

The focus on noise metrics in the sustainable planning of airport environments: An Argentinian case study

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Supplementary material

Table S1a. Fleet mix for November 21st (landings).

Aircraft	Engine	Landings			
		Number of movements			Total
		Daytime (07 - 19)	Evening (19 - 22)	Nighttime (22 - 07)	
Air Tractor 802	PT6A-67AG	4	1	1	6
Airbus A320-200 Series	V2527E-A5	3		1	4
Airbus A321-200 Series	CFM59-5B3/P	2			2
Airbus A330-300 Series	CF6-80E1A4	1			1
Boeing 737-700	CFM56-7B22	1	1		2
Boeing 737-800	CFM56-7B24	6			6
Boeing 737-800 with winglets	CFM56-7B27	2		3	5
Boeing 737-800 with winglets	CFM56-7B26		1	3	4
Bombardier Learjet 31	TFE731-2-2B	1			1
Bombardier Learjet 60	PW306A		1	1	2
Cessna 501 Citation ISP	JT15D-1 series	1			1
Cessna 550 Citation II	JT15D-4 series		1		1
Cessna 560 Citation V	PW530		1		1
Embraer ERJ 190	CF34-10E6	10	1	1	12
Piper PA-28 Cherokee Series	IO-320-D1AD	1			1
Raytheon Beech Baron 58	TIO-540-J2B2	2			2
Airbus A319-100 Series	CFM56-5B5/3			1	1
Airbus A320-200 Series	V2527-A5			1	1
Cessna 206	TIO-540-J2B2			1	1
TOTAL		34	7	13	54
Flights per hour		2.8	2.3	1.4	



Table S1b. Fleet mix for November 21st (take-offs).

Aircraft	Engine	Take-offs			
		Number of movements			Total
		Daytime (07 – 19)	Evening (19 – 22)	Nighttime (22 – 07)	
AT-802	PT6A-67AG	5			5
Airbus A320-200 Series	V2527E-A5	3			3
Airbus A320-232	V2527-A5	2			2
Airbus A321-200 Series	CFM56-5B3/P	2			2
Airbus A330-300 Series	CF6-80E1A4	1			1
Boeing 737-700 Series	CFM56-7B22		1	1	2
Boeing 737-800 Series	CFM56-7B24	5		1	6
Boeing 737-800 with winglets	CFM56-7B27	3		1	4
Boeing 737-800 with winglets	CFM56-7B26			4	4
Bombardier Learjet 31	TFE731-2-2B			1	1
Bombardier Learjet 60	PW306A			1	1
Cessna 550 Citation II	JT15D-4 series		1		1
Cessna 560 Citation V	PW530	1	1		2
Embraer ERJ190	CF34-10E6	6	4	2	12
Piper PA-28 Cherokee Series	IO-320-D1AD	1			1
Raytheon Beech Baron 58	TIO-540-J2B2	3			3
Airbus A319-100 Series	CFM56-5B5/3			1	1
Cessna 206	TIO-540-J2B2	1			1
TOTAL		33	7	12	52
Flights per hour		2.7	2.3	1.3	

Tables 1a and 1b provide information about the fleet mix for November 21st, as well as the proportion of flights per hour (obtained by dividing the number of flights per the number of hours of each period –daytime, evening, nighttime).

Table S2. Future population exposed to aircraft noise (DNL).

Noise Level	N° of people exposed (DNL)
65 dB	12.800
70 dB	935
75 dB	99
80 dB	41
TOTAL	13.875

Table S3. Future population exposed to aircraft noise (LA_{eq}).

Noise Level	N° of people exposed (LA_{eq} Day-Evening)	N° of people exposed (LA_{eq} Night)
65 dB	1.157	99
70 dB	628	41
75 dB	149	0
80 dB	24	0
TOTAL	1.958	140

Table S4. Educational institutions exposed to aircraft noise.

Noise metric	Educational institutions		
	Public	Private	Total
DNL	1088	708	1796
LA_{eq} Day- Evening	142	6	148
LA_{eq} Night	117	6	123