

Scenario 1 - Baseline. This scenario maintains all the current traffic patterns, and adds older DHC8-100 aircraft to the mix, so that at the boundary condition, the mix of large turbo aircraft is 18 DHC8-100 and 135 DHC8-400. All other conditions are unchanged – i.e. night operations by a small number of large turboprop aircraft, and by general aviation, unrestricted use by local and itinerant GA, and helicopters included in the noise calculations. Total large turboprop slots are limited to 153. .

Scenario 2 – Baseline all Q400. This scenario maintains current traffic patterns as per Scenario 1, but assumes that all additional large turboprop operations will use Q400 aircraft, similar to those in use by Porter (Q402). Total large turboprop slots are limited to 196

Scenario 3 – Low Volume Helicopter Operations. This scenario is similar to Scenario 1 except that helicopter traffic levels are decreased to a level that they no longer are required to be included in the NEF calculation. Total large turboprop slots are limited to 162.

Scenario 4 - No Early Morning eliminates from the night operations only the three pre 07:00 operations. Otherwise this is the same as Scenario 1, the baseline. Removing these night operations increases the total available large turbo slots to 198.

Scenario 5 - No Early Morning, Low Volume Helicopter Operations is the same as Scenario 4, except that in addition to moving the three early morning movements, helicopter traffic is assumed to be below the threshold level for inclusion in the calculations. Total large turboprop slots increase to 212.

Scenario 6 - No Early Morning, Low Volume Helicopter Operations, No Night Local is the same as Scenario 5, except that local traffic after 22:00 is also deleted. Total large turboprop slots increase to 215.

Scenario 7 - All Q400, No Early Morning, Low Volume Helicopter Operations is the same as Scenario 5, except that the fleet mix is changed to 100% Q400. Total large turboprop slots increase to 252.

Scenario 8 - No Flight Training. In this scenario, local GA movements are eliminated, but all other conditions, including the existing level of night operations by large turboprop aircraft were unchanged from the baseline scenario (Scenario 1). Total large turboprop slots are limited to 260.

Scenario 9 – No Night Operations except Grandfathered, Low Volume Helicopter Operations. This Scenario grandfathers seven night ops period flights, but eliminates other night period operations, and reduces the helicopter operations below the threshold level. Fleet mix is shifted to 95% Q400. The total heavy turbo slots possible are 324.

Scenario 10 – No Flight Training, Low Volume Helicopter Operations. In this scenario, all existing night operations continue, but flight training is eliminated and helicopter operations are reduced below the NEF calculation threshold level. Total available slots are 325.

Scenario 11 – No Night Operations. In this scenario, the large turbo prop night operations (after 22:00 and before 07:00) are moved to be within the 07:00-22:00 period. Other conditions remain as per Scenario 1. DHC 8-100 aircraft and DHC8-400 aircraft were both added to the mix until the boundary conditions were met. At this point, the movements per day by large turboprop aircraft were 59 DHC8-100, 269 DHC8-400. Total large turboprop slots are limited to 328.

Scenario 12 – No Night Operations, No Flight Training, Low Volume Helicopter and GA Operations. This scenario combines the constraints of Scenarios 10 and 11 and further reduces GA. It yields 440 slots.

Scenario 13 - No Night Operations except Grandfathered Scheduled Service and GA Evening Operations. This scenario restricts night operations to the seven existing scheduled service flights that operate 22:00-06:59 and to the evening operations of general aviation from 22:00 to 22:59. The fleet mix used for heavy turboprops is 90% Q400. This scenario yields 202 slots.

Scenario 14 – No Night Operations Except Grandfathered. In this scenario, only the seven existing early and late flights are permitted in night ops hours. The fleet mix for the heavy turboprops is 90% Q400. It yields 220 slots.

Scenario 15 - No Night Operations except Grandfathered Scheduled and GA Evening Operations, Low Volume Helicopter. This scenario is similar to Scenario 13 except that helicopter operations are reduced to below the threshold level for inclusion in the NEF calculations. It yields 226 slots.

Table 1
Noise Scenario Input Assumptions and Resulting Large Turbo Aircraft Slots

Scenario		Fleet Mix		Night Ops (Note 1)	Local GA	Itinerant GA	Heli-copters	Slots
#	Name	% DHC8-300/402	% DHC8-100/200					
1	Baseline	88%	12%	Permitted	100%	100%	100%	153
2	All Q400 Baseline	100%	0%	Permitted	100%	100%	100%	196
3	Low Volume Helicopter	88%	12%	Permitted	100%	100%	0%	162
4	No Early Morning	88%	12%	Curfew Pre-07:00	100%	100%	100%	198
5	No Early Morning, Low Volume Helicopter	88%	12%	Curfew Pre-07:00	100%	100%	0%	212
6	No Early Morning, Low Volume Helicopter No night local	88%	12%	Curfew Pre-07:00 & No Local After 22:00	100%	100%	0%	215
7	All Q400, no Early Morning	100%	0%	Curfew Pre 07:00	100%	100%	0%	252
8	No Flight Training	83%	17%	Permitted	0%	100%	100%	260
9	No Night Ops Except Grandfathered Low Volume Helicopter	95%	5%	Curfew 22:00-07:00 except Grandfathered	100%	100%	0%	324
10	No Flight Training, Low Volume Helicopter	82%	18%	Permitted	0%	50%	50%	325
11	No Night Operations	82%	18%	Curfew 22:00-07:00	100%	100%	100%	328
12	No Night Ops, no Flight Training Low Volume Helicopter/GA	82%	18%	Curfew 22:00-07:00	0%	50%	50%	440
13	No Night Ops except Grandfathered and GA 22:00-23:00	90%	10%	Night ops restricted to Grandfathered sched 22:00-23:00 and 06:45- 07:00 plus GA 22:00-23:00	100%	100%	100%	202
14	No Night Ops Except Grandfathered	90%	10%	Curfew 22:00-07:00 except Grandfathered	100%	100%	100%	220
15	No Night Ops except Grandfathered and GA 22:00-23:00, Low Volume Helicopter	90%	10%	Night ops restricted to Grandfathered sched 22:00-23:00 and 06:45- 07:00 plus GA 22:00-23:00	100%	100%	0%	226