

FIGURE 110 ALTERNATIVE F (TEN-YEAR FORECASTED PEAK SEASON) – CUMULATIVE L_{AEQ12} CONTOURS – ALL AIRCRAFT

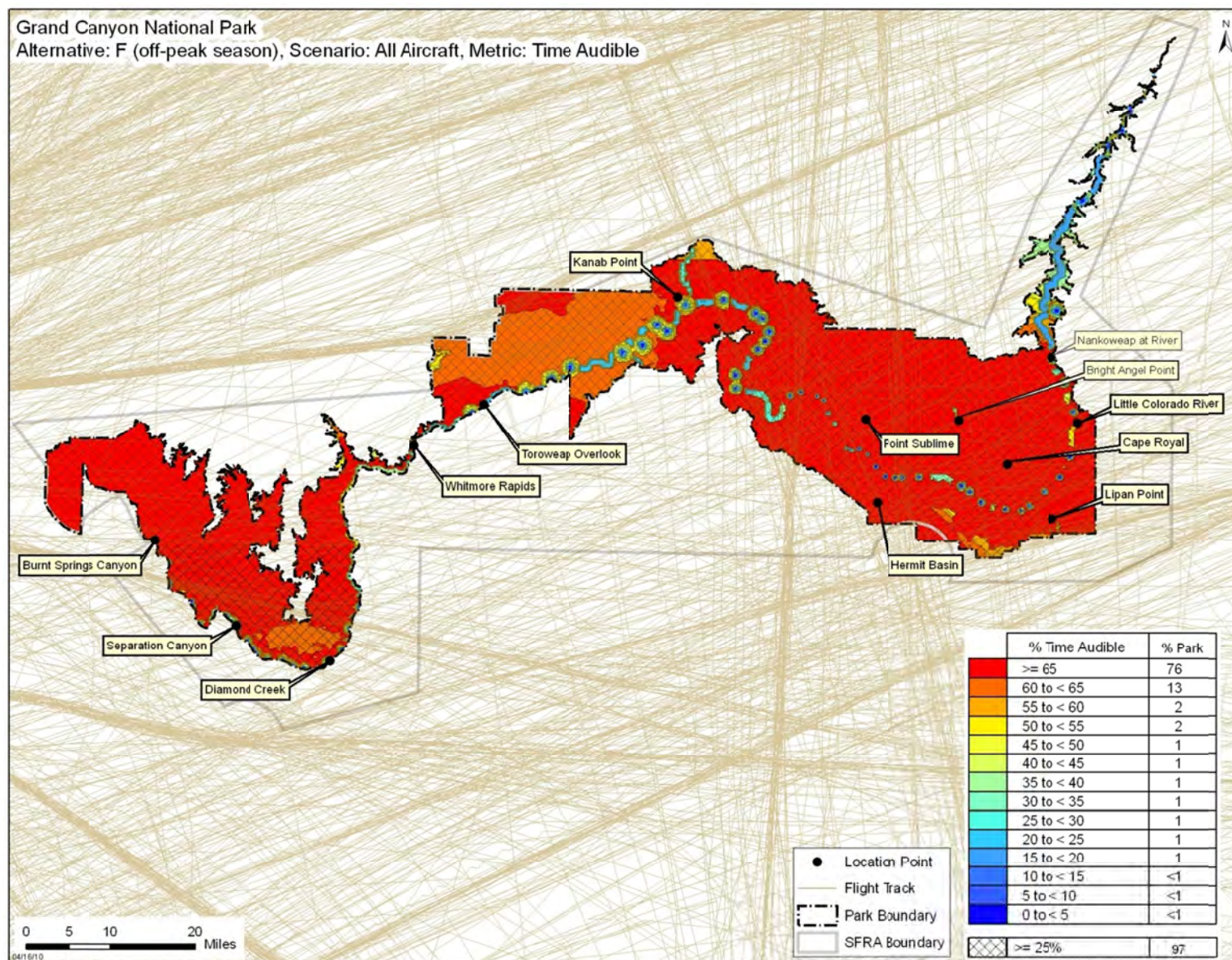


FIGURE 111 ALTERNATIVE F (OFF-PEAK SEASON) – CUMULATIVE %TAUD CONTOURS – ALL AIRCRAFT

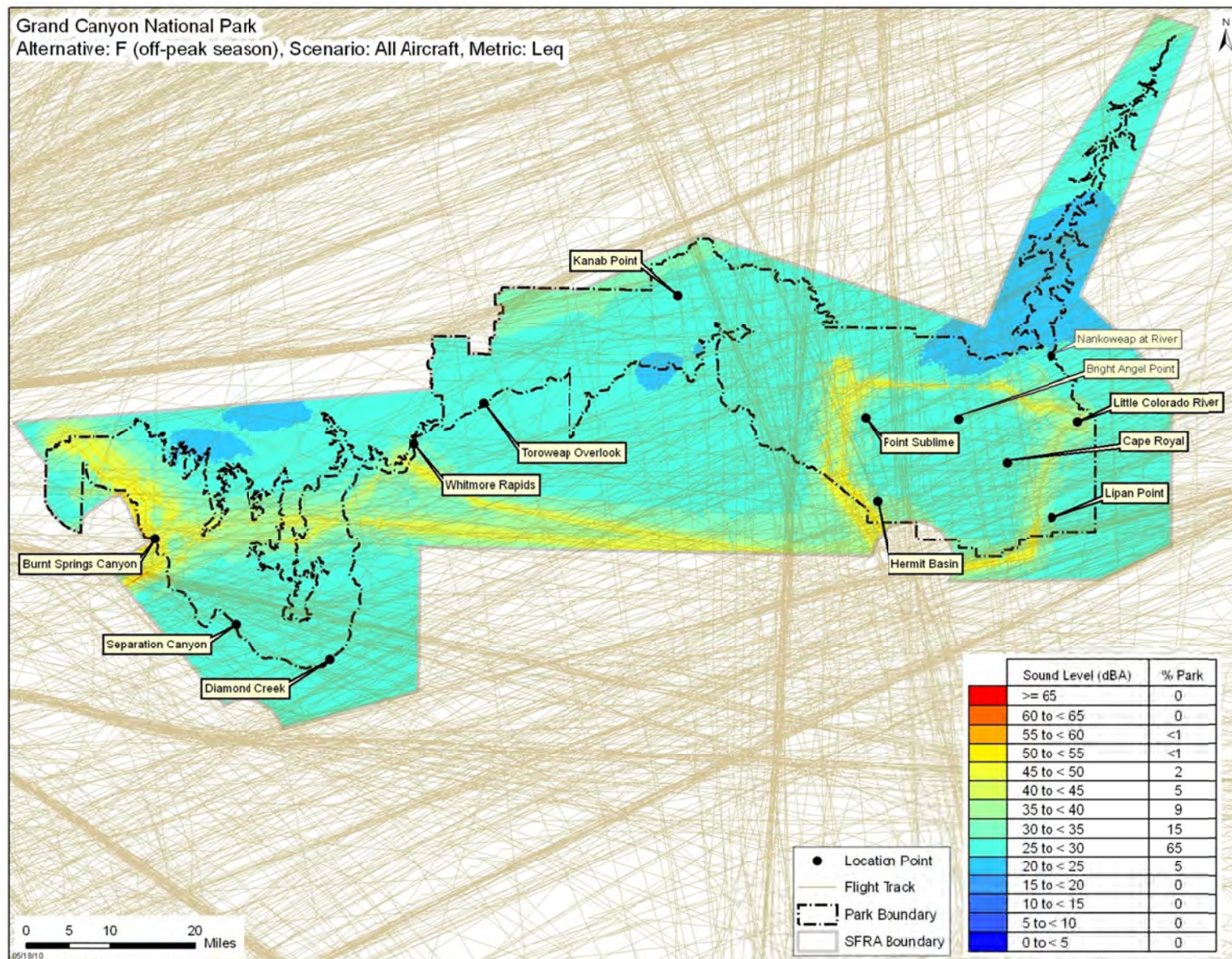


FIGURE 112 ALTERNATIVE F (OFF-PEAK SEASON) – CUMULATIVE L_{AEQ12} CONTOURS – ALL AIRCRAFT

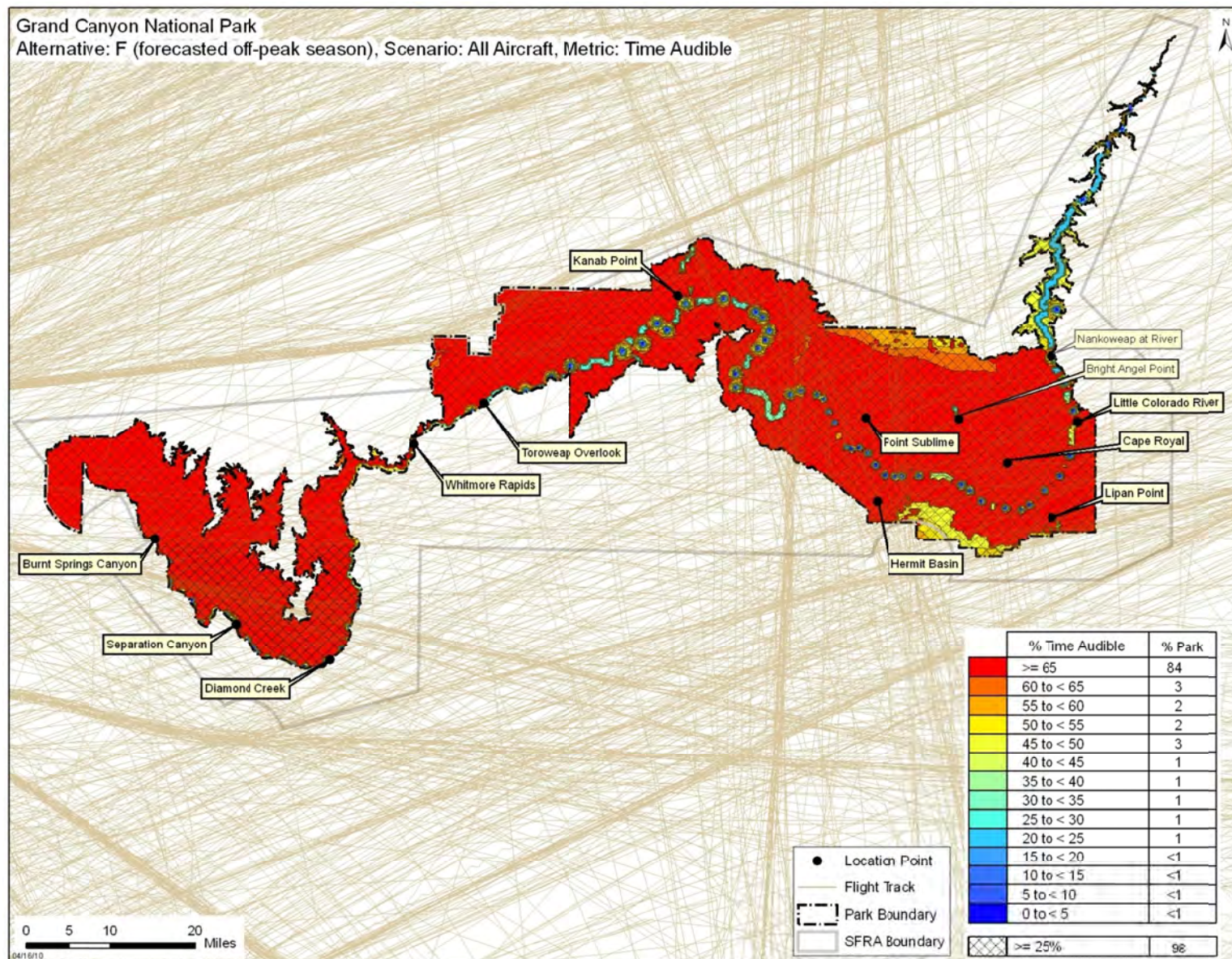


FIGURE 113 ALTERNATIVE F (TEN-YEAR FORECASTED OFF-PEAK SEASON) – CUMULATIVE %TAUD CONTOURS – ALL AIRCRAFT

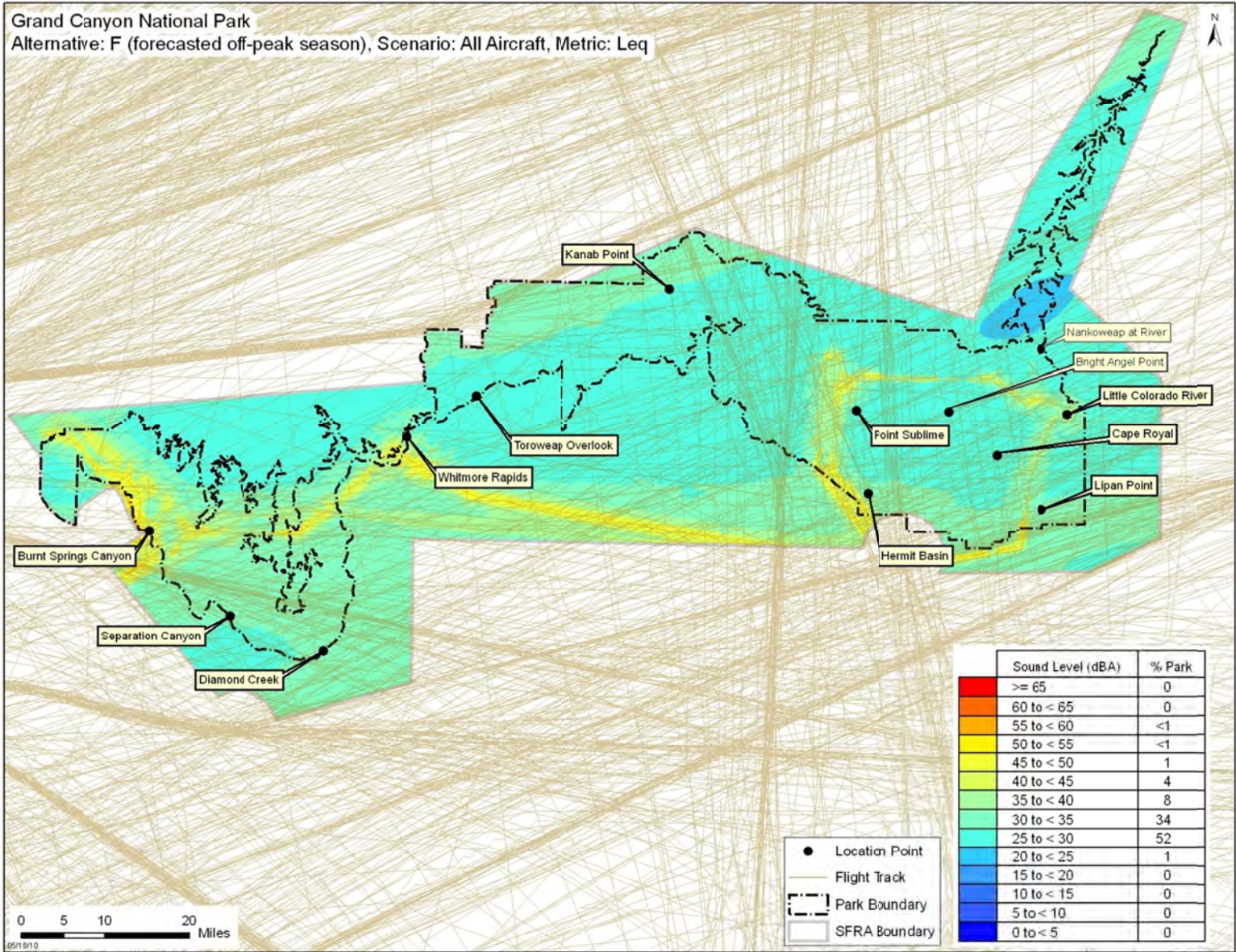


FIGURE 114 ALTERNATIVE F (TEN-YEAR FORECASTED OFF-PEAK SEASON) – CUMULATIVE L_{AEQ12} CONTOURS – ALL AIRCRAFT

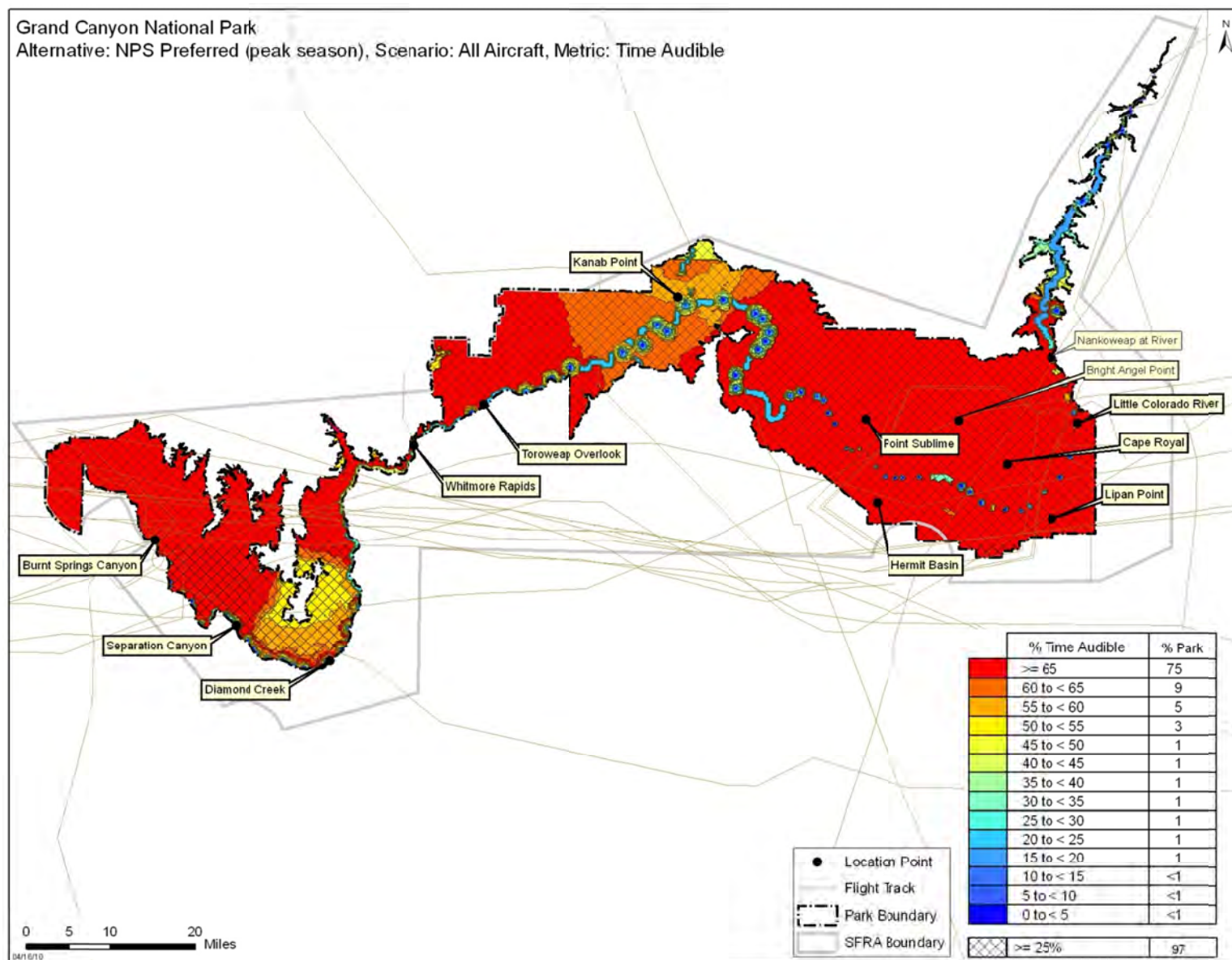


FIGURE 115 NPS PREFERRED ALTERNATIVE (PEAK SEASON) – CUMULATIVE %TAUD CONTOURS – ALL AIRCRAFT

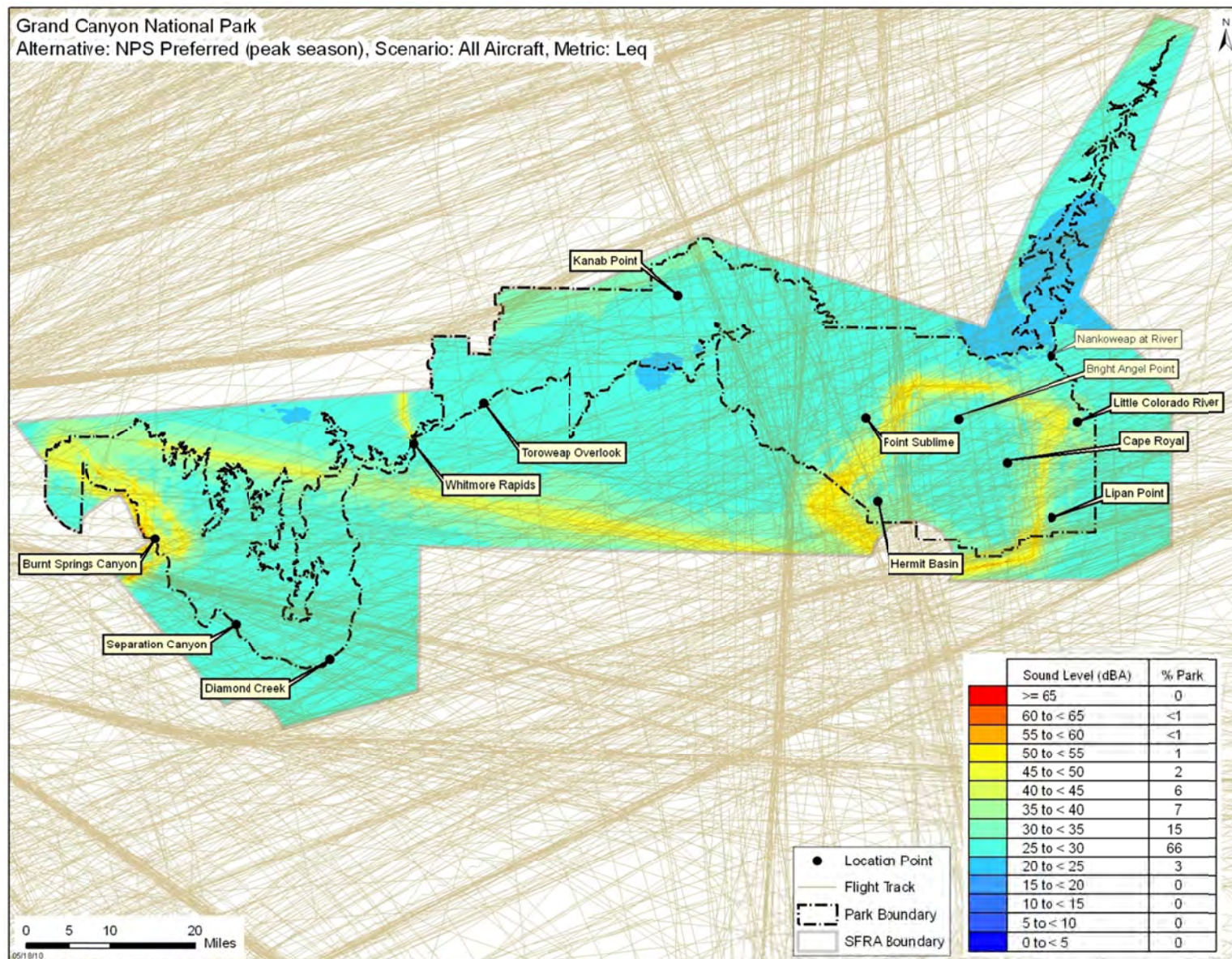
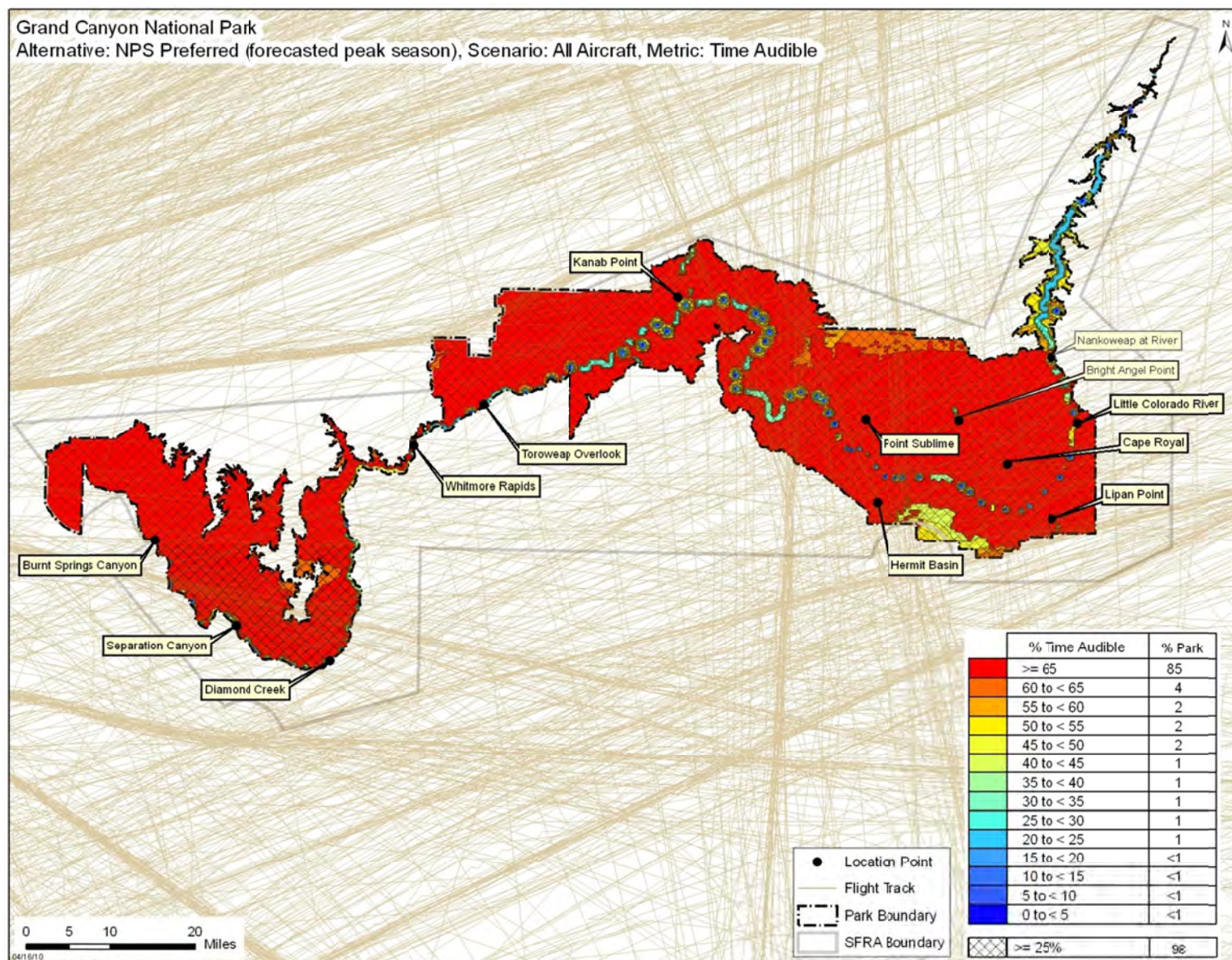


FIGURE 116 NPS PREFERRED ALTERNATIVE (PEAK SEASON) – CUMULATIVE L_{AEQ12} CONTOURS – ALL AIRCRAFT



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FIGURE 117 NPS PREFERRED ALTERNATIVE (TEN-YEAR FORECASTED PEAK SEASON) – CUMULATIVE %TAUD CONTOURS – ALL AIRCRAFT

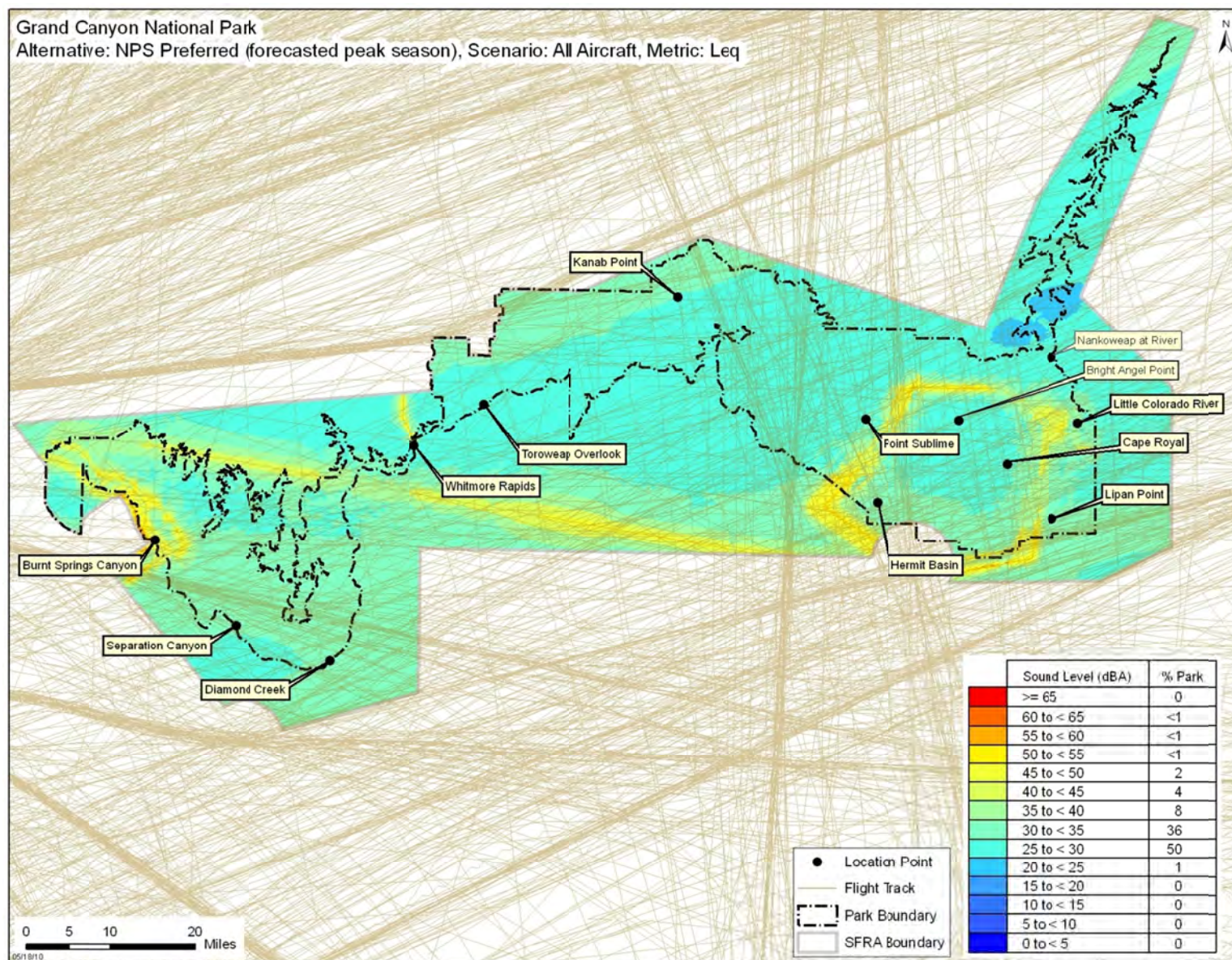


FIGURE 118 NPS PREFERRED ALTERNATIVE (TEN-YEAR FORECASTED PEAK SEASON) – CUMULATIVE L_{AEQ12} CONTOURS – ALL AIRCRAFT

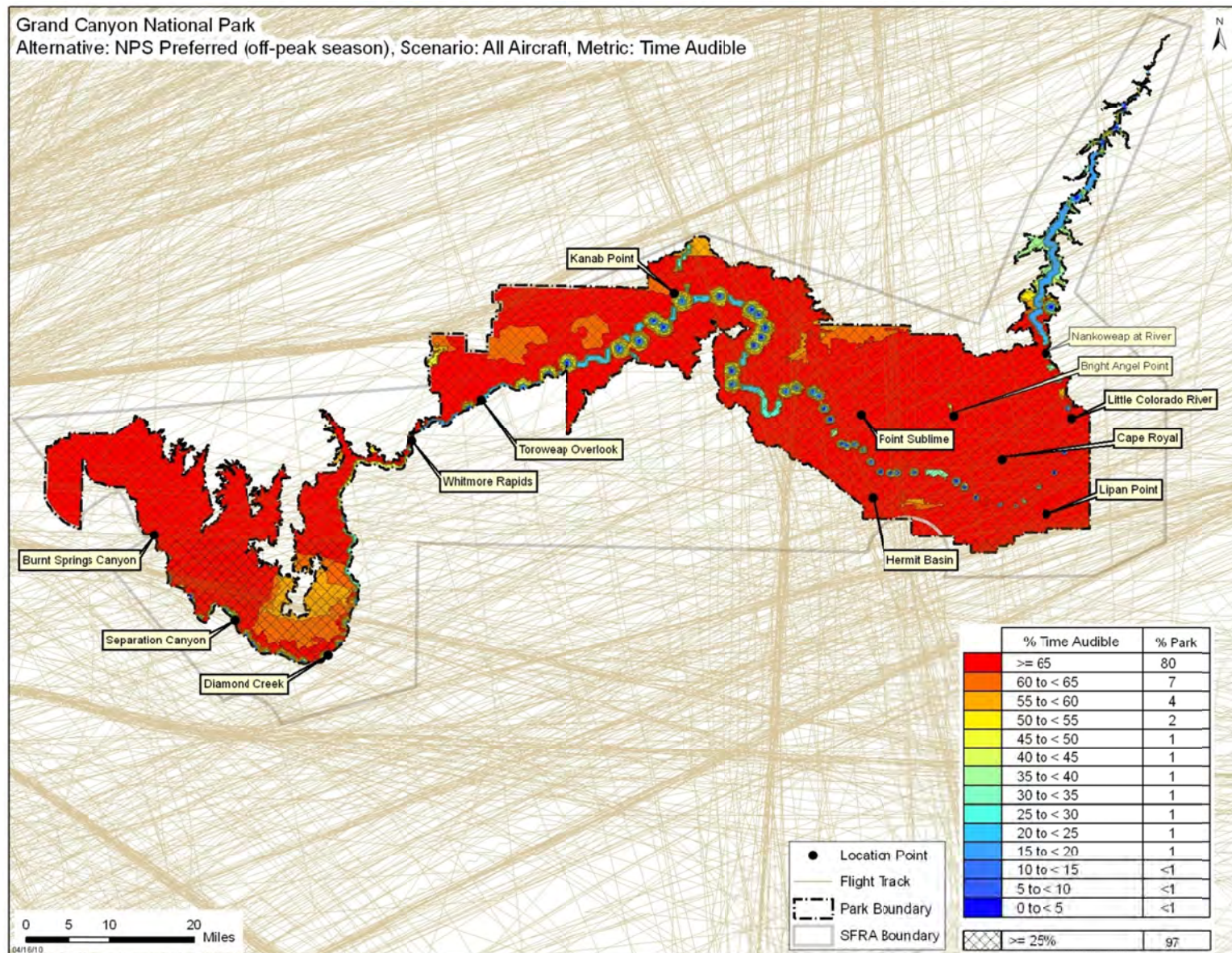


FIGURE 119 NPS PREFERRED ALTERNATIVE (OFF-PEAK SEASON) – CUMULATIVE %TAUD CONTOURS – ALL AIRCRAFT

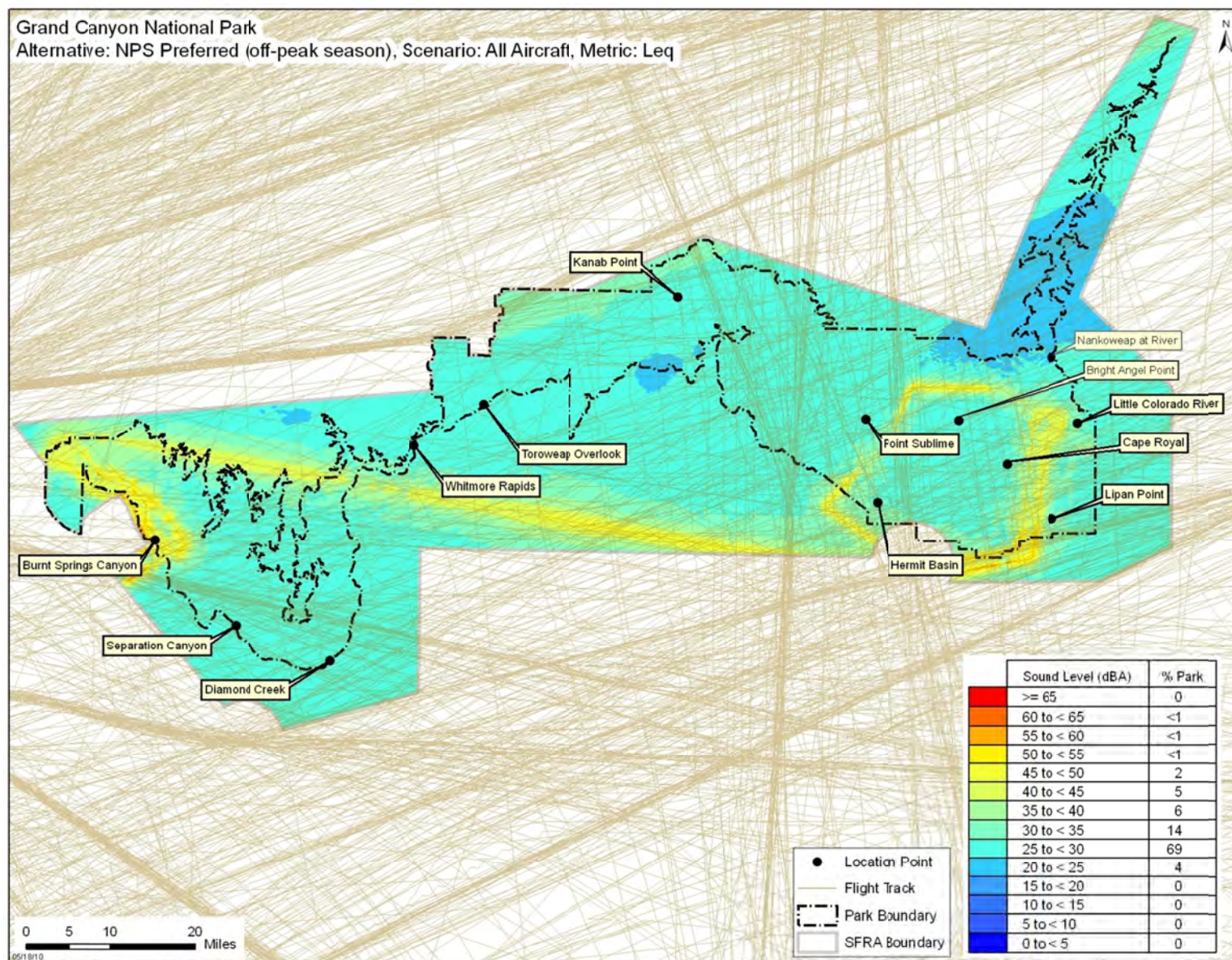
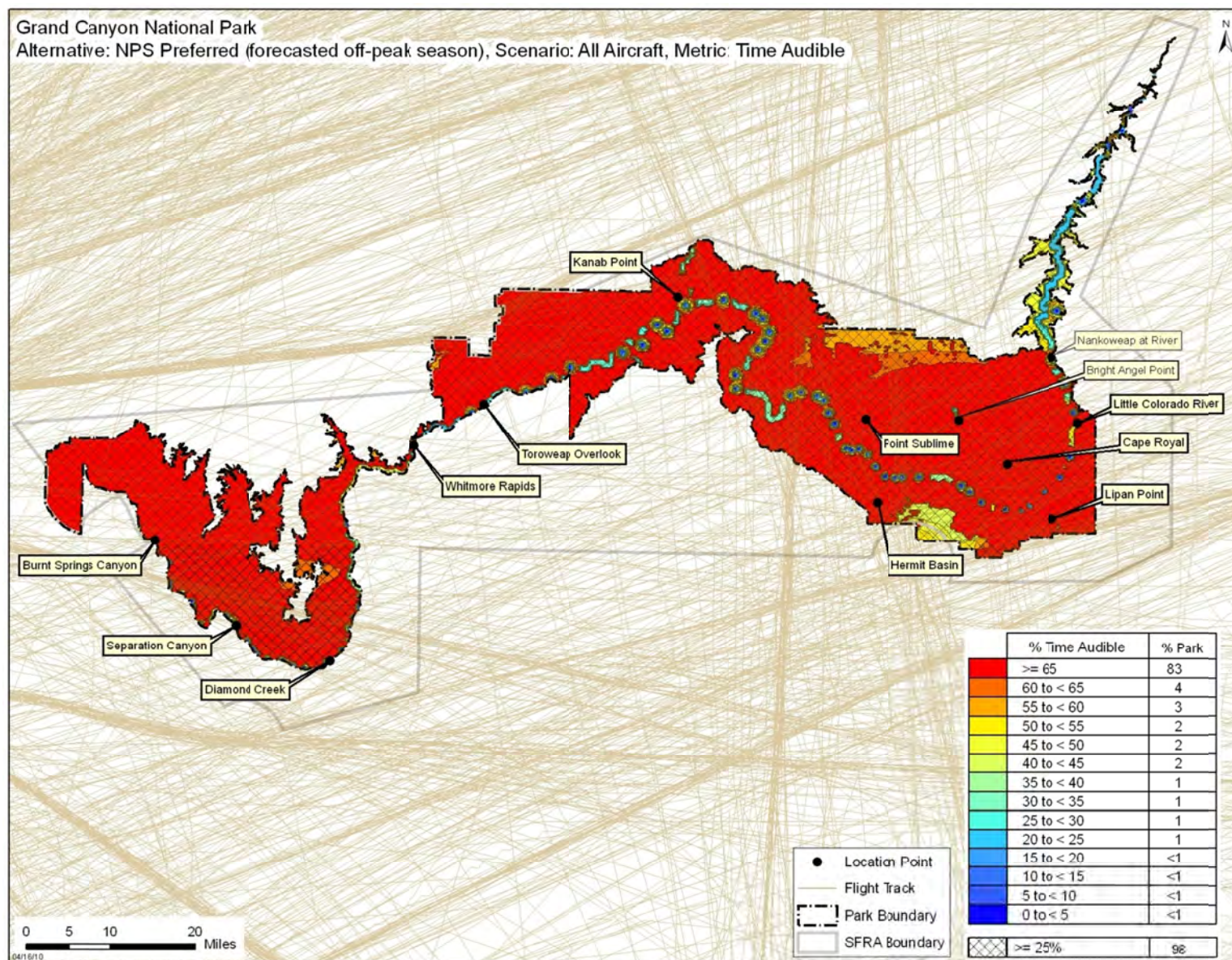


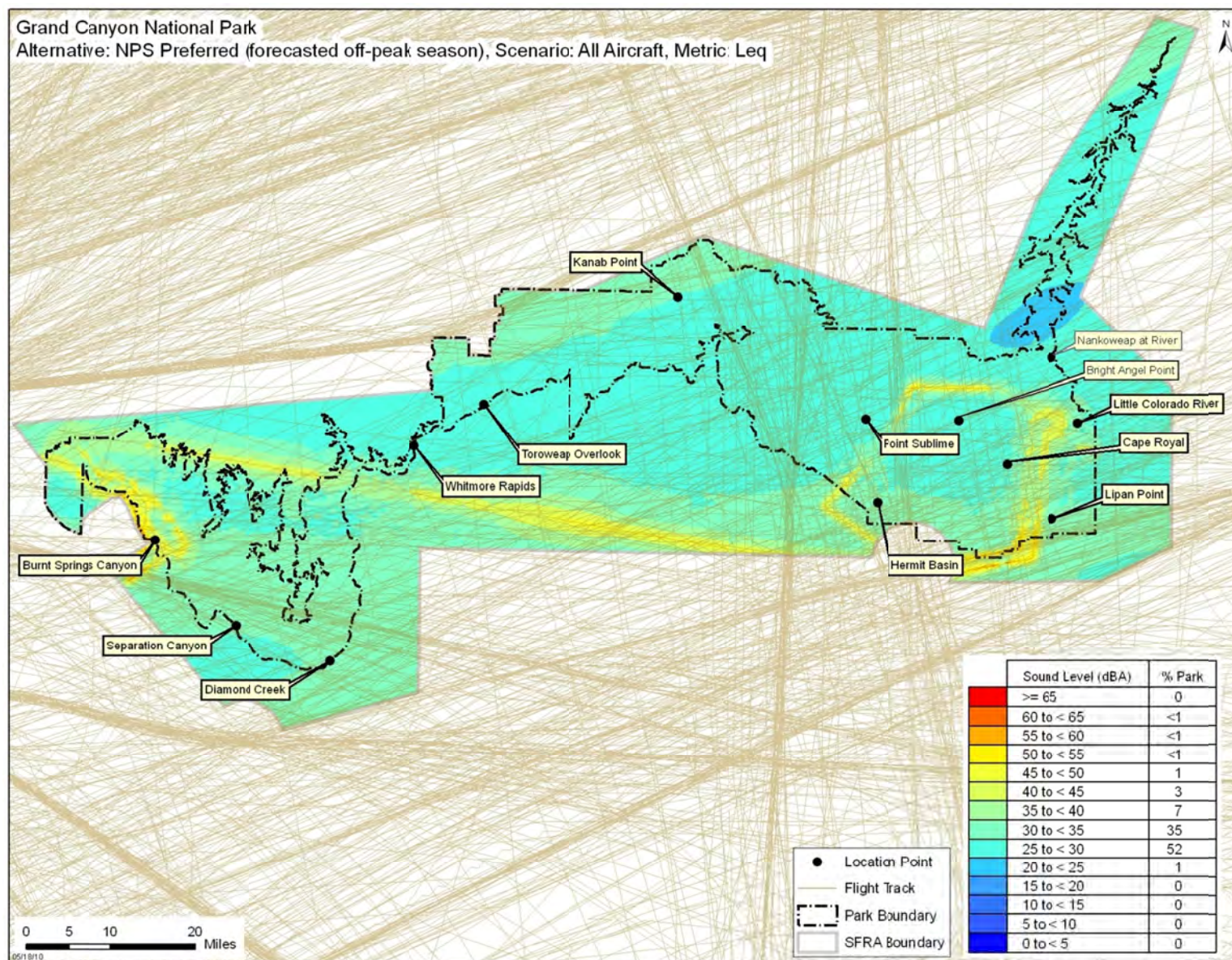
FIGURE 120 NPS PREFERRED ALTERNATIVE (OFF-PEAK SEASON) – CUMULATIVE L_{Aeq12} CONTOURS – ALL AIRCRAFT



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FIGURE 121 NPS PREFERRED ALTERNATIVE (TEN-YEAR FORECASTED OFF-PEAK SEASON) – CUMULATIVE %TAUD CONTOURS – ALL AIRCRAFT































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FIGURE 122 NPS PREFERRED ALTERNATIVE (TEN-YEAR FORECASTED OFF-PEAK SEASON) – CUMULATIVE L_{AEQ12} CONTOURS – ALL AIRCRAFT

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TABLE 43 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- ALTERNATIVE A (CUMULATIVE)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft
Developed		% Of Management Zone					
	>= 65	2	0	99	0	0	0
	60 to < 65	8	0	0	0	0	0
	55 to < 60	11	0	0	0	0	0
	50 to < 55	21	0	0	0	0	2
	45 to < 50	7	0	0	0	0	2
	40 to < 45	7	0	0	0	0	2
	35 to < 40	4	0	1	0	0	7
	30 to < 35	31	0	0	0	0	65
	25 to < 30	6	0	0	97	0	23
	20 to < 25	1	1	0	3	88	0
	15 to < 20	1	5	0	0	12	0
	10 to < 15	0	37	0	0	0	0
	5 to < 10	0	38	0	0	0	0
	0 to < 5	0	19	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	10	0	98	0	0	0
	60 to < 65	14	0	0	0	0	0
	55 to < 60	13	0	0	0	0	1
	50 to < 55	13	0	0	0	0	3
	45 to < 50	8	0	0	0	0	4
	40 to < 45	10	0	0	0	0	5
	35 to < 40	3	0	0	0	0	11
	30 to < 35	29	0	0	1	0	42
	25 to < 30	1	1	0	91	0	34
	20 to < 25	0	1	0	8	79	0
	15 to < 20	0	24	0	0	21	0
	10 to < 15	0	25	0	0	0	0
	5 to < 10	0	47	0	0	0	0
	0 to < 5	0	2	0	0	0	0

























































Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	11	0	84	0	0	0
	60 to < 65	11	0	4	0	0	0
	55 to < 60	11	0	3	0	0	0
	50 to < 55	6	0	1	0	0	1
	45 to < 50	18	0	1	0	0	3
	40 to < 45	13	0	1	0	0	6
	35 to < 40	11	0	1	0	0	7
	30 to < 35	10	2	1	4	2	13
	25 to < 30	3	11	1	84	13	68
	20 to < 25	2	21	1	13	34	3
	15 to < 20	2	21	1	0	49	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	15	0	0	0	0
	0 to < 5	0	4	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	11	0	85	0	0	0
	60 to < 65	11	0	4	0	0	0
	55 to < 60	11	0	3	0	0	0
	50 to < 55	7	0	1	0	0	1
	45 to < 50	17	0	1	0	0	3
	40 to < 45	13	0	1	0	0	6
	35 to < 40	11	0	1	0	0	7
	30 to < 35	11	2	1	3	2	15
	25 to < 30	3	10	1	84	13	66
	20 to < 25	2	20	1	13	37	3
	15 to < 20	2	21	1	0	47	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	16	0	0	0	0
	0 to < 5	0	4	0	0	0	0

TABLE 44 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - ALTERNATIVE A (CUMULATIVE)

Results Within the SFRA		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	1
	45 to < 50	N/A	N/A	N/A	0	0	2
	40 to < 45	N/A	N/A	N/A	0	0	5
	35 to < 40	N/A	N/A	N/A	0	0	7
	30 to < 35	N/A	N/A	N/A	2	2	15
	25 to < 30	N/A	N/A	N/A	84	13	66
	20 to < 25	N/A	N/A	N/A	13	38	4
	15 to < 20	N/A	N/A	N/A	0	44	0
	10 to < 15	N/A	N/A	N/A	0	2	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0

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TABLE 45 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- ALTERNATIVE A (CUMULATIVE FOR TEN-YEAR FORECAST)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft
Developed		% Of Management Zone					
	>= 65	18	0	99	0	0	0
	60 to < 65	23	0	0	0	0	0
	55 to < 60	4	0	0	0	0	0
	50 to < 55	9	0	0	0	0	1
	45 to < 50	4	0	0	0	0	3
	40 to < 45	5	0	1	0	0	6
	35 to < 40	33	0	0	0	0	22
	30 to < 35	2	1	0	9	0	67
	25 to < 30	2	1	0	91	0	1
	20 to < 25	0	3	0	0	95	0
	15 to < 20	0	16	0	0	5	0
	10 to < 15	0	34	0	0	0	0
	5 to < 10	0	43	0	0	0	0
	0 to < 5	0	3	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	34	0	99	0	0	0
	60 to < 65	14	0	0	0	0	0
	55 to < 60	5	0	0	0	0	0
	50 to < 55	12	0	0	0	0	4
	45 to < 50	3	0	0	0	0	5
	40 to < 45	6	0	1	0	0	9
	35 to < 40	25	0	0	0	0	23
	30 to < 35	0	1	0	26	0	49
	25 to < 30	0	1	0	74	0	10
	20 to < 25	0	21	0	0	89	0
	15 to < 20	0	12	0	0	11	0
	10 to < 15	0	29	0	0	0	0
	5 to < 10	0	36	0	0	0	0
	0 to < 5	0	0	0	0	0	0

























































Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	32	0	91	0	0	0
	60 to < 65	7	0	1	0	0	0
	55 to < 60	14	0	1	0	0	0
	50 to < 55	16	0	1	0	0	1
	45 to < 50	9	0	1	0	0	4
	40 to < 45	9	0	1	0	0	8
	35 to < 40	6	3	1	0	0	11
	30 to < 35	2	14	1	7	5	44
	25 to < 30	1	13	1	88	13	31
	20 to < 25	2	18	1	5	51	0
	15 to < 20	1	30	0	0	31	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	7	0	0	0	0
	0 to < 5	0	2	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	32	0	91	0	0	0
	60 to < 65	8	0	1	0	0	0
	55 to < 60	13	0	1	0	0	0
	50 to < 55	16	0	1	0	0	1
	45 to < 50	9	0	1	0	0	4
	40 to < 45	9	0	1	0	0	8
	35 to < 40	7	3	1	0	0	11
	30 to < 35	2	13	1	8	5	45
	25 to < 30	1	13	1	87	12	30
	20 to < 25	2	19	1	5	53	0
	15 to < 20	1	29	0	0	30	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	9	0	0	0	0
	0 to < 5	0	2	0	0	0	0

TABLE 46 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - ALTERNATIVE A (CUMULATIVE FOR TEN-YEAR FORECAST)

Results Within the SFRA		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative A – All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	1
	45 to < 50	N/A	N/A	N/A	0	0	2
	40 to < 45	N/A	N/A	N/A	0	0	5
	35 to < 40	N/A	N/A	N/A	0	0	8
	30 to < 35	N/A	N/A	N/A	7	4	41
	25 to < 30	N/A	N/A	N/A	88	13	43
	20 to < 25	N/A	N/A	N/A	6	51	0
	15 to < 20	N/A	N/A	N/A	0	31	0
	10 to < 15	N/A	N/A	N/A	0	1	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0

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TABLE 47 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- ALTERNATIVE E PEAK SEASON (CUMULATIVE)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	2	0	75	0	0	0
	60 to < 65	8	0	11	0	0	0
	55 to < 60	11	0	8	0	0	0
	50 to < 55	21	0	1	0	0	1
	45 to < 50	7	0	1	0	0	1
	40 to < 45	7	0	1	0	0	2
	35 to < 40	4	0	1	0	0	3
	30 to < 35	31	0	1	0	0	22
	25 to < 30	6	0	1	97	0	68
	20 to < 25	1	1	1	3	88	3
	15 to < 20	1	5	0	0	12	0
	10 to < 15	0	37	0	0	0	0
	5 to < 10	0	38	0	0	0	0
	0 to < 5	0	19	75	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	10	0	90	0	0	0
	60 to < 65	14	0	5	0	0	0
	55 to < 60	13	0	1	0	0	0
	50 to < 55	13	0	1	0	0	1
	45 to < 50	8	0	1	0	0	1
	40 to < 45	10	0	1	0	0	2
	35 to < 40	3	0	0	0	0	2
	30 to < 35	29	0	0	1	0	33
	25 to < 30	1	1	0	91	0	53
	20 to < 25	0	1	0	8	79	7
	15 to < 20	0	24	0	0	21	0
	10 to < 15	0	25	0	0	0	0
	5 to < 10	0	47	0	0	0	0
	0 to < 5	0	2	0	0	0	0

























































Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	11	0	68	0	0	0
	60 to < 65	11	0	11	0	0	0
	55 to < 60	11	0	6	0	0	0
	50 to < 55	6	0	4	0	0	0
	45 to < 50	18	0	4	0	0	1
	40 to < 45	13	0	1	0	0	4
	35 to < 40	11	0	1	0	0	3
	30 to < 35	10	2	1	4	2	8
	25 to < 30	3	11	1	84	13	76
	20 to < 25	2	21	1	13	34	7
	15 to < 20	2	21	1	0	49	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	15	0	0	0	0
	0 to < 5	0	4	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	11	0	69	0	0	0
	60 to < 65	11	0	10	0	0	0
	55 to < 60	11	0	6	0	0	0
	50 to < 55	7	0	3	0	0	0
	45 to < 50	17	0	3	0	0	1
	40 to < 45	13	0	1	0	0	4
	35 to < 40	11	0	1	0	0	3
	30 to < 35	11	2	1	3	2	9
	25 to < 30	3	10	1	84	13	75
	20 to < 25	2	20	1	13	37	7
	15 to < 20	2	21	1	0	47	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	16	0	0	0	0
	0 to < 5	0	4	0	0	0	0

TABLE 48 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - ALTERNATIVE E PEAK SEASON (CUMULATIVE)

Results Within the SFRA		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	0
	45 to < 50	N/A	N/A	N/A	0	0	1
	40 to < 45	N/A	N/A	N/A	0	0	3
	35 to < 40	N/A	N/A	N/A	0	0	4
	30 to < 35	N/A	N/A	N/A	2	2	11
	25 to < 30	N/A	N/A	N/A	84	13	73
	20 to < 25	N/A	N/A	N/A	13	38	8
	15 to < 20	N/A	N/A	N/A	0	44	0
	10 to < 15	N/A	N/A	N/A	0	2	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0

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TABLE 49 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- ALTERNATIVE E PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	18	0	50	0	0	0
	60 to < 65	23	0	6	0	0	0
	55 to < 60	4	0	9	0	0	0
	50 to < 55	9	0	25	0	0	1
	45 to < 50	4	0	5	0	0	1
	40 to < 45	5	0	2	0	0	2
	35 to < 40	33	0	1	0	0	3
	30 to < 35	2	1	1	9	0	76
	25 to < 30	2	1	2	91	0	17
	20 to < 25	0	3	0	0	95	0
	15 to < 20	0	16	0	0	5	0
	10 to < 15	0	34	0	0	0	0
	5 to < 10	0	43	0	0	0	0
	0 to < 5	0	3	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	34	0	59	0	0	0
	60 to < 65	14	0	8	0	0	0
	55 to < 60	5	0	14	0	0	0
	50 to < 55	12	0	14	0	0	1
	45 to < 50	3	0	4	0	0	1
	40 to < 45	6	0	1	0	0	2
	35 to < 40	25	0	0	0	0	2
	30 to < 35	0	1	0	26	0	62
	25 to < 30	0	1	0	74	0	32
	20 to < 25	0	21	0	0	89	0
	15 to < 20	0	12	0	0	11	0
	10 to < 15	0	29	0	0	0	0
	5 to < 10	0	36	0	0	0	0
	0 to < 5	0	0	0	0	0	0

























































Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	32	0	79	0	0	0
	60 to < 65	7	0	5	0	0	0
	55 to < 60	14	0	5	0	0	0
	50 to < 55	16	0	3	0	0	0
	45 to < 50	9	0	2	0	0	0
	40 to < 45	9	0	1	0	0	2
	35 to < 40	6	3	1	0	0	5
	30 to < 35	2	14	1	7	5	28
	25 to < 30	1	13	1	88	13	63
	20 to < 25	2	18	1	5	51	1
	15 to < 20	1	30	0	0	31	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	7	0	0	0	0
	0 to < 5	0	2	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	32	0	78	0	0	0
	60 to < 65	8	0	5	0	0	0
	55 to < 60	13	0	5	0	0	0
	50 to < 55	16	0	4	0	0	0
	45 to < 50	9	0	2	0	0	0
	40 to < 45	9	0	1	0	0	2
	35 to < 40	7	3	1	0	0	5
	30 to < 35	2	13	1	8	5	30
	25 to < 30	1	13	1	87	12	62
	20 to < 25	2	19	1	5	53	1
	15 to < 20	1	29	0	0	30	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	9	0	0	0	0
	0 to < 5	0	2	0	0	0	0

TABLE 50 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - ALTERNATIVE E PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)

Results Within the SFRA	%TAUD			L _{Aeq12} (dBA)		
	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Peak Season) All Aircraft
>= 65	N/A	N/A	N/A	0	0	0
60 to < 65	N/A	N/A	N/A	0	0	0
55 to < 60	N/A	N/A	N/A	0	0	0
50 to < 55	N/A	N/A	N/A	0	0	0
45 to < 50	N/A	N/A	N/A	0	0	0
40 to < 45	N/A	N/A	N/A	0	0	2
35 to < 40	N/A	N/A	N/A	0	0	5
30 to < 35	N/A	N/A	N/A	7	4	33
25 to < 30	N/A	N/A	N/A	88	13	58
20 to < 25	N/A	N/A	N/A	6	51	1
15 to < 20	N/A	N/A	N/A	0	31	0
10 to < 15	N/A	N/A	N/A	0	1	0
5 to < 10	N/A	N/A	N/A	0	0	0
0 to < 5	N/A	N/A	N/A	0	0	0

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TABLE 51 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- ALTERNATIVE E OFF-PEAK SEASON (CUMULATIVE)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	2	0	74	0	0	0
	60 to < 65	8	0	6	0	0	0
	55 to < 60	11	0	4	0	0	0
	50 to < 55	21	0	4	0	0	0
	45 to < 50	7	0	2	0	0	0
	40 to < 45	7	0	4	0	0	0
	35 to < 40	4	0	4	0	0	0
	30 to < 35	31	0	0	0	0	13
	25 to < 30	6	0	0	97	0	84
	20 to < 25	1	1	0	3	88	3
	15 to < 20	1	5	0	0	12	0
	10 to < 15	0	37	0	0	0	0
	5 to < 10	0	38	0	0	0	0
	0 to < 5	0	19	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	10	0	71	0	0	0
	60 to < 65	14	0	9	0	0	0
	55 to < 60	13	0	6	0	0	0
	50 to < 55	13	0	3	0	0	0
	45 to < 50	8	0	3	0	0	0
	40 to < 45	10	0	4	0	0	0
	35 to < 40	3	0	4	0	0	1
	30 to < 35	29	0	0	1	0	19
	25 to < 30	1	1	0	91	0	72
	20 to < 25	0	1	0	8	79	7
	15 to < 20	0	24	0	0	21	0
	10 to < 15	0	25	0	0	0	0
	5 to < 10	0	47	0	0	0	0
	0 to < 5	0	2	0	0	0	0

























































Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	11	0	75	0	0	0
	60 to < 65	11	0	9	0	0	0
	55 to < 60	11	0	4	0	0	0
	50 to < 55	6	0	2	0	0	0
	45 to < 50	18	0	1	0	0	2
	40 to < 45	13	0	1	0	0	3
	35 to < 40	11	0	2	0	0	3
	30 to < 35	10	2	1	4	2	7
	25 to < 30	3	11	1	84	13	77
	20 to < 25	2	21	1	13	34	7
	15 to < 20	2	21	1	0	49	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	15	0	0	0	0
	0 to < 5	0	4	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	11	0	75	0	0	0
	60 to < 65	11	0	9	0	0	0
	55 to < 60	11	0	4	0	0	0
	50 to < 55	7	0	2	0	0	0
	45 to < 50	17	0	1	0	0	2
	40 to < 45	13	0	1	0	0	3
	35 to < 40	11	0	2	0	0	3
	30 to < 35	11	2	1	3	2	8
	25 to < 30	3	10	1	84	13	77
	20 to < 25	2	20	1	13	37	7
	15 to < 20	2	21	1	0	47	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	16	0	0	0	0
	0 to < 5	0	4	0	0	0	0

TABLE 52 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - ALTERNATIVE E OFF-PEAK SEASON (CUMULATIVE)

Results Within the SFRA	%TAUD			L _{Aeq12} (dBA)		
	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft
>= 65	N/A	N/A	N/A	0	0	0
60 to < 65	N/A	N/A	N/A	0	0	0
55 to < 60	N/A	N/A	N/A	0	0	0
50 to < 55	N/A	N/A	N/A	0	0	0
45 to < 50	N/A	N/A	N/A	0	0	1
40 to < 45	N/A	N/A	N/A	0	0	3
35 to < 40	N/A	N/A	N/A	0	0	4
30 to < 35	N/A	N/A	N/A	2	2	10
25 to < 30	N/A	N/A	N/A	84	13	73
20 to < 25	N/A	N/A	N/A	13	38	8
15 to < 20	N/A	N/A	N/A	0	44	0
10 to < 15	N/A	N/A	N/A	0	2	0
5 to < 10	N/A	N/A	N/A	0	0	0
0 to < 5	N/A	N/A	N/A	0	0	0

1 **TABLE 53 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- ALTERNATIVE E OFF-PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)**

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	18	0	50	0	0	0
	60 to < 65	23	0	7	0	0	0
	55 to < 60	4	0	12	0	0	0
	50 to < 55	9	0	20	0	0	0
	45 to < 50	4	0	6	0	0	0
	40 to < 45	5	0	2	0	0	0
	35 to < 40	33	0	1	0	0	0
	30 to < 35	2	1	1	9	0	83
	25 to < 30	2	1	1	91	0	17
	20 to < 25	0	3	0	0	95	0
	15 to < 20	0	16	0	0	5	0
	10 to < 15	0	34	0	0	0	0
	5 to < 10	0	43	0	0	0	0
	0 to < 5	0	3	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	34	0	58	0	0	0
	60 to < 65	14	0	9	0	0	0
	55 to < 60	5	0	14	0	0	0
	50 to < 55	12	0	12	0	0	0
	45 to < 50	3	0	5	0	0	0
	40 to < 45	6	0	2	0	0	0
	35 to < 40	25	0	0	0	0	1
	30 to < 35	0	1	0	26	0	68
	25 to < 30	0	1	0	74	0	32
	20 to < 25	0	21	0	0	89	0
	15 to < 20	0	12	0	0	11	0
	10 to < 15	0	29	0	0	0	0
	5 to < 10	0	36	0	0	0	0
	0 to < 5	0	0	0	0	0	0

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	32	0	80	0	0	0
	60 to < 65	7	0	5	0	0	0
	55 to < 60	14	0	4	0	0	0
	50 to < 55	16	0	3	0	0	0
	45 to < 50	9	0	2	0	0	1
	40 to < 45	9	0	1	0	0	2
	35 to < 40	6	3	1	0	0	4
	30 to < 35	2	14	1	7	5	28
	25 to < 30	1	13	1	88	13	65
	20 to < 25	2	18	1	5	51	1
	15 to < 20	1	30	0	0	31	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	7	0	0	0	0
	0 to < 5	0	2	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	32	0	78	0	0	0
	60 to < 65	8	0	5	0	0	0
	55 to < 60	13	0	5	0	0	0
	50 to < 55	16	0	3	0	0	0
	45 to < 50	9	0	2	0	0	1
	40 to < 45	9	0	1	0	0	2
	35 to < 40	7	3	1	0	0	3
	30 to < 35	2	13	1	8	5	30
	25 to < 30	1	13	1	87	12	63
	20 to < 25	2	19	1	5	53	1
	15 to < 20	1	29	0	0	30	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	9	0	0	0	0
	0 to < 5	0	2	0	0	0	0

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2 **TABLE 54 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - ALTERNATIVE E OFF-PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)**





























Results Within the SFRA		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative E (Off-Peak Season) All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	0
	45 to < 50	N/A	N/A	N/A	0	0	1
	40 to < 45	N/A	N/A	N/A	0	0	2
	35 to < 40	N/A	N/A	N/A	0	0	4
	30 to < 35	N/A	N/A	N/A	7	4	33
	25 to < 30	N/A	N/A	N/A	88	13	58
	20 to < 25	N/A	N/A	N/A	6	51	1
	15 to < 20	N/A	N/A	N/A	0	31	0
	10 to < 15	N/A	N/A	N/A	0	1	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0

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TABLE 55 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- ALTERNATIVE F PEAK SEASON (CUMULATIVE)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	2	0	99	0	0	0
	60 to < 65	8	0	0	0	0	0
	55 to < 60	11	0	0	0	0	0
	50 to < 55	21	0	0	0	0	2
	45 to < 50	7	0	0	0	0	2
	40 to < 45	7	0	0	0	0	2
	35 to < 40	4	0	1	0	0	7
	30 to < 35	31	0	0	0	0	66
	25 to < 30	6	0	0	97	0	22
	20 to < 25	1	1	0	3	88	0
	15 to < 20	1	5	0	0	12	0
	10 to < 15	0	37	0	0	0	0
	5 to < 10	0	38	0	0	0	0
	0 to < 5	0	19	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	10	0	97	0	0	0
	60 to < 65	14	0	1	0	0	0
	55 to < 60	13	0	0	0	0	1
	50 to < 55	13	0	0	0	0	3
	45 to < 50	8	0	0	0	0	4
	40 to < 45	10	0	0	0	0	5
	35 to < 40	3	0	1	0	0	11
	30 to < 35	29	0	0	1	0	42
	25 to < 30	1	1	0	91	0	34
	20 to < 25	0	1	0	8	79	0
	15 to < 20	0	24	0	0	21	0
	10 to < 15	0	25	0	0	0	0
	5 to < 10	0	47	0	0	0	0
	0 to < 5	0	2	0	0	0	0

























































Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	11	0	84	0	0	0
	60 to < 65	11	0	5	0	0	0
	55 to < 60	11	0	2	0	0	0
	50 to < 55	6	0	1	0	0	1
	45 to < 50	18	0	1	0	0	3
	40 to < 45	13	0	1	0	0	6
	35 to < 40	11	0	1	0	0	9
	30 to < 35	10	2	1	4	2	15
	25 to < 30	3	11	1	84	13	64
	20 to < 25	2	21	1	13	34	3
	15 to < 20	2	21	1	0	49	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	15	0	0	0	0
	0 to < 5	0	4	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	11	0	85	0	0	0
	60 to < 65	11	0	5	0	0	0
	55 to < 60	11	0	2	0	0	0
	50 to < 55	7	0	1	0	0	1
	45 to < 50	17	0	1	0	0	3
	40 to < 45	13	0	1	0	0	6
	35 to < 40	11	0	1	0	0	9
	30 to < 35	11	2	1	3	2	16
	25 to < 30	3	10	1	84	13	63
	20 to < 25	2	20	1	13	37	3
	15 to < 20	2	21	1	0	47	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	16	0	0	0	0
	0 to < 5	0	4	0	0	0	0

TABLE 56 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - ALTERNATIVE F PEAK SEASON (CUMULATIVE)

Results Within the SFRA	%TAUD			L _{Aeq12} (dBA)		
	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft
>= 65	N/A	N/A	N/A	0	0	0
60 to < 65	N/A	N/A	N/A	0	0	0
55 to < 60	N/A	N/A	N/A	0	0	0
50 to < 55	N/A	N/A	N/A	0	0	1
45 to < 50	N/A	N/A	N/A	0	0	2
40 to < 45	N/A	N/A	N/A	0	0	5
35 to < 40	N/A	N/A	N/A	0	0	8
30 to < 35	N/A	N/A	N/A	2	2	14
25 to < 30	N/A	N/A	N/A	84	13	64
20 to < 25	N/A	N/A	N/A	13	38	5
15 to < 20	N/A	N/A	N/A	0	44	0
10 to < 15	N/A	N/A	N/A	0	2	0
5 to < 10	N/A	N/A	N/A	0	0	0
0 to < 5	N/A	N/A	N/A	0	0	0

1 **TABLE 57 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- ALTERNATIVE F PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)**

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	18	0	58	0	0	0
	60 to < 65	23	0	3	0	0	0
	55 to < 60	4	0	7	0	0	0
	50 to < 55	9	0	6	0	0	1
	45 to < 50	4	0	25	0	0	2
	40 to < 45	5	0	2	0	0	2
	35 to < 40	33	0	0	0	0	2
	30 to < 35	2	1	0	9	0	81
	25 to < 30	2	1	0	91	0	13
	20 to < 25	0	3	0	0	95	0
	15 to < 20	0	16	0	0	5	0
	10 to < 15	0	34	0	0	0	0
	5 to < 10	0	43	0	0	0	0
	0 to < 5	0	3	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	34	0	69	0	0	0
	60 to < 65	14	0	3	0	0	0
	55 to < 60	5	0	6	0	0	0
	50 to < 55	12	0	9	0	0	2
	45 to < 50	3	0	12	0	0	4
	40 to < 45	6	0	1	0	0	3
	35 to < 40	25	0	0	0	0	6
	30 to < 35	0	1	0	26	0	61
	25 to < 30	0	1	0	74	0	23
	20 to < 25	0	21	0	0	89	0
	15 to < 20	0	12	0	0	11	0
	10 to < 15	0	29	0	0	0	0
	5 to < 10	0	36	0	0	0	0
	0 to < 5	0	0	0	0	0	0

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	32	0	88	0	0	0
	60 to < 65	7	0	2	0	0	0
	55 to < 60	14	0	2	0	0	0
	50 to < 55	16	0	2	0	0	0
	45 to < 50	9	0	1	0	0	1
	40 to < 45	9	0	1	0	0	6
	35 to < 40	6	3	1	0	0	8
	30 to < 35	2	14	1	7	5	32
	25 to < 30	1	13	1	88	13	51
	20 to < 25	2	18	1	5	51	1
	15 to < 20	1	30	0	0	31	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	7	0	0	0	0
	0 to < 5	0	2	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	32	0	87	0	0	0
	60 to < 65	8	0	2	0	0	0
	55 to < 60	13	0	2	0	0	0
	50 to < 55	16	0	2	0	0	1
	45 to < 50	9	0	2	0	0	1
	40 to < 45	9	0	1	0	0	5
	35 to < 40	7	3	1	0	0	8
	30 to < 35	2	13	1	8	5	34
	25 to < 30	1	13	1	87	12	50
	20 to < 25	2	19	1	5	53	1
	15 to < 20	1	29	0	0	30	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	9	0	0	0	0
	0 to < 5	0	2	0	0	0	0

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2 **TABLE 58 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - ALTERNATIVE F PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)**





























Results Within the SFRA		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Peak Season) All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	0
	45 to < 50	N/A	N/A	N/A	0	0	2
	40 to < 45	N/A	N/A	N/A	0	0	4
	35 to < 40	N/A	N/A	N/A	0	0	8
	30 to < 35	N/A	N/A	N/A	7	4	33
	25 to < 30	N/A	N/A	N/A	88	13	51
	20 to < 25	N/A	N/A	N/A	6	51	0
	15 to < 20	N/A	N/A	N/A	0	31	0
	10 to < 15	N/A	N/A	N/A	0	1	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0

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TABLE 59 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- ALTERNATIVE F OFF-PEAK SEASON (CUMULATIVE)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	2	0	82	0	0	0
	60 to < 65	8	0	5	0	0	0
	55 to < 60	11	0	8	0	0	0
	50 to < 55	21	0	1	0	0	0
	45 to < 50	7	0	1	0	0	1
	40 to < 45	7	0	1	0	0	1
	35 to < 40	4	0	1	0	0	2
	30 to < 35	31	0	1	0	0	25
	25 to < 30	6	0	0	97	0	69
	20 to < 25	1	1	0	3	88	1
	15 to < 20	1	5	0	0	12	0
	10 to < 15	0	37	0	0	0	0
	5 to < 10	0	38	0	0	0	0
	0 to < 5	0	19	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	10	0	84	0	0	0
	60 to < 65	14	0	8	0	0	0
	55 to < 60	13	0	7	0	0	0
	50 to < 55	13	0	1	0	0	0
	45 to < 50	8	0	0	0	0	2
	40 to < 45	10	0	0	0	0	2
	35 to < 40	3	0	0	0	0	5
	30 to < 35	29	0	0	1	0	33
	25 to < 30	1	1	0	91	0	55
	20 to < 25	0	1	0	8	79	3
	15 to < 20	0	24	0	0	21	0
	10 to < 15	0	25	0	0	0	0
	5 to < 10	0	47	0	0	0	0
	0 to < 5	0	2	0	0	0	0

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	11	0	75	0	0	0
	60 to < 65	11	0	13	0	0	0
	55 to < 60	11	0	2	0	0	0
	50 to < 55	6	0	2	0	0	0
	45 to < 50	18	0	1	0	0	2
	40 to < 45	13	0	1	0	0	5
	35 to < 40	11	0	1	0	0	9
	30 to < 35	10	2	1	4	2	14
	25 to < 30	3	11	1	84	13	65
	20 to < 25	2	21	1	13	34	5
	15 to < 20	2	21	1	0	49	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	15	0	0	0	0
	0 to < 5	0	4	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	11	0	76	0	0	0
	60 to < 65	11	0	13	0	0	0
	55 to < 60	11	0	2	0	0	0
	50 to < 55	7	0	2	0	0	0
	45 to < 50	17	0	1	0	0	2
	40 to < 45	13	0	1	0	0	5
	35 to < 40	11	0	1	0	0	9
	30 to < 35	11	2	1	3	2	15
	25 to < 30	3	10	1	84	13	65
	20 to < 25	2	20	1	13	37	5
	15 to < 20	2	21	1	0	47	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	16	0	0	0	0
	0 to < 5	0	4	0	0	0	0

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TABLE 60 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - ALTERNATIVE F OFF-PEAK SEASON (CUMULATIVE)





























	Results Within the SFRA	%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	0
	45 to < 50	N/A	N/A	N/A	0	0	1
	40 to < 45	N/A	N/A	N/A	0	0	5
	35 to < 40	N/A	N/A	N/A	0	0	8
	30 to < 35	N/A	N/A	N/A	2	2	13
	25 to < 30	N/A	N/A	N/A	84	13	65
	20 to < 25	N/A	N/A	N/A	13	38	8
	15 to < 20	N/A	N/A	N/A	0	44	0
	10 to < 15	N/A	N/A	N/A	0	2	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0

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1 **TABLE 61 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- ALTERNATIVE F OFF-PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)**

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	18	0	52	0	0	0
	60 to < 65	23	0	3	0	0	0
	55 to < 60	4	0	4	0	0	0
	50 to < 55	9	0	6	0	0	0
	45 to < 50	4	0	30	0	0	1
	40 to < 45	5	0	1	0	0	1
	35 to < 40	33	0	1	0	0	1
	30 to < 35	2	1	1	9	0	81
	25 to < 30	2	1	1	91	0	16
	20 to < 25	0	3	0	0	95	0
	15 to < 20	0	16	0	0	5	0
	10 to < 15	0	34	0	0	0	0
	5 to < 10	0	43	0	0	0	0
	0 to < 5	0	3	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	34	0	64	0	0	0
	60 to < 65	14	0	3	0	0	0
	55 to < 60	5	0	3	0	0	0
	50 to < 55	12	0	12	0	0	0
	45 to < 50	3	0	17	0	0	1
	40 to < 45	6	0	1	0	0	2
	35 to < 40	25	0	0	0	0	3
	30 to < 35	0	1	0	26	0	65
	25 to < 30	0	1	0	74	0	30
	20 to < 25	0	21	0	0	89	0
	15 to < 20	0	12	0	0	11	0
	10 to < 15	0	29	0	0	0	0
	5 to < 10	0	36	0	0	0	0
	0 to < 5	0	0	0	0	0	0

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	32	0	86	0	0	0
	60 to < 65	7	0	3	0	0	0
	55 to < 60	14	0	2	0	0	0
	50 to < 55	16	0	2	0	0	0
	45 to < 50	9	0	2	0	0	1
	40 to < 45	9	0	1	0	0	4
	35 to < 40	6	3	1	0	0	8
	30 to < 35	2	14	1	7	5	32
	25 to < 30	1	13	1	88	13	54
	20 to < 25	2	18	1	5	51	1
	15 to < 20	1	30	0	0	31	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	7	0	0	0	0
	0 to < 5	0	2	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	32	0	84	0	0	0
	60 to < 65	8	0	3	0	0	0
	55 to < 60	13	0	2	0	0	0
	50 to < 55	16	0	2	0	0	0
	45 to < 50	9	0	3	0	0	1
	40 to < 45	9	0	1	0	0	4
	35 to < 40	7	3	1	0	0	8
	30 to < 35	2	13	1	8	5	34
	25 to < 30	1	13	1	87	12	52
	20 to < 25	2	19	1	5	53	1
	15 to < 20	1	29	0	0	30	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	9	0	0	0	0
	0 to < 5	0	2	0	0	0	0

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2 **TABLE 62 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - ALTERNATIVE F OFF-PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)**





























Results Within the SFRA		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	Alternative F (Off-Peak Season) All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	0
	45 to < 50	N/A	N/A	N/A	0	0	1
	40 to < 45	N/A	N/A	N/A	0	0	4
	35 to < 40	N/A	N/A	N/A	0	0	8
	30 to < 35	N/A	N/A	N/A	7	4	33
	25 to < 30	N/A	N/A	N/A	88	13	53
	20 to < 25	N/A	N/A	N/A	6	51	1
	15 to < 20	N/A	N/A	N/A	0	31	0
	10 to < 15	N/A	N/A	N/A	0	1	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0

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TABLE 63 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- NPS PREFERRED ALTERNATIVE PEAK SEASON (CUMULATIVE)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	2	0	98	0	0	0
	60 to < 65	8	0	1	0	0	0
	55 to < 60	11	0	0	0	0	0
	50 to < 55	21	0	0	0	0	1
	45 to < 50	7	0	0	0	0	1
	40 to < 45	7	0	0	0	0	4
	35 to < 40	4	0	0	0	0	6
	30 to < 35	31	0	1	0	0	51
	25 to < 30	6	0	0	97	0	37
	20 to < 25	1	1	0	3	88	0
	15 to < 20	1	5	0	0	12	0
	10 to < 15	0	37	0	0	0	0
	5 to < 10	0	38	0	0	0	0
	0 to < 5	0	19	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	10	0	97	0	0	0
	60 to < 65	14	0	2	0	0	0
	55 to < 60	13	0	1	0	0	0
	50 to < 55	13	0	0	0	0	1
	45 to < 50	8	0	0	0	0	2
	40 to < 45	10	0	0	0	0	5
	35 to < 40	3	0	0	0	0	7
	30 to < 35	29	0	0	1	0	42
	25 to < 30	1	1	0	91	0	41
	20 to < 25	0	1	0	8	79	0
	15 to < 20	0	24	0	0	21	0
	10 to < 15	0	25	0	0	0	0
	5 to < 10	0	47	0	0	0	0
	0 to < 5	0	2	0	0	0	0





























Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	11	0	73	0	0	0
	60 to < 65	11	0	9	0	0	0
	55 to < 60	11	0	5	0	0	0
	50 to < 55	6	0	3	0	0	1
	45 to < 50	18	0	2	0	0	2
	40 to < 45	13	0	1	0	0	6
	35 to < 40	11	0	1	0	0	7
	30 to < 35	10	2	1	4	2	14
	25 to < 30	3	11	1	84	13	67
	20 to < 25	2	21	1	13	34	4
	15 to < 20	2	21	1	0	49	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	15	0	0	0	0
	0 to < 5	0	4	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	11	0	75	0	0	0
	60 to < 65	11	0	9	0	0	0
	55 to < 60	11	0	5	0	0	0
	50 to < 55	7	0	3	0	0	1
	45 to < 50	17	0	1	0	0	2
	40 to < 45	13	0	1	0	0	6
	35 to < 40	11	0	1	0	0	7
	30 to < 35	11	2	1	3	2	15
	25 to < 30	3	10	1	84	13	66
	20 to < 25	2	20	1	13	37	3
	15 to < 20	2	21	1	0	47	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	16	0	0	0	0
	0 to < 5	0	4	0	0	0	0

TABLE 64 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - NPS PREFERRED ALTERNATIVE PEAK SEASON (CUMULATIVE)

Results Within the SFRA		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	1
	45 to < 50	N/A	N/A	N/A	0	0	2
	40 to < 45	N/A	N/A	N/A	0	0	5
	35 to < 40	N/A	N/A	N/A	0	0	7
	30 to < 35	N/A	N/A	N/A	2	2	14
	25 to < 30	N/A	N/A	N/A	84	13	65
	20 to < 25	N/A	N/A	N/A	13	38	5
	15 to < 20	N/A	N/A	N/A	0	44	0
	10 to < 15	N/A	N/A	N/A	0	2	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0

TABLE 65 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- NPS PREFERRED ALTERNATIVE PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	18	0	54	0	0	0
	60 to < 65	23	0	5	0	0	0
	55 to < 60	4	0	4	0	0	0
	50 to < 55	9	0	4	0	0	1
	45 to < 50	4	0	6	0	0	2
	40 to < 45	5	0	25	0	0	3
	35 to < 40	33	0	2	0	0	4
	30 to < 35	2	1	1	9	0	76
	25 to < 30	2	1	0	91	0	14
	20 to < 25	0	3	0	0	95	0
	15 to < 20	0	16	0	0	5	0
	10 to < 15	0	34	0	0	0	0
	5 to < 10	0	43	0	0	0	0
	0 to < 5	0	3	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	34	0	67	0	0	0
	60 to < 65	14	0	6	0	0	0
	55 to < 60	5	0	3	0	0	0
	50 to < 55	12	0	4	0	0	1
	45 to < 50	3	0	10	0	0	3
	40 to < 45	6	0	10	0	0	4
	35 to < 40	25	0	1	0	0	4
	30 to < 35	0	1	0	26	0	63
	25 to < 30	0	1	0	74	0	24
	20 to < 25	0	21	0	0	89	0
	15 to < 20	0	12	0	0	11	0
	10 to < 15	0	29	0	0	0	0
	5 to < 10	0	36	0	0	0	0
	0 to < 5	0	0	0	0	0	0

























































Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	32	0	86	0	0	0
	60 to < 65	7	0	4	0	0	0
	55 to < 60	14	0	2	0	0	0
	50 to < 55	16	0	2	0	0	0
	45 to < 50	9	0	1	0	0	1
	40 to < 45	9	0	1	0	0	4
	35 to < 40	6	3	1	0	0	8
	30 to < 35	2	14	1	7	5	34
	25 to < 30	1	13	1	88	13	51
	20 to < 25	2	18	1	5	51	1
	15 to < 20	1	30	0	0	31	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	7	0	0	0	0
	0 to < 5	0	2	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	32	0	85	0	0	0
	60 to < 65	8	0	4	0	0	0
	55 to < 60	13	0	2	0	0	0
	50 to < 55	16	0	2	0	0	0
	45 to < 50	9	0	2	0	0	2
	40 to < 45	9	0	1	0	0	4
	35 to < 40	7	3	1	0	0	8
	30 to < 35	2	13	1	8	5	36
	25 to < 30	1	13	1	87	12	50
	20 to < 25	2	19	1	5	53	1
	15 to < 20	1	29	0	0	30	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	9	0	0	0	0
	0 to < 5	0	2	0	0	0	0

TABLE 66 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - NPS PREFERRED ALTERNATIVE PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)

Results Within the SFRA		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Peak Season) All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	0
	45 to < 50	N/A	N/A	N/A	0	0	2
	40 to < 45	N/A	N/A	N/A	0	0	4
	35 to < 40	N/A	N/A	N/A	0	0	8
	30 to < 35	N/A	N/A	N/A	7	4	36
	25 to < 30	N/A	N/A	N/A	88	13	48
	20 to < 25	N/A	N/A	N/A	6	51	1
	15 to < 20	N/A	N/A	N/A	0	31	0
	10 to < 15	N/A	N/A	N/A	0	1	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0

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TABLE 67 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- NPS PREFERRED ALTERNATIVE OFF-PEAK SEASON (CUMULATIVE)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	2	0	78	0	0	0
	60 to < 65	8	0	9	0	0	0
	55 to < 60	11	0	9	0	0	0
	50 to < 55	21	0	1	0	0	2
	45 to < 50	7	0	1	0	0	3
	40 to < 45	7	0	1	0	0	4
	35 to < 40	4	0	0	0	0	2
	30 to < 35	31	0	1	0	0	19
	25 to < 30	6	0	0	97	0	69
	20 to < 25	1	1	0	3	88	0
	15 to < 20	1	5	0	0	12	0
	10 to < 15	0	37	0	0	0	0
	5 to < 10	0	38	0	0	0	0
	0 to < 5	0	19	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	10	0	94	0	0	0
	60 to < 65	14	0	3	0	0	0
	55 to < 60	13	0	1	0	0	0
	50 to < 55	13	0	0	0	0	2
	45 to < 50	8	0	0	0	0	4
	40 to < 45	10	0	0	0	0	4
	35 to < 40	3	0	0	0	0	4
	30 to < 35	29	0	1	1	0	31
	25 to < 30	1	1	0	91	0	54
	20 to < 25	0	1	0	8	79	1
	15 to < 20	0	24	0	0	21	0
	10 to < 15	0	25	0	0	0	0
	5 to < 10	0	47	0	0	0	0
	0 to < 5	0	2	0	0	0	0

























































Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	11	0	79	0	0	0
	60 to < 65	11	0	7	0	0	0
	55 to < 60	11	0	4	0	0	0
	50 to < 55	6	0	2	0	0	0
	45 to < 50	18	0	1	0	0	1
	40 to < 45	13	0	1	0	0	5
	35 to < 40	11	0	1	0	0	6
	30 to < 35	10	2	1	4	2	13
	25 to < 30	3	11	1	84	13	70
	20 to < 25	2	21	1	13	34	5
	15 to < 20	2	21	1	0	49	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	15	0	0	0	0
	0 to < 5	0	4	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	11	0	80	0	0	0
	60 to < 65	11	0	7	0	0	0
	55 to < 60	11	0	4	0	0	0
	50 to < 55	7	0	1	0	0	0
	45 to < 50	17	0	1	0	0	2
	40 to < 45	13	0	1	0	0	5
	35 to < 40	11	0	1	0	0	6
	30 to < 35	11	2	1	3	2	14
	25 to < 30	3	10	1	84	13	69
	20 to < 25	2	20	1	13	37	4
	15 to < 20	2	21	1	0	47	0
	10 to < 15	1	28	0	0	1	0
	5 to < 10	0	16	0	0	0	0
	0 to < 5	0	4	0	0	0	0

TABLE 68 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA - NPS PREFERRED ALTERNATIVE OFF-PEAK SEASON (CUMULATIVE)

Results Within the SFRA		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	0
	45 to < 50	N/A	N/A	N/A	0	0	2
	40 to < 45	N/A	N/A	N/A	0	0	5
	35 to < 40	N/A	N/A	N/A	0	0	7
	30 to < 35	N/A	N/A	N/A	2	2	13
	25 to < 30	N/A	N/A	N/A	84	13	67
	20 to < 25	N/A	N/A	N/A	13	38	6
	15 to < 20	N/A	N/A	N/A	0	44	0
	10 to < 15	N/A	N/A	N/A	0	2	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0

TABLE 69 DETAILED CONTOUR ANALYSIS RESULTS WITHIN GCNP- NPS PREFERRED ALTERNATIVE OFF-PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)

Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft
Developed		% Of Management Zone					
	>= 65	18	0	56	0	0	0
	60 to < 65	23	0	3	0	0	0
	55 to < 60	4	0	4	0	0	0
	50 to < 55	9	0	4	0	0	2
	45 to < 50	4	0	5	0	0	3
	40 to < 45	5	0	25	0	0	4
	35 to < 40	33	0	2	0	0	2
	30 to < 35	2	1	1	9	0	75
	25 to < 30	2	1	1	91	0	14
	20 to < 25	0	3	0	0	95	0
	15 to < 20	0	16	0	0	5	0
	10 to < 15	0	34	0	0	0	0
	5 to < 10	0	43	0	0	0	0
	0 to < 5	0	3	0	0	0	0
Non-Wilderness		% Of Management Zone					
	>= 65	34	0	70	0	0	0
	60 to < 65	14	0	3	0	0	0
	55 to < 60	5	0	4	0	0	0
	50 to < 55	12	0	5	0	0	2
	45 to < 50	3	0	8	0	0	3
	40 to < 45	6	0	10	0	0	3
	35 to < 40	25	0	1	0	0	4
	30 to < 35	0	1	0	26	0	61
	25 to < 30	0	1	0	74	0	26
	20 to < 25	0	21	0	0	89	0
	15 to < 20	0	12	0	0	11	0
	10 to < 15	0	29	0	0	0	0
	5 to < 10	0	36	0	0	0	0
	0 to < 5	0	0	0	0	0	0





























Results Within GCNP		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft
Proposed Wilderness		% Of Management Zone					
	>= 65	32	0	84	0	0	0
	60 to < 65	7	0	4	0	0	0
	55 to < 60	14	0	3	0	0	0
	50 to < 55	16	0	1	0	0	0
	45 to < 50	9	0	2	0	0	1
	40 to < 45	9	0	1	0	0	3
	35 to < 40	6	3	1	0	0	7
	30 to < 35	2	14	1	7	5	34
	25 to < 30	1	13	1	88	13	54
	20 to < 25	2	18	1	5	51	1
	15 to < 20	1	30	0	0	31	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	7	0	0	0	0
	0 to < 5	0	2	0	0	0	0
Entire Park		% Of GCNP					
	>= 65	32	0	83	0	0	0
	60 to < 65	8	0	4	0	0	0
	55 to < 60	13	0	3	0	0	0
	50 to < 55	16	0	2	0	0	0
	45 to < 50	9	0	2	0	0	1
	40 to < 45	9	0	2	0	0	3
	35 to < 40	7	3	1	0	0	7
	30 to < 35	2	13	1	8	5	35
	25 to < 30	1	13	1	87	12	52
	20 to < 25	2	19	1	5	53	1
	15 to < 20	1	29	0	0	30	0
	10 to < 15	0	13	0	0	0	0
	5 to < 10	0	9	0	0	0	0
	0 to < 5	0	2	0	0	0	0

TABLE 70 DETAILED CONTOUR ANALYSIS RESULTS WITHIN THE SFRA – NPS PREFERRED ALTERNATIVE OFF-PEAK SEASON (CUMULATIVE FOR TEN-YEAR FORECAST)

Results Within the SFRA		%TAUD			L _{Aeq12} (dBA)		
		All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft	All Aircraft 18,000 ft MSL and Above	All Aircraft Below 18,000 ft MSL and Outside the SFRA	NPS Preferred Alternative (Off-Peak Season) All Aircraft
	>= 65	N/A	N/A	N/A	0	0	0
	60 to < 65	N/A	N/A	N/A	0	0	0
	55 to < 60	N/A	N/A	N/A	0	0	0
	50 to < 55	N/A	N/A	N/A	0	0	0
	45 to < 50	N/A	N/A	N/A	0	0	1
	40 to < 45	N/A	N/A	N/A	0	0	4
	35 to < 40	N/A	N/A	N/A	0	0	8
	30 to < 35	N/A	N/A	N/A	7	4	36
	25 to < 30	N/A	N/A	N/A	88	13	50
	20 to < 25	N/A	N/A	N/A	6	51	1
	15 to < 20	N/A	N/A	N/A	0	31	0
	10 to < 15	N/A	N/A	N/A	0	1	0
	5 to < 10	N/A	N/A	N/A	0	0	0
	0 to < 5	N/A	N/A	N/A	0	0	0