

## National Aviation Policy Statement Submission

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Schofields NSW 2762

~~14~~ February 2009

### PREAMBLE:

I am somewhat surprised with the action by the current Government to offer up a Green Paper on aviation with nothing of substance and much of what is in it, repeated. I had considered offering a submission of more substance but, on looking at both the general degradation of aviation facilities over the last 15 years and the failure by the government to actually progress their "planned" airport at Badgerys Creek, I believe that any greater effort is a waste of time.

In the course of sourcing and collating the attachments (of interest) to this submission I came across a "Letters to the Editor" that I wrote on 8 April 1999 (close to 10 years ago).

Dear Sir,

I found the attached articles in a magazine called the Aircraft Owners and Pilots Association of Australia (AOPA).

Noting the dates, the articles are of interest for a number of reasons:

1. Selection of Galston as the Second Sydney airport site (September 1973).
2. Notification of planned improvements to Mascot and rejection of a new runway into Botany Bay (October 1973).
3. Mention of an off shore airport concept (January 1974).
4. Mention of the siting of a major airport in the Goulburn area with a rapid transport system to Sydney (January 1974).
5. Protest action by Galston Airport Protest Committee and argument for further work at Mascot (February 1974).

When you look at the more recent decisions, a pattern seems to emerge. The politicians seem to nominate a site, endure resident protest, postpone or cancel the decision then make improvements to Mascot. In the case of Number 1 the selection of the Galston site is mirrored by work at Mascot.

After Badgerys Creek was selected the third runway was built. When it appeared that the airport might be built at Holsworthy major work was commenced at Mascot (including a rail link).

Note that both the off shore concept and Goulburn sites were mentioned over 25 years ago and the article suggests that there had been summary reports conducted on both proposals.

**I wonder if Badgerys Creek has served its purpose (noting past action) and is no longer required.**

How surprising that this was written in 1999 and the only thing that has changed is that the Labor Government has announced that the second Sydney Airport at Badgerys Creek, originally picked by Labor, that greatly affected local residents, was shown on formal road mapping documentation and showed Bob Collins turning the first sod, is no longer an option.

***And then the Green Paper offers the Government stance that "Airport sites are scarce and valuable".***

In 1992 the immediate airport facilities in the close Sydney basin included:

Mascot – Domestic and International

Bankstown – Regional with over 700 aircraft on site

Camden – Local including flight training and gliding

Hoxton Park – Local especially flight training

Schofields – Local restricted to flight training by one flying club

RAAF Richmond – exclusive use by heavy RAAF transport squadrons

Holsworthy – Army aviation facility for its particular purposes

Badgerys Creek – announced as the Second Sydney airport site.

**It is now 2009 and the list above has changed somewhat:**

Mascot – Domestic and International – no change but further expansion of facilities post lease.

Bankstown – Regional with reduction in number of aircraft reportedly on site to 300.

Camden – Local including flight training and gliding but under threat from substantial local housing expansion.

Hoxton Park – Closed in October 2008 (weeks after the 5 year retention period). To be developed as housing/light industry).

Schofields – Closed in October 1994 even though Blacktown City Council saw benefit in its retention as a heliport site and FAC saw benefit in it as part of an aviation training precinct.

RAAF Richmond – Reduction in RAAF aviation assets with many aircraft relocated. Repeated suggestion of question over its continued use after 2010 remains valid.

Holsworthy – Army aviation facility for its particular purposes.

Badgerys Creek – Dismissed by current Government as no longer an option.

**So of all aviation facilities, the majority have been either closed, downgraded or are under threat. Tends to make a nonsense of the Governments attitude that they are valuable resources.**

COMMENT ON EXCERPTS FROM GREEN PAPER:

*The Green Paper offers the Government acknowledgement that “The encroachment of city development around airports, particularly the secondary airports at capital cities, has increased the pressure for airport land to be used for other purposes with potentially higher commercial returns”.*

**This has been clearly demonstrated by the closure of Hoxton Park Airport.**

*But in the next sentence “The Government respects the right of the airport operators to a reasonable return on capital invested, but will not support proposals for the site to be used for commercial purposes which prevent the site from reaching its full potential as an airport”.*

**This certainly supports the notion that the lease of airports has been detrimental to the future aviation support in the Sydney basin.**

*The Green Paper states that “The Government will also ensure airport infrastructure needs are met well into the future” but rejects their own Party decision to build Badgerys Creek and states “The construction of an airport at Badgerys Creek is no longer an option”.*

*The Green Paper states “A new level of cooperation is required between federal, state and local government on airport planning and development, with clear consultation and decision-making processes. For airport operators, it is essential that local planning schemes support the development of the airport and prevent development which would impact on current and future operations”.*

**This is a rational statement but yet to be proven in the real world. If memory serves me there was virtually no bi-partisan support for any of the prior options across the various levels of government. I do remember local Federal Labor politicians offering full support for Badgerys Creek until they realized that this was not the mood of the electorate.**

*The Green Paper states that “Airports are critical for isolated communities. The Government will provide support for the upgrade of aerodromes to improve safe access to essential air services in remote parts of Australia through the Remote Aerodrome Safety Program”.*

**This needs to be progressed as a matter of priority. In a country of this size, reliable aviation facilities are critical and should not be allowed to degrade. This needs to be a Government guarantee.**

## GENERAL COMMENT:

Until all levels of government plan to work cohesively there will be problems and opposition to the sighting of infrastructure such as airports. If there was any rational thought in government a site would have been picked many years ago and the greater area surrounding the intended airport would have been resumed and regulated either as open space or for use other than housing (with a permanent ban on any housing development). It still seems absolutely ludicrous that this was not enacted for the Badgerys Creek site.

The most logical action would be to revamp an existing aviation facility for use as the second Sydney airport. At this time the only one in the Sydney basin is RAAF Richmond.

1. It is an existing aviation resource (and has been since the early part of the 20<sup>th</sup> century),
2. Its closure as a RAAF facility around 2010 has been mooted in the 1991 Force Structure Review (and repeated in one of the Attachments).
3. Planning was undertaken many years ago regarding the design of a cross runway,
4. Government could incorporate the upgrade of Richmond Road and completion of the duplication of the Richmond Rail Line as part of the development package to support the more efficient use of the airport,
5. Its use could be for those activities able to be moved off Mascot allowing Mascot to concentrate on international and domestic flights.

In line with this suggestion the Army airstrip at Holsworthy could be lengthened to accommodate use of the C130 Hercules RAAF transport aircraft. I would suggest that the Army (special forces) Battalion located at Holsworthy are the only substantial resource that now require the use of the Hercules in the Sydney region. This would see more efficient use of facilities, reduction in unnecessary transport of equipment across Sydney (noting close location of DNSDC), and in being able to load and turn aircraft around, when required, in a more timely period.

The Attachments:

1. Australian Aviation August 1992 – I think the article speaks for itself. In excess of \$155 million was spent in purchasing the land, ceremonial sod was turned then – nothing.
2. Australian Aviation November 1992 – Foresight with regard to closure of Hoxton Park.
3. Blacktown Advocate May 1995 - Noted that all the local politicians supported the airport.
4. Introduction from the Summary of Draft EIS (Second Sydney Airport Proposal Badgerys Creek).
5. Australian Aviation September 1998 – Reference to intended closure of Richmond (as RAAF asset) and potential for development as location for Sydney West Airport.

**Yours faithfully,**



**Mr Brian Mackenzie**

## BADGERYS CREEK TAKES OFF

Against a backdrop of menacing dark clouds, thunder and lightning reminiscent of a scene from *Wuthering Heights*, work officially began last month on what will ultimately become Sydney's second major airport.

In a muddy cow paddock 60 kilometres west of the city, a small group of VIP guests and media huddled under umbrellas as the storm lashed around them, to watch the Minister for Transport and Communications, Senator Bob Collins, symbolically turn the first sod to begin work on Stage 1 of the new Badgerys Creek Airport.

The airport, which will be built and operated by the Federal Airports Corporation (FAC), is scheduled to be ready for first operations before the end of 1994.

Starting as a general aviation airport suitable for light aircraft and small to medium passenger and freight jets, it will later be upgraded to domestic and then international standard as traffic growth demands.

Badgerys Creek will be Australia's first new airport since the opening of Brisbane Airport four years ago, and the first to be developed from a green field site since Melbourne's Tullamarine Airport began operations in 1970.

It will also be the first airport the FAC has designed and built since assuming responsibility for Australia's primary and major secondary airports in January 1988.

While the Commonwealth will retain the freehold of the site, the FAC will design, build and operate the airport under a 10

year lease agreement, with two options which could extend the lease for a further fifteen years.

The \$56 million Stage 1 will consist of an 1800 metre runway and parallel taxiway with lighting, a 100 square metre terminal building, 25,000 square metres of aircraft apron, an access road and parking for 50 cars.

During the "sod turning" ceremony on 26 June, the Chairman of the FAC, Mr David Sullivan, told the invited guests that the Corporation was seriously concerned about the shortage of runway capacity in the Sydney region.

"Even with an airport at Badgerys Creek and a parallel runway at Sydney Airport, additional runway capacity will still be needed over the next few years to avoid serious air traffic

congestion in the Sydney Basin Area," Mr Sullivan said.

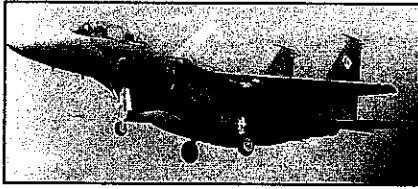
"Another option we are looking at is for the FAC to take over Schofields Aerodrome and the HMAS Nirimba Naval Station after the base is decommissioned next year and use it for light private and business aviation," he said.

"But assuming that Schofields is transferred to the FAC, the aviation industry will still require all of the runway capacity currently available in the Sydney Basin Area, and that includes Bankstown, Camden and Hoxton Park airports.

Mr Sullivan said the FAC's ideas for Schofields Aerodrome were being considered by a Government Consultative Committee which would decide the future of the aerodrome and the naval base.

*(l to r) Federal Airports Corporation Managing Director Bill Swingler, Chief Secretary and Minister for Administrative Services Senator the Hon Anne Cohen, Minister for Transport and Communications Senator the Hon Bob Collins, Federal Airports Corporation Chairman David Sullivan AM and Deputy Government Whip, Member for Fowler Ted Grace at the opening ceremony for the first stage of Badgerys Creek Airport.*





Japan is investigating the possibilities of updating its fleet of F-15J Eagles. A JASDF study currently underway is looking at composites, digital FBW, LCD cockpit displays, radar absorbing material, increasing the missile armament and fitting an infra red search and track system. The JASDF hopes to have work on a proof of concept aircraft begin during 1995.

a nuclear explosion, posing a serious threat to communications, modern weapon systems and radars. An explosive charge is detonated at one end of a hollow tube in which a radio travelling wave tube resonates at a fixed frequency, causing the tube to collapse and creating massive magnification of the wave, creating an EMP.

## GENERAL AVIATION

• **WIN A CESSNA 172:** Victoria's Peninsula Aero Club is running an interesting raffle, and the prize is a Cessna 172.

The 1980 model aircraft is refurbished with a recently overhauled engine and propeller, new paint, new maintenance release, nav/com, VOR, localiser, radar transponder with encoder and ADF. Valued at \$65,000, a chance to win the Cessna can be had for \$20 per ticket and the raffle will be drawn next March. For details contact the Peninsula Aero Club on (059) 77 4406. Ya gotta be innit to winnit!

• **SCHOFFIELDS ON FINALS:** The minister for Defence, Senator Robert Ray, will decide the fate of Sydney's general aviation airfield at Schoffields in November.

The Navy currently owns the airport and operates an apprentice training school on adjacent land. With two runways of 830 and 1221 metres Schoffields is an important satellite for Bankstown and is mainly used for flying training at weekends. In fact, it is so important that the Federal Airports Corporation wants to take it over.

The FAC is attracted by its strategic location in the north-west of Sydney and because projected growth in general aviation will put too much pressure on Bankstown and Camden in future years. Schoffields' importance by next decade will also become critical if Hoxton Park is closed for residential development as is frequently proposed.

As well as providing much needed additional general aviation capacity for Sydney, the FAC proposal for Schoffields includes an aerospace industrial park along with an educational precinct to provide a focus for the burgeoning aerospace industry capability around Sydney. The FAC also argues that

Badgerys Creek Airport will be compromised if it has to initially cater for flying training and then switch over to heavy general aviation and RPT at a later stage.

However, the FAC offer was rebuffed by a committee set up by the Department of Defence. The committee went so far as to exclude an airport from consideration in its report to Senator Ray. This is because the Department of Defence would rather profit from residential development of the site. The RAAF is co-operating in this cash grab by making the surprising claim that Richmond Air Base cannot operate if flying activity at Schoffields increases.

The New South Wales government entered the debate when the Minister for Transport, Bruce Baird, recently wrote to Senator Ray. Baird stated that the recommendations of the committee were seriously devalued by deleting the option of an airport on the site. Baird asked for the airport option to be reconsidered by Senator Ray.

### CENTRESPREAD

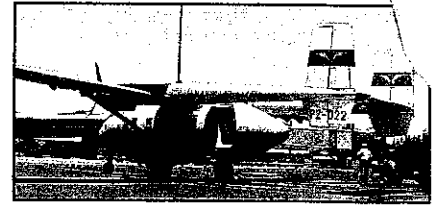
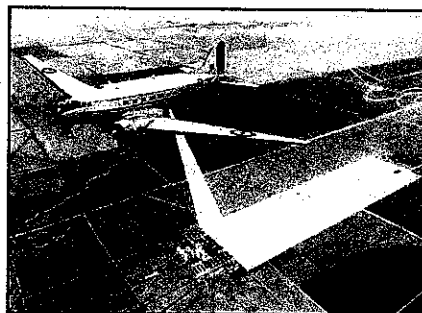
This month's centrespread features the 'new' BAe Regional Jetliner family, the renamed 146 series.

The current British Aerospace Regional Jetliner family can trace its lineage back to 1973 when development work began on the Hawker Siddeley 146. After a slow development start, the prototype 146, aptly registered G-SSSH, alluding to the type's minimal noise footprint, made its first flight during 1981. Consequent development lead to the larger -200 series aircraft, and the larger still -300 series. Other variants include the QC quick change convertible, a dedicated freighter, the QT Quiet Trader, and the STA, Side loading Tactical Aircraft.

Further refinements of the design, and re-engineing with Textron Lycoming LF507s in place of the trouble plagued ALF502s, has lead to the Regional Jetliner family.

The RJ family has very recently attracted the attention of Taiwan Aerospace which may see the aircraft being produced in Taiwan. However, at presstime the exact status of the Taiwanese proposal is unclear.

*Flight trials of a RAAF C-47 equipped with a locally developed synthetic aperture radar are due to begin by December. The DSTO developed AuSAR (Australian Synthetic Aperture Radar) uses high resolution imagery to survey or map an area in great detail. AuSAR technology has considerable defence and civilian applications and will be able to provide images of areas of 100km by 32km in 20 minutes. A complete rundown on AuSAR appeared on p91 of our June issue.*



The PNG Defence minister has said that the PNGDF will be seeking to increase both its fixed and rotary wing aircraft transport capacity. The service currently operates C-47s, IAI Aravas (pictured), two CN-235s and Bell Iroquois. Plans include selling the C-47s, although this will not occur until replacements are acquired. (Warwick Henry)

The trump card for NSW is that the State must approve any land zoning for the site. This oversight by the committee should give Senator Ray some cause to pause and hopefully realise that the military has got it very wrong by forcing the closure of Schoffields.

• **QUEENSLAND SCHOOLS JOIN FORCES:** The University of Southern Queensland in Toowoomba and the Australian Aviation Technical College (AATC) of Fogarty's Aviation College at Maroochydore have joined forces to train graduate pilots, mainly for the South East Asian area.

With government accreditation for its Associate Diploma of Applied Science - Air Transport, the AATC adds its expertise to the university's Bachelor degree courses and the aim of the joint venture is to present potential students with the maximum chance of employment through competency based training courses. This will ensure the highest possible standard of graduate before entry into the workforce.

• **SJ30 PRODUCTION PLANS UNDERWAY:** Production of the Swearingen SJ30 small business jet will now take place in West Virginia instead of the originally planned site at Dover, Delaware.

Work has begun on the new facility at the Eastern West Virginia Regional Airport near Martinsburg and FAA certification is now expected in mid 1994. The first prototype SJ30 flew in February 1991 and a second is scheduled to join the flight test programme early next year.

Designed to carry 4-6 passengers, the SJ30 is powered by two 1900lb thrust Williams FJ44 turboprops, has a maximum takeoff weight of 9850lb (4469kg) and will cruise at 413 knots over a range of 1730nm (3200km) with IFR reserves. Equipped price is about \$US2.8m and some 70 provisional orders have been placed so far.

• **CITATIONJET NEAR CERTIFICATION:** Cessna's new light corporate jet, the CitationJet, is due to be certified this month after a flight test programme which began in April 1991 and involved two aircraft logging some 1200 hours and 830 flights.

Deliveries of the \$US2.7m aircraft will begin in December and production is sold out until mid 1994. At the other end of the size, speed and range scale, the Cessna Citation X high speed mid size jet's development

# Start date for airport To be built by 1999

RESIDENTS close to the site of Sydney West Airport could see bulldozers in action as early as December.

Federal Transport Minister Laurie Brereton pledged \$760 million in the Federal Budget to have the airport built by 1999.

A spokesman for the minister said building could start by the end of this year.

Initial airport plans include a 2.5km re-routing of the Northern Rd at Luddenham, making Elizabeth Dr a four-lane arterial road, constructing a 2900m runway and the resumption of a further 50ha.

By 1999 the airport will have parking spaces for jets, air traffic control, rescue and fire-fighting facilities, a 10,000sq m passenger terminal and freight handling, commuter and helicopter facilities.

Local Labor politicians appear unanimous in saying that the economic benefits to the west will outweigh any pollution or noise problems.

by SUE OSBORNE

"Flight paths have been orientated to give minimum impact on the residents of Penrith and Blacktown," the Federal MP for Lindsay Ross Free said.

Penrith Council spokesman Tony Aquilina said the airport had "more advantages than disadvantages".

Chifley MP Roger Price called the airport pledge "fabulous news".

The new airport could mean 30,000 new jobs for the west said Greater Western Sydney Economic Development Board chairman Bill McNamara.

"The airport will not only provide more jobs during its construction and operation, it will produce a great array of spin-off opportunities," he said.

"For each job created, three or four will follow."

The Federal Airports Corporation and the Civil Aviation Authority were unable to say which suburbs could

be affected by noise.

Flight paths run northeast and southwest, so rural communities such as Luddenham, Wallacia, Mulgoa, Warragamba and Silverdale may be worst hit.

St Clair, Erskine Park and south St Marys border flight paths.

Diane Beamer, State MP for Badgerys Creek, said the noise contour lines were being reviewed as part of new environmental studies.

The \$760 million airport budget provides only \$1 million for noise and pollution studies, topping up a full environmental impact study undertaken in the 1980s.

A further \$350 million will go on airport construction, land resumption and roadworks.

\$150 million has already been spent on land.

The airport will operate 24 hours a day and initially handle one million passengers a year compared with 15 million at Sydney Airport.

BLACKTOWN  
ADVOCATE  
17/5/95

# 1. Introduction

The question of where, when and how a second major airport might be developed for Sydney has been the subject of investigation for more than 50 years. A large number of sites have been put forward as possible locations (Figure 1). An extensive site selection program, finalised in 1985, closely examined 10 shortlisted sites and prepared detailed environmental assessments on two, one at Badgerys Creek and Wilton. In 1986 the then Commonwealth Government announced that Badgerys Creek had been selected as the site for Sydney's second major airport.

The Badgerys Creek site, which is about 46 kilometres west of Sydney's central business district and 1,700 hectares in area, was acquired by the

Commonwealth Government between 1986 and 1991. A total of \$155 million has been spent on property acquisition and preparatory works.

During 1994 and 1995 the then Commonwealth Government announced details of the proposed airport development at Badgerys Creek along with funding commitments for a first stage development that would ensure the new airport would be operating in time for the 2000 Olympics. This decision to accelerate development of the new airport triggered the Commonwealth's environmental assessment procedures. In January 1996 it was announced that an environmental impact statement (EIS) would be prepared for the construction and operation of the new airport.

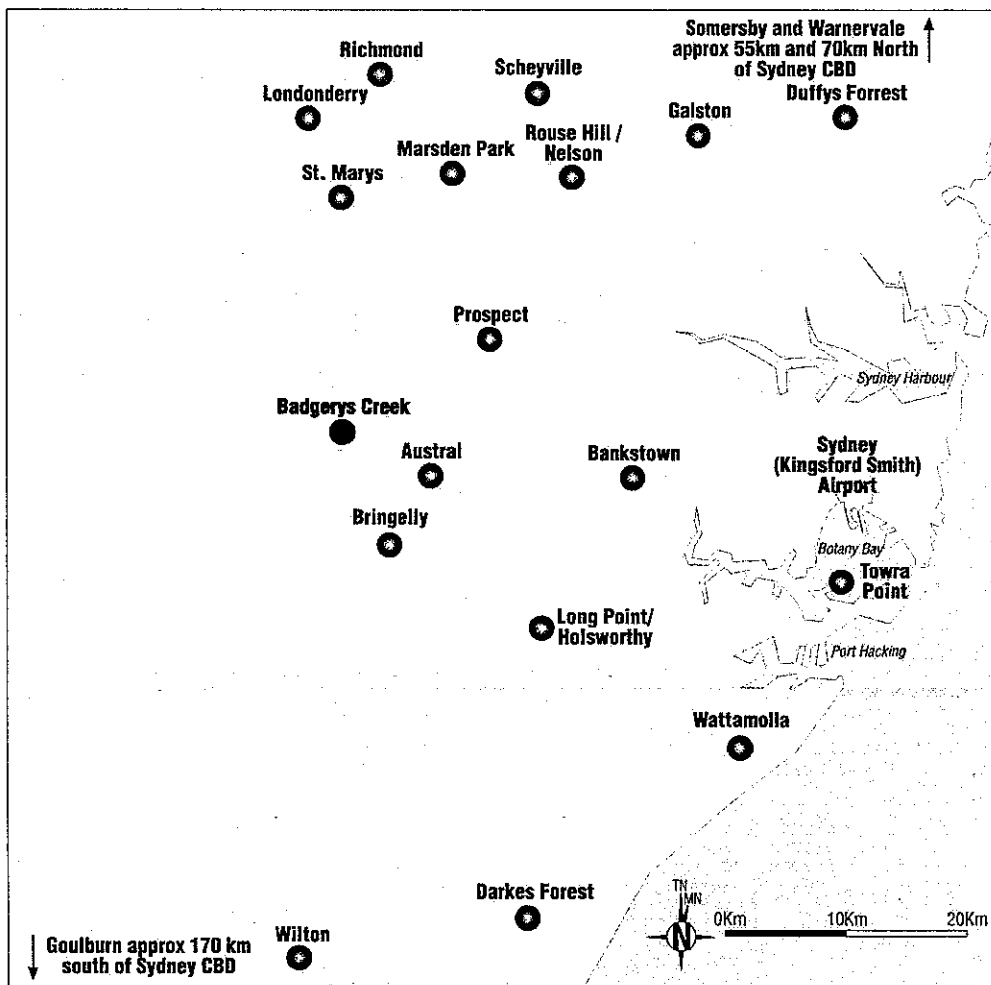
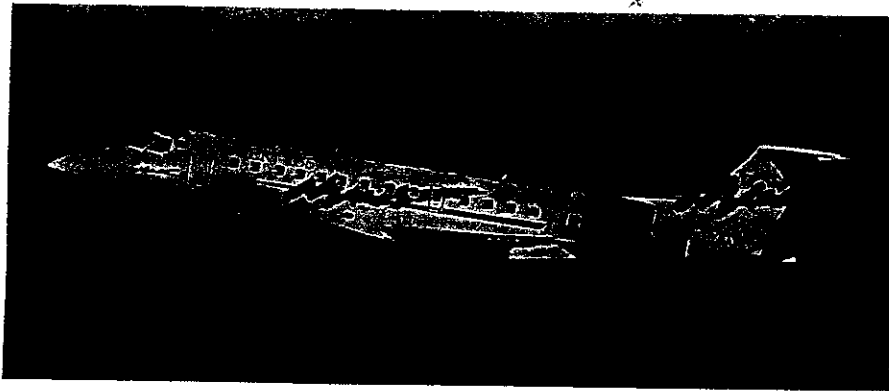


Figure 1  
Potential Airport Sites Previously Shortlisted for Consideration in and Around the Sydney Basin  
Source: Kinhill Stearns, 1985



The 37 seat Embraer ERJ-135 prototype had its maiden flight on July 4 from the company's base at Sao Jose dos Campos. At the time of writing the aircraft had flown twice for a total of five hours, exploring the aircraft's flight envelope including attaining a height of 37,000ft and reaching a speed of Mach 0.78. All flap and landing gear settings had been checked as well as its longitudinal and directional stability, and it had been stalled both clean and with flap. Embraer said the aircraft performed flawlessly and confirmed similar handling characteristics to its larger sibling, the 50 seat ERJ-145. So far Embraer holds 73 firm orders for the 135 plus options on a further 122. The ERJ-135 will make its public debut at the Farnborough Airshow this year. (Embraer)

and Norway's Braathens Airways. Inspections have revealed problems in most of the world's 47 or so 737-700s including those operated by Southwest and Continental in the USA. Replacement of the components had to be completed by September 1.

- In view of the recent decision on the preferred contractor for the Canberra/Sydney Very Fast Train, its interesting to note comments made by Airbus Industrie in one of its publications. Comparing the pollution levels emitted by modern airliners and the train and their overall relative efficiencies, it notes the greater number of people affected by the train (depending on the countryside it runs through of course) and says the "huge physical barriers needed to contain the noise from high speed trains could one day become as serious an environmental threat as the noise itself".

- Peter Anderson is assisting a US flight engineer in compiling humorous, technical or hair raising anecdotes for a book he is preparing on the rapidly declining art and science of flight engineering over the decades. If you can help contact Peter on fax (03) 9331 1854 or e-mail zenair@ozemail.com.au.

## MILITARY

- **SOUTHERN RAAF BASES UNDER REVIEW - RICHMOND WILL CLOSE:** The Department of Defence is undertaking two 'business case' reviews of southern RAAF bases with a view to rationalisation, disposal and cost savings.

The first review covers Richmond, Williamtown and Amberley and the second Pearce, Edinburgh and East Sale in order to determine the most appropriate ways of rationalising and consolidating the bases, including deciding which should close.

Of great interest is the fact that it has already been decided that Richmond, west of Sydney and the home of the

RAAF Air Lift Group and its two C-130 Hercules squadrons, will be disposed of. In view of the doubts surrounding the proposed second Sydney Airport site at Badgery's Creek, is there the possibility that Richmond will now seri-

ously come into consideration for the location of 'Sydney West' airport?

Australian Aviation has long encouraged the notion of at least considering Richmond as a site for Sydney's second airport given the surrounding land's ability to support a cross runway of reasonable length (even with the existence of the nearby college) and the fact that the basis for an appropriate and upgradeable road and rail infrastructure already exists.

The closure of Richmond as a RAAF base will see the Air Lift Group move to Amberley and the Strike Reconnaissance Group's F-111s now at the Queensland base eventually join the Tactical Fighter Group's F/A-18 Hornets at Williamtown.

It has also been decided that one of the bases in the second group to be reviewed - Pearce, Edinburgh and East Sale - will close, with the latter probably the favourite at the moment. The Central Flying School, 32 Squadron and the School of Air Navigation are currently based there, Edinburgh is home for the P-3 Orion fleet and the Aircraft Research and Development Unit (ARDU) while Pearce hosts No 2 Flying Training School.

## CURRENT PERIOD AIRLINER VALUES

We frequently get asked about the acquisition costs of new and used airliners and so as a reader service we have compiled a list of the values of the more common types available. We stress however that these prices are principally a guide and what an operator *actually* pays is dependant on many things, not the least of which is the status of the operator, it's financial credibility, the number of aircraft required and how much the manufacturer or seller wants to win that operator's custom. These factors can alter the price of an aircraft by as much as a quarter while some contracts also include an allowance for spares, support and training. Much of our data is courtesy of Jordan Greene's Avmark Services (fax 1 305 262 9011). All figures are rounded AUD. Abbreviations used are: HK - hushkitted, F - freighter conversion, Com - combi, Adv - advanced. An asterisk indicates new aircraft. We stress that these figures are to be used as a guide only.

Airbus A300B2	\$8m	Beech 1900C	\$1.6m	Embraer Bandeirante	\$0.28m
Airbus A300B4	\$15m	Beech 1900D	\$4.5m	Embraer Brasilia	\$3.7m
Airbus A300-600	\$42m	Boeing 707-320HK	\$1.7m	Embraer Brasilia	*\$10m
Airbus A300-600R	\$64m	Boeing 727-100F	\$1.7m	Embraer 145	*\$20m
Airbus A300-600R	*\$100m	Boeing 727-200Adv	\$3.3m	Fairchild Dornier 328	*\$13m
Airbus A310-200	\$25m	Boeing 727-200FAdv	\$6m	Fokker 50	\$7.7m
Airbus A310-300	\$43m	Boeing 737-200Adv	\$3.5m	Fokker 100	\$15m
Airbus A310-300	*\$92m	Boeing 737-300	*\$39m	Fokker F27-500	\$1m
Airbus A319	*\$40m	Boeing 737-300	\$26m	Fokker F28-1000	\$6m
Airbus A320	\$37m	Boeing 737-400	*\$44m	Fokker F28-4000	\$1.7m
Airbus A320	*\$50m	Boeing 737-500	*\$38m	Lockheed L1011-200	\$6.6m
Airbus A321	*\$66m	Boeing 747-100	\$4.3m	Lockheed L1011-500	\$10.6m
Airbus A330	*\$130m	Boeing 747-200B	\$14.6m	MDC DC-8-63F	\$13m
Airbus A340-200	*\$136m	Boeing 747-300	\$71m	MDC DC-8-73F	\$32m
Airbus A340-300	*\$144m	Boeing 747-400	*\$190m	MDC DC-9-30	\$2.7m
ATR 42	\$7.1m	Boeing 747SP	\$5m	MDC DC-9-50	\$5m
ATR 72	\$13m	Boeing 757	\$35m	MDC DC-10-30	\$23m
ATR 72	*\$19m	Boeing 757	*\$61m	MDC DC-10-40	\$7m
Avro RJ70	*\$27m	Boeing 767-200ER	\$45m	MDC MD-82	\$18m
Avro RJ85	*\$32m	Boeing 767-200ER	*\$88m	MDC MD-83	\$25m
Avro RJ100	*\$37m	Boeing 767-300ER	*\$105m	MDC MD-88	\$29m
BAe J31	\$0.7m	Boeing 777-200	*\$150m	MDC MD-11	\$98m
BAe J32	\$2.2m	Boeing 777-300	*\$165m	Metro II	\$0.27m
BAe 146-100	\$7m	Boeing MD-90	*\$50m	Metro III	\$0.90m
BAe 146-200	\$11.7m	Boeing MD-11	*\$135m	Metro 23	*\$5m
BAe 146-300	\$16m	Canadair RJ	*\$24m	Saab 340A	\$3.5m
BAe 748-2B	\$6m	Dash 7	\$2.1m	Saab 340B	\$7.4m
BAe J31	\$7m	Dash 8-100	\$6m	Saab 340B+	*\$14m
BAe J32	\$2.2m	Dash 8-200	*\$15m	Saab 2000	*\$18m
BAe J41	\$7m	Dash 8-300	*\$17m	Shorts 330	\$0.46m
Beech C99	\$0.66m	Dornier 228-200	\$0.8m	Shorts 360-300	\$1.2m