99.7		
#4	99.7		
#8	99.4		
#10	99.4		
#16	98.7		
#30	97.2		
#40	94.7		
#50	82.1		
#100	27.5		
#200	12.5		

* (no specification provided)

Material Description

silty sand

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI= NP

Classification

USCS (D 2487)= SM AASHTO (M 145)= A-2-4(0)

Coefficients

D_{90}= 0.3544 D_{85}= 0.3159 D_{60}= 0.2250
D_{50}= 0.2009 D_{30}= 0.1560 D_{15}= 0.1057
D_{10}= C_u= C_c=

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: 2 **Depth:** 0

Sample Number: 2-0

Date Sampled: 2-9-15

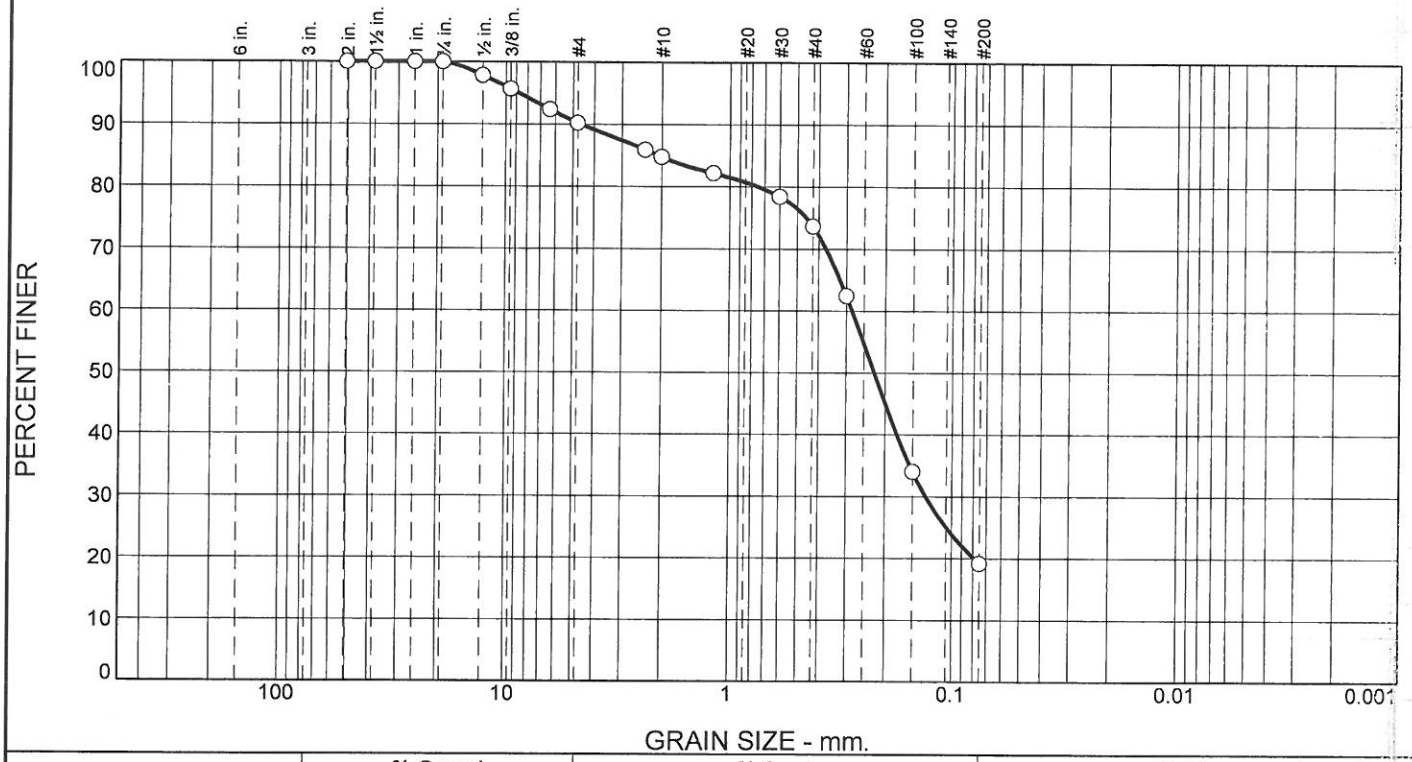
GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS

Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-3

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	9.8	5.4	11.1	54.5	19.2	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	100.0		
1/2"	97.8		
3/8"	95.7		
1/4"	92.4		
#4	90.2		
#8	85.9		
#10	84.8		
#16	82.2		
#30	78.4		
#40	73.7		
#50	62.5		
#100	34.0		
#200	19.2		

* (no specification provided)

Material Description

silty sand

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI= NP

Classification

USCS (D 2487)= SM AASHTO (M 145)= A-2-4(0)

Coefficients

D_{90}= 4.5949 D_{85}= 2.0735 D_{60}= 0.2823
D_{50}= 0.2239 D_{30}= 0.1312 D_{15}=
D_{10}= C_u= C_c=

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: 3 **Depth:** 0

Sample Number: 3-0

Date Sampled: 2-9-15

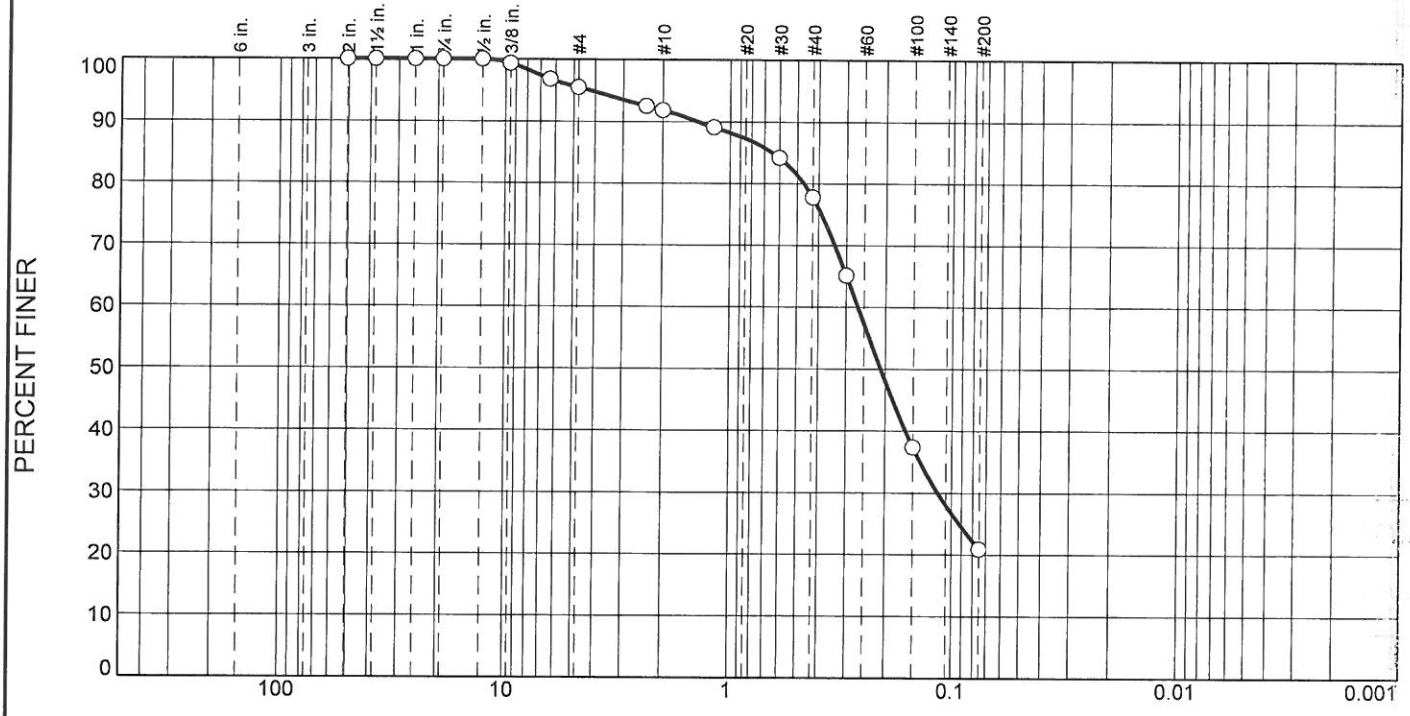
GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS

Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-4

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	4.5	3.6	14.1	56.9	20.9	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	100.0		
1/2"	100.0		
3/8"	99.4		
1/4"	96.8		
#4	95.5		
#8	92.5		
#10	91.9		
#16	89.1		
#30	84.2		
#40	77.8		
#50	65.2		
#100	37.4		
#200	20.9		

* (no specification provided)

Material Description

silty sand

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI= NP

Classification

USCS (D 2487)= SM AASHTO (M 145)= A-2-4(0)

Coefficients

D_{90}= 1.3882 D_{85}= 0.6451 D_{60}= 0.2655
D_{50}= 0.2097 D_{30}= 0.1156 D_{15}=
D_{10}= C_u= C_c=

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: 5 **Depth:** 0 **Date Sampled:** 2-9-15

Sample Number: 5-0

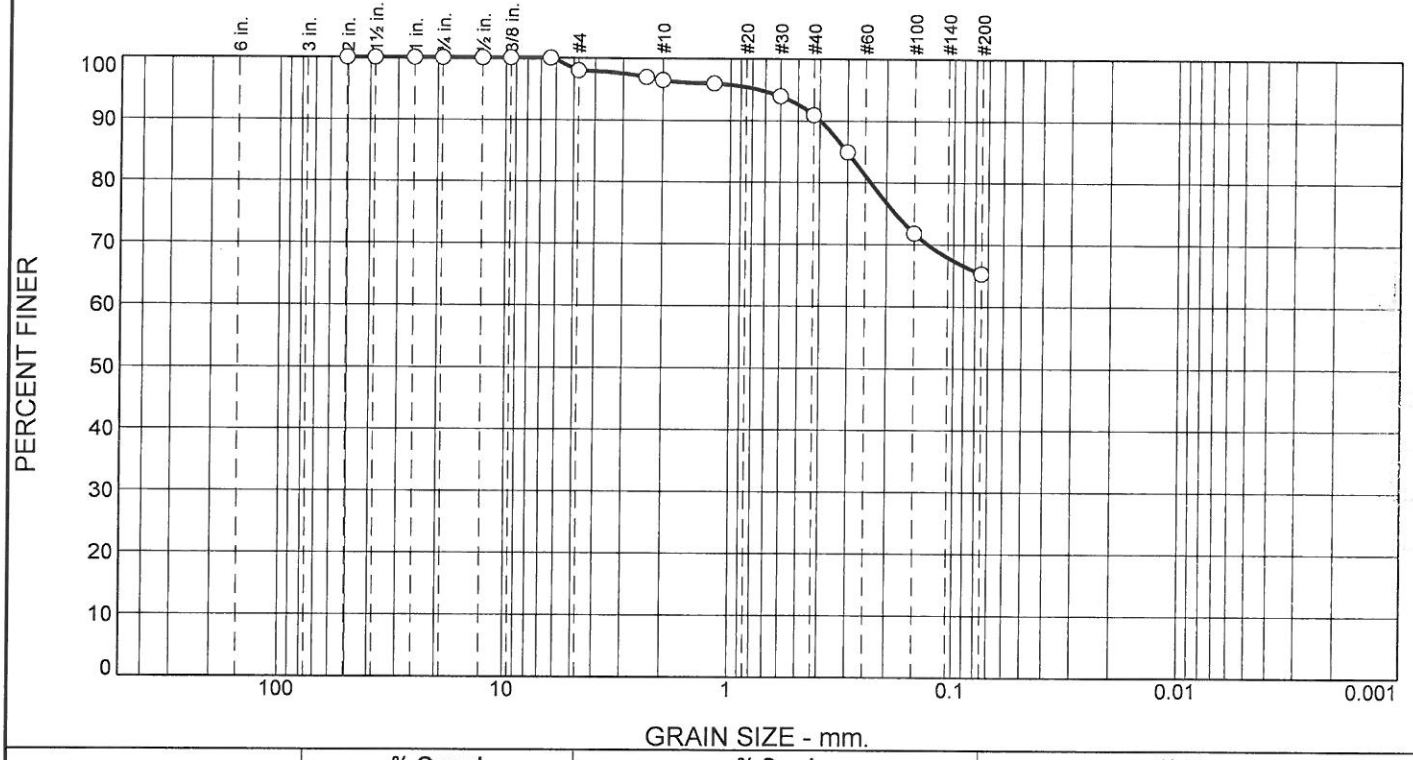
GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS

Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-5

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	2.0	1.5	5.6	25.6	65.3	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	100.0		
1/2"	100.0		
3/8"	100.0		
1/4"	100.0		
#4	98.0		
#8	97.0		
#10	96.5		
#16	96.0		
#30	94.0		
#40	90.9		
#50	84.9		
#100	71.8		
#200	65.3		

* (no specification provided)

Material Description

sandy silt

Atterberg Limits (ASTM D 4318)

PL= 29 LL= 40 PI= 11

Classification

USCS (D 2487)= ML AASHTO (M 145)= A-6(6)

Coefficients

D_{90}= 0.3977 D_{85}= 0.3015 D_{60}=
D_{50}= D_{30}= D_{15}=
D_{10}= C_u= C_c=

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: 5 **Depth:** 5

Sample Number: 5-1

Date Sampled: 2-9-15

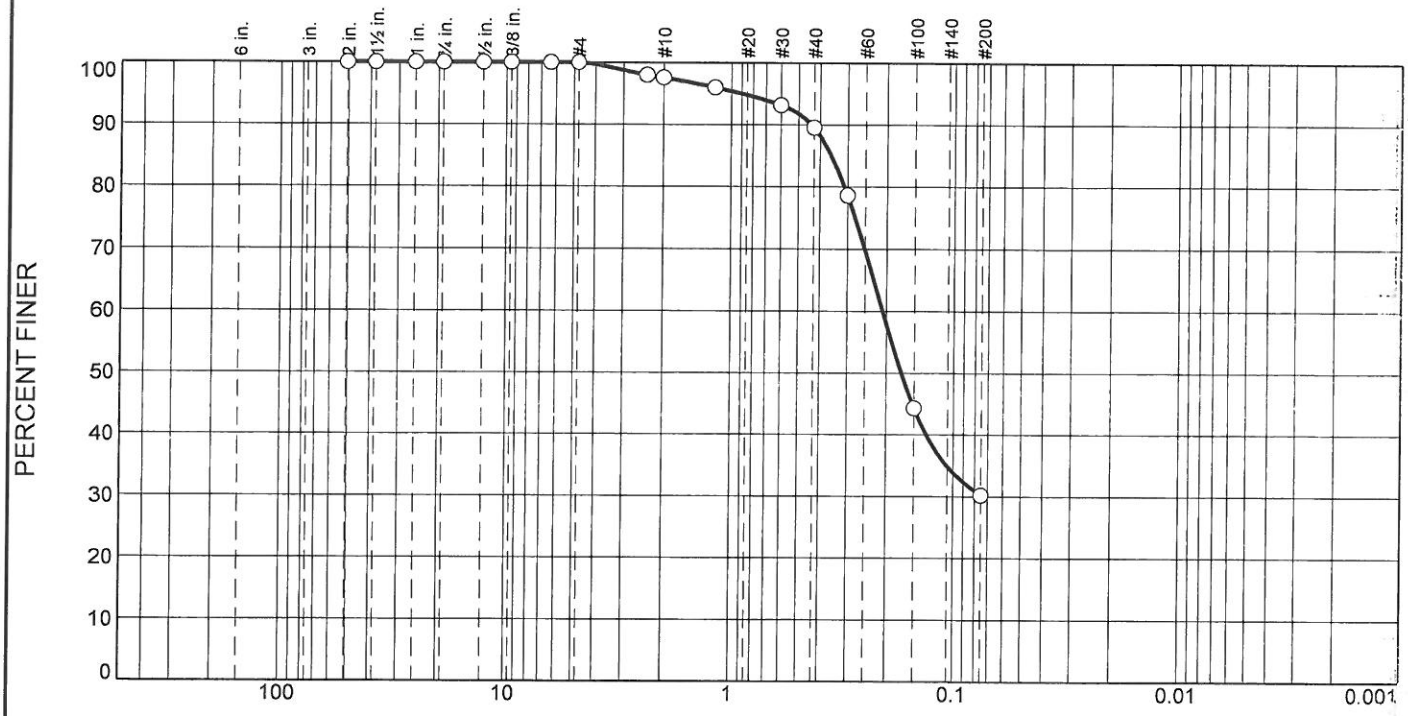
GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS

Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-6

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	2.4	8.1	59.3	30.2	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	100.0		
1/2"	100.0		
3/8"	100.0		
1/4"	100.0		
#4	100.0		
#8	98.0		
#10	97.6		
#16	96.0		
#30	93.1		
#40	89.5		
#50	78.6		
#100	44.3		
#200	30.2		

* (no specification provided)

Material Description

silty sand

Atterberg Limits (ASTM D 4318)

PL= 4 LL= 7 PI= 3

Classification

USCS (D 2487)= SM AASHTO (M 145)= A-2-4(0)

Coefficients

D_{90}= 0.4367 D_{85}= 0.3558 D_{60}= 0.2079
D_{50}= 0.1710 D_{30}= D_{15}=
D_{10}= C_u= C_c=

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: 8 **Depth:** 0

Sample Number: 8-0

Date Sampled: 2-9-15

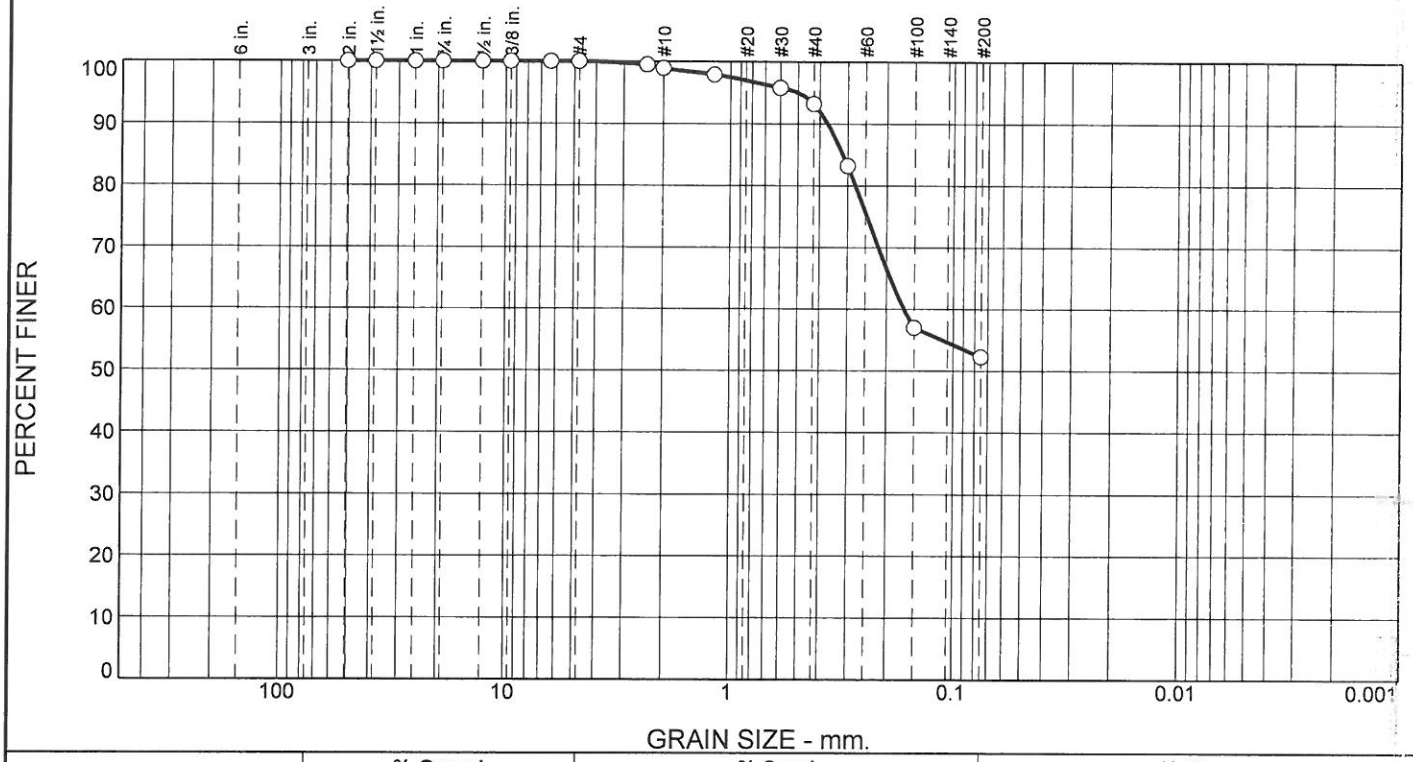
GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS

Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-7

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	1.0	5.8	40.9	52.3	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	100.0		
1/2"	100.0		
3/8"	100.0		
1/4"	100.0		
#4	100.0		
#8	99.5		
#10	99.0		
#16	97.9		
#30	95.8		
#40	93.2		
#50	83.2		
#100	57.0		
#200	52.3		

* (no specification provided)

Material Description

sandy lean clay

Atterberg Limits (ASTM D 4318)

PL= 14 LL= 22 PI= 8

Classification

USCS (D 2487)= CL AASHTO (M 145)= A-4(1)

Coefficients

D_{90}= 0.3685 D_{85}= 0.3149 D_{60}= 0.1669
D_{50}= D_{30}= D_{15}=
D_{10}= C_u= C_c=

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: 9 **Depth:** 2

Sample Number: 9-1

Date Sampled: 2-9-15

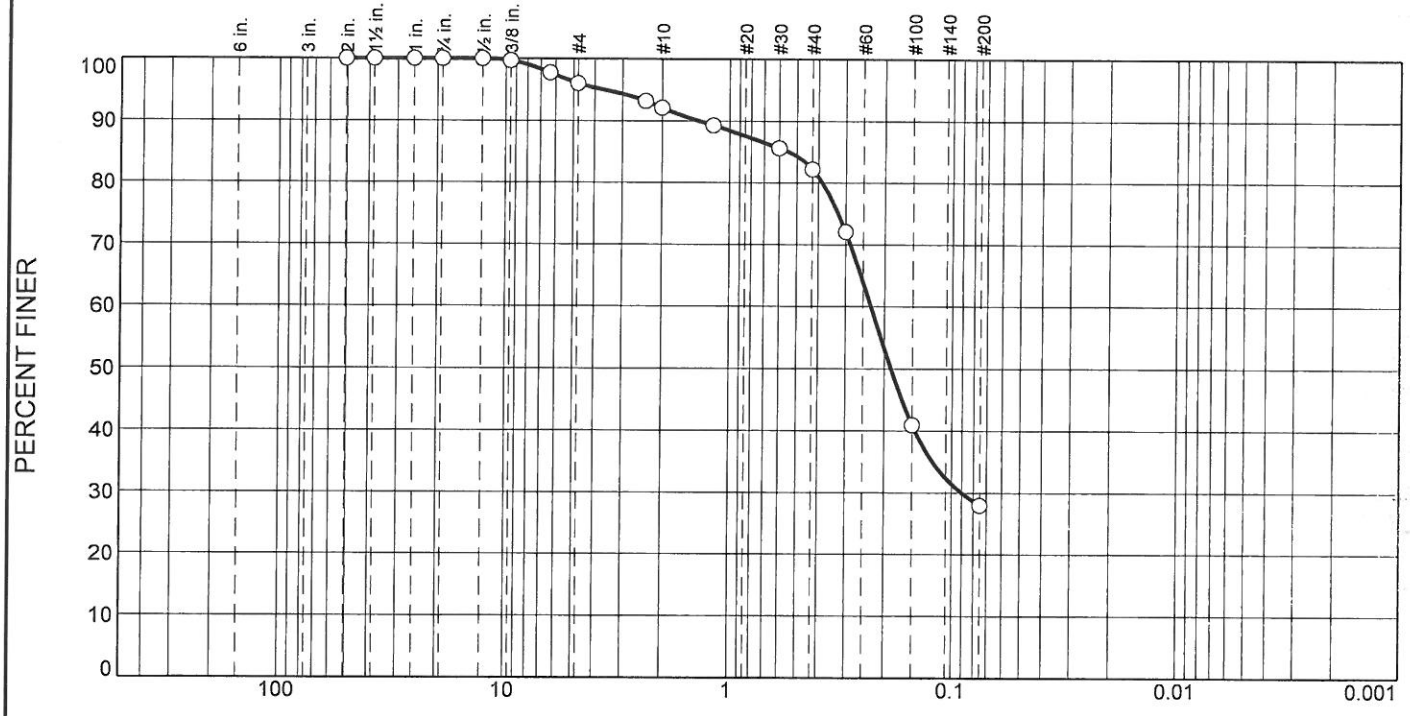
GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS

Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-8

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	4.0	3.9	9.9	54.2	28.0	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	100.0		
1/2"	100.0		
3/8"	99.7		
1/4"	97.7		
#4	96.0		
#8	93.2		
#10	92.1		
#16	89.3		
#30	85.6		
#40	82.2		
#50	72.0		
#100	41.0		
#200	28.0		

* (no specification provided)

Material Description

silty sand

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI= NP

Classification

USCS (D 2487)= SM AASHTO (M 145)= A-2-4(0)

Coefficients

D_{90}= 1.3730 D_{85}= 0.5446 D_{60}= 0.2299
D_{50}= 0.1867 D_{30}= 0.0900 D_{15}=
D_{10}= C_u= C_c=

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: 11 **Depth:** 0

Sample Number: 11-0

Date Sampled: 2-9-15

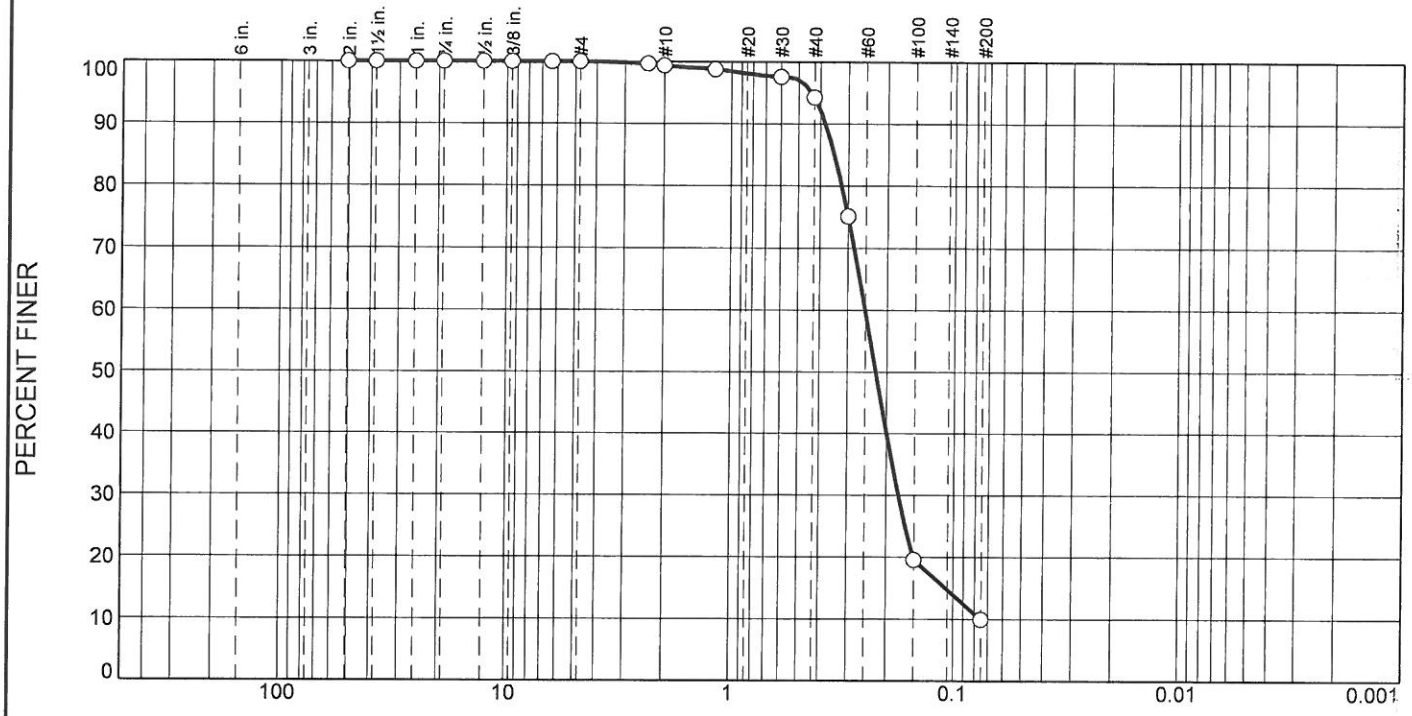
GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS

Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-9

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	0.6	5.1	84.4	9.9	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	100.0		
1/2"	100.0		
3/8"	100.0		
1/4"	100.0		
#4	100.0		
#8	99.7		
#10	99.4		
#16	98.8		
#30	97.6		
#40	94.3		
#50	75.1		
#100	19.5		
#200	9.9		

* (no specification provided)

Material Description

poorly graded sand with silt

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI= NP

Classification

USCS (D 2487)= SP-SM AASHTO (M 145)= A-3

Coefficients

D_{90}= 0.3801 D_{85}= 0.3464 D_{60}= 0.2505
D_{50}= 0.2239 D_{30}= 0.1764 D_{15}= 0.1081
D_{10}= 0.0753 C_u= 3.32 C_c= 1.65

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: 11 **Depth:** 2'

Sample Number: 11-1

Date Sampled: 2-9-15

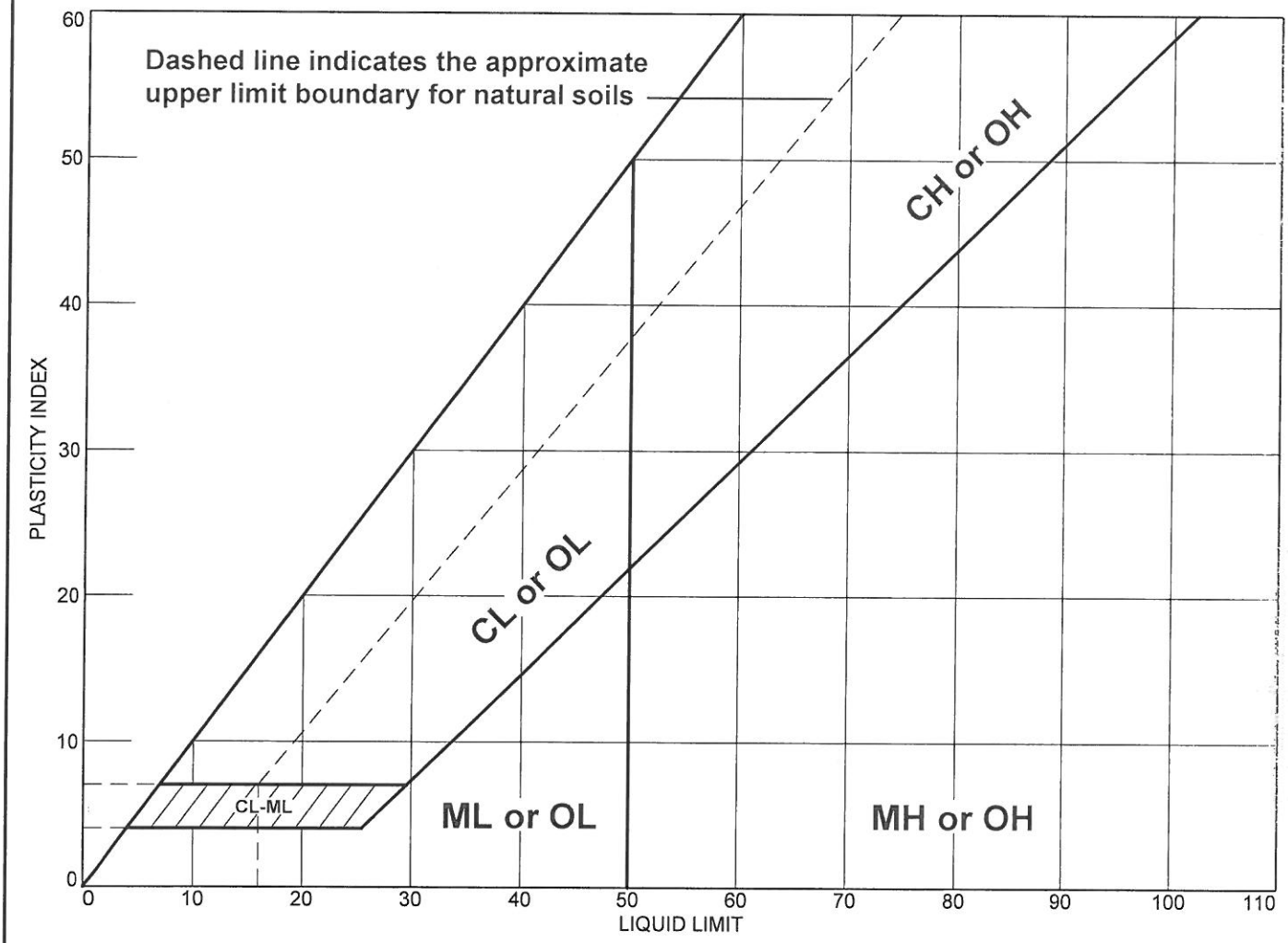
GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS

Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-10

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	silty sand	NV	NP	NP	76.8	15.7	SM
■	silty sand	NV	NP	NP	87.7	20.8	SM

Project No. 15-034 **Client:** HUITT-ZOLLARS

Project: DCC APRON REHABILATION

● **Source of Sample:** 1 **Depth:** 0 **Sample Number:** 1-0

■ **Source of Sample:** 1 **Depth:** 5 **Sample Number:** 1-1

Remarks:

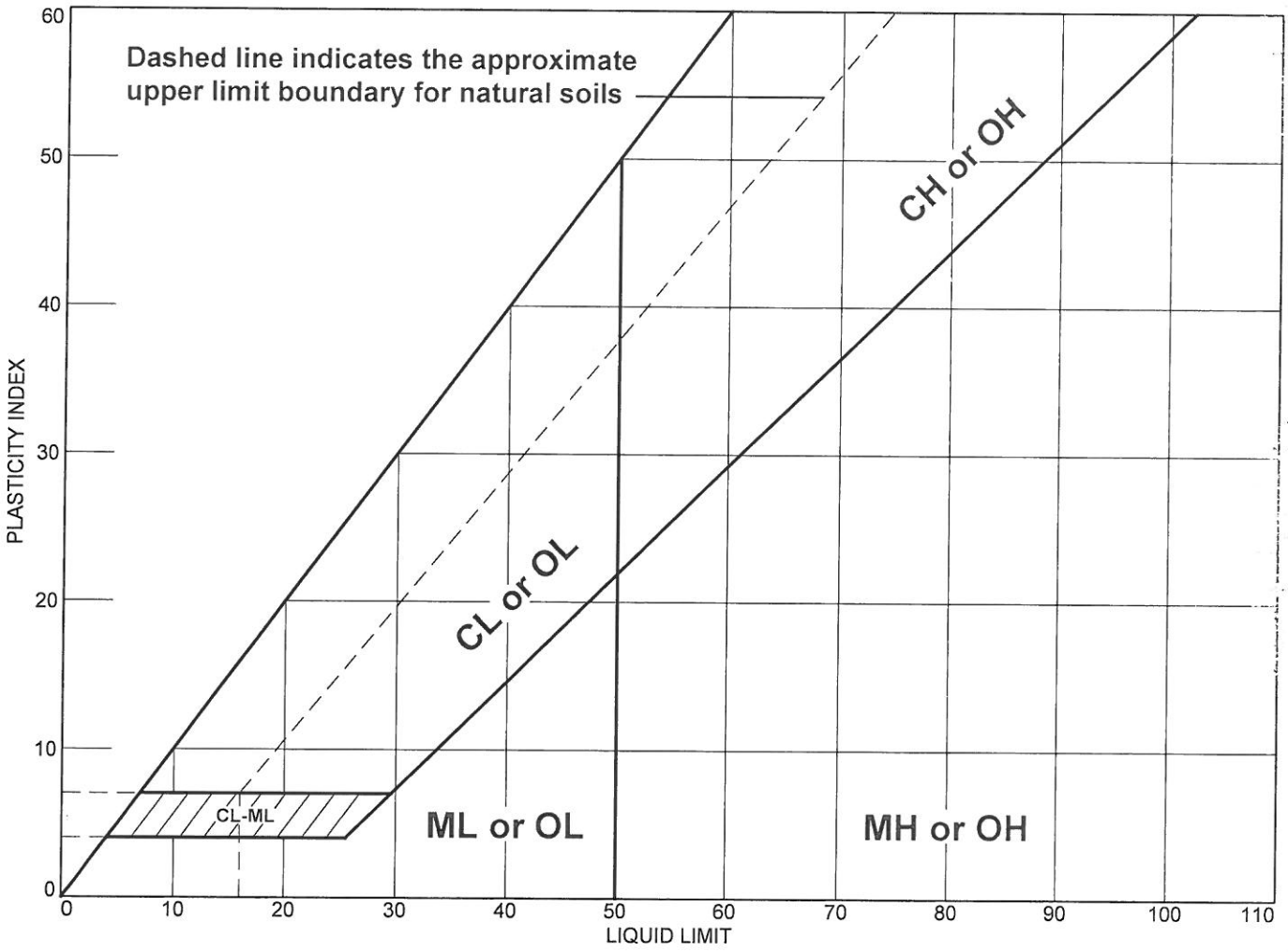
GEOTECHNICAL TESTING SERVICES

Yuma, Arizona

Figure B-11

Tested By: ● gts ■ GTS **Checked By:** gts

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	silty sand	NV	NP	NP	94.7	12.5	SM

Project No. 15-034 **Client:** HUITT-ZOLLARS

Project: DCC APRON REHABILATION

● **Source of Sample:** 2 **Depth:** 0 **Sample Number:** 2-0

Remarks:

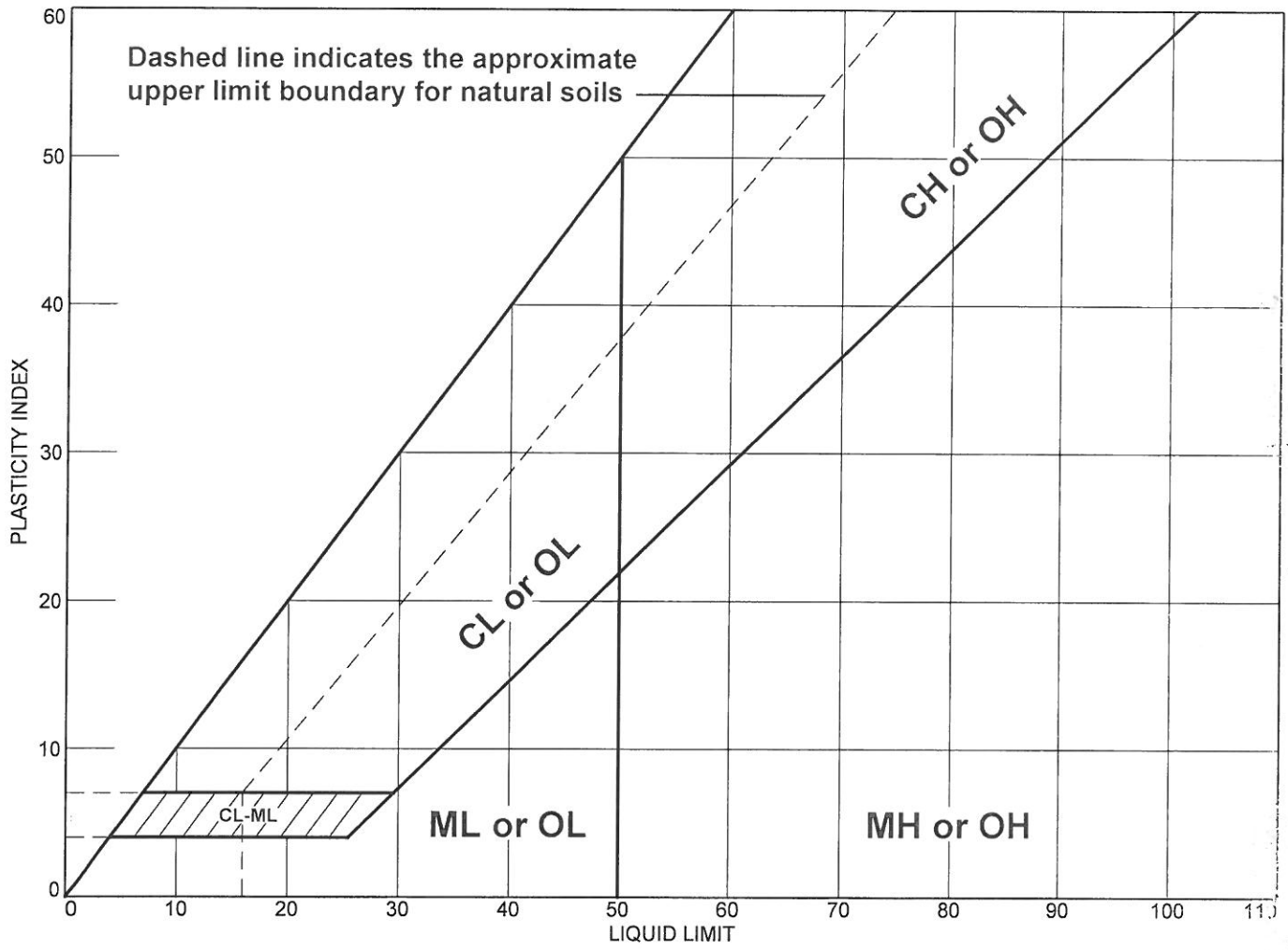
GEOTECHNICAL TESTING SERVICES

Yuma, Arizona

Figure B-12

Tested By: GTS **Checked By:** GTS

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	silty sand	NV	NP	NP	73.7	19.2	SM

Project No. 15-034 **Client:** HUITT-ZOLLARS

Project: DCC APRON REHABILATION

● **Source of Sample:** 3 **Depth:** 0 **Sample Number:** 3-0

Remarks:

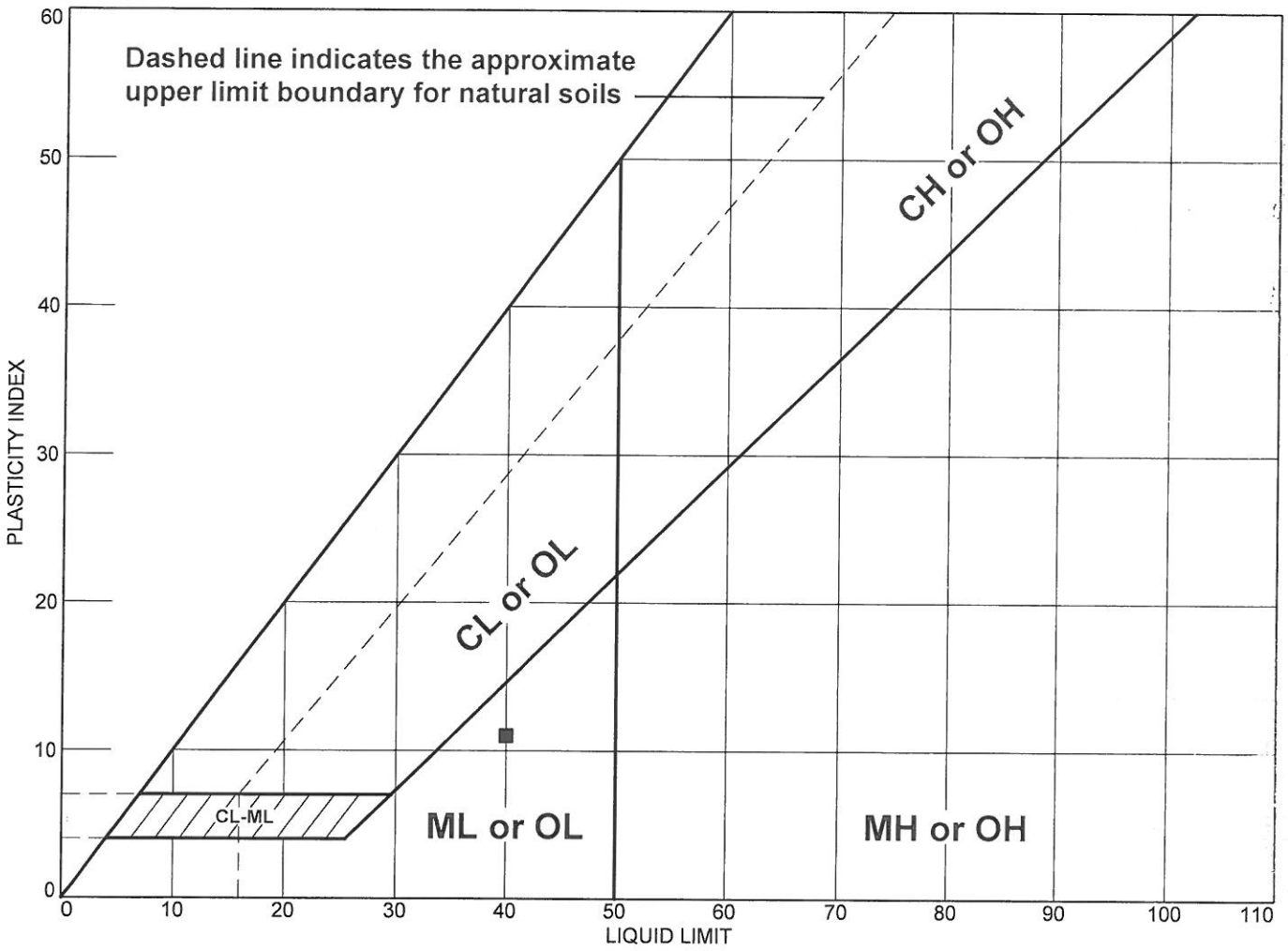
GEOTECHNICAL TESTING SERVICES

Yuma, Arizona

Figure B-13

Tested By: GTS **Checked By:** GTS

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	silty sand	NV	NP	NP	77.8	20.9	SM
■	sandy silt	40	29	11	90.9	65.3	ML

Project No. 15-034 **Client:** HUITT-ZOLLARS

Project: DCC APRON REHABILATION

● **Source of Sample:** 5 **Depth:** 0 **Sample Number:** 5-0

■ **Source of Sample:** 5 **Depth:** 5 **Sample Number:** 5-1

Remarks:

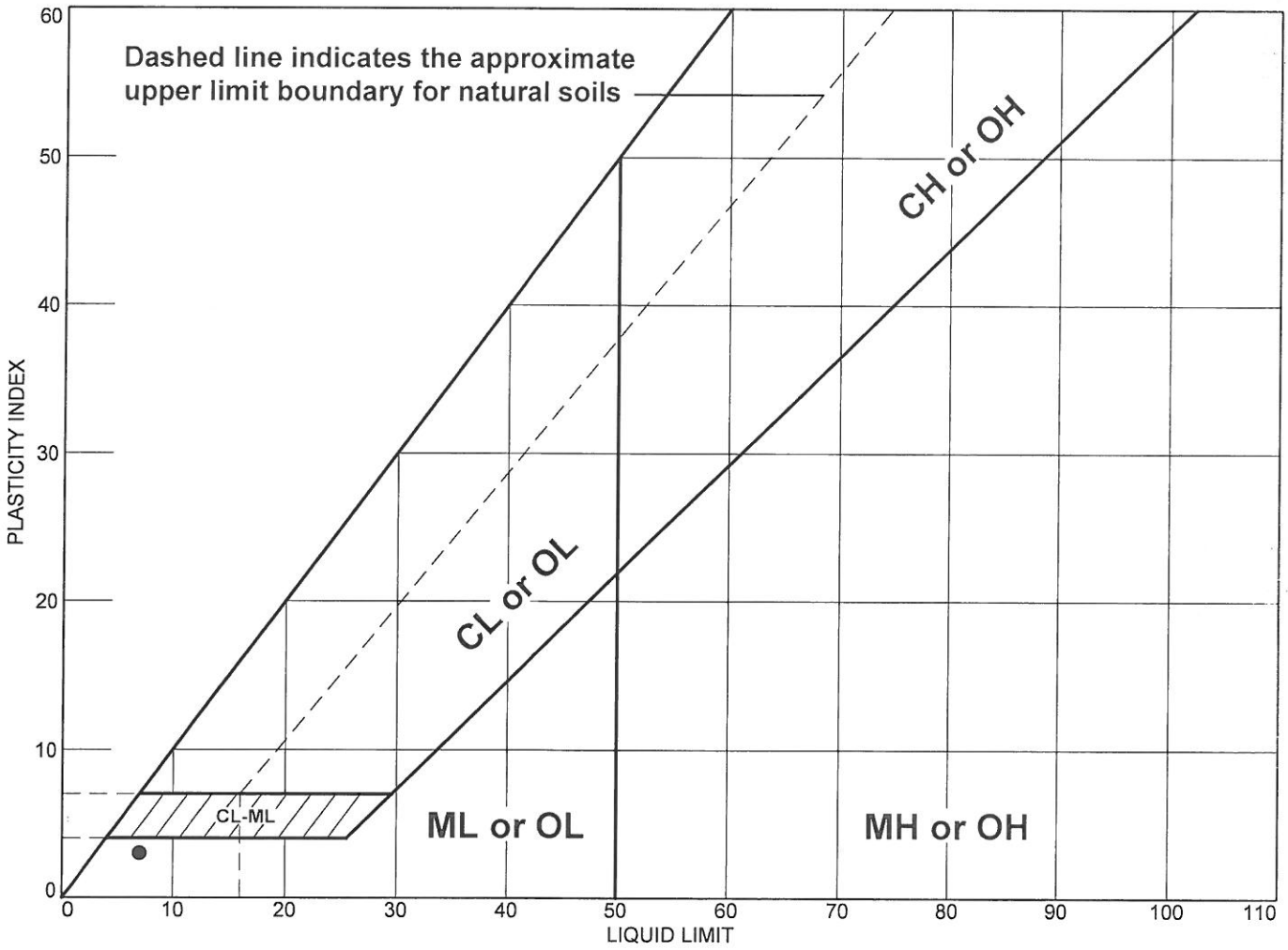
GEOTECHNICAL TESTING SERVICES

Yuma, Arizona

Figure B-14

Tested By: GTS **Checked By:** GTS

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	silty sand	7	4	3	89.5	30.2	SM

Project No. 15-034 **Client:** HUITT-ZOLLARS

Project: DCC APRON REHABILATION

● **Source of Sample:** 8 **Depth:** 0 **Sample Number:** 8-0

Remarks:

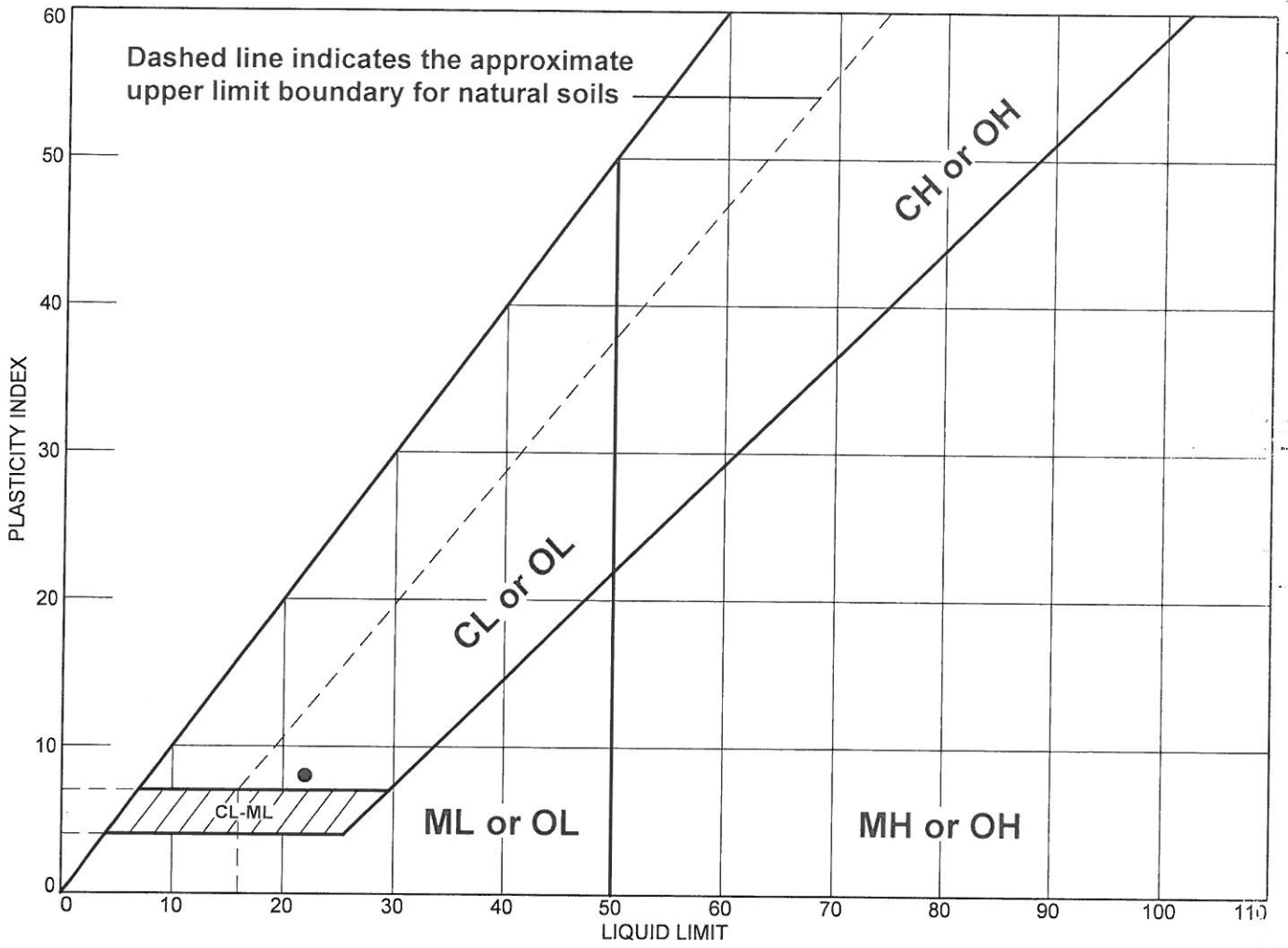
GEOTECHNICAL TESTING SERVICES

Yuma, Arizona

Figure B-15

Tested By: GTS **Checked By:** GTS

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	sandy lean clay	22	14	8	93.2	52.3	CL

Project No. 15-034 **Client:** HUITT-ZOLLARS

Project: DCC APRON REHABILATION

● **Source of Sample:** 9 **Depth:** 2 **Sample Number:** 9-1

Remarks:

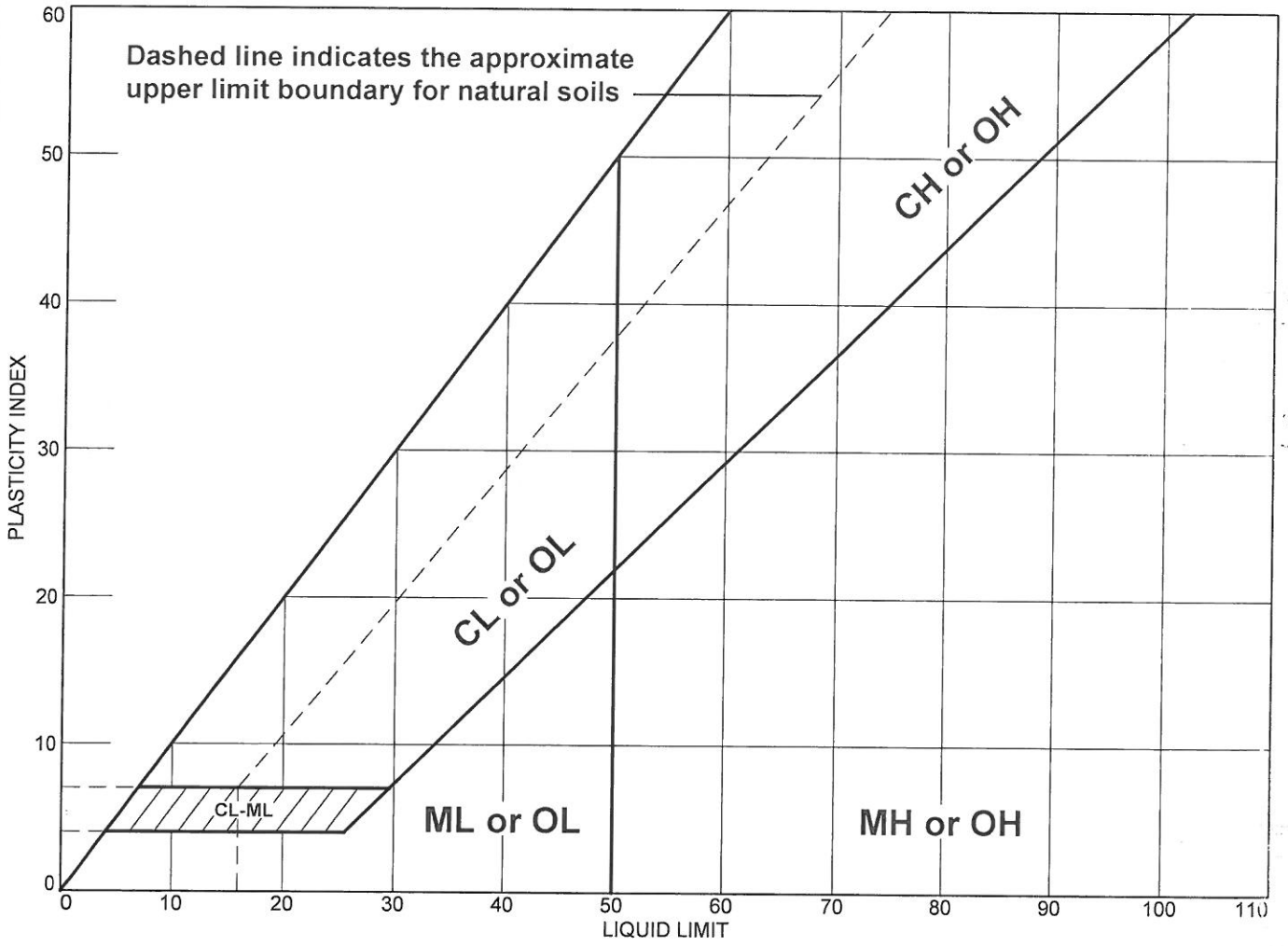
GEOTECHNICAL TESTING SERVICES

Yuma, Arizona

Figure B-16

Tested By: GTS **Checked By:** GTS

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	silty sand	NV	NP	NP	82.2	28.0	SM
■	poorly graded sand with silt	NV	NP	NP	94.3	9.9	SP-SM

Project No. 15-034 **Client:** HUITT-ZOLLARS

Project: DCC APRON REHABILATION

● **Source of Sample:** 11 **Depth:** 0 **Sample Number:** 11-0

■ **Source of Sample:** 11 **Depth:** 2' **Sample Number:** 11-1

Remarks:

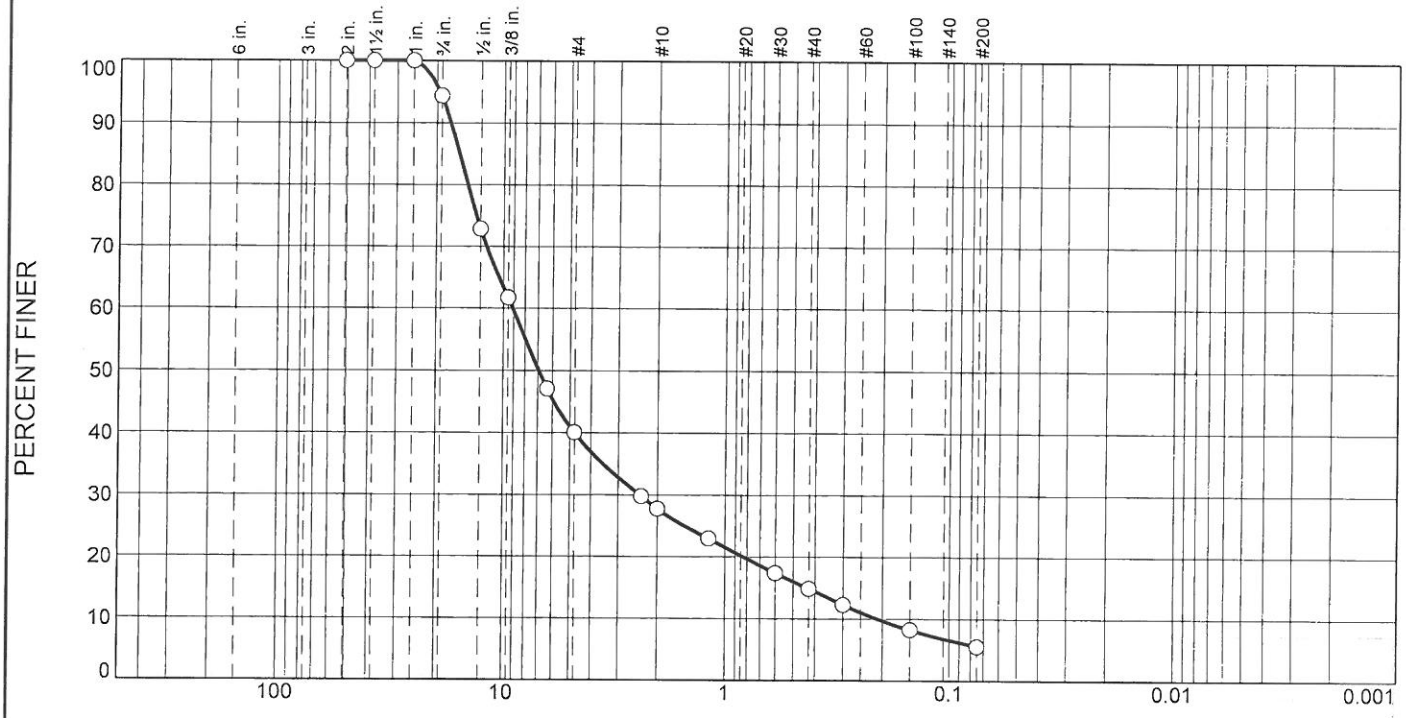
GEOTECHNICAL TESTING SERVICES

Yuma, Arizona

Figure B-17

Tested By: GTS **Checked By:** GTS

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	5.6	54.4	12.2	12.9	9.3	5.6	

TEST RESULTS

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2"	100.0		
1.5"	100.0		
1"	100.0		
3/4"	94.4		
1/2"	72.8		
3/8"	61.7		
1/4"	47.1		
#4	40.0		
#8	29.8		
#10	27.8		
#16	22.9		
#30	17.4		
#40	14.9		
#50	12.3		
#100	8.2		
#200	5.6		

* (no specification provided)

Material Description

poorly graded gravel with silt and sand

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI= NP

Classification

USCS (D 2487)= GP-GM AASHTO (M 145)= A-1-a

Coefficients

D_{90}= 17.2990 D_{85}= 15.7941 D_{60}= 9.0828
D_{50}= 6.9341 D_{30}= 2.3985 D_{15}= 0.4330
D_{10}= 0.2109 C_u= 43.06 C_c= 3.00

Remarks

Date Received: **Date Tested:**

Tested By: GTS

Checked By: GTS

Title:

Source of Sample: EX ABC **Date Sampled:** 2-9-15

GEOTECHNICAL TESTING SERVICES
Yuma, Arizona

Client: HUITT-ZOLLARS
Project: DCC APRON REHABILATION

Project No: 15-034 **Figure** B-18

COMPACTION TEST REPORT

Test specification: ASTM D 698-00a Method A Standard

Elev/ Depth	Classification		Nat. Moist.	Sp.G.	LL	PI	% > #4	% < No.200
	USCS	AASHTO						

TEST RESULTS	MATERIAL DESCRIPTION
Maximum dry density = 111.5 pcf Optimum moisture = 12.8 %	Fine Sand with traces of pea gravel

Project No. **Client:** Yuma International Airport

Project: DCC Apron Improvements

○ **Location:** Hole #2

Remarks:
3-19-15

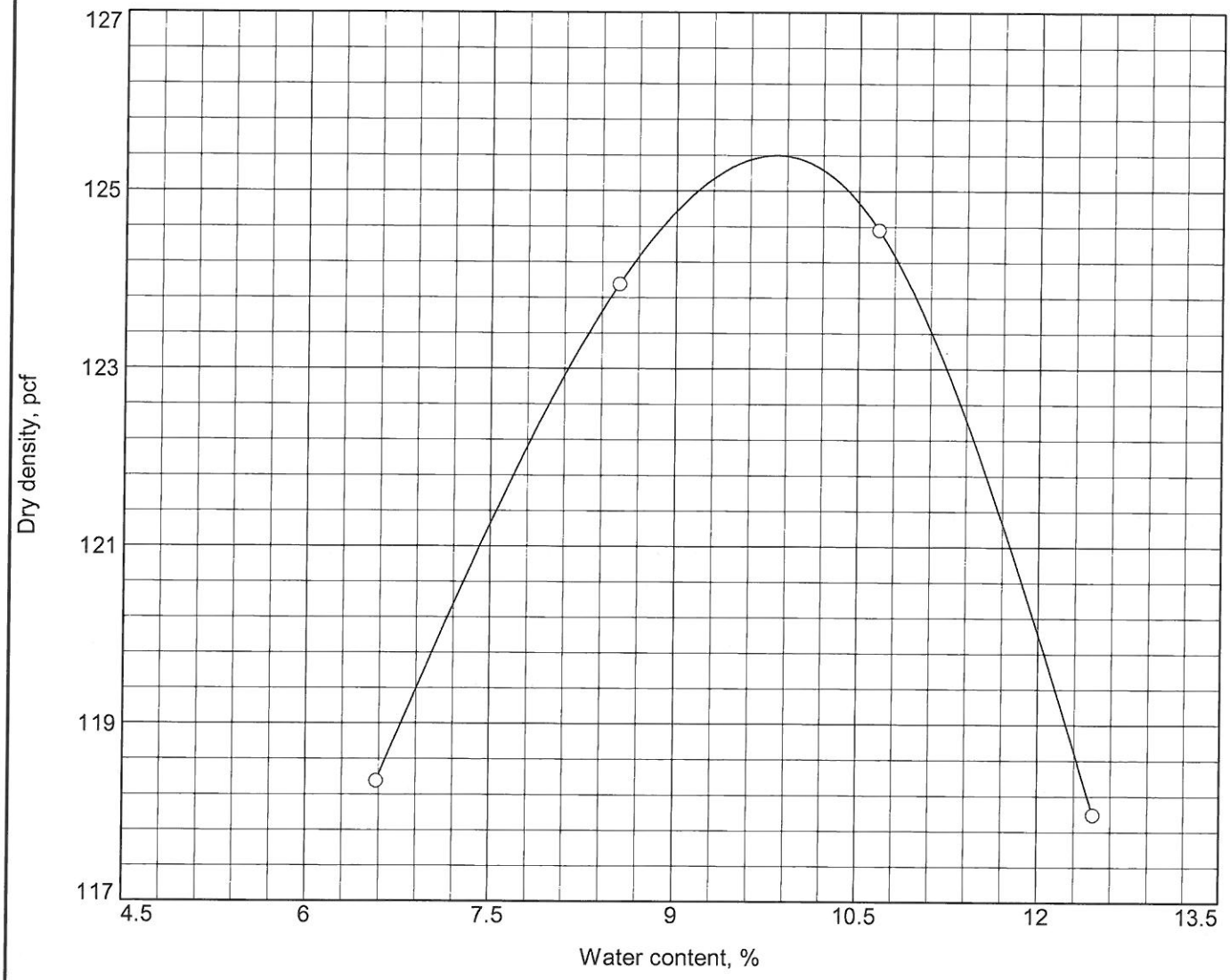
GEOTECHNICAL TESTING SERVICES

Yuma, Arizona

Figure B-19

Tested By: GTS **Checked By:** GTS

COMPACTION TEST REPORT



Test specification: ASTM D 698-00a Method A Standard

Elev/ Depth	Classification		Nat. Moist.	Sp.G.	LL	PI	% > #4	% < No.200
	USCS	AASHTO						

TEST RESULTS	MATERIAL DESCRIPTION
Maximum dry density = 125.4 pcf Optimum moisture = 9.8 %	Silty Sand with traces of clay and pea gravel

Project No. **Client:** Yuma International Airport
Project: DCC Apron Improvements

○ **Location:** Hole #8

Remarks:
3-19-15

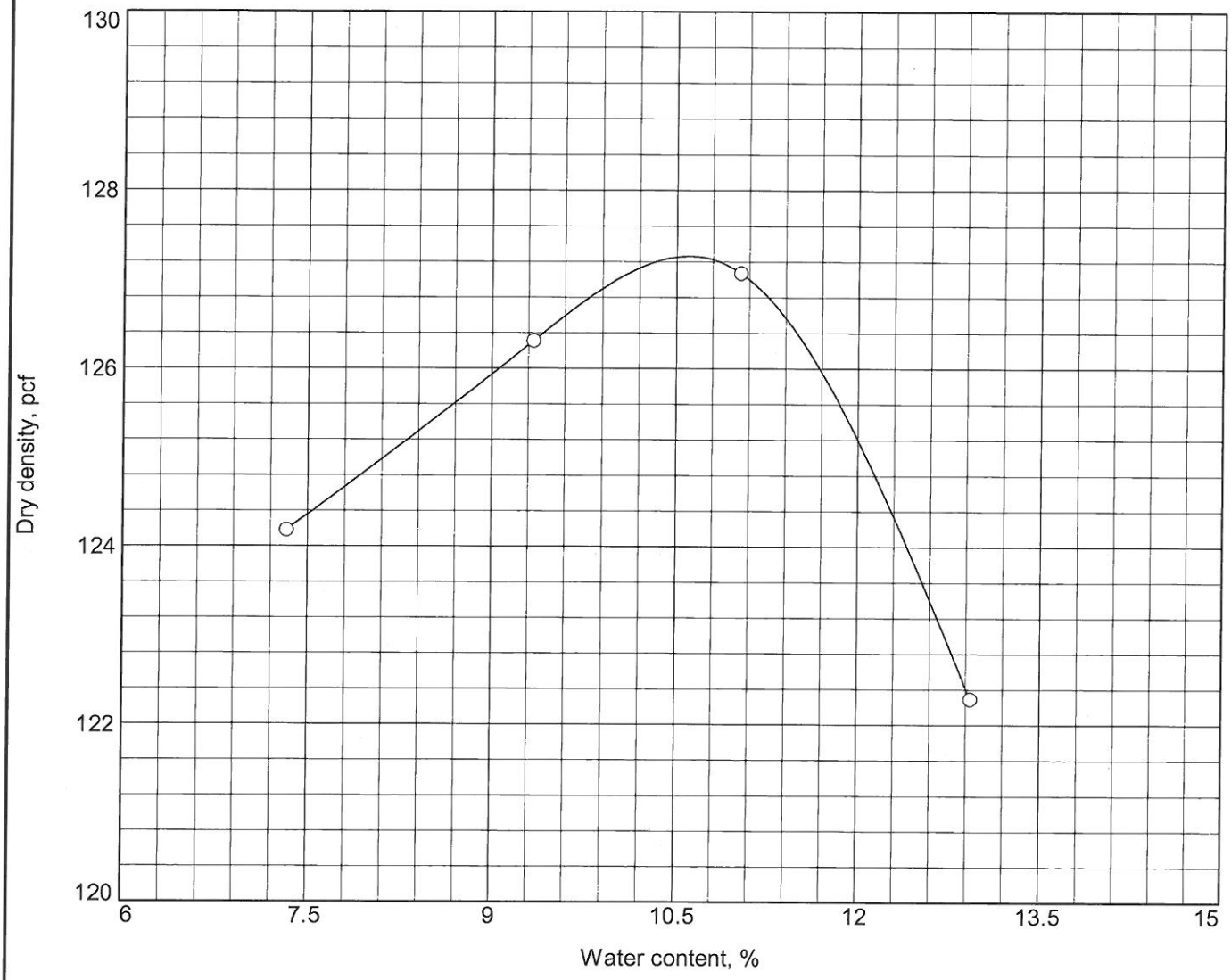
GEOTECHNICAL TESTING SERVICES

Yuma, Arizona

Figure B-20

Tested By: GTS **Checked By:** GTS

COMPACTION TEST REPORT



Test specification: ASTM D 698-00a Method A Standard

Elev/ Depth	Classification		Nat. Moist.	Sp.G.	LL	PI	% > #4	% < No.200
	USCS	AASHTO						

TEST RESULTS	MATERIAL DESCRIPTION
Maximum dry density = 127.3 pcf Optimum moisture = 10.6 %	Fine sand with pea gravel

Project No. **Client:** Yuma International Airport

Project: DCC Apron Improvements

○ **Location:** Hole #11

Remarks:
3-19-15

GEOTECHNICAL TESTING SERVICES

Yuma, Arizona

Figure B-21

Tested By: GTS **Checked By:** GTS

Geotechnical Testing Services, Inc. 1044 E. 21st Street Yuma, Az. 85365
A Material Testing Laboratory Phone (928) 329-4695 Fax (928) 329-4782

CALIFORNIA BEARING RATIO (C.B.R.)
ASTM D-1883

Project: DCC Apron Rehabilitation
Yuma International Airport

Project No.: 15-034

Date: 2-25-15

Sample No.: Bore Hole #8

Maximum Dry Density (ASTM D-1557)	=	125.4 pcf
Optimum Moisture Content	=	9.8%
Corrected Final C.B.R. @ 95% Compaction	=	15
Corrected C.B.R. @ 100% Compaction	=	23

Figure B-22

Geotechnical Testing Services, Inc. 1044 E. 21st Street Yuma, Az. 85365
A Material Testing Laboratory Phone (928) 329-4695 Fax (928) 329-4782

CALIFORNIA BEARING RATIO (C.B.R.)
ASTM D-1883

Project: DCC Apron Rehabilitation
Yuma International Airport

Project No.: 15-034

Date: 2-25-15

Sample No.: Bore Hole #2

Maximum Dry Density (ASTM D-1557)	=	111.5 pcf
Optimum Moisture Content	=	12.8%
Corrected Final C.B.R. @ 95% Compaction	=	10
Corrected C.B.R. @ 100% Compaction	=	21

Figure B-23

NICKLAUS ENGINEERING, INC.

ATTACHMENT C
VIRTOWER REPORTS

virtower
Airport Operations Tracking

VirTower LLC
13721 Jetport Commerce Pkwy, Suite 2
Fort Myers FL 33913
Phone +1 888 31 70 747
virtower.com | info@virtower.com

Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Activity Summary

FOXTROT 1	**1436**
TOTAL	**1436**

Operations

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
06/06/2023	12:21	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
06/06/2023	10:33	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
06/06/2023	9:28	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
06/06/2023	9:23	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
06/06/2023	9:10	N797FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/06/2023	8:35	N895FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/06/2023	7:31	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
06/06/2023	7:30	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
06/05/2023	17:38	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/05/2023	17:24	N797FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/05/2023	17:08	N895FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/05/2023	15:55	N797FE	CFS4805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

virtower
Airport Operations Tracking

VirTower LLC
13721 Jetport Commerce Pkwy, Suite 2
Fort Myers FL 33913
Phone +1 888 31 70 747
virtower.com | info@virtower.com

Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
06/05/2023	15:43	N895FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/05/2023	13:01	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/05/2023	12:46	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
06/05/2023	12:20	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
06/05/2023	10:54	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
06/05/2023	10:54	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
06/05/2023	9:51	N627SW	SWQ3301	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
06/05/2023	9:30	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
06/05/2023	7:55	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
06/05/2023	7:51	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
06/05/2023	3:33	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/04/2023	23:56	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/04/2023	21:58	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/04/2023	19:04	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
06/04/2023	15:16	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
06/04/2023	13:36	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
06/04/2023	8:06	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/04/2023	0:47	N892GT	N892GT	Helicopter	EC30	HEL	VFR	Guardian Flight	FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
06/03/2023	17:04	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/03/2023	12:35	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/03/2023	9:05	N797FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/03/2023	8:40	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/03/2023	8:04	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/02/2023	19:14	N498GF	N498GF	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/02/2023	18:39	N498GF	N498GF	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
06/02/2023	17:25	N797FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/02/2023	17:04	N875FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/02/2023	11:51	N802TJ	SWQ3456	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
06/02/2023	8:33	N797FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/02/2023	8:22	N875FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/01/2023	17:28	N880FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/01/2023	17:06	N895FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
06/01/2023	9:26	N803TJ	SWQ3331	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
06/01/2023	8:45	N895FE	CFS8802	Single Engine	C208	A2		FedEx Feeder	FOXTROT 1

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Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
06/01/2023	7:41	N803TJ	SWQ3330	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
06/01/2023	5:09	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/31/2023	17:46	N895FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/31/2023	17:37	N895FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/31/2023	17:09	N797FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/31/2023	10:03	N623SW	SWQ3421	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
05/31/2023	9:15	N895FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/31/2023	8:48	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/31/2023	2:58	13-72307	72307	Military Helicopter	EC45	HEL	VFR	US Military	FOXTROT 1
05/30/2023	17:12	N797FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/30/2023	16:58	N895FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/30/2023	16:36	N772AL	N772AL	Helicopter	B407	HEL	VFR		FOXTROT 1
05/30/2023	15:36	N797FE	CFS4805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/30/2023	15:33	N895FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/30/2023	4:18	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/29/2023	3:36	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1

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User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
05/28/2023	23:29	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/28/2023	2:20	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/27/2023	8:41	N895FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/27/2023	4:56	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/27/2023	2:00	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/26/2023	17:21	N797FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/26/2023	17:11	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/26/2023	9:27	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/26/2023	8:54	N797FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/26/2023	8:47	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/25/2023	21:56	13-72313	G72313	Military Helicopter	EC45	HEL	VFR	US Military	FOXTROT 1
05/25/2023	17:28	N797FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/25/2023	17:10	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/25/2023	10:13	N529AU	SWQ3986	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
05/25/2023	9:17	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/25/2023	8:34	N797FE	CFS8812	Single Engine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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User juan_trasvina
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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
05/25/2023	8:25	N529AU	SWQ3985	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
05/25/2023	8:16	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/25/2023	8:10	N803TJ	SWQ3322	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
05/24/2023	17:29	N895FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/24/2023	17:07	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/24/2023	9:22	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/24/2023	9:12	N803TJ	SWQ3320	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
05/24/2023	9:01	N895FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/24/2023	8:37	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/24/2023	7:27	N803TJ	SWQ3319	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
05/23/2023	22:05	13-72307	72307	Military Helicopter	EC45	HEL	VFR	US Military	FOXTROT 1
05/23/2023	17:38	N895FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/23/2023	17:17	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/23/2023	16:53	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/23/2023	9:40	N438US	SWQ3331	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
05/23/2023	9:01	N895FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/23/2023	8:35	N880FE	CFS8802	Single Engine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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Creation 06/06/2023 13:27
User jovan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
05/23/2023	7:56	N438US	SWQ3330	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
05/22/2023	21:56	13-72307	72307	Military Helicopter	EC45	HEL	VFR	US Military	FOXTROT 1
05/22/2023	17:30	N895FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/22/2023	17:09	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/22/2023	16:11	N895FE	CFS4805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/22/2023	15:16	N880FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/22/2023	5:46	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/21/2023	19:27	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/21/2023	15:26	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/21/2023	5:06	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/20/2023	9:33	N880FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/20/2023	8:46	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/19/2023	17:30	N856FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/19/2023	17:04	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/19/2023	11:39	N397SW	SWQ3423	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
05/19/2023	9:37	N708S	SPA708	Jet 2	B735	C3	VFR	Sierra Pacific Airlines	FOXTROT 1
05/19/2023	9:01	N856FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/19/2023	8:13	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/18/2023	17:27	N856FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/18/2023	17:04	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
05/18/2023	9:58	N277EA	SWQ3406	Jet 2	B738	D3	VFR	Swift Air/Aero	FOXTROT 1
05/18/2023	8:18	N856FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/18/2023	8:01	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/17/2023	17:23	N875FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/17/2023	16:59	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/17/2023	8:28	N875FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/17/2023	8:15	N430XA	SWQ3450	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
05/17/2023	8:07	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/17/2023	2:23	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/16/2023	22:53	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/16/2023	17:46	N875FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/16/2023	17:41	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/16/2023	17:15	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/16/2023	8:19	N875FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/16/2023	8:12	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/15/2023	17:23	N875FE	CFS7805	Single Engine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
05/15/2023	17:05	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/15/2023	15:35	N875FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/15/2023	14:43	N880FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/15/2023	10:13	N430XA	SWQ3402	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
05/15/2023	5:02	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/15/2023	1:53	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/14/2023	20:44	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/14/2023	17:21	N892GT	N892GT	Helicopter	EC30	HEL	VFR	Guardian Flight	FOXTROT 1
05/14/2023	17:05	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/14/2023	4:35	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/14/2023	1:13	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/13/2023	18:49	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/13/2023	14:17	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/13/2023	9:37	N875FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/13/2023	9:02	N875FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
05/13/2023	5:25	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/12/2023	20:37	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/12/2023	17:20	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/12/2023	17:08	N797FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/12/2023	9:44	N629SW	SWQ3416	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
05/12/2023	9:25	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/12/2023	8:40	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/12/2023	7:56	N629SW	SWQ3415	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
05/11/2023	20:29	N808WA	WAL500	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
05/11/2023	19:39	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/11/2023	17:20	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/11/2023	17:04	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/11/2023	16:35	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/11/2023	8:43	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/11/2023	8:28	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/10/2023	17:30	N953FE	CFS7805	Single Engine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
05/10/2023	17:11	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/10/2023	11:41	N623SW	SWQ3901	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
05/10/2023	9:18	N623SW	SWQ3900	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
05/10/2023	8:52	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/10/2023	8:40	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/09/2023	17:24	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/09/2023	17:09	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/09/2023	14:46	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/09/2023	11:50	N803TJ	SWQ3302	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
05/09/2023	10:57	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/09/2023	9:06	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/09/2023	8:58	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/09/2023	8:24	N808WA	WAL201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
05/09/2023	3:57	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/08/2023	17:06	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/08/2023	16:15	N953FE	CFS4805	Single Engine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
05/08/2023	15:04	N880FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/08/2023	10:27	N430XA	SWQ3402	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
05/08/2023	7:21	N722WD	N722WD	Single Engine	SR22	A1	VFR		FOXTROT 1
05/06/2023	14:14	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/06/2023	12:02	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/06/2023	9:08	N709FX	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/06/2023	8:32	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/06/2023	6:36	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/05/2023	21:53	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/05/2023	18:41	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/05/2023	8:44	N895FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/05/2023	8:13	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/05/2023	7:37	N843EF	VAR843	Single Engine	SR20	A1	VFR		FOXTROT 1
05/05/2023	7:26	N843EF	VAR843	Single Engine	SR20	A1	VFR		FOXTROT 1
05/04/2023	17:41	N892GT	N892GT	Helicopter	EC30	HEL	VFR	Guardian Flight	FOXTROT 1
05/04/2023	17:21	N895FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
05/04/2023	17:11	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/04/2023	8:33	N895FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/04/2023	8:28	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/04/2023	7:35	N802TJ	SWQ3341	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
05/03/2023	17:23	N895FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/03/2023	17:02	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/03/2023	16:05	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/03/2023	15:55	N278GX	GXA191	Jet 2	A320	C3	VFR	Global X	FOXTROT 1
05/03/2023	11:28	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/03/2023	9:41	N876FE	CFS4970	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/03/2023	8:42	N876FE	CFS8970	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/03/2023	8:23	N895FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/03/2023	8:15	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/02/2023	17:25	N797FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/02/2023	17:16	N808WA	WAL9203	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
05/02/2023	17:10	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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05/02/2023	10:57	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/02/2023	8:39	N797FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/02/2023	3:47	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
05/01/2023	17:39	N709FX	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/01/2023	17:14	N797FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/01/2023	16:12	N709FX	CFS4805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/01/2023	14:32	N797FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
05/01/2023	9:22	N808WA	WAL201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
05/01/2023	9:08	N278GX	GXA190	Jet 2	A320	C3	VFR	Global X	FOXTROT 1
04/29/2023	9:29	N797FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/29/2023	8:40	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/29/2023	1:29	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/28/2023	21:44	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/28/2023	17:58	N278GX	GXA691	Jet 2	A320	C3	VFR	Global X	FOXTROT 1
04/28/2023	17:23	N709FX	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/28/2023	17:05	N797FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
04/28/2023	13:05	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	FOXTROT 1
04/28/2023	9:59	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	FOXTROT 1
04/28/2023	8:27	N709FX	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/28/2023	8:24	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/28/2023	0:00	N836US	JUS836	Jet 2	MD88	C3	VFR	USA Jet Airlines	FOXTROT 1
04/27/2023	22:57	N278GX	GXA690	Jet 2	A320	C3	VFR	Global X	FOXTROT 1
04/27/2023	22:28	N836US	JUS836	Jet 2	MD88	C3	VFR	USA Jet Airlines	FOXTROT 1
04/27/2023	17:57	N810BA	N810BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
04/27/2023	17:52	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	FOXTROT 1
04/27/2023	17:25	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/27/2023	17:07	N797FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/27/2023	15:36	N801WA	WAL9102	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
04/27/2023	15:06	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	FOXTROT 1
04/27/2023	14:43	N810BA	N810BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
04/27/2023	14:32	N801WA	WAL102	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
04/27/2023	11:33	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/27/2023	11:32	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
04/27/2023	11:18	N810BA	N810BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
04/27/2023	10:08	N808WA	WAL9301	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
04/27/2023	9:07	N810BA	N810BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
04/27/2023	8:37	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/27/2023	8:32	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/27/2023	7:03	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/26/2023	20:39	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/26/2023	20:12	N808WA	WAL302	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
04/26/2023	12:13	N808WA	WAL9301	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
04/26/2023	8:52	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/26/2023	8:34	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/25/2023	23:53	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/25/2023	21:05	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/25/2023	20:47	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
04/25/2023	19:23	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/25/2023	19:14	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
04/25/2023	18:09	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/25/2023	17:25	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
04/25/2023	17:24	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/25/2023	16:59	N797FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/25/2023	16:35	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/25/2023	15:21	N808WA	WAL9303	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
04/25/2023	14:17	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/25/2023	12:28	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
04/25/2023	12:28	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/25/2023	8:31	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/25/2023	7:56	N808WA	WAL301	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
04/24/2023	21:02	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/24/2023	19:33	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/24/2023	19:08	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
04/24/2023	18:13	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/24/2023	17:30	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/24/2023	17:26	N55AS	N55AS	Multi	L90	UKN	VFR		FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Engine					
04/24/2023	17:13	N797FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/24/2023	16:31	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/24/2023	15:53	N953FE	CFS4805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/24/2023	15:49	N797FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/24/2023	15:15	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
04/24/2023	13:53	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/24/2023	13:10	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
04/24/2023	11:35	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
04/24/2023	10:21	N808WA	WAL301	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
04/24/2023	0:27	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/23/2023	21:17	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/23/2023	19:38	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/23/2023	16:28	N709S	SPA709	Jet 2	B735	C3	VFR	Sierra Pacific Airlines	FOXTROT 1
04/23/2023	16:24	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/23/2023	15:51	N55AS	N55AS	Multi Engine	L90	UKN	VFR		FOXTROT 1
04/23/2023	14:36	N810BA	N810BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
04/23/2023	13:51	N5DM	N5DM	Single Engine	PC12	A2	VFR		FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
04/23/2023	11:55	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/23/2023	2:43	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/21/2023	19:55	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/20/2023	22:23	N893GT	N893GT	Helicopter	EC30	HEL	VFR	Guardian Flight	FOXTROT 1
04/19/2023	9:30	N875FE	CFS4974	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/19/2023	8:53	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/19/2023	8:33	N875FE	CFS8974	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/19/2023	8:29	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/18/2023	17:28	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/18/2023	17:08	N797FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/18/2023	9:25	N875FE	CFS4973	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/18/2023	9:00	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/18/2023	8:47	N875FE	CFS8973	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/18/2023	8:34	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/18/2023	2:38	13-72309	72309	Military Helicopter	EC45	HEL	VFR	US Military	FOXTROT 1

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04/18/2023	0:45	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/17/2023	21:42	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/17/2023	17:35	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/17/2023	17:08	N797FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/17/2023	16:05	N953FE	CFS4805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/17/2023	15:54	N797FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/17/2023	10:27	N803TJ	SWQ3323	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
04/17/2023	10:01	N623SW	SWQ3609	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
04/17/2023	9:39	N438US	SWQ3311	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
04/17/2023	8:42	N803TJ	SWQ3322	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
04/17/2023	8:13	N623SW	SWQ3608	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
04/17/2023	7:44	N438US	SWQ3310	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
04/15/2023	9:38	N797FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/15/2023	8:55	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/15/2023	1:17	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/14/2023	21:32	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/14/2023	20:19	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
04/14/2023	17:29	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/14/2023	17:06	N797FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/14/2023	16:42	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/14/2023	16:27	167984	RAIDR36	Military	C30J	C4	VFR		FOXTROT 1
04/14/2023	8:40	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/14/2023	8:07	N797FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/13/2023	23:24	167984	RAIDR14	Military	C30J	C4	VFR		FOXTROT 1
04/13/2023	17:25	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/13/2023	17:07	N875FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/13/2023	12:30	N803TJ	SWQ3317	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
04/13/2023	12:21	N803TJ	SWQ3317	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
04/13/2023	9:58	N803TJ	SWQ3316	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
04/12/2023	17:25	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/12/2023	17:06	N875FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/12/2023	8:38	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/12/2023	8:24	N875FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/11/2023	17:31	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
04/11/2023	17:10	N875FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/11/2023	15:39	N802WA	WAL103	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
04/11/2023	8:16	N623SW	SWQ3622	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
04/10/2023	17:27	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/10/2023	17:09	N875FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/10/2023	16:50	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/10/2023	16:16	N953FE	CFS4805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/10/2023	16:09	N875FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/10/2023	8:57	N531AU	SWQ3701	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
04/10/2023	8:50	N438US	SWQ3600	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
04/10/2023	8:07	N802WA	WAL101	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
04/09/2023	17:17	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/09/2023	12:45	ZZ177	RRR6698	Military	C17	D4	VFR	RAF-HQSTC (Air Transport)	FOXTROT 1
04/08/2023	19:37	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/08/2023	16:14	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/08/2023	9:37	N875FE	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
04/08/2023	9:09	N875FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/07/2023	17:16	N880FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/07/2023	17:06	N895FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/06/2023	15:11	N456V	N456V	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/06/2023	7:00	N276EA	SWQ3405	Jet 2	B738	D3	VFR	Swift Air/Aero	FOXTROT 1
04/05/2023	9:06	N880FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/05/2023	8:59	N430XA	SWQ3331	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
04/05/2023	8:41	N895FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/04/2023	17:31	N880FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/04/2023	17:08	N895FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/04/2023	10:14	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
04/04/2023	9:01	N880FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/04/2023	8:32	N895FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
04/04/2023	8:27	N531AU	SWQ3715	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
04/04/2023	4:55	N893GT	N893GT	Helicopter	EC30	HEL	VFR	Guardian Flight	FOXTROT 1
04/03/2023	17:37	N880FE	CFS7805	Single Engine Turbine	C208	A2	IFR	FedEx Feeder	FOXTROT 1
04/03/2023	17:10	N895FE	CFS7802	Single Engine	C208	A2	IFR	FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
04/03/2023	16:20	N880FE	CFS4805	Single Engine Turbine	C208	A2	IFR	FedEx Feeder	FOXTROT 1
04/03/2023	15:39	N895FE	CFS4802	Single Engine Turbine	C208	A2	IFR	FedEx Feeder	FOXTROT 1
04/02/2023	19:37	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/02/2023	17:49	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
04/02/2023	14:34	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/02/2023	9:11	N771KW	2DN771KW	Jet 2	B772	C5	VFR	Eastern Airlines	FOXTROT 1
04/02/2023	0:49	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/01/2023	21:39	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
04/01/2023	2:33	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
03/31/2023	23:16	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
03/31/2023	19:43	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
03/31/2023	18:08	N279GX	GXA691	Jet 2	A320	C3	VFR	Global X	FOXTROT 1
03/31/2023	17:25	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/31/2023	17:09	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/31/2023	16:44	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
03/30/2023	23:08	13-72313	G72313	Military Helicopter	EC45	HEL	VFR	US Military	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
03/30/2023	22:17	N279GX	GXA690	Jet 2	A320	C3	VFR	Global X	FOXTROT 1
03/30/2023	17:30	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/30/2023	17:06	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/30/2023	11:36	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/30/2023	10:04	N397SW	SWQ3329	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
03/30/2023	9:52	N279GX	GXA190	Jet 2	A320	C3	VFR	Global X	FOXTROT 1
03/30/2023	8:41	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/30/2023	7:36	N397SW	SWQ3328	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
03/29/2023	17:34	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/29/2023	17:15	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/29/2023	9:31	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/29/2023	8:42	N880FE	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/29/2023	8:26	N805WA	WAL9805	Jet 2	MD83	D3	VFR	World Atlantic Airlines	FOXTROT 1
03/28/2023	17:26	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/28/2023	17:09	N880FE	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/28/2023	9:40	N805WA	WAL205	Jet 2	MD83	D3	VFR	World Atlantic Airlines	FOXTROT 1
03/28/2023	8:39	N807TR	WAL201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1

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User juan_trasvina
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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
03/27/2023	17:53	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
03/27/2023	14:27	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
03/26/2023	19:04	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
03/26/2023	7:59	N629SW	SWQ3408	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
03/25/2023	19:05	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
03/24/2023	20:01	N279GX	GXA192	Jet 2	A320	C3	VFR	Global X	FOXTROT 1
03/24/2023	17:25	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/24/2023	17:06	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/24/2023	16:36	N5DM	N5DM	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
03/24/2023	8:19	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/24/2023	8:14	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/23/2023	22:36	N279GX	N279GX	Jet 2	A320	C3	VFR	Global X	FOXTROT 1
03/23/2023	17:24	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/23/2023	17:05	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/23/2023	8:53	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/23/2023	8:21	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/23/2023	7:10	N277EA	SWQ3419	Jet 2	B738	D3	VFR	Swift Air/Aero	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
03/22/2023	17:37	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/22/2023	17:12	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/22/2023	14:55	N807TR	WAL204	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
03/22/2023	9:40	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/22/2023	9:07	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/22/2023	8:32	N807TR	WAL202	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
03/21/2023	18:17	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/21/2023	17:21	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/21/2023	17:12	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/21/2023	9:07	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/21/2023	8:45	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/21/2023	8:44	N807TR	WAL205	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
03/20/2023	18:02	N876FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/20/2023	17:36	N876FE	CFS4805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/20/2023	17:13	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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03/20/2023	16:26	N805WA	WAL204	Jet 2	MD83	D3	VFR	World Atlantic Airlines	FOXTROT 1
03/20/2023	15:57	N805WA	WAL203	Jet 2	MD83	D3	VFR	World Atlantic Airlines	FOXTROT 1
03/20/2023	15:27	N709FX	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/20/2023	9:39	N805WA	WAL202	Jet 2	MD83	D3	VFR	World Atlantic Airlines	FOXTROT 1
03/20/2023	7:48	N498GF	N498GF	Single Engine Turbine	PC12	A2	VFR		FOXTROT 1
03/18/2023	8:16	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/17/2023	19:32	N225AX	OAE511	Jet 2	B762	D4	VFR	Omni Air International	FOXTROT 1
03/16/2023	16:43	N808WA	WAL203	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
03/16/2023	12:24	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/16/2023	8:47	N808WA	WAL201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
03/16/2023	8:34	N397SW	SWQ3312	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
03/15/2023	17:45	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1
03/15/2023	17:24	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/15/2023	17:06	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/15/2023	16:16	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/15/2023	15:48	N808WA	WAL204	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
03/15/2023	15:43	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1

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03/15/2023	15:24	N82TK	N82TK	Helicopter	GYRO	A1	VFR		FOXTROT 1
03/15/2023	15:08	N808WA	WAL203	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
03/15/2023	14:52	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/15/2023	14:20	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1
03/15/2023	13:20	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/15/2023	12:58	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
03/15/2023	12:29	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1
03/15/2023	11:49	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/15/2023	8:23	N808WA	WAL201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
03/14/2023	20:47	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/14/2023	19:12	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/14/2023	18:15	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1
03/14/2023	17:32	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
03/14/2023	17:26	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/14/2023	17:08	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/14/2023	16:31	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1
03/14/2023	15:28	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
03/14/2023	15:07	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/14/2023	14:06	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
03/14/2023	13:58	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
03/14/2023	13:11	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/14/2023	11:57	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
03/14/2023	11:01	N545CC	SWQ3308	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
03/14/2023	10:50	N430XA	SWQ3716	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
03/14/2023	9:01	N953FE	CFS8812	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/14/2023	8:55	N623SW	SWQ3617	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
03/14/2023	8:51	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/14/2023	8:37	N892GT	N892GT	Helicopter	EC30	HEL	VFR	Guardian Flight	FOXTROT 1
03/14/2023	8:32	N545CC	SWQ3307	Jet 2	B734	C3	VFR	Swift Air/Aero	FOXTROT 1
03/13/2023	20:48	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/13/2023	19:09	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/13/2023	18:14	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1
03/13/2023	17:36	N953FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/13/2023	17:30	N808WA	WAL204	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
03/13/2023	17:14	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/13/2023	17:04	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
03/13/2023	16:25	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1
03/13/2023	16:22	N953FE	CFS4805	Single Engine	C208	A2	VFR	FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
03/13/2023	15:40	N709FX	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/13/2023	15:32	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
03/13/2023	15:13	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/13/2023	14:20	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1
03/13/2023	13:58	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
03/13/2023	9:29	N808WA	WAL201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	FOXTROT 1
03/12/2023	15:39	N17VT	N17VT	Single Engine	L90	UKN	VFR		FOXTROT 1
03/12/2023	14:17	N275RX	N275RX	Business Jet	L90	UKN	VFR		FOXTROT 1
03/12/2023	14:02	N776BA	N776BA	Single Engine Turbine	PC9	A1	VFR		FOXTROT 1
03/12/2023	9:32	N629SW	SWQ3423	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
03/12/2023	7:23	N629SW	SWQ3422	Jet 2	B733	C3	VFR	Swift Air/Aero	FOXTROT 1
03/11/2023	16:44	N963CA	NCR311	Jet 2	B752	C4	VFR	National Airlines	FOXTROT 1
03/11/2023	14:34	N963CA	NCR311	Jet 2	B752	C4	VFR	National Airlines	FOXTROT 1
03/11/2023	9:44	N709FX	CFS4802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/11/2023	9:17	N709FX	CFS8802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/11/2023	8:07	N281GX	GXA191	Jet 2	A320	C3	VFR		FOXTROT 1
03/10/2023	17:35	N856FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/10/2023	17:26	N856FE	CFS7805	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/10/2023	17:03	N709FX	CFS7802	Single Engine Turbine	C208	A2	VFR	FedEx Feeder	FOXTROT 1
03/09/2023	16:03	N801WA	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
03/09/2023	9:30	N801WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
03/09/2023	9:20	N856FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/09/2023	8:51	N281GX	GXA190	Jet 2	A320	C3			FOXTROT 1

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03/09/2023	8:49	N709FX	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/09/2023	7:34	N531AU	SWQ3316	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
03/08/2023	17:26	N856FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/08/2023	17:11	N709FX	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/08/2023	16:50	N801WA	WAL204	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
03/08/2023	16:10	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
03/08/2023	9:39	N801WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
03/07/2023	23:58	N892GT	N892GT	Helicopter	EC30	HEL		Guardian Flight	FOXTROT 1
03/07/2023	10:57	N529AU	SWQ3613	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
03/06/2023	17:33	N895FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/06/2023	17:04	N709FX	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/06/2023	15:50	N895FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/06/2023	15:23	N709FX	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/06/2023	10:42	N545CC	SWQ3308	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
03/06/2023	8:54	N545CC	SWQ3307	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
03/05/2023	8:01	N277EA	SWQ3421	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
03/02/2023	23:29	N808WA	WAL207	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1

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03/02/2023	15:29	N808WA	WAL205	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
03/02/2023	10:16	N545CC	SWQ3322	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
03/02/2023	10:10	N709FX	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/02/2023	8:53	N895FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/02/2023	7:59	N545CC	SWQ3321	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
03/01/2023	19:44	N709FX	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/01/2023	17:13	N895FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/01/2023	12:35	N808WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
03/01/2023	11:07	N797FE	CFS4750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/01/2023	10:37	N797FE	CFS8750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/01/2023	9:31	N709FX	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
03/01/2023	8:53	N895FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/28/2023	17:30	N709FX	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/28/2023	17:11	N895FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/28/2023	17:00	N801WA	WAL204	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/28/2023	16:38	N808WA	WAL208	Jet 2	MD83	D3		CARIBBEAN SUN	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
								AIRLINES	
02/28/2023	15:50	N808WA	WAL207	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/28/2023	12:09	N797FE	CFS4750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/28/2023	10:34	N797FE	CFS8750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/28/2023	10:30	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/28/2023	10:05	N709FX	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/28/2023	9:33	N801WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/28/2023	9:26	N808WA	WAL206	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/28/2023	9:13	N895FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/27/2023	17:33	N709FX	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/27/2023	17:13	N801WA	WAL204	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/27/2023	17:07	N895FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/27/2023	15:54	N709FX	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/27/2023	15:34	N895FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/27/2023	14:11	N808WA	WAL206	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/27/2023	13:16	N808WA	WAL205	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1

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02/27/2023	9:32	N801WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/26/2023	9:43	N625SW	SWQ3424	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
02/26/2023	8:20	N625SW	SWQ3423	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
02/25/2023	9:08	N709FX	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/24/2023	22:56	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/24/2023	18:09	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/24/2023	17:54	N627VA	GXA691	Jet 2	A320	C3		Alaska Airlines	FOXTROT 1
02/24/2023	17:29	N709FX	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/24/2023	17:11	N895FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/24/2023	10:30	N797FE	CFS4750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/23/2023	22:47	N627VA	GXA690	Jet 2	A320	C3		Alaska Airlines	FOXTROT 1
02/23/2023	21:38	13-72309	72309	Military Helicopter	EC45	HEL		US Military	FOXTROT 1
02/23/2023	21:29	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/23/2023	17:49	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/23/2023	17:32	N709FX	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/23/2023	17:10	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/23/2023	17:06	N802WA	WAL204	Jet 2	MD83	D3		CARIBBEAN SUN	FOXTROT 1

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								AIRLINES	
02/23/2023	16:35	N802WA	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/23/2023	10:46	N802WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/23/2023	9:47	N802WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/23/2023	9:46	N709FX	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/23/2023	9:38	N531AU	SWQ3311	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
02/23/2023	8:42	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/23/2023	8:05	N531AU	SWQ3310	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
02/23/2023	3:32	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/22/2023	22:41	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/22/2023	18:50	N627VA	GXA190	Jet 2	A320	C3		Alaska Airlines	FOXTROT 1
02/22/2023	18:37	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/22/2023	17:51	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/22/2023	17:17	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/22/2023	16:18	N709FX	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/22/2023	16:05	N876FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/22/2023	15:54	N804WA	WAL204	Jet 2	MD83	D3		CARIBBEAN SUN	FOXTROT 1

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								AIRLINES	
02/22/2023	15:10	N804WA	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/22/2023	9:21	N804WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/21/2023	17:28	N709FX	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/21/2023	17:08	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/21/2023	16:53	N808WA	WAL204	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/21/2023	11:22	N804WA	WAL106	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/21/2023	10:50	N808WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/21/2023	10:46	N407TX	N407TX	Helicopter	B407	HEL		Air Methods	FOXTROT 1
02/21/2023	9:03	N709FX	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/21/2023	8:34	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/21/2023	2:34	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/20/2023	15:07	N876FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/20/2023	15:06	N722LW	N722LW	Single Engine	R114	A1			FOXTROT 1
02/20/2023	15:01	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/20/2023	4:43	N893GT	N893GT	Helicopter	EC30	HEL		Guardian Flight	FOXTROT 1
02/19/2023	23:04	N498GF	N498GF	Single Engine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
02/19/2023	17:32	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/19/2023	3:38	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/18/2023	14:48	N311VM	N311VM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/18/2023	13:15	N311VM	N311VM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/18/2023	12:17	N311VM	N311VM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/18/2023	11:06	N311VM	N311VM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/18/2023	10:17	N709FX	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/18/2023	9:28	N312LG	00420042	Business Jet	LJ35	D1			FOXTROT 1
02/18/2023	9:11	N709FX	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/17/2023	22:01	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/17/2023	19:02	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/17/2023	15:48	N498GF	N498GF	Single Engine Turbine	PC12	A2			FOXTROT 1
02/17/2023	14:53	13-72294	72294	Military Helicopter	EC45	HEL		US Military	FOXTROT 1
02/17/2023	13:01	N820JL	TMB820	Business Jet	HDJT	B1		Volato	FOXTROT 1
02/17/2023	8:36	N806GJ	JLG806	Business Jet	H25B	B2		Jet Logistics	FOXTROT 1
02/16/2023	19:40	N802WA	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/16/2023	11:45	N797FE	CFS4750	Single Engine	C208	A2		FedEx Feeder	FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

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Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
02/16/2023	9:27	N529AU	SWQ3325	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
02/15/2023	19:13	169536	RAIDR30	Military	C30J	C4			FOXTROT 1
02/15/2023	17:15	N802WA	WAL107	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/15/2023	16:09	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/15/2023	15:21	169536	RAIDR30	Military	C30J	C4			FOXTROT 1
02/15/2023	9:27	N802WA	WAL105	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/15/2023	9:02	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/14/2023	17:48	N709FX	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/14/2023	17:38	N709FX	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/14/2023	17:20	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/14/2023	17:14	N808WA	WAL204	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/14/2023	16:21	N808WA	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/14/2023	16:17	N802WA	WAL110	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/14/2023	16:04	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/14/2023	12:33	N797FE	CFS4750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/14/2023	11:04	N709FX	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/14/2023	10:39	N797FE	CFS8750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/14/2023	10:35	N808WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/14/2023	10:11	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/14/2023	9:37	N808WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
02/14/2023	7:53	N804WA	WAL108	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/14/2023	0:26	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/13/2023	19:37	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/13/2023	18:43	N709FX	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/13/2023	18:33	N709FX	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/13/2023	17:23	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/13/2023	16:37	N804WA	WAL107	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/13/2023	16:35	N709FX	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/13/2023	16:33	N876FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/13/2023	11:39	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/13/2023	9:25	N802WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/12/2023	9:46	C-GSGZ	CGSGZ	Single Engine Turbine	C208	A2			FOXTROT 1
02/12/2023	9:36	N277EA	SWQ3320	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
02/12/2023	7:33	N627SW	SWQ3610	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
02/12/2023	0:24	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/11/2023	23:33	N880GT	N880GT	Helicopter	AS50	HEL		GUARDIAN FLIGHT	FOXTROT 1

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02/11/2023	20:58	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/11/2023	11:08	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/11/2023	10:16	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/11/2023	8:46	N281GX	GXA151	Jet 2	A320	C3			FOXTROT 1
02/09/2023	9:34	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
02/08/2023	21:05	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/08/2023	16:27	N802WA	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/08/2023	11:10	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/08/2023	9:45	N802WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
02/08/2023	3:58	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/07/2023	17:30	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/07/2023	15:09	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	FOXTROT 1
02/07/2023	13:51	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/07/2023	8:34	N629SW	SWQ3985	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
02/07/2023	1:26	N880GT	N880GT	Helicopter	AS50	HEL		GUARDIAN FLIGHT	FOXTROT 1
02/06/2023	16:58	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
02/06/2023	9:27	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	FOXTROT 1
02/05/2023	10:29	N772AL	N772AL	Helicopter	B407	HEL			FOXTROT 1
02/05/2023	8:10	N625SW	SWQ3423	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
02/05/2023	6:50	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/05/2023	0:37	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
02/04/2023	7:09	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/31/2023	23:45	13-72313	G72313	Military Helicopter	EC45	HEL		US Military	FOXTROT 1
01/31/2023	21:07	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/31/2023	17:47	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	FOXTROT 1
01/31/2023	9:47	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	FOXTROT 1
01/30/2023	18:32	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
01/30/2023	17:54	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1
01/30/2023	17:26	N876FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/30/2023	17:00	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
01/30/2023	16:17	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/30/2023	15:42	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1
01/30/2023	15:24	N876FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/30/2023	15:22	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1

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User juan_trasvina
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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
01/30/2023	15:21	N875FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/30/2023	15:17	N774BA	N774BA	Single Engine Turbine	PC9	A1			FOXTROT 1
01/30/2023	14:12	N810BA	N810BA	Single Engine Turbine	PC9	A1			FOXTROT 1
01/30/2023	11:02	N774BA	N774BA	Single Engine Turbine	PC9	A1			FOXTROT 1
01/30/2023	10:54	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	FOXTROT 1
01/25/2023	17:45	N807TR	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
01/25/2023	15:36	N779XX	BOE002	Jet 2	B779	D5		Boeing Commercial Airplane Group	FOXTROT 1
01/25/2023	15:20	N779XX	BOE002	Jet 2	B779	D5		Boeing Commercial Airplane Group	FOXTROT 1
01/16/2023	17:44	N876FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/16/2023	17:06	N953FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/16/2023	15:59	N876FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/16/2023	15:36	N953FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/16/2023	5:22	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/15/2023	10:17	N625SW	SWQ3801	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
01/15/2023	7:33	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
01/15/2023	3:03	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/14/2023	9:40	N875FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/14/2023	9:07	N875FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/13/2023	9:28	N856FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/13/2023	9:07	N875FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/12/2023	23:27	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/12/2023	10:06	N277EA	SWQ3810	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
01/12/2023	8:48	N629SW	SWQ3820	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
01/12/2023	3:36	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/11/2023	11:53	N880FE	CFS4750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/11/2023	10:02	N880FE	CFS8750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/11/2023	9:45	N875FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/11/2023	9:32	N895FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/10/2023	17:26	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/10/2023	17:10	N895FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/10/2023	14:18	N397SW	SWQ3716	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
01/10/2023	12:16	N397SW	SWQ3714	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
01/10/2023	4:14	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/09/2023	19:26	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/09/2023	17:26	N856FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/09/2023	17:12	N797FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/09/2023	8:27	N629SW	SWQ3301	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
01/09/2023	6:50	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/09/2023	3:26	N281GX	GXA131	Jet 2	A320	C3			FOXTROT 1
01/08/2023	15:50	N281GX	GXA130	Jet 2	A320	C3			FOXTROT 1
01/08/2023	13:25	N30AS	N30AS	Jet 2	B737	C3		GOL Linhas Aereas Inteligentes	FOXTROT 1
01/08/2023	9:03	N627SW	SWQ3415	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
01/07/2023	17:04	N281GX	GXA125	Jet 2	A320	C3			FOXTROT 1
01/07/2023	3:36	N5DM	N5DM	Single Engine Turbine	PC12	A2			FOXTROT 1
01/07/2023	0:39	13-72307	72307	Military Helicopter	EC45	HEL		US Military	FOXTROT 1
01/05/2023	17:30	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/05/2023	17:10	N953FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
01/05/2023	10:26	(GOV/MIL)	AAAAAAA	Military		UKN			FOXTROT 1
01/04/2023	10:36	N895FE	CFS4750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/27/2022	9:19	N623SW	SWQ3816	Jet 2	B733	C3		Swift	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
								Air/Aero	
12/24/2022	16:34	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/24/2022	13:34	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/22/2022	10:13	N804WA	WAL9804	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
12/22/2022	9:28	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	FOXTROT 1
12/22/2022	8:31	N529AU	SWQ3750	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/21/2022	8:40	N629SW	SWQ3315	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/21/2022	4:17	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/20/2022	11:19	N856FE	CFS8750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/20/2022	9:27	N277EA	SWQ3800	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
12/20/2022	3:26	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/19/2022	15:28	N953FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/19/2022	13:16	N629SW	SWQ3305	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/19/2022	9:51	N438US	SWQ3921	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
12/18/2022	11:55	N397SW	SWQ3802	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/18/2022	10:21	N397SW	SWQ3801	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/17/2022	18:20	N276GX	GXA192	Jet 2	A320	C3		Global X	FOXTROT 1
12/16/2022	18:54	N276GX	GXA692	Jet 2	A320	C3		Global X	FOXTROT 1
12/15/2022	22:39	N276GX	GXA691	Jet 2	A320	C3		Global X	FOXTROT 1
12/15/2022	21:08	N276GX	GXA191	Jet 2	A320	C3		Global X	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
12/15/2022	17:36	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/15/2022	17:05	N875FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/15/2022	15:23	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/15/2022	13:36	N774BA	N774BA	Single Engine Turbine	PC9	A1			FOXTROT 1
12/15/2022	13:16	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/15/2022	13:03	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/15/2022	8:32	N875FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/15/2022	0:18	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/14/2022	13:15	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/14/2022	4:12	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/13/2022	22:41	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/13/2022	21:24	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/13/2022	19:36	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/13/2022	19:06	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/13/2022	17:27	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/13/2022	17:18	N875FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/13/2022	14:58	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
12/13/2022	13:04	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/13/2022	10:34	N876FE	CFS8750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/12/2022	19:56	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/12/2022	18:34	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/12/2022	18:27	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/12/2022	17:29	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/12/2022	17:05	N875FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/12/2022	16:08	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/12/2022	15:45	N627SW	SWQ9627	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/12/2022	15:31	N875FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/12/2022	15:10	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/12/2022	15:02	N438US	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
12/12/2022	13:27	N438US	SWQ9560	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
12/12/2022	13:08	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
12/12/2022	10:28	N627SW	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/12/2022	8:50	N627SW	SWQ3501	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/12/2022	8:36	ZM414	SKYFALL2	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/11/2022	21:09	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
12/11/2022	20:44	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/11/2022	9:21	N277EA	SWQ3594	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
12/11/2022	5:59	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/10/2022	19:25	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/10/2022	15:46	N278GX	GXA196	Jet 2	A320	C3		Global X	FOXTROT 1
12/10/2022	15:44	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/09/2022	23:26	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/09/2022	18:45	N278GX	GXA696	Jet 2	A320	C3		Global X	FOXTROT 1
12/09/2022	18:08	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/09/2022	9:31	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/09/2022	8:59	ZM414	ZM414	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/08/2022	22:51	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/08/2022	22:33	N278GX	GXA695	Jet 2	A320	C3		Global X	FOXTROT 1
12/08/2022	16:02	N278GX	GXA195	Jet 2	A320	C3		Global X	FOXTROT 1
12/08/2022	11:30	ZM414	SKYFALL0	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/08/2022	7:36	N627SW	SWQ9011	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/07/2022	22:59	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/07/2022	20:13	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
12/07/2022	17:32	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/07/2022	17:12	N875FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/07/2022	11:26	ZM414	SKYFALL2	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/07/2022	10:31	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/07/2022	10:08	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/07/2022	8:56	N875FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/06/2022	18:46	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/06/2022	18:25	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/06/2022	17:36	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/06/2022	17:13	N875FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/06/2022	15:47	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/06/2022	9:56	N953FE	CFS8750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/06/2022	8:35	ZM414	SKYFALL2	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/06/2022	1:14	N893GT	N893GT	Helicopter	EC30	HEL		Guardian Flight	FOXTROT 1
12/05/2022	17:49	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
12/05/2022	17:27	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/05/2022	17:15	N875FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/05/2022	15:35	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/05/2022	15:25	N875FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/05/2022	14:20	N529AU	SWQ3651	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/05/2022	13:04	N529AU	SWQ3650	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/05/2022	11:44	ZM414	SKYFALL0	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/04/2022	11:11	N624XA	SWQ3515	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
12/04/2022	9:35	N623SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
12/04/2022	9:31	N624XA	SWQ3515	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
12/04/2022	7:16	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/03/2022	9:56	N797FE	CFS4970	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/03/2022	9:50	N875FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/03/2022	9:12	N875FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/03/2022	9:03	N797FE	CFS8970	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/03/2022	8:42	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/02/2022	18:45	N456V	N456V	Single Engine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
12/02/2022	17:47	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/02/2022	9:41	N953FE	CFS8750	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/02/2022	8:26	ZM414	SKYFALL2	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/01/2022	18:33	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/01/2022	17:36	N880FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/01/2022	17:19	N797FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/01/2022	16:28	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
12/01/2022	13:04	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
12/01/2022	12:09	N277EA	SWQ3955	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
12/01/2022	9:16	N880FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/01/2022	8:47	N797FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
12/01/2022	8:16	ZM414	SKYFALL0	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
11/30/2022	19:02	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	FOXTROT 1
11/17/2022	8:21	N627SW	SWQ3503	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
11/16/2022	21:17	N276GX	GXA191	Jet 2	A320	C3		Global X	FOXTROT 1
11/16/2022	12:43	N619BZ	N619BZ	Helicopter	R44	HEL			FOXTROT 1
11/16/2022	9:46	N529AU	SWQ3509	Jet 2	B733	C3		Swift	FOXTROT 1

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Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
								Air/Aero	
11/15/2022	10:28	N709FX	CFS8971	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/15/2022	10:27	N953FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/14/2022	16:05	N953FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/14/2022	4:33	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/12/2022	9:19	N797FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/12/2022	8:29	N797FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/12/2022	7:17	N893GT	N893GT	Helicopter	EC30	HEL		Guardian Flight	FOXTROT 1
11/11/2022	17:07	N709FX	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/11/2022	9:43	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/10/2022	0:25	N893GT	N893GT	Helicopter	EC30	HEL		Guardian Flight	FOXTROT 1
11/09/2022	17:35	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/09/2022	17:09	N709FX	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/09/2022	15:40	165833	CNV4655	Military	B737	C3		US Military	FOXTROT 1
11/09/2022	14:00	N207AX	OAE124	Jet 2	B762	D4		Omni Air Express	FOXTROT 1
11/09/2022	13:13	165833	CNV4655	Military	B737	C3		US Military	FOXTROT 1
11/09/2022	10:28	N541G	00000000	Multi Engine Turbine	B350	B2			FOXTROT 1
11/09/2022	9:35	N541G	00000000	Multi Engine	B350	B2			FOXTROT 1

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Customer ID	KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
11/09/2022	8:48	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/09/2022	8:38	N709FX	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/08/2022	17:42	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/08/2022	17:23	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/08/2022	17:05	N709FX	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/08/2022	11:02	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/08/2022	10:21	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/07/2022	19:30	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	FOXTROT 1
11/07/2022	17:53	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	FOXTROT 1
11/07/2022	17:20	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/07/2022	16:56	N709FX	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/07/2022	15:49	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/07/2022	15:45	N709FX	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/07/2022	15:15	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/07/2022	14:03	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
11/07/2022	9:35	N629SW	SWQ3660	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
11/07/2022	7:56	N625SW	SWQ3340	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
11/06/2022	13:14	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/06/2022	4:09	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/05/2022	16:04	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/05/2022	10:59	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/05/2022	9:23	N802TJ	SWQ3615	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
11/05/2022	4:48	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/05/2022	0:56	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/04/2022	14:32	N804WA	WAL9804	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
11/04/2022	3:13	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/04/2022	0:31	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/03/2022	17:39	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/03/2022	17:30	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/03/2022	17:14	N880FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/03/2022	9:37	N438US	SWQ3313	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
11/03/2022	9:26	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/03/2022	8:40	N880FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/03/2022	8:28	N438US	SWQ3312	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
11/02/2022	23:46	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/02/2022	20:53	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/02/2022	17:31	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/02/2022	17:11	N880FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/02/2022	16:42	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/02/2022	11:32	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/02/2022	8:48	N880FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/02/2022	5:13	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/01/2022	17:22	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/01/2022	17:13	N880FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
11/01/2022	12:58	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
11/01/2022	10:36	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
10/31/2022	15:24	N846FE	PCM7970	Single Engine Turbine	C208	A2		FedEx	FOXTROT 1
10/30/2022	23:27	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/30/2022	18:13	N886GT	N886GT	Helicopter	AS50	HEL			FOXTROT 1
10/30/2022	17:29	N819CA	NCR331	Jet 2	A332	C5		National Airlines	FOXTROT 1
10/30/2022	8:11	N397SW	SWQ3511	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/29/2022	23:08	N893GT	N893GT	Helicopter	EC30	HEL		Guardian Flight	FOXTROT 1
10/29/2022	17:56	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/29/2022	13:43	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/29/2022	8:23	N627SW	SWQ3512	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/28/2022	3:36	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/27/2022	8:49	N880FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/26/2022	17:31	N876FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/26/2022	17:15	N880FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/25/2022	9:30	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/25/2022	8:43	N287NV	AAY8044	Jet 2	A320	C3		Allegiant	FOXTROT 1
10/25/2022	2:41	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/24/2022	8:33	N397SW	SWQ3510	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/23/2022	19:18	N456V	N456V	Single Engine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
10/23/2022	16:01	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/23/2022	10:39	N629SW	SWQ3415	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/23/2022	9:08	N624XA	SWQ3413	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
10/23/2022	7:56	N624XA	SWQ3412	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
10/23/2022	2:34	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/22/2022	23:25	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/22/2022	14:48	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/22/2022	11:13	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/22/2022	9:19	N880FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/22/2022	6:34	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/21/2022	17:35	N880FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/21/2022	17:08	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/21/2022	8:50	167954	167954	Military	P8	D3		US Navy	FOXTROT 1
10/21/2022	8:38	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/21/2022	1:27	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/20/2022	4:36	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
10/18/2022	9:35	N397SW	SWQ3405	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/18/2022	8:17	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/17/2022	15:10	N876FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/17/2022	9:31	N277EA	SWQ3404	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
10/16/2022	3:55	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/15/2022	9:23	N876FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/15/2022	8:40	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/14/2022	17:35	N880FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/14/2022	17:13	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/14/2022	8:52	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/14/2022	5:09	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/14/2022	0:21	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/13/2022	9:01	N277EA	SWQ3306	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
10/12/2022	17:39	N880FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/12/2022	17:15	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/12/2022	17:01	N833US	JUS833	Jet 2	MD88	C3		USA Jet Airlines	FOXTROT 1

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10/12/2022	8:30	N880FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/12/2022	8:24	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/11/2022	17:26	N880FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/11/2022	17:00	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/11/2022	13:13	59-1520	59-1520	Military	K35T	C4		US Military	FOXTROT 1
10/11/2022	8:29	N880FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/11/2022	8:26	N529AU	SWQ3510	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/11/2022	8:22	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/11/2022	5:01	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/10/2022	17:31	N880FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/10/2022	17:13	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/10/2022	8:42	N531AU	SWQ3954	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/09/2022	11:45	N624XA	SWQ3216	Jet 2	B738	D3		Swift Air/Aero	FOXTROT 1
10/09/2022	9:55	N629SW	SWQ3501	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/09/2022	9:09	N531AU	SWQ3530	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/09/2022	6:59	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/08/2022	8:38	N629SW	SWQ3510	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1

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10/08/2022	2:28	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/07/2022	23:23	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
10/07/2022	17:37	N880FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/07/2022	17:21	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/07/2022	15:30	N486AX	OAE9960	Jet 2	B763	D4		Omni Air International	FOXTROT 1
10/07/2022	13:58	N486AX	OAE9960	Jet 2	B763	D4		Omni Air International	FOXTROT 1
10/07/2022	8:48	N880FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/07/2022	8:45	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/06/2022	17:55	N486AX	OAE9960	Jet 2	B763	D4		Omni Air International	FOXTROT 1
10/06/2022	17:49	N807TR	WAL9807	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
10/06/2022	9:51	N953FE	CFS8801	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/06/2022	9:03	N953FE	CFS8801	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/06/2022	8:29	N880FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/06/2022	8:19	N628VA	GXA695	Jet 2	A320	C3		Alaska Airlines	FOXTROT 1
10/06/2022	8:06	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/05/2022	17:34	N880FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
10/05/2022	17:20	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/05/2022	12:41	168980	CNV4360	Military	B737	C3		US Military	FOXTROT 1
10/05/2022	9:12	N953FE	CFS8801	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/05/2022	9:03	N880FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/05/2022	8:51	N953FE	CFS8801	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/05/2022	8:46	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/04/2022	15:10	N628VA	GXA195	Jet 2	A320	C3		Alaska Airlines	FOXTROT 1
10/04/2022	9:40	N529AU	SWQ3508	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/04/2022	8:49	N880FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/04/2022	8:43	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/04/2022	8:26	N628VA	GXA695	Jet 2	A320	C3		Alaska Airlines	FOXTROT 1
10/04/2022	7:59	N529AU	SWQ3507	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/03/2022	18:57	N833US	JUS833	Jet 2	MD88	C3		USA Jet Airlines	FOXTROT 1
10/03/2022	17:25	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/03/2022	16:02	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/03/2022	11:05	N440US	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
10/03/2022	9:47	N440US	SWQ3501	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
10/03/2022	9:35	N529AU	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1

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10/03/2022	8:16	N529AU	SWQ3504	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/02/2022	16:00	N628VA	GXA193	Jet 2	A320	C3		Alaska Airlines	FOXTROT 1
10/02/2022	9:43	N625SW	SWQ3411	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/02/2022	9:38	N529AU	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/02/2022	9:01	N278GX	GXA695	Jet 2	A320	C3		Global X	FOXTROT 1
10/02/2022	8:30	N529AU	SWQ3504	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/02/2022	7:53	N625SW	SWQ3410	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
10/01/2022	10:03	N278GX	GXA691	Jet 2	A320	C3		Global X	FOXTROT 1
10/01/2022	9:57	N953FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
10/01/2022	8:30	N953FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/30/2022	17:30	N876FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/30/2022	17:12	N709FX	CF8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/30/2022	9:10	N876FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/30/2022	9:05	N709FX	CF8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/29/2022	17:43	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
09/29/2022	17:37	N876FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/29/2022	17:18	N709FX	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/29/2022	9:02	N876FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/29/2022	8:51	N709FX	CF8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/28/2022	17:23	N876FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/28/2022	17:14	N709FX	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/28/2022	15:10	N120NX	N120NX	Helicopter	MI24	HEL			FOXTROT 1
09/28/2022	10:30	N233GE	VXP8401	Jet 2	B738	D3		Avelo Airlines	FOXTROT 1
09/28/2022	9:20	N876FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/28/2022	8:27	N709FX	CF8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/28/2022	8:14	N233GE	VXP8400	Jet 2	B738	D3		Avelo Airlines	FOXTROT 1
09/27/2022	17:37	N709FX	CF7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/27/2022	17:12	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/27/2022	8:38	N709FX	CF8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/26/2022	9:52	N263LM	SWQ3002	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/26/2022	9:33	N529AU	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/26/2022	8:49	N263LM	SWQ3001	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/26/2022	8:13	N529AU	SWQ3504	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/25/2022	2:32	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/24/2022	22:47	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/24/2022	9:34	N278GX	GXA691	Jet 2	A320	C3		Global X	FOXTROT 1

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09/24/2022	8:13	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/23/2022	17:18	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/23/2022	13:10	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/23/2022	8:37	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/23/2022	8:13	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/22/2022	19:12	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/22/2022	17:21	N876FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/22/2022	17:10	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/22/2022	17:04	N856FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/22/2022	15:16	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/22/2022	15:06	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/22/2022	13:11	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1
09/22/2022	12:55	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/22/2022	12:19	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1
09/22/2022	11:41	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/22/2022	8:44	N856FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/22/2022	8:43	N458UW	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/22/2022	7:52	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/22/2022	2:40	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/21/2022	23:20	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/21/2022	21:43	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/21/2022	20:53	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/21/2022	19:15	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/21/2022	19:05	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/21/2022	17:22	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/21/2022	17:19	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/21/2022	17:16	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/21/2022	17:07	N856FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/21/2022	15:34	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1
09/21/2022	15:19	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/21/2022	15:02	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/21/2022	14:54	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1
09/21/2022	13:27	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1
09/21/2022	13:08	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/21/2022	12:44	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/21/2022	11:58	N809SY	SCX8956	Jet 2	B738	D3		Sun Country	FOXTROT 1
09/21/2022	10:57	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/21/2022	9:55	N263LM	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/21/2022	9:15	N805SY	SCX8943	Jet 2	B738	D3		Sun Country	FOXTROT 1
09/21/2022	9:01	N804SY	SCX8932	Jet 2	B738	D3		Sun Country	FOXTROT 1
09/21/2022	8:46	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/21/2022	8:34	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/21/2022	8:30	N856FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/21/2022	8:28	N263LM	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/21/2022	2:03	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/20/2022	22:32	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/20/2022	21:17	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/20/2022	19:49	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1
09/20/2022	19:17	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/20/2022	18:56	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/20/2022	17:31	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/20/2022	17:22	N809SY	SCX8925	Jet 2	B738	D3		Sun Country	FOXTROT 1
09/20/2022	17:20	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/20/2022	17:14	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/20/2022	17:08	N856FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/20/2022	15:01	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/20/2022	14:29	N804SY	SCX8901	Jet 2	B738	D3		Sun Country	FOXTROT 1
09/20/2022	10:02	N440US	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/20/2022	9:19	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/20/2022	8:50	N856FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/20/2022	8:30	N440US	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/19/2022	17:37	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/19/2022	17:10	N856FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/19/2022	16:51	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/19/2022	16:10	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1
09/19/2022	15:49	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/19/2022	15:33	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/19/2022	15:31	N856FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/19/2022	14:31	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/19/2022	13:03	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/19/2022	11:06	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/19/2022	9:56	N263LM	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/19/2022	8:37	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/19/2022	8:25	N263LM	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/18/2022	23:11	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/18/2022	18:48	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/18/2022	16:34	N55AS	N55AS	Multi Engine	L90	UKN			FOXTROT 1
09/18/2022	15:04	N275RX	N275RX	Business Jet	L90	UKN			FOXTROT 1
09/18/2022	13:48	N669BA	N669BA	Single Engine Turbine	PC9	A1			FOXTROT 1
09/18/2022	13:39	N625SW	SWQ3529	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/18/2022	8:33	N625SW	SWQ3528	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/18/2022	7:52	N623SW	SWQ3415	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/18/2022	7:37	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/18/2022	4:34	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/17/2022	13:31	N278GX	GXA130	Jet 2	A320	C3		Global X	FOXTROT 1
09/17/2022	9:57	N856FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/17/2022	1:28	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/16/2022	22:11	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1

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09/16/2022	19:48	N276GX	GXA694	Jet 2	A320	C3		Global X	FOXTROT 1
09/16/2022	17:35	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/16/2022	17:10	N856FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/16/2022	8:43	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/16/2022	8:31	N856FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/15/2022	18:11	N802WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	FOXTROT 1
09/15/2022	17:28	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/15/2022	17:12	N856FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/15/2022	15:44	N834US	JUS834	Jet 2	MD88	C3		USA Jet Airlines	FOXTROT 1
09/15/2022	14:24	N834US	JUS834	Jet 2	MD88	C3		USA Jet Airlines	FOXTROT 1
09/15/2022	10:05	N458UW	SWQ3508	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/15/2022	9:03	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/15/2022	8:35	N856FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/15/2022	8:08	N458UW	SWQ3507	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/14/2022	17:26	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/14/2022	17:17	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/14/2022	12:54	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/13/2022	17:43	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/13/2022	17:15	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/13/2022	16:47	N804SY	SCX8907	Jet 2	B738	D3		Sun Country	FOXTROT 1
09/13/2022	10:39	N529AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/13/2022	9:24	N819CA	NCR361	Jet 2	A332	C5		National Airlines	FOXTROT 1
09/13/2022	9:12	N529AU	SWQ3501	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/13/2022	8:43	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/13/2022	8:33	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/13/2022	6:38	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/13/2022	3:53	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/12/2022	20:11	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/12/2022	17:23	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/12/2022	16:43	N895FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/12/2022	15:43	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/12/2022	15:35	N895FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/12/2022	14:07	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1

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09/11/2022	10:46	N629SW	SWQ3514	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/11/2022	9:02	N629SW	SWQ3513	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/11/2022	7:21	N525BN	N525BN	Military	B525	D5			FOXTROT 1
09/11/2022	1:35	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/10/2022	21:00	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/10/2022	12:44	N278GX	GXA110	Jet 2	A320	C3		Global X	FOXTROT 1
09/10/2022	12:24	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/10/2022	11:34	N278GX	MGXA611	Jet 2	A320	C3		Global X	FOXTROT 1
09/10/2022	5:59	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/10/2022	3:07	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/10/2022	1:47	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/09/2022	22:49	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/09/2022	17:41	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/09/2022	12:21	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/09/2022	8:44	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/09/2022	3:08	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/08/2022	22:07	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1

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09/08/2022	8:49	N531AU	SWQ3600	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/08/2022	8:44	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/08/2022	7:40	N458UW	SWQ3801	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/07/2022	17:40	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/07/2022	17:12	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/07/2022	8:49	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/06/2022	17:25	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/06/2022	17:08	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/06/2022	15:54	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/06/2022	15:29	N876FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/06/2022	9:54	N806TJ	SWQ3812	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/06/2022	9:35	N531AU	SWQ3802	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/06/2022	8:27	N806TJ	SWQ3811	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
09/06/2022	8:23	N531AU	SWQ3801	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
09/06/2022	0:39	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/05/2022	21:38	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/05/2022	10:02	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1

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09/05/2022	5:35	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/04/2022	23:31	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/04/2022	20:12	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/04/2022	16:42	N525BN	N525BN	Military	B525	D5			FOXTROT 1
09/04/2022	1:18	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/03/2022	22:02	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/03/2022	16:37	N525BN	N525BN	Military	B525	D5			FOXTROT 1
09/03/2022	9:41	N797FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/03/2022	8:12	N797FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/02/2022	22:03	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/02/2022	9:03	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/02/2022	8:09	N876FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/02/2022	5:43	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
09/01/2022	21:09	N278GX	GXA610	Jet 2	A320	C3		Global X	FOXTROT 1
09/01/2022	17:26	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
09/01/2022	17:11	N876FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/30/2022	0:24	N587AE	N587AE	Helicopter	AS50	HEL			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
08/12/2022	14:27	N880GT	N880GT	Helicopter	AS50	HEL		GUARDIAN FLIGHT	FOXTROT 1
08/12/2022	8:34	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/11/2022	22:59	N342AX	OAE181	Jet 2	B763	D4		Omni Air International	FOXTROT 1
08/11/2022	21:09	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
08/11/2022	17:29	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/11/2022	17:07	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/11/2022	16:48	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
08/11/2022	10:23	N531AU	SWQ3605	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
08/10/2022	17:47	N856FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/10/2022	16:07	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
08/10/2022	13:38	N538CC	SWQ3609	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/10/2022	13:30	N806TJ	SWQ3632	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/10/2022	12:43	N538CC	SWQ3608	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/10/2022	12:34	N806TJ	SWQ3631	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/10/2022	12:01	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
08/10/2022	10:30	N797FE	CFS203	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/10/2022	8:37	N856FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
08/10/2022	8:32	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/09/2022	17:35	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/09/2022	17:10	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/09/2022	9:35	N806TJ	SWQ3634	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/09/2022	8:45	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/09/2022	8:35	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/09/2022	8:11	N806TJ	SWQ3633	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/08/2022	18:39	N992FE	CFS203	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/08/2022	18:34	N880FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/08/2022	18:01	N880FE	CFS202	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/08/2022	17:27	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/08/2022	15:32	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/08/2022	15:23	N992FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/08/2022	11:19	N486AX	OAE9740	Jet 2	B763	D4		Omni Air International	FOXTROT 1
08/08/2022	9:29	N538CC	SWQ3602	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/08/2022	8:14	N538CC	SWQ3601	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/07/2022	10:00	N625SW	SWQ3413	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1

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08/07/2022	9:30	N626SW	SWQ3639	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
08/07/2022	8:21	N625SW	SWQ3412	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
08/07/2022	8:02	N626SW	SWQ3638	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
08/06/2022	11:31	N627SW	SWQ3507	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
08/06/2022	10:22	N627SW	SWQ3506	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
08/06/2022	9:30	N992FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/06/2022	8:38	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/06/2022	1:30	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
08/05/2022	18:49	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
08/05/2022	17:28	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/05/2022	9:57	N802TJ	SWQ3621	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/05/2022	8:50	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/05/2022	8:42	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/05/2022	8:15	N802TJ	SWQ3620	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/04/2022	19:03	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
08/04/2022	17:33	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/04/2022	17:09	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1

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08/04/2022	15:57	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
08/04/2022	14:45	N797FE	CFS4812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/04/2022	11:53	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/04/2022	10:49	N626SW	SWQ3636	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
08/04/2022	8:36	N626SW	SWQ3635	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
08/03/2022	17:38	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/03/2022	17:15	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/03/2022	13:40	N458UW	SWQ3112	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/03/2022	12:39	N458UW	SWQ3111	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/03/2022	8:25	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/03/2022	8:21	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/02/2022	17:29	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/02/2022	17:08	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/02/2022	9:59	N458UW	SWQ3205	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/02/2022	9:00	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/02/2022	8:51	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/02/2022	8:23	N456V	N456V	Single Engine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
08/02/2022	8:18	N458UW	SWQ3204	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/02/2022	5:20	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
08/01/2022	17:34	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/01/2022	17:16	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/01/2022	15:37	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/01/2022	15:15	N992FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
08/01/2022	10:01	N458UW	SWQ3201	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/01/2022	8:47	N458UW	SWQ3200	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
08/01/2022	5:41	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
08/01/2022	2:16	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
07/31/2022	23:54	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
07/31/2022	20:16	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
07/31/2022	9:47	N531AU	SWQ3602	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
07/31/2022	9:10	N625SW	SWQ3551	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
07/31/2022	7:32	N625SW	SWQ3550	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
07/31/2022	5:49	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
07/31/2022	3:02	N456V	N456V	Single Engine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
07/30/2022	12:33	N880GT	N880GT	Helicopter	AS50	HEL		GUARDIAN FLIGHT	FOXTROT 1
07/30/2022	9:15	N992FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
07/30/2022	8:27	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
07/30/2022	6:58	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
07/30/2022	3:34	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
07/29/2022	18:31	N468AX	OAE9683	Jet 2	B763	D4		Omni Air International	FOXTROT 1
07/29/2022	17:34	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
07/29/2022	17:15	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
07/29/2022	16:44	N468AX	OAE9683	Jet 2	B763	D4		Omni Air International	FOXTROT 1
07/29/2022	8:46	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
07/29/2022	8:39	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
07/28/2022	21:09	N468AX	OAE9683	Jet 2	B763	D4		Omni Air International	FOXTROT 1
07/28/2022	17:45	N468AX	OAE9683	Jet 2	B763	D4		Omni Air International	FOXTROT 1
07/28/2022	17:30	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
07/28/2022	17:09	N875FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
07/28/2022	8:42	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
07/28/2022	8:37	N875FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
07/28/2022	5:45	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
07/28/2022	1:22	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
07/27/2022	21:58	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
07/27/2022	18:33	N456V	N456V	Single Engine Turbine	PC12	A2			FOXTROT 1
07/27/2022	17:07	N875FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
07/27/2022	10:31	N531AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
06/23/2022	8:02	N856FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/22/2022	17:36	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/22/2022	17:19	N856FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/22/2022	9:13	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/22/2022	8:35	N856FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/22/2022	4:43	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/22/2022	1:09	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/21/2022	17:38	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
06/21/2022	9:25	N529AU	SWQ3981	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
06/21/2022	8:34	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/21/2022	8:31	N856FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/21/2022	8:18	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/21/2022	7:57	N529AU	SWQ3980	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
06/21/2022	4:51	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/21/2022	0:56	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/20/2022	21:42	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/20/2022	20:30	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/20/2022	17:26	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/20/2022	17:15	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/20/2022	16:24	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/20/2022	16:20	N856FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/20/2022	3:00	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/20/2022	0:01	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/19/2022	15:27	N412CU	N412CU	Single Engine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
				Turbine					
06/19/2022	12:05	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/19/2022	5:04	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/19/2022	2:02	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/19/2022	0:53	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/18/2022	21:21	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/18/2022	11:21	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/18/2022	9:30	N856FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/18/2022	8:53	N856FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/18/2022	8:20	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/17/2022	23:58	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/17/2022	20:30	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/17/2022	17:28	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/17/2022	17:14	N856FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/17/2022	8:38	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/17/2022	8:34	N856FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1

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06/16/2022	17:26	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/16/2022	17:10	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/16/2022	9:32	N626VA	GXA696	Jet 2	A320	C3		Alaska Airlines	FOXTROT 1
06/16/2022	8:23	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/16/2022	8:11	N626VA	GXA695	Jet 2	A320	C3		Alaska Airlines	FOXTROT 1
06/16/2022	8:04	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/15/2022	17:37	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/15/2022	17:33	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/15/2022	17:12	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/15/2022	13:20	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/15/2022	10:24	N623SW	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
06/15/2022	8:48	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/15/2022	8:31	N623SW	SWQ9623	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
06/15/2022	8:26	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/14/2022	20:02	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/14/2022	17:27	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:27
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
06/14/2022	17:08	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/14/2022	13:53	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/14/2022	9:19	N626SW	SWQ3602	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
06/14/2022	8:47	N797FE	CFS8812	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/14/2022	8:30	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/14/2022	8:12	N626SW	SWQ3601	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
06/13/2022	22:12	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/13/2022	17:30	N797FE	CFS7805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/13/2022	17:14	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/13/2022	16:52	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/13/2022	16:05	N797FE	CFS4805	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/13/2022	15:27	N992FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/13/2022	10:07	N627SW	SWQ3002	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
06/13/2022	8:33	N627SW	SWQ3001	Jet 2	B733	C3		Swift Air/Aero	FOXTROT 1
06/13/2022	2:14	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/12/2022	17:09	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
06/12/2022	9:58	N438US	SWQ3916	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
06/12/2022	9:33	N458UW	SWQ3413	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
06/12/2022	8:28	N438US	SWQ3915	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
06/12/2022	8:06	N458UW	SWQ3412	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
06/11/2022	23:09	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/11/2022	20:19	N412CU	N412CU	Single Engine Turbine	PC12	A2			FOXTROT 1
06/11/2022	10:06	N438US	SWQ3552	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
06/11/2022	9:06	N992FE	CFS4802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/11/2022	8:28	N438US	SWQ3501	Jet 2	B734	C3		Swift Air/Aero	FOXTROT 1
06/11/2022	8:20	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/10/2022	17:14	N992FE	CFS7802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1
06/10/2022	8:24	N992FE	CFS8802	Single Engine Turbine	C208	A2		FedEx Feeder	FOXTROT 1

This report was generated using sensors monitoring aircraft operations at the selected airport and may not contain aircraft that do not have ADS-B. Airports that have multiple sensors deployed will also feature aircraft fitted with transponders only. The information presented is correct to the best of our knowledge from available sensors at the time: Les Goldsmith, President VirTower LLC

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Activity Summary

JOE FOSS HANGER	**621**
TOTAL	**621**

Operations

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
06/05/2023	9:48	N627SW	SWQ3301	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/24/2023	9:11	N803TJ	SWQ3320	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/24/2023	9:01	N803TJ	SWQ3320	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/24/2023	7:28	N803TJ	SWQ3319	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/19/2023	11:35	N397SW	SWQ3423	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/19/2023	10:12	N397SW	SWQ3422	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/19/2023	9:34	N708S	SPA708	Jet 2	B735	C3	VFR	Sierra Pacific Airlines	JOE FOSS HANGER
05/17/2023	9:52	N430XA	SWQ3460	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/17/2023	8:16	N430XA	SWQ3450	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/11/2023	20:23	N808WA	WAL500	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/11/2023	20:14	N808WA	WAL500	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/09/2023	13:57	N808WA	WAL202	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/09/2023	8:22	N808WA	WAL201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
05/09/2023	7:34	N808WA	WAL9201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/04/2023	14:54	N801WA	WAL103	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/04/2023	14:45	N801WA	WAL102	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/04/2023	14:36	N801WA	WAL102	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/04/2023	14:27	N801WA	WAL102	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/04/2023	14:18	N801WA	WAL102	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/04/2023	14:09	N801WA	WAL102	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/04/2023	14:00	N801WA	WAL102	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/04/2023	9:13	N802TJ	SWQ3342	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/04/2023	7:56	N802TJ	SWQ3341	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/04/2023	7:47	N802TJ	SWQ3341	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/04/2023	7:37	N802TJ	SWQ3341	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
05/02/2023	17:13	N808WA	WAL9203	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/02/2023	15:38	N808WA	WAL203	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/02/2023	8:29	N808WA	WAL201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/01/2023	14:48	N808WA	WAL202	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER

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Snapshot Local Time
Start Date 06/06/2022 00:00 LT
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Creation 06/06/2023 13:32
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
05/01/2023	9:13	N808WA	WAL201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
05/01/2023	8:26	N808WA	WAL9201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
04/27/2023	19:24	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/27/2023	19:15	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/27/2023	19:06	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/27/2023	18:57	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/27/2023	18:48	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/27/2023	18:39	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/27/2023	18:30	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/27/2023	18:21	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/27/2023	18:12	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/27/2023	18:03	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER

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Creation 06/06/2023 13:32
User juan_trasvina
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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
04/27/2023	17:54	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/27/2023	10:43	N779XX	BOE002	Jet 2	B779	D5	VFR	Boeing Commercial Airplane Group	JOE FOSS HANGER
04/26/2023	20:27	N892GT	N892GT	Helicopter	EC30	HEL	VFR	Guardian Flight	JOE FOSS HANGER
04/24/2023	10:17	N808WA	WAL301	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
04/24/2023	8:59	N808WA	WAL9301	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
04/23/2023	16:27	N709S	SPA709	Jet 2	B735	C3	VFR	Sierra Pacific Airlines	JOE FOSS HANGER
04/23/2023	15:32	N709S	SPA709	Jet 2	B735	C3	VFR	Sierra Pacific Airlines	JOE FOSS HANGER
04/20/2023	9:47	N438US	SWQG3342	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/17/2023	9:37	N438US	SWQ3311	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/17/2023	7:45	N438US	SWQ3310	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/14/2023	16:20	167984	167984	Military	C30J	C4	VFR		JOE FOSS HANGER
04/13/2023	23:26	167984	RAIDR14	Military	C30J	C4	VFR		JOE FOSS HANGER
04/11/2023	15:34	N802WA	WAL103	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
04/11/2023	15:00	N802WA	WAL103	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
04/11/2023	8:10	N802WA	WAL101	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
04/11/2023	8:01	N802WA	WAL101	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
04/11/2023	7:51	N802WA	WAL101	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
04/10/2023	10:18	N802WA	N802WA	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
04/10/2023	8:09	N802WA	WAL101	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
04/06/2023	8:47	N276EA	SWQ3406	Jet 2	B738	D3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/06/2023	8:38	N276EA	SWQ3406	Jet 2	B738	D3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/06/2023	8:28	N276EA	SWQ3406	Jet 2	B738	D3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/05/2023	11:02	N430XA	N430XA	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/05/2023	9:00	N430XA	SWQ3331	Jet 2	B734	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	10:08	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	9:59	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	9:50	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	9:41	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	9:32	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	9:23	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	9:14	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	9:05	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	8:56	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	8:47	N531AU	SWQ3716	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	8:38	N531AU	SWQ3715	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
04/04/2023	8:28	N531AU	SWQ3715	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
04/02/2023	9:04	N771KW	2DN771KW	Jet 2	B772	C5	VFR	Eastern Airlines	JOE FOSS HANGER
03/25/2023	17:40	N771KW	EAL3578	Jet 2	B772	C5	VFR	Eastern Airlines	JOE FOSS HANGER
03/24/2023	19:59	N279GX	GXA192	Jet 2	A320	C3	VFR	Global X	JOE FOSS HANGER
03/24/2023	18:15	N279GX	GXA691	Jet 2	A320	C3	VFR	Global X	JOE FOSS HANGER
03/22/2023	19:58	N279GX	GXA190	Jet 2	A320	C3	VFR	Global X	JOE FOSS HANGER
03/22/2023	14:18	N807TR	WAL203	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	8:26	N807TR	WAL202	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	8:17	N807TR	WAL202	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	8:08	N807TR	WAL202	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	7:59	N807TR	WAL202	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	7:50	N807TR	WAL202	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	7:41	N807TR	WAL202	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	7:32	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	7:22	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	7:13	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	7:04	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	6:55	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
								AIRLINES	
03/22/2023	6:46	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	6:37	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	6:28	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	6:19	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/22/2023	6:10	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	18:05	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	17:56	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	17:47	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	17:38	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	17:29	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	17:20	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	17:10	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	17:01	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	16:52	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	16:43	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER

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Airport Operations Tracking

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:32
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
03/21/2023	16:34	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	16:25	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	16:16	N807TR	WAL207	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	9:31	N807TR	WAL206	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	9:22	N807TR	WAL206	Jet 2	MD83	D3	MVFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	9:13	N807TR	WAL206	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	9:04	N807TR	WAL206	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	8:55	N807TR	WAL206	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/21/2023	8:46	N807TR	WAL205	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/20/2023	16:18	N805WA	WAL204	Jet 2	MD83	D3	VFR	World Atlantic Airlines	JOE FOSS HANGER
03/20/2023	16:09	N805WA	WAL204	Jet 2	MD83	D3	VFR	World Atlantic Airlines	JOE FOSS HANGER
03/20/2023	15:59	N805WA	WAL203	Jet 2	MD83	D3	VFR	World Atlantic Airlines	JOE FOSS HANGER
03/20/2023	9:37	N805WA	WAL202	Jet 2	MD83	D3	VFR	World Atlantic Airlines	JOE FOSS HANGER
03/20/2023	9:28	N805WA	WAL202	Jet 2	MD83	D3	VFR	World Atlantic Airlines	JOE FOSS HANGER
03/20/2023	9:19	N805WA	WAL202	Jet 2	MD83	D3	VFR	World Atlantic Airlines	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
03/20/2023	9:10	N805WA	WAL201	Jet 2	MD83	D3	VFR	World Atlantic Airlines	JOE FOSS HANGER
03/20/2023	9:01	N805WA	WAL201	Jet 2	MD83	D3	VFR	World Atlantic Airlines	JOE FOSS HANGER
03/20/2023	8:51	N805WA	WAL201	Jet 2	MD83	D3	VFR	World Atlantic Airlines	JOE FOSS HANGER
03/19/2023	9:31	N277EA	SWQ3426	Jet 2	B738	D3	VFR	Swift Air/Aero	JOE FOSS HANGER
03/19/2023	7:23	N277EA	SWQ3425	Jet 2	B738	D3	VFR	Swift Air/Aero	JOE FOSS HANGER
03/17/2023	21:16	N225AX	OAE511	Jet 2	B762	D4	VFR	Omni Air International	JOE FOSS HANGER
03/17/2023	19:35	N225AX	OAE511	Jet 2	B762	D4	VFR	Omni Air International	JOE FOSS HANGER
03/14/2023	8:53	N623SW	SWQ3617	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
03/14/2023	7:32	N623SW	SWQ3616	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
03/13/2023	10:21	N808WA	WAL202	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/13/2023	9:30	N808WA	WAL201	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/12/2023	9:31	N629SW	SWQ3423	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
03/12/2023	7:24	N629SW	SWQ3422	Jet 2	B733	C3	VFR	Swift Air/Aero	JOE FOSS HANGER
03/11/2023	16:40	N963CA	NCR311	Jet 2	B752	C4	VFR	National Airlines	JOE FOSS HANGER
03/11/2023	14:38	N963CA	NCR311	Jet 2	B752	C4	VFR	National Airlines	JOE FOSS HANGER
03/09/2023	9:02	N281GX	GXA190	Jet 2	A320	C3			JOE FOSS HANGER
03/09/2023	8:52	N281GX	GXA190	Jet 2	A320	C3			JOE FOSS HANGER
03/08/2023	10:34	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
03/08/2023	9:40	N801WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN	JOE FOSS HANGER

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End Date 06/06/2023 23:59 LT

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Creation 06/06/2023 13:32
User Juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
02/26/2023	9:39	N625SW	SWQ3424	Jet 2	B733	C3		AIRLINES Swift Air/Aero	JOE FOSS HANGER
02/26/2023	8:21	N625SW	SWQ3423	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
02/25/2023	19:00	N627VA	GXA191	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
02/24/2023	17:56	N627VA	GXA691	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
02/23/2023	22:41	N627VA	GXA690	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
02/23/2023	21:42	N627VA	GXA690	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
02/23/2023	21:33	N627VA	GXA690	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
02/23/2023	21:24	N627VA	GXA690	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
02/23/2023	21:15	N627VA	GXA190	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
02/22/2023	19:27	N407TX	N407TX	Helicopter	B407	HEL		Air Methods	JOE FOSS HANGER
02/22/2023	19:00	N627VA	GXA190	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
02/22/2023	18:51	N627VA	GXA190	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
02/22/2023	15:50	N804WA	WAL204	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/22/2023	9:15	N804WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/21/2023	16:48	N808WA	WAL204	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/21/2023	16:20	N808WA	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/21/2023	11:18	N804WA	WAL106	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/21/2023	11:09	N804WA	WAL106	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/21/2023	10:59	N804WA	WAL106	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/21/2023	10:19	N804WA	WAL105	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/16/2023	19:42	N802WA	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/16/2023	11:52	N802WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER

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Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:32
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
02/13/2023	16:16	N802WA	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/13/2023	9:16	C-GSGZ	CGSGZ	Single Engine Turbine	C208	A2			JOE FOSS HANGER
02/12/2023	9:47	C-GSGZ	CGSGZ	Single Engine Turbine	C208	A2			JOE FOSS HANGER
02/12/2023	9:26	N277EA	SWQ3320	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
02/12/2023	9:17	N277EA	SWQ3320	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
02/12/2023	9:08	N277EA	SWQ3320	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
02/12/2023	8:59	N277EA	SWQ3320	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
02/12/2023	8:50	N277EA	SWQ3320	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
02/12/2023	8:41	N277EA	SWQ3320	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
02/12/2023	8:31	N277EA	SWQ3319	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
02/09/2023	17:22	N802WA	WAL204	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/08/2023	16:28	N802WA	WAL203	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/08/2023	10:30	N802WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/08/2023	9:47	N802WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
02/08/2023	6:33	N880GT	N880GT	Helicopter	AS50	HEL		GUARDIAN FLIGHT	JOE FOSS HANGER
02/07/2023	15:49	N805WA	WAL204	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
02/07/2023	9:28	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER

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Creation 06/06/2023 13:32
User juan_trasvina
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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
02/06/2023	10:20	N805WA	WAL202	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
02/06/2023	10:11	N805WA	WAL202	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
02/06/2023	9:29	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
02/05/2023	9:15	N625SW	SWQ3424	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
02/05/2023	9:06	N625SW	SWQ3424	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
02/05/2023	8:57	N625SW	SWQ3424	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
02/05/2023	8:48	N625SW	SWQ3423	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
02/05/2023	8:39	N625SW	SWQ3423	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
02/05/2023	8:30	N625SW	SWQ3423	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
02/05/2023	8:21	N625SW	SWQ3423	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
02/05/2023	8:12	N625SW	SWQ3423	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
02/01/2023	12:50	N805WA	WAL204	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
02/01/2023	12:41	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
02/01/2023	12:32	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
02/01/2023	12:23	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
02/01/2023	12:14	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
01/31/2023	17:57	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
01/31/2023	17:48	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
01/31/2023	11:08	N805WA	WAL202	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
01/31/2023	10:59	N805WA	WAL202	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
01/31/2023	10:50	N805WA	WAL202	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
01/31/2023	10:41	N805WA	WAL202	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
01/31/2023	9:50	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
01/30/2023	19:19	N805WA	WAL204	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
01/30/2023	12:31	N805WA	WAL202	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
01/30/2023	10:55	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
01/12/2023	11:53	N277EA	SWQ3811	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
01/12/2023	10:27	N629SW	SWQ3821	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/12/2023	10:07	N277EA	SWQ3810	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
01/12/2023	8:49	N629SW	SWQ3820	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/10/2023	14:15	N397SW	SWQ3716	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/10/2023	12:17	N397SW	SWQ3714	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/09/2023	9:44	N629SW	SWQ3302	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/09/2023	8:29	N629SW	SWQ3301	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
01/08/2023	13:52	N30AS	N30AS	Jet 2	B737	C3		GOL Linhas Aereas Inteligentes	JOE FOSS HANGER
01/08/2023	13:26	N30AS	N30AS	Jet 2	B737	C3		GOL Linhas Aereas Inteligentes	JOE FOSS HANGER
01/08/2023	10:43	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	10:34	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	10:25	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	10:16	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	10:07	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	9:58	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	9:49	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	9:40	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	9:31	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	9:22	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	9:13	N627SW	SWQ3416	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
01/08/2023	9:04	N627SW	SWQ3415	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
12/27/2022	10:10	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
12/22/2022	12:09	N804WA	WAL205	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
12/22/2022	11:05	N805WA	WAL202	Jet 2	MD83	D3		World Atlantic Airlines	JOE FOSS HANGER
12/22/2022	10:14	N804WA	WAL9804	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
12/22/2022	9:30	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Airlines Operator	Operation
12/17/2022	18:17	N276GX	GXA191	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	17:07	N276GX	GXA192	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	16:58	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	16:49	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	16:40	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	16:31	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	16:22	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	16:13	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	16:04	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	15:55	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	15:46	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	15:37	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	15:28	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	15:19	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/17/2022	15:10	N276GX	N276GX	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/16/2022	19:50	N276GX	GXA692	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/16/2022	19:41	N276GX	GXA692	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/16/2022	19:32	N276GX	GXA692	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/16/2022	19:23	N276GX	GXA692	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/16/2022	19:14	N276GX	GXA692	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/16/2022	19:05	N276GX	GXA692	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/16/2022	18:56	N276GX	GXA692	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/15/2022	21:10	N276GX	GXA191	Jet 2	A320	C3		Global X	JOE FOSS HANGER
12/15/2022	8:28	ZM414	RRR4517	Military	A400	UKN		RAF-HQSTC (Air Transport)	JOE FOSS HANGER
12/15/2022	8:19	ZM414	ZM414	Military	A400	UKN		RAF-HQSTC (Air Transport)	JOE FOSS HANGER

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:32
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
12/12/2022	8:30	ZM414	ZM414	Military	A400	UKN		RAF-HQSTC (Air Transport)	JOE FOSS HANGER
12/09/2022	18:09	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	JOE FOSS HANGER
12/08/2022	11:27	ZM414	ZM414	Military	A400	UKN		RAF-HQSTC (Air Transport)	JOE FOSS HANGER
12/07/2022	20:15	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	JOE FOSS HANGER
12/07/2022	11:24	ZM414	ZM414	Military	A400	UKN		RAF-HQSTC (Air Transport)	JOE FOSS HANGER
12/06/2022	8:32	ZM414	ZM414	Military	A400	UKN		RAF-HQSTC (Air Transport)	JOE FOSS HANGER
12/05/2022	17:51	ZM414	?	Military	A400	UKN		RAF-HQSTC (Air Transport)	JOE FOSS HANGER
12/01/2022	8:13	ZM414	SKYFALL0	Military	A400	UKN		RAF-HQSTC (Air Transport)	JOE FOSS HANGER
11/07/2022	19:25	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
11/07/2022	19:16	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
11/07/2022	19:07	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
11/07/2022	18:58	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
11/07/2022	18:49	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
11/07/2022	18:40	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
11/07/2022	18:31	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
11/07/2022	18:22	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
11/07/2022	18:13	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
11/07/2022	18:04	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER

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Creation 06/06/2023 13:32
User juan_trasvina
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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
11/07/2022	17:55	N835US	JUS835	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
11/05/2022	9:47	N708S	SPA708	Jet 2	B735	C3		Sierra Pacific Airlines	JOE FOSS HANGER
11/05/2022	8:56	N708S	SPA708	Jet 2	B735	C3		Sierra Pacific Airlines	JOE FOSS HANGER
11/04/2022	15:55	N804WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	15:46	N804WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	15:37	N804WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	15:28	N804WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	15:19	N804WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	15:10	N804WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	15:01	N804WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	14:52	N804WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	14:43	N804WA	WAL9804	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	14:33	N804WA	WAL9804	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	8:23	N804WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	8:07	N804WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER

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11/04/2022	7:58	N804WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	7:49	N804WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	7:40	N804WA	WAL	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	7:31	N804WA	WAL	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/04/2022	7:21	N804WA	WAL	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/03/2022	14:30	N804WA	WAL	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
11/03/2022	14:21	N804WA	WAL9804	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
10/30/2022	9:20	N397SW	SWQ3512	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/30/2022	9:11	N397SW	SWQ3512	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/30/2022	8:12	N397SW	SWQ3511	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/29/2022	9:45	N627SW	SWQ3513	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/29/2022	9:36	N627SW	SWQ3513	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/29/2022	9:27	N627SW	SWQ3513	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/29/2022	9:18	N627SW	SWQ3513	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/29/2022	9:09	N627SW	SWQ3513	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/29/2022	9:00	N627SW	SWQ3513	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/29/2022	8:51	N627SW	SWQ3513	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/29/2022	8:42	N627SW	SWQ3513	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
10/29/2022	8:33	N627SW	SWQ3513	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/29/2022	8:24	N627SW	SWQ3512	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/25/2022	9:39	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/25/2022	9:30	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/25/2022	9:21	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/25/2022	9:12	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/25/2022	9:02	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	11:16	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	11:07	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	10:58	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	10:49	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	10:40	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	10:31	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	10:22	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	10:13	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	10:04	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	9:55	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/24/2022	9:45	167954	167954	Military	P8	D3		US Navy	JOE FOSS HANGER
10/20/2022	0:15	N893GT	N893GT	Helicopter	EC30	HEL		Guardian Flight	JOE FOSS HANGER
10/18/2022	10:48	N397SW	SWQ3406	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/18/2022	9:36	N397SW	SWQ3405	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
10/17/2022	10:54	N277EA	N277EA	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/17/2022	9:32	N277EA	SWQ3404	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/16/2022	11:46	N624XA	SWQ3420	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/16/2022	9:42	N276EA	SWQ3516	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/16/2022	8:14	N276EA	SWQ3515	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/13/2022	10:50	N277EA	SWQ3307	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/13/2022	10:14	N277EA	SWQ3307	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/13/2022	9:02	N277EA	SWQ3306	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/10/2022	10:37	N531AU	N531AU	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/10/2022	8:43	N531AU	SWQ3954	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	13:07	N624XA	SWQ3217	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	12:58	N624XA	SWQ3217	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	12:49	N624XA	SWQ3217	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	12:40	N624XA	SWQ3217	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	12:31	N624XA	SWQ3217	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	12:22	N624XA	SWQ3217	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	12:13	N624XA	SWQ3217	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	12:04	N624XA	SWQ3217	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	11:55	N624XA	SWQ3217	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	11:46	N624XA	SWQ3216	Jet 2	B738	D3		Swift Air/Aero	JOE FOSS HANGER
10/09/2022	10:32	N531AU	SWQ3531	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
10/09/2022	9:10	N531AU	SWQ3530	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/08/2022	10:12	N629SW	SWQ3511	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/08/2022	9:15	N629SW	SWQ3511	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/08/2022	9:06	N629SW	SWQ3511	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/08/2022	8:57	N629SW	SWQ3510	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/08/2022	8:48	N629SW	SWQ3510	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/08/2022	8:39	N629SW	SWQ3510	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
10/07/2022	15:27	N486AX	OAE9960	Jet 2	B763	D4		Omni Air International	JOE FOSS HANGER
10/07/2022	13:59	N486AX	OAE9960	Jet 2	B763	D4		Omni Air International	JOE FOSS HANGER
10/06/2022	21:36	N486AX	OAE9960	Jet 2	B763	D4		Omni Air International	JOE FOSS HANGER
10/06/2022	17:57	N486AX	OAE9960	Jet 2	B763	D4		Omni Air International	JOE FOSS HANGER
10/06/2022	8:15	N628VA	GXA695	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
10/04/2022	15:11	N628VA	GXA195	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
10/04/2022	8:20	N628VA	GXA695	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
10/02/2022	16:01	N628VA	GXA193	Jet 2	A320	C3		Alaska Airlines	JOE FOSS HANGER
10/02/2022	8:54	N278GX	GXA695	Jet 2	A320	C3		Global X	JOE FOSS HANGER
10/01/2022	10:04	N278GX	GXA691	Jet 2	A320	C3		Global X	JOE FOSS HANGER
10/01/2022	6:43	N801WA	WAL205	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	17:34	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	17:25	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER

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User juan_trasvina
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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/29/2022	17:16	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	17:07	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	16:58	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	16:49	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	16:40	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	16:31	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	16:22	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	16:13	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	16:04	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	15:55	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	15:46	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/29/2022	15:37	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/28/2022	14:48	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/28/2022	14:38	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	JOE FOSS HANGER
09/28/2022	10:26	N233GE	VXP8401	Jet 2	B738	D3		Avelo Airlines	JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/27/2022	10:29	N233GE	VXP8400	Jet 2	B738	D3		Avelo Airlines	JOE FOSS HANGER
09/26/2022	9:26	N529AU	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/26/2022	9:17	N529AU	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/26/2022	9:08	N529AU	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/26/2022	8:59	N529AU	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/26/2022	8:50	N529AU	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/26/2022	8:41	N529AU	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/26/2022	8:32	N529AU	SWQ3505	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/26/2022	8:23	N529AU	SWQ3504	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/26/2022	8:14	N529AU	SWQ3504	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/25/2022	10:41	N263LM	SWQ3312	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/25/2022	9:20	N263LM	SWQ3311	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/24/2022	11:55	N278GX	GXA692	Jet 2	A320	C3		Global X	JOE FOSS HANGER
09/24/2022	9:35	N278GX	GXA691	Jet 2	A320	C3		Global X	JOE FOSS HANGER
09/22/2022	9:56	N458UW	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/22/2022	9:47	N458UW	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/22/2022	9:38	N458UW	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/22/2022	9:29	N458UW	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/22/2022	9:20	N458UW	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/22/2022	9:11	N458UW	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/22/2022	9:02	N458UW	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:32
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/22/2022	8:53	N458UW	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/22/2022	8:44	N458UW	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/21/2022	8:54	N804SY	SCX8932	Jet 2	B738	D3		Sun Country	JOE FOSS HANGER
09/20/2022	14:30	N804SY	SCX8901	Jet 2	B738	D3		Sun Country	JOE FOSS HANGER
09/20/2022	10:01	N440US	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/20/2022	9:52	N440US	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/20/2022	9:43	N440US	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/20/2022	9:34	N440US	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/20/2022	9:25	N440US	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/20/2022	9:16	N440US	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/20/2022	9:07	N440US	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/20/2022	8:58	N440US	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/20/2022	8:49	N440US	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/20/2022	8:40	N440US	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/20/2022	8:31	N440US	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/19/2022	9:53	N263LM	SWQ3301	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/19/2022	8:33	N263LM	SWQ3300	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/18/2022	13:37	N625SW	SWQ3529	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/18/2022	8:35	N625SW	SWQ3528	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/17/2022	13:23	N278GX	GXA130	Jet 2	A320	C3		Global X	JOE FOSS HANGER
09/16/2022	19:44	N276GX	GXA694	Jet 2	A320	C3		Global X	JOE FOSS HANGER

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Airport Operations Tracking

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:32
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/16/2022	19:34	N276GX	GXA694	Jet 2	A320	C3		Global X	JOE FOSS HANGER
09/15/2022	15:38	N834US	JUS834	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
09/15/2022	14:26	N834US	JUS834	Jet 2	MD88	C3		USA Jet Airlines	JOE FOSS HANGER
09/15/2022	10:02	N458UW	SWQ3508	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/15/2022	8:11	N458UW	SWQ3507	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
09/13/2022	10:37	N529AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/12/2022	8:31	N529AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/12/2022	8:22	N529AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/12/2022	8:13	N529AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/12/2022	8:04	N529AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/12/2022	7:55	N529AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/12/2022	7:46	N529AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/12/2022	7:37	N529AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/12/2022	7:28	N529AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/12/2022	7:19	N529AU	SWQ3501	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
09/11/2022	7:12	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/11/2022	7:03	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/11/2022	6:53	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/11/2022	6:32	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/08/2022	16:04	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/08/2022	14:35	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/08/2022	14:26	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/08/2022	14:17	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/08/2022	10:39	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/08/2022	10:30	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/07/2022	16:01	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/07/2022	15:52	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	18:37	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	18:28	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	18:19	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	17:23	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	17:14	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	17:05	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	16:56	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	16:47	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	16:37	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	15:24	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	15:15	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	15:06	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/06/2022	14:56	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/05/2022	18:43	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/05/2022	18:34	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/05/2022	18:25	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/05/2022	17:25	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/05/2022	17:13	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/05/2022	17:04	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/05/2022	16:55	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/05/2022	15:27	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/05/2022	15:17	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	17:14	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	17:05	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	16:41	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	16:32	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	16:23	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	16:14	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	16:05	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	15:56	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	15:47	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	15:38	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	15:29	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/04/2022	15:20	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	17:27	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	17:18	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
09/03/2022	17:09	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	17:00	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	16:33	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	16:24	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	16:15	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	16:06	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	15:57	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	15:48	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	15:39	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	15:30	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/03/2022	15:20	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/01/2022	16:32	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
09/01/2022	16:23	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	20:23	N279GX	GXA614	Jet 2	A320	C3		Global X	JOE FOSS HANGER
08/31/2022	16:58	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	16:49	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	16:40	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	16:31	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	16:22	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	16:13	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	16:04	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
08/31/2022	15:55	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	15:46	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	15:37	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	15:28	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	15:19	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	14:47	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	14:38	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	14:29	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	14:20	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	14:11	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	14:02	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	13:53	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	13:44	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	13:35	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	13:26	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	13:17	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/31/2022	13:08	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/30/2022	17:40	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/30/2022	17:30	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/30/2022	17:06	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/30/2022	16:16	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER

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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
08/30/2022	16:07	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/30/2022	15:58	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/30/2022	15:49	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/30/2022	15:40	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/30/2022	15:31	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/30/2022	15:22	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/30/2022	15:13	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/29/2022	12:37	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/29/2022	9:25	N629SW	SWQ3702	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/29/2022	9:16	N629SW	SWQ3702	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/29/2022	9:07	N629SW	SWQ3702	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/29/2022	8:58	N629SW	SWQ3702	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/29/2022	8:49	N629SW	SWQ3702	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/29/2022	8:40	N629SW	SWQ3702	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/29/2022	8:31	N629SW	SWQ3701	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/29/2022	8:22	N629SW	SWQ3701	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/27/2022	12:14	N531AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/27/2022	10:27	N531AU	SWQ3501	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/27/2022	9:40	N629SW	SWQ3639	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/27/2022	8:30	N629SW	SWQ3638	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/26/2022	15:33	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER

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08/26/2022	15:24	N525BN	N525BN	Military	B525	D5			JOE FOSS HANGER
08/26/2022	10:07	N440US	SWQ3866	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/25/2022	10:07	N440US	N440US	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/25/2022	8:24	N440US	SWQ3632	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/24/2022	9:47	N627SW	SWQ3627	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/24/2022	8:41	N627SW	SWQ3626	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/23/2022	9:40	N627SW	N627SW	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/23/2022	8:44	N627SW	SWQ3623	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/23/2022	8:34	N627SW	SWQ3623	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/23/2022	8:15	N627SW	SWQ3623	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/22/2022	10:53	N545CC	SWQ3511	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/22/2022	9:25	N545CC	SWQ3510	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/21/2022	7:48	N529AU	SWQ3421	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/18/2022	9:16	N627SW	SWQ3209	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/17/2022	11:25	N627SW	N627SW	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/13/2022	9:49	N806TJ	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/13/2022	8:34	N806TJ	SWQ3501	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/11/2022	10:21	N531AU	SWQ3605	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/10/2022	13:25	N806TJ	SWQ3632	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/10/2022	13:16	N806TJ	SWQ3632	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/10/2022	12:35	N806TJ	SWQ3631	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER

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Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
08/09/2022	9:33	N806TJ	SWQ3634	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/09/2022	8:14	N806TJ	SWQ3633	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/08/2022	11:17	N486AX	OAE9740	Jet 2	B763	D4		Omni Air International	JOE FOSS HANGER
08/08/2022	9:27	N538CC	SWQ3602	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/08/2022	8:15	N538CC	SWQ3601	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/07/2022	9:26	N626SW	SWQ3639	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/07/2022	8:03	N626SW	SWQ3638	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/06/2022	11:28	N627SW	SWQ3507	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/06/2022	10:23	N627SW	SWQ3506	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/05/2022	9:53	N802TJ	SWQ3621	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/05/2022	8:16	N802TJ	SWQ3620	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
08/04/2022	10:46	N626SW	SWQ3636	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/04/2022	8:50	N626SW	SWQ3635	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
08/04/2022	8:40	N626SW	SWQ3635	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
07/29/2022	18:29	N468AX	OAE9683	Jet 2	B763	D4		Omni Air International	JOE FOSS HANGER
07/29/2022	16:46	N468AX	OAE9683	Jet 2	B763	D4		Omni Air International	JOE FOSS HANGER
07/28/2022	21:07	N468AX	OAE9683	Jet 2	B763	D4		Omni Air International	JOE FOSS HANGER
07/28/2022	17:47	N468AX	OAE9683	Jet 2	B763	D4		Omni Air International	JOE FOSS HANGER
07/27/2022	10:28	N531AU	SWQ3502	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
07/27/2022	9:00	N531AU	SWQ3501	Jet 2	B733	C3		Swift Air/Aero	JOE FOSS HANGER
07/26/2022	10:24	N538CC	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER

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Airport Operations Tracking

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Airport Operations
Snapshot Local Time
Start Date 06/06/2022 00:00 LT
End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:32
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
07/26/2022	8:49	N538CC	SWQ3501	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	10:21	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	10:12	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	10:03	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	9:54	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	9:45	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	9:36	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	9:27	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	9:18	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	9:09	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	9:00	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	8:51	N458UW	SWQ3502	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	8:42	N458UW	SWQ3501	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/25/2022	8:33	N458UW	SWQ3501	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/24/2022	6:27	N807TJ	SWQ9862	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/22/2022	18:51	N807TJ	SWQ9862	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/21/2022	12:39	N538CC	SWQ3005	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/21/2022	10:55	N538CC	SWQ3004	Jet 2	B734	C3		Swift Air/Aero	JOE FOSS HANGER
07/19/2022	11:03	1230	UAF1230	Military	C17	D4		United Arab Emirates Air Force	JOE FOSS HANGER
07/09/2022	7:03	N683MN	N683MN	Helicopter	EC30	HEL			JOE FOSS HANGER

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Snapshot Local Time
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End Date 06/06/2023 23:59 LT

Creation 06/06/2023 13:32
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
06/25/2022	8:23	C-GVZB	MBK780	Jet 2	B738	D3		Chrono Jet	JOE FOSS HANGER
06/24/2022	17:20	C-GVZB	MBK780	Jet 2	B738	D3		Chrono Jet	JOE FOSS HANGER
06/21/2022	21:44	(GOV/MIL)	72240	Military		UKN			JOE FOSS HANGER

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Snapshot Local Time
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User juan_trasvina
Customer ID KNYL

Activity Summary

CBP	**39**
TOTAL	**39**

Operations

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
05/30/2023	16:36	N772AL	N772AL	Helicopter	B407	HEL	VFR		CBP
05/30/2023	13:04	N772AL	N772AL	Helicopter	B407	HEL	VFR		CBP
05/08/2023	19:21	N3951A	N3951A	Helicopter	AS50	HEL	VFR		CBP
04/10/2023	8:09	N802WA	WAL101	Jet 2	MD83	D3	VFR	CARIBBEAN SUN AIRLINES	CBP
04/04/2023	8:28	N531AU	SWQ3715	Jet 2	B733	C3	VFR	Swift Air/Aero	CBP
03/08/2023	9:40	N801WA	WAL201	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	CBP
02/24/2023	17:55	N627VA	GXA691	Jet 2	A320	C3		Alaska Airlines	CBP
02/15/2023	6:49	N880GT	N880GT	Helicopter	AS50	HEL		GUARDIAN FLIGHT	CBP
02/08/2023	11:36	N616DE	N616DE	Helicopter	B407	HEL			CBP
02/07/2023	15:10	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	CBP
02/06/2023	9:29	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	CBP
02/05/2023	8:12	N625SW	SWQ3423	Jet 2	B733	C3		Swift Air/Aero	CBP
01/31/2023	17:48	N805WA	WAL203	Jet 2	MD83	D3		World Atlantic Airlines	CBP
01/30/2023	10:55	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	CBP

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Creation 06/06/2023 13:35
User juan_trasvina
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Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
01/12/2023	10:06	N277EA	SWQ3810	Jet 2	B738	D3		Swift Air/Aero	CBP
01/12/2023	0:49	N889GT	N889GT	Helicopter	AS50	HEL			CBP
01/10/2023	12:17	N397SW	SWQ3714	Jet 2	B733	C3		Swift Air/Aero	CBP
01/09/2023	8:28	N629SW	SWQ3301	Jet 2	B733	C3		Swift Air/Aero	CBP
01/08/2023	13:26	N30AS	N30AS	Jet 2	B737	C3		GOL Linhas Aereas Inteligentes	CBP
12/22/2022	10:14	N804WA	WAL9804	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	CBP
12/22/2022	9:29	N805WA	WAL201	Jet 2	MD83	D3		World Atlantic Airlines	CBP
12/08/2022	11:29	ZM414	SKYFALL0	Military	A400	UKN		RAF-HQSTC (Air Transport)	CBP
12/07/2022	11:25	ZM414	SKYFALL2	Military	A400	UKN		RAF-HQSTC (Air Transport)	CBP
11/09/2022	10:23	N541G	00000000	Multi Engine Turbine	B350	B2			CBP
11/09/2022	10:14	N541G	00000000	Multi Engine Turbine	B350	B2			CBP
11/09/2022	9:37	N541G	00000000	Multi Engine Turbine	B350	B2			CBP
11/09/2022	8:35	N3949A	N3949A	Helicopter	AS50	HEL			CBP
10/30/2022	8:11	N397SW	SWQ3511	Jet 2	B733	C3		Swift Air/Aero	CBP
10/25/2022	3:18	N892GT	N892GT	Helicopter	EC30	HEL		Guardian Flight	CBP
10/20/2022	0:15	N893GT	N893GT	Helicopter	EC30	HEL		Guardian Flight	CBP
10/12/2022	6:15	N794AM	N794AM	Helicopter	AS50	HEL			CBP
10/12/2022	6:06	N794AM	N794AM	Helicopter	AS50	HEL			CBP
10/04/2022	15:11	N628VA	GXA195	Jet 2	A320	C3		Alaska Airlines	CBP

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Creation 06/06/2023 13:35
User juan_trasvina
Customer ID KNYL

Date	Time	Registration	Callsign	Type	Model	ADG	Wx (KNYL)	Operator	Operation
10/02/2022	16:01	N628VA	GXA193	Jet 2	A320	C3		Alaska Airlines	CBP
09/28/2022	14:38	N801WA	WAL202	Jet 2	MD83	D3		CARIBBEAN SUN AIRLINES	CBP
09/03/2022	17:00	N525BN	N525BN	Military	B525	D5			CBP
08/16/2022	8:34	N3947A	N3947A	Helicopter	AS50	HEL		DHS	CBP
08/16/2022	8:05	N3947A	N3947A	Helicopter	AS50	HEL		DHS	CBP
08/01/2022	9:21	N3990A	N3990A	Helicopter	AS50	HEL			CBP

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NICKLAUS ENGINEERING, INC.

ATTACHMENT D
PAVEMENT DESIGN REPORTS

Federal Aviation Administration FAARFIELD 2.0 Summary Report

FAARFIELD 2.0.0.e RC 06/19/2020

Working directory is C:\Users\jcervantes\Documents\My FAARFIELD

Job Name: Taxiway F1 Rehabilitation

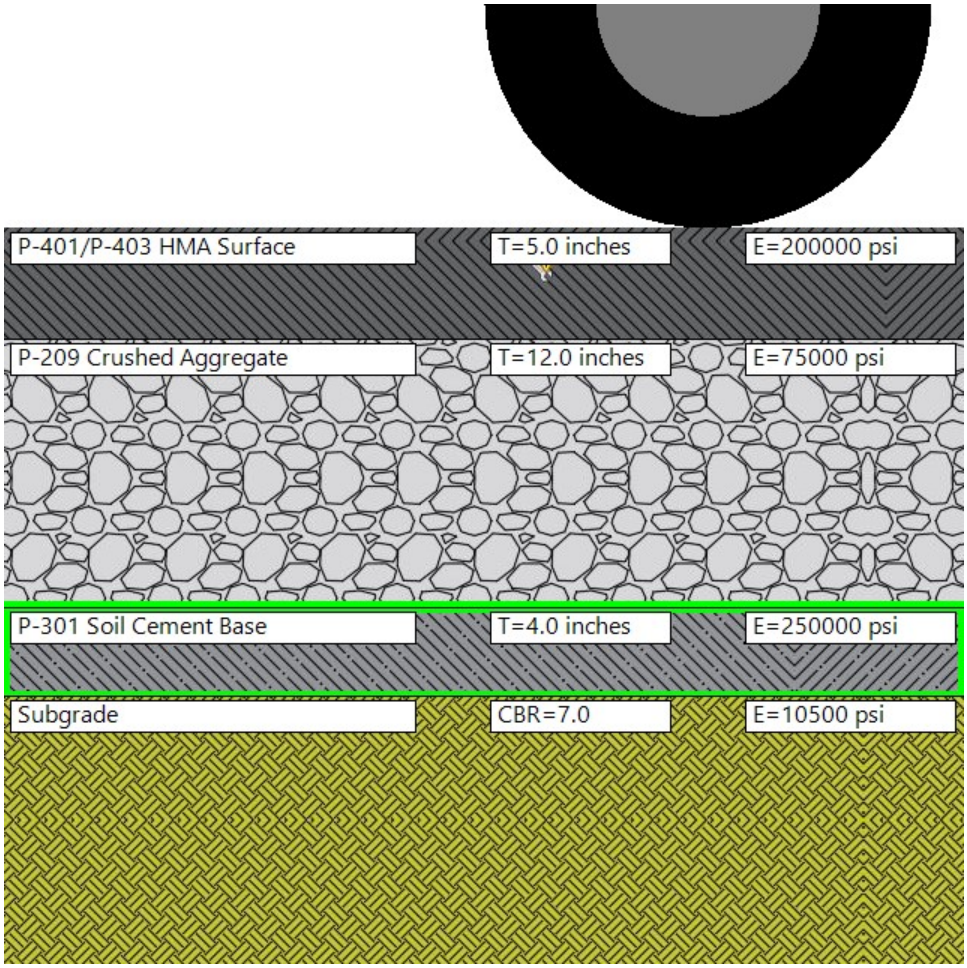
Pavements Information

No.	Section Name	Pavement Type	Run Type	Life years	Total Thickness in.
1	Rehab Transit Areas	New Flexible	Thickness Design	10	21.0

Aircrafts with maximum CDF on each section of the job

No.	Section Name	Aircraft Name	Aircraft Gross Wt. lbs	Annual Departures	% Annual Growth	CDF Contribution	CDF Max for Airplane	P/C Ratio
1	Rehab Section	B777-9	777000	6	0	0.05	0.05	1.62

Section: Rehab Section



NOTES

User Is responsible For checking frost protection requirements.

Federal Aviation Administration FAARFIELD 2.0 Summary Report

FAARFIELD 2.0.0.e RC 06/19/2020

Working directory is C:\Users\jcervantes\Documents\My FAARFIELD

Job Name: Taxiway F1 Rehabilitation

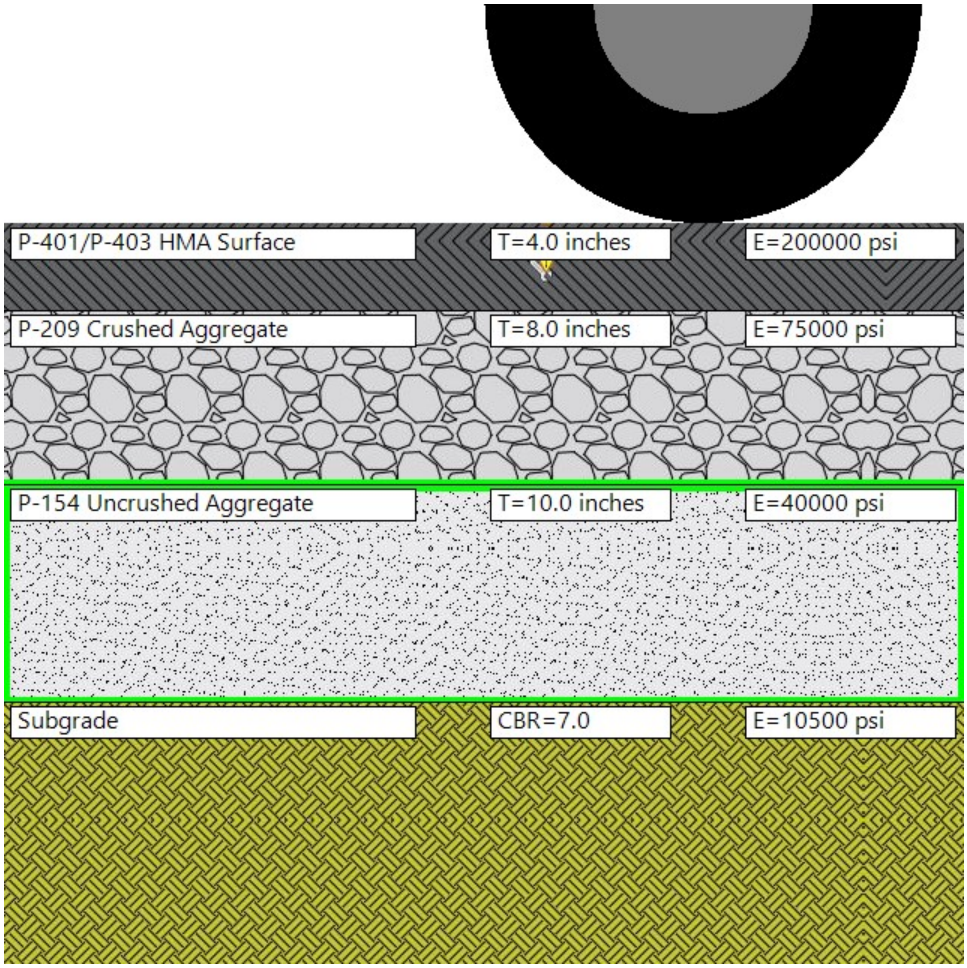
Pavements Information

No.	Section Name	Pavement Type	Run Type	Life years	Total Thickness in.
1	Non Transit Areas	New Flexible	Thickness Design	15	22.0

Aircrafts with maximum CDF on each section of the job

No.	Section Name	Aircraft Name	Aircraft Gross Wt. lbs	Annual Departures	% Annual Growth	CDF Contribution	CDF Max for Airplane	P/C Ratio
1	Non Transit Areas	B777-9	777000	1	0	1	1.00	1.57

Section: Non Transit Areas



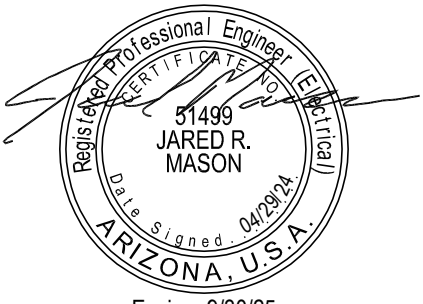
NOTES

User Is responsible For checking frost protection requirements.

NICKLAUS ENGINEERING, INC.

ATTACHMENT E
CONSTANT CURRENT REGULATOR CALCULATIONS

Project: **YCCA Taxiway F-1 Rehabilitation**
Location: **Yuma, Arizona**
Date: **4/29/2024**
Designers: **R.J. Alva, EIT / Dana Morely**
EOR: **Andrew P. Macdonald, P.E.**



Expires 9/30/25

CCR Calculations - Taxiways F-1 & Z

CCR F,Z / Load Data

CCR: Class 1, Style 2, 20.0 kW, 208V input, 5-step 2.8, 3.4, 4.1, 5.2, 6.6 amps
5-step (2.8, 3.4, 4.1, 5.2, 6.6 amps) per FAA AC 150/5345-10H Table 1
Min. efficiency (η) = 90% per FAA AC 150/5345-10H Section 3.3.2
Power Factor (P.F.) = 0.95 per FAA AC 150/5345-10H Section 3.3.3

Cable: #8 AWG, 5 kV, L-824 Type C

Z Length:	28,900	ft (per As-built drawings)
F Length:	14,129	ft (measured estimate)
Total Length:	43,029	ft

Circuit Load:

Z (Exst.)	(203)	L-861T (LED)	
	(3)	L-852T (LED)	
	(15)	L-858L Mode 2	
	(6)	L-858L Mode 3	
	(1)	L-858L Mode 4	
F (New)	(16)	L-861T (LED)	10/15 Watt Transformer
	(62)	L-852T (LED)	20/25 Watt Transformer
	(2)	L-858	

Light Fixtures:
L-861T Class 1, Mode 1 per FAA AC 150/5340-30J Table 2-3. (New & Exst.)
L-852T Class 1, Mode 1 per FAA AC 150/5340-30J Table 2-3. (New & Exst.)
L-852E Class 1, Mode 1 per FAA AC 150/5340-30J Table 2-3. (Exst.)
L-858L Class 1, Mode 2 per FAA AC 150/5340-30J Table 2-3. (Exst.)
L-858L Class 1, Mode 3 per FAA AC 150/5340-30J Table 2-3. (Exst.)
L-858L Class 1, Mode 4 per FAA AC 150/5340-30J Table 2-3. (Exst.)
L-858L Class 1, Mode 5 per FAA AC 150/5340-30J Table 2-3. (Exst.)

Fixture losses are obtained from manufacturer
Cable Losses resistance at 25°C= 0.68Ω per 1000' for #8 AWG FAA L-824 Type C

Calculations

1. CCR Rated Output Voltage

CCR Size	20	kW
P.F.	0.95	
Amps	6.6	Amps
Volts =	**3,030**	
VA=	**21,053**	

Total Connected Load = [(VA or Watts per fixture/PF) + Fixture Loss + Primary Cable Loss I^2R + Secondary Cable LossI^2R]

Fixture 1 Load (Taxiway F)

Type	L-861T (LED)
Qty	16
Fixture 1 VA	12

Total VA		192.00

Fixture 1 Loss (Taxiway F)

Type	10/15 Watt Transformer
Qty	16
Fixture 1 Loss VA	3
Total VA	48.00

Fixture 2 Load (Taxiway F)

Type	L-852T (LED)
Qty	62
Fixture 2 VA	19.5
Total VA	1,209.00

Fixture 2 Loss (Taxiway F)

Type	20/25 Watt Transformer
Qty	62
Fixture 2 Loss VA	5
Total VA	310.00

Fixture 3 Load

Type	L-861T (LED)
Qty	203
Fixture 3 VA	20.4
Total VA	4,141.20

Fixture 3 Loss

Type	90% Efficiency per As-built drawing
Qty	203
Fixture 3 Loss VA	2.27
Total VA	460.13

Fixture 4 Load

Type	L-852T (LED)
Qty	3
Fixture 4 VA	24.5
Total VA	73.50

Fixture 4 Loss

Type	90% Efficiency per As-built drawing
Qty	3
Fixture 4 Loss VA	2.72
Total VA	8.17

Fixture 5 Load

Type	L-858L Mode 2
Qty	15
Fixture 5 VA	159
Total VA	2,385.00

Fixture 5 Loss

Type	90% Efficiency per As-built drawing
Qty	15
Fixture 5 Loss VA	17.67
Total VA	265.00

Fixture 6 Load

Type	L-858L Mode 3	
Qty	6	
Fixture 6 VA	215	
Total VA	1,290.00	

Fixture 6 Loss

Type	90% Efficiency per As-built drawing	
Qty	6	
Fixture 6 Loss VA	23.89	
Total VA	143.33	

Fixture 7 Load

Type	L-858L Mode 4	
Qty	1	
Fixture 7 VA	249	
Total VA	249.00	

Fixture 7 Loss

Type	90% Efficiency per As-built drawing	
Qty	1	
Fixture 7 Loss VA	27.67	
Total VA	27.67	

Primary Cable Loss I^2R

Circuit Amps	6.6	
Cable	8 AWG, 5 kV, L-824, Type C	
Wire Loss Ω/1000'	0.68	
Total Length (ft)	43,029 feet	
Total VA	1,274.55	$(I)^2$ x (wire loss x loop length/1,000)

Secondary Cable Loss

Extended Cable	Yes	
Cable	10 AWG, 600V, L-824, Type C	
Qty	308	
Wire Loss Ω/1000'	1.1	
Total Length (ft)	5	
Total VA	73.79	$(I)^2$ x (wire loss x loop length/1,000)

Taxiway Sign

Qty	2	
Load	100	
Total VA	200.00	

Total VA = 12,350.34

2. Output Voltage Checks

Step 3

CCR=	20	kW	
P.F.	0.95		
Amps	6.7	Amps	Output current is within FAA tolerance per FAA AC 150/5345-10H Table 1.
	VA=	**21,372**	

Total Connected Load = [(VA or Watts per fixture/PF) + Fixture Loss + Primary Cable Loss I^2R + Secondary Cable LossI^2R]

Fixture 1 Load (Taxiway F)

Type	L-861T (LED)	
Qty	16	
Fixture 1 VA	12.18	
Total VA		194.91

Fixture 1 Loss (Taxiway F)

Type	10/15 Watt Transformer	
Qty	16	
Fixture 1 Loss VA	3.05	
Total VA		48.73

Fixture 2 Load (Taxiway F)

Type	L-852T (LED)	
Qty	62	
Fixture 2 VA	19.80	
Total VA		1,227.32

Fixture 2 Loss (Taxiway F)

Type	20/25 Watt Transformer	
Qty	62	
Fixture 2 Loss VA	5.08	
Total VA		314.70

Fixture 3 Load

Type	L-861T (LED)	
Qty	203	
Fixture 3 VA	20.71	
Total VA		4,203.95

Fixture 3 Loss

Type	90% Efficiency per As-built drawing	
Qty	203	
Fixture 3 Loss VA	2.30	
Total VA		467.11

Fixture 4 Load

Type	L-852T (LED)	
Qty	3	
Fixture 4 VA	24.87	
Total VA		74.61

Fixture 4 Loss

Type	90% Efficiency per As-built drawing	
Qty	3	
Fixture 4 Loss VA	2.76	
Total VA		8.29

Fixture 5 Load

Type	L-858L Mode 2	
Qty	15	
Fixture 5 VA	161.41	
Total VA		2,421.14

Fixture 5 Loss

Type	90% Efficiency per As-built drawing	
Qty	15	
Fixture 5 Loss VA	17.93	
Total VA	269.02	

Fixture 6 Load

Type	L-858L Mode 3	
Qty	6	
Fixture 6 VA	218.26	
Total VA	1,309.55	

Fixture 6 Loss

Type	90% Efficiency per As-built drawing	
Qty	6	
Fixture 6 Loss VA	24.25	
Total VA	145.51	

Fixture 7 Load

Type	L-858L Mode 4	
Qty	1	
Fixture 7 VA	252.77	
Total VA	252.77	

Fixture 7 Loss

Type	90% Efficiency per As-built drawing	
Qty	1	
Fixture 7 Loss VA	28.09	
Total VA	28.09	

Primary Cable Loss I^2R

Circuit Amps	6.7	
Cable	8 AWG, 5 kV, L-824, Type C	
Wire Loss Ω/1000'	0.68	
Total Length (ft)	43,029	
Total VA	1,313.47	$(I)^2$ x (wire loss x loop length/1,000)

Secondary Cable Loss

Extended Cable	Yes	
Cable	10 AWG, 600V, L-824, Type C	
Qty	308	
Wire Loss Ω/1000'	1.1	
Total Length (ft)	5	
Total VA	76.04	$(I)^2$ x (wire loss x loop length/1,000)

Taxiway Sign

Qty	2	
Load	101.52	
Total VA	203.03	

Total VA = 12,558.21

Volts = 1,874

Step 1

CCR= 20 kW

P.F. 0.95

Amps 2.7 Amps Output current is within FAA tolerance per FAA AC 150/5345-10H Table 1.

VA= 8,612

Total Connected Load = [(VA or Watts per fixture/PF) + Fixture Loss + Primary Cable Loss I^2R + Secondary Cable LossI^2R]

Fixture 1 Load (Taxiway F)

Type	L-861T (LED)	
Qty	16	
Fixture 1 VA	4.91	
Total VA		78.55

Fixture 1 Loss (Taxiway F)

Type	10/15 Watt Transformer	
Qty	16	
Fixture 1 Loss VA	1.23	
Total VA		19.64

Fixture 2 Load (Taxiway F)

Type	L-852T (LED)	
Qty	62	
Fixture 2 VA	7.98	
Total VA		494.59

Fixture 2 Loss (Taxiway F)

Type	20/25 Watt Transformer	
Qty	62	
Fixture 2 Loss VA	2.05	
Total VA		126.82

Fixture 3 Load

Type	L-861T (LED)	
Qty	203	
Fixture 3 VA	8.35	
Total VA		1,694.13

Fixture 3 Loss

Type	90% Efficiency per As-built drawing	
Qty	203	
Fixture 3 Loss VA	0.93	
Total VA		188.24

Fixture 4 Load

Type	L-852T (LED)	
Qty	3	
Fixture 4 VA	10.02	
Total VA		30.07

Fixture 4 Loss

Type	90% Efficiency per As-built drawing	
Qty	3	
Fixture 4 Loss VA	1.11	
Total VA		3.34

Fixture 5 Load

Type	L-858L Mode 2		
Qty	15		
Fixture 5 VA	65.05		
Total VA		975.68	

Fixture 5 Loss

Type	90% Efficiency per As-built drawing		
Qty	15		
Fixture 5 Loss VA	7.23		
Total VA		108.41	

Fixture 6 Load

Type	L-858L Mode 3		
Qty	6		
Fixture 6 VA	87.95		
Total VA		527.73	

Fixture 6 Loss

Type	90% Efficiency per As-built drawing		
Qty	6		
Fixture 6 Loss VA	9.77		
Total VA		58.64	

Fixture 7 Load

Type	L-858L Mode 4		
Qty	1		
Fixture 7 VA	101.86		
Total VA		101.86	

Fixture 7 Loss

Type	90% Efficiency per As-built drawing		
Qty	1		
Fixture 7 Loss VA	11.32		
Total VA		11.32	

Primary Cable Loss I^2R

Circuit Amps	2.7		
Cable	8 AWG, 5 kV, L-824, Type C		
Wire Loss Ω/1000'	0.68		
Total Length (ft)	43,029	feet	
Total VA		213.30	$(I)^2$ x (wire loss x loop length/1,000)

Secondary Cable Loss

Extended Cable	Yes		
Cable	10 AWG, 600V, L-824, Type C		
Qty	308		
Wire Loss Ω/1000'	1.1		
Total Length (ft)	5		
Total VA		12.35	$(I)^2$ x (wire loss x loop length/1,000)

Taxiway Sign

Qty	2		
Load	40.91		
Total VA		81.82	

Total VA =	**4,726.47**
Volts =	**1,751**

NICKLAUS ENGINEERING, INC.

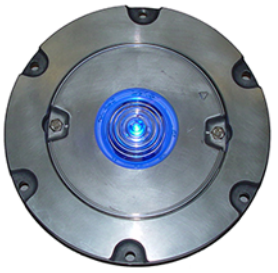
ATTACHMENT F
TAXIWAY LIGHTING
CUT SHEETS

TAXIWAY LIGHTING

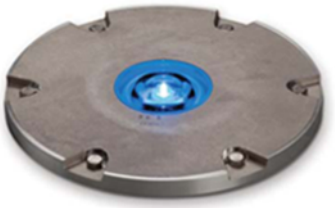
ITEL-L

LED In-pavement Taxiway Edge Light

STYLE 3, MEDIUM-INTENSITY



8-in ITEL-L
with adapter ring



12-in ITEL-L

Compliance with Standards

FAA: L-852T(L) AC 150/5345-46 (Current Edition) and the FAA Engineering Brief No. 67. ETL Certified.

ICAO: Annex 14, Vol. I, Ed. 6, para. 5.3.18.

CE: Complies with the requirement of the EMC Directive 2004/108/EC.

Uses

FAA L-852T(L)

- Taxiway edge
- Heliports

Features

- Low wattage: Single LED with only 19.5 VA fixture load on a 30/45 W isolation transformer on highest step, making the L-852T(L) LED more than twice as efficient as traditional 45 W fixtures
- Average LED life of 100,000 hours under high-intensity conditions and more than 200,000 hours under typical operating conditions, resulting in significant reduction or even elimination of ongoing maintenance costs and periodic re-lamping expenses
- FAA Style 3–Low protrusion above ground of ≤0.25 inch reduces vibrations caused by aircraft landing gear in both the light fixture and the landing gear, increasing lamp life
- Can be installed on existing 6.6 A or 20 A series circuits with no modifications to existing CCR or isolation transformer
- Operates on either 3- or 5-step ferroresonant or thyristor CCRs designed in compliance with IEC or FAA requirements
- Thermostatically controlled heater (U.S. Patent 7192155 B2) cycles on and off when temperature drops below freezing, reducing overall energy consumption
- Very low power rating for LED lights contributes to a lower life cycle cost. Limits cost for supporting equipment such as isolation transformers and CCRs to strict minimum.
- LED photometric performance will be maintained longer due to a cleaner lens. The lower temperature of the lens prevents the ";baking effect" that causes contaminants to stick to the surface of the lens.
- When quartz-incandescent fixtures are replaced with LED fixtures, airport staff can add more lights without increasing CCR size
- "Smart electronics" control current to LED, so light output matches existing incandescent fixtures at all brightness levels without sacrificing any light characteristics. Actual light output is determined based on a continuous light output curve. Therefore, light output truly represents input current, even if series circuit input current is not within FAA specification limits. Allows for a low cost and progressive evolution of the airfield lighting toward new LED-based technology.
- Offers longer maintenance intervals and requires fewer spare parts, resulting in lower life cycle costs
- Designed and built with simplicity and ease of maintenance in mind
- Fixture is available in five formats:
  - 8-inch fixture with an L-868B adapter ring or snow plow ring for an 11.25-inch bolt circle
  - 8-inch fixture with an L-867B adapter ring for a 10.25-inch bolt circle, bottom mounted
  - 12-inch fixture for 11.25-inch L-868B bolt circle
  - 12-inch fixture for 10.25-inch L-867B bolt circle
  - 8-inch fixture with an 11-inch adapter ring and an 8.875-inch bolt circle
- Monitoring option is available that provides a contact closure via a separate cable in case of LED or internal PCB failure. This allows external monitoring equipment to report the status and failure location of each fixture.
- Fixture uses aluminum alloy cover, inner cover, and optical assembly, stainless steel hardware, and a hardened optical glass lens
- Low-temperature lights. Temperature rise at center of top cover remains below FAA-specified limit of 320 °F (160 °C).
- Rugged lightning protection complies with ANSI/IEEE C62.41-1991 Location Category C2 given in FAA Eng. Brief 67. Category C2 is defined as a 1.2/50µS – 8/20 µS combination wave, with a peak voltage of 10,000 V and a peak current of 5,000 A.
- Includes a UL 467 rated ground lug, which accepts an AWG 6 earth ground wire

Operating Conditions

Temperature:	-40 °F to +131 °F (-40 °C to +55 °C)
Altitude:	Sea level to 10,000 feet (3000 m)
Relative Humidity:	Up to 100%

ITEL-L

Electrical Supply

6.6 A through an L-830-1 (for 60 Hz) or L-831-1 (for 50 Hz) 30/45 W isolation transformer or an L-830-17 20/25 W isolation transformer. The ITEL fixture is designed to work with any IEC- or FAA-compliant transformer up to 100 W without affecting the performance or lifetime of the light fixture or transformer. See data sheet 3033 for more details on recommended isolation transformers specified below.

The total CCR load shown in the following table represents the total VA load imposed on the regulator and accounts for power factor and transformer load.

ITEL Fixture	Fixture Load	Isolation Trans-former	Heater On/Off	Trans-former Load	Total CCR Load
With arctic option	19.5 VA 44 VA	30/45 W 30/45 W	Off On	6 VA 9 VA	25.5 VA 53 VA
Without arctic option	19.5 VA	20/25 W	N/A	5 VA	24.5 VA

Dimensions

Outside diameter:	11.94 in (30.33 cm)
Bolt-circle diameter (L-868B):	11.25 in (28.58 cm)
Bolt-circle diameter (L-867B):	10.25 in (26.04 cm)
Bottom cover depth:	2.36 in (5.99 cm)

Note: Use caution during snowplow conditions. A rubber tipped blade is recommended.

Ordering Code

ITEL - X X X X

LED Color
8 = Yellow
9 = White
A = Green
B = Red
C = L-852T(L) Aviation Blue[1]

Mounting
1 = 12-inch fixture for standard L-868B light base[1]
2 = 12-inch fixture for standard L-867B light base[1]
3 = 8-inch fixture for ICAO light base
4 = 8-inch fixture with L-868B adapter ring
6 = 8-inch fixture with L-867B adapter ring, bottom mounted
7 = 8-inch fixture with L868B snow plow ring
8 = 8-inch fixture with 11-inch adapter ring

Power
1 = 60 Hz[1]
2 = 50 Hz[2]
3 = 60 Hz with monitoring
4 = 50 Hz with monitoring[2]

Arctic Option
0 = Without arctic option
1 = With arctic option

Notes
[1] ETL Certified
[2] Any 50 Hz option carries the CE Mark

Packaging

In cardboard box:	7 × 13 × 13 in (17.8 × 33 × 33 cm)
Weight with packing:	15.3 lb (6.94 kg)
Weight without packing:	12.3 lb (5.58 kg)

RELIANCE

Taxiway Edge, L-861T(L)

Omnidirectional elevated

Compliance with Standards

FAA: L-861T(L) AC 150/5345-46 (Current Edition) and the FAA Engineering Brief No. 67. ETL Certified.

ICAO: Annex 14, Vol. 1, para. 5.3.17; 5.3.18 (for photometry)

CE: Complies with the requirements of the EMC Directive 2004/108/EC

Uses

Taxiway edge fixture is used to delineate the edges of airport taxiways.

FAA

- Taxiway Edge L-861(L)

ICAO

- Taxiway Edge

Features

- Average LED life of 100.000 hours under high-intensity conditions and more than 180.000 hours under typical operating conditions, which significantly reduces ongoing maintenance costs and periodic re-lamping expenses.
- The RELIANCE® taxiway edge fixture with heater fixture MTBF is at least 180.000 operating hours.
- UV-resistant polycarbonate outer lens option minimizes risk of lens damage if fixture is knocked over.
- Isolation transformers are available for use with the fixtures to match fixture load for optimal efficiency.
- Rugged low-profile design reduces damage due to jet blast.
- Provides ±4.5° vertical adjustment.
- Aluminum casting, stainless steel hardware, and protected with aviation yellow powder coat finish. Locking ring is protected with aviation blue powder coat finish.

Operating Conditions

Temperature: -40 °F to +131 °F / -40 °C to +55 °C
Wind: Withstands wind velocities up to 300 mph / 480 kph

Power Supply

Current Driven

RELIANCE LED lights have been designed to work with any IEC or FAA-compliant transformer up to 100 W without affecting performance or lifetime of the light or the transformer.

ETES Fixture w/ heater	Fixture Load	Isolation Transfmr.	Isol. XF Load	CCR Load
Off	12 VA	20/25 W	7.5 VA	19.5 VA
Off	12 VA	30/45 W	8.4 VA	20.4 VA
On	25 VA	20/25 W	7.5 VA	32.5 VA
On	25 VA	30/45 W	9 VA	34 VA
ETES Fixture w/out heater	**Fixture Load**	**Isolation Transfmr.**	**Isol. XF Load**	**CCR Load**
Off	12 VA	10/15 W	3 VA	15 VA
Off	12 VA	30/45 W	8.4 VA	20.4 VA

Voltage Driven

Input voltage: 95 VAC (min.) - 264 VAC (max.), 50/60 Hz

Maximum input power (w/out heater): 10.2 VA

Maximum input power (w/heater): 25.2 VA at 120 VAC

RELIANCE

Ordering Code

ETES - X X X X

LED Color
1 = Blue (Glass)
2 = Red (special applications only)[1]
3 = White (special applications only)[1]
4 = Green (special applications only)[1]
5 = Yellow (special applications only)[1]
6 = Blue (UV-resistant Polycarbonate)

Fixture Height
0 = 14'' OAH without coupling[3]
1 = 14" OAH with 1.5-inch coupling, 12 TPI
2 = 24" OAH with 1.5-inch coupling, 12 TPI
3 = 30" OAH with 1.5-inch coupling, 12 TPI
4 = 14" OAH with 2-inch coupling, 11.5 TPI
5 = 24" OAH with 2-inch coupling, 11.5 TPI
6 = 30" OAH with 2-inch coupling, 11.5 TPI
7 = 14" OAH with 2-inch coupling, 11 TPI[4]
8 = 24" OAH with 2-inch coupling, 11 TPI[4]
9 = 30" OAH with 2-inch coupling, 11 TPI[4]
A = No column or frangible coupling, Style 6 cord
B = 14" OAH with 1.5-inch slot coupling
C = 24" OAH with 1.5-inch slot coupling
D = 30" OAH with 1.5-inch slot coupling
E = 14" OAH with 1.5" x 2" slot coupling, 11.5 TPI
F = 24" OAH with 1.5" x 2" slot coupling, 11.5 TPI
G = 30" OAH with 1.5" x 2" slot coupling, 11.5 TPI
H = No column or frangible coupling, Style 1 cord
L = 14" OAH with 2" coupling, 11.5 TPI, 22" cord set
M = 18" OAH with 1.5" x 2" slot coupling, 11.5 TPI
N = 18" OAH with 1.5-inch coupling
P = 18" OAH with 2-inch coupling, 11.5 TPI
Q = 18" OAH with 2-inch coupling, 11 TPI[4]
S = 20" OAH with 1.5-inch coupling
T = 20" OAH with 1.5-inch slot coupling
U = 20" OAH with 2-inch coupling, 11 TPI[4]
V = 20" OAH with 2-inch coupling, 11.5 TPI
Z = 16" OAH with 1.5-inch coupling, 12 TPI

Power
1 = Current Driven, 50/60 Hz[5]
3 = 95-264 VAC, 50/60 Hz

Arctic Option
0 = Without arctic option
1 = With arctic option[2]

Notes
[1] Not submitted for ETL testing
[2] When powered by a parallel circuit, heater is designed for use at only 120 VAC, ±10%, 50/60 Hz
[3] Configuration sold with no column and no coupling
[4] Normally used in metric applications
[5] Any current-driven option carries the CE Mark

Energy Cost Savings

One (1) watt LED light source combined with efficient electronics results in significant energy cost reductions.

Isolation Transformer	LED Fixture Load [1]	Incand./ Tungsten Halogen Load	Energy Savings
Fixture with heater on, current driven			
20/25 W or 30/45 W	25 VA	45 W	1.8 times
Fixture with heater off, current driven			
20/25 W or 30/45 W	12 VA	45 W	3.7 times

Notes
[1] Fixture load does not include isolation transformer load.

Packaging

Assembled Fixtures	Dimensions of Cartons		Indiv. Weight [1] lb / kg
	Individual in / cm	15 per box in / cm	
14-inch OAH	20.5 × 6.5 × 6.5 / 52 × 16.5 × 16.5	19.5 × 23.5 × 15.75 / 50 × 60 × 52	2.75 lb 1.25 kg
24-inch OAH	31 × 6.5 × 6.5 / 79 × 17 × 17	29. 5 × 23.5 × 15.75 / 75 × 60 × 40	4 lb 1.81 kg
30-inch OAH	37 × 6.5 × 6.5 / 94 × 16.5 × 16.5	36 × 23.5 × 15.7 / 91.5 × 60 × 40	4.75 lb 2.15 kg

Notes
[1] Weight based on unpackaged fixture with arctic option.