

ADG	Manufacturer	Model	Physical Class (Engine)	AAC	Seating	Wingspan (ft.)	MTOW	Noise			ICAO Emissions Per Passenger					ASE Operational Capability			Operations Data	
								EPNdB Noise Level Lateral/Full-Power	EPNdB Noise Level Approach	EPNdB Noise Level Flyover	NOx Takeoff	NOx Climbout	NOx Approach	NOx Idle	NOx Total (All Segments)	ASE Missed Approach Capable? Winter	ASE Missed Approach Capable? Summer	Significant Wt Penalty at ASE?	Annual Ops 2018	Annual Ops Future
II	Bombardier	CRJ 100/200/440 LR (CL-600-2B19)	Jet	C	50	68.67	53,000	82.4	92.2	77.7	0.23	0.20	0.14	0.08	0.65	Charter	N	Y	16,452	17,816
II	Bombardier	CRJ 700/701/702 LR	Jet	C	70	76.27	77,000	89.5	92.6	82.4	0.20	0.18	0.15	0.06	0.60	Y	Y	Y	11,751	12,726
II	Bombardier	CRJ 550 (Same airframe as CRJ-700)	Jet	C	50	76.27	65,000	89.5	92.6	82.4	0.29	0.25	0.22	0.09	0.84	Y	Y	N	16,452	17,816
III	Mitsubishi	M100 SpaceJet	Jet	C	76	91.30	86,000	Information not available			Information not available					UNK	UNK	UNK	10,823	11,721
III	Bombardier	Dash 8 Q400	Turboprop	C	76	93.25	65,200	84.94	93.96	77.75	Information not readily available					Y	Y	N	10,823	11,721
III	Embraer	EMB 175 LR, extended wingtips / E2	Jet	C	76	93.92	85,517	91.8	95.1	93	0.20	0.17	0.14	0.06	0.57	Y	Marginal	Y	10,823	11,721
III	Embraer	EMB 175-E2	Jet	C	80	101.70	98,767	Information not available			Information not available					UNK	UNK	UNK	10,282	11,135
III	Embraer	EMB 190-E2	Jet	C	97	110.70	124,341	92.3	92.3	83.8	0.20	0.17	0.09	0.04	0.49	UNK	UNK	UNK	8,480	9,184
III	Airbus	A220-300	Jet	C	140	115.08	149,000	87.5	92.4	80.3	0.24	0.19	0.10	0.06	0.58	UNK	UNK	UNK	5,876	6,363
III	Airbus	A220-100	Jet	C	109	115.08	134,000	88	91.5	78.8	0.17	0.14	0.07	0.03	0.40	Y	Y	N	7,547	8,173
III	Embraer	EMB 195-E2	Jet	C	120	115.15	135,584	92.3	92.7	84.9	0.16	0.13	0.07	0.03	0.39	UNK	UNK	UNK	6,855	7,423
III	Boeing	737-700 with winglets	Jet	C	137	117.42	154,500	93.1	95.9	83.5	0.15	0.12	0.06	0.03	0.37	Y	Marginal	Y	6,528	7,070
III	Airbus	A320-200 Sharklet	Jet	C	157	117.45	171,961	90.9	93.6	84.1	0.16	0.13	0.07	0.04	0.40	UNK	UNK	UNK	5,484	5,939
III	Airbus	A320neo Sharklet	Jet	C	157	117.45	174,165	86.4	92.4	80.5	0.16	0.13	0.06	0.03	0.37	UNK	UNK	UNK	5,876	6,363
III	Airbus	A319-100 Sharklet	Jet	C	132	117.45	168,653	91.4	92.9	83.3	0.12	0.08	0.06	0.03	0.29	Y	Y	N	6,426	6,959

Notes:

Noise and Emissions Source - ICAO Certification Database, August 2019 | HMMH, August 2019; Per-passenger interpretation - Kimley-Horn August 2019.

Operations 2018 = Actual Enplanements at 70% load factor. Future = 2028 Enplanements at 0.8% Annual Growth and 70% load factor

Aircraft Load and Dimensions from FAA Aircraft Design Characteristics Database OCT 2018

ASE Operational Capability from August 2018 Aircraft Feasibility analysis done by Alec Seybold - Flight Tech Engineering