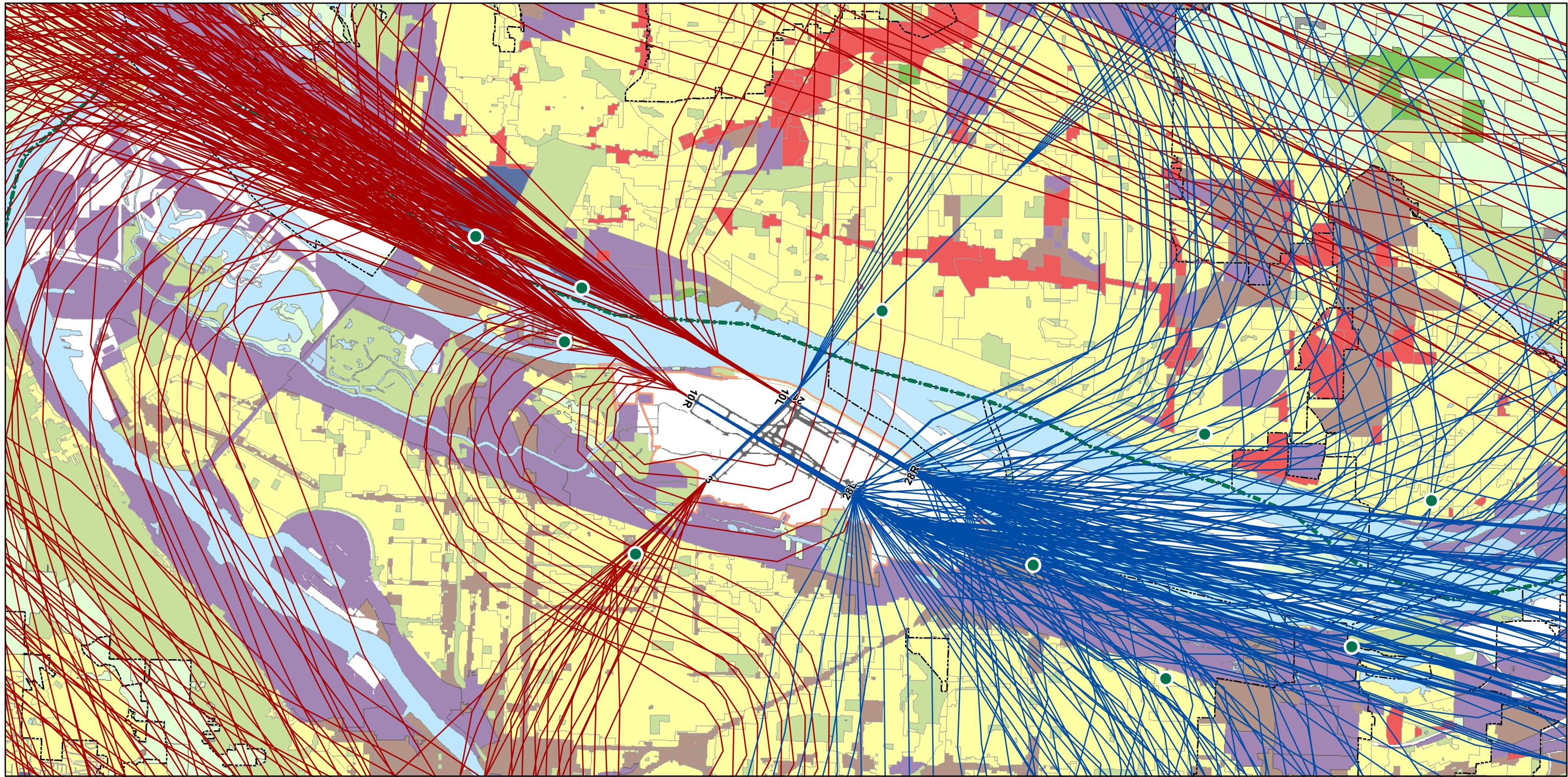


Appendix C
FLIGHT TRACK DATA



LEGEND

- Airport property boundary
- Arrival flight track
- Departure flight track
- - - County boundary
- - - City boundary
- Noise monitoring site
- Rural / agricultural
- Port owned property
- Water

Existing Generalized Land Use

- Commercial
- Industrial
- Mixed Use
- Public
- Residential
- Parks / open space
- Natural resources

Sources: INM flight tracks - Jacobs Consultancy, November 2009
 Existing land uses and noise sensitive facilities - Clark and Multnomah counties, November 2009

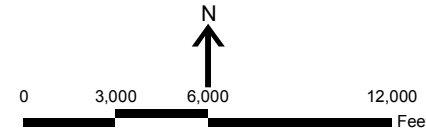
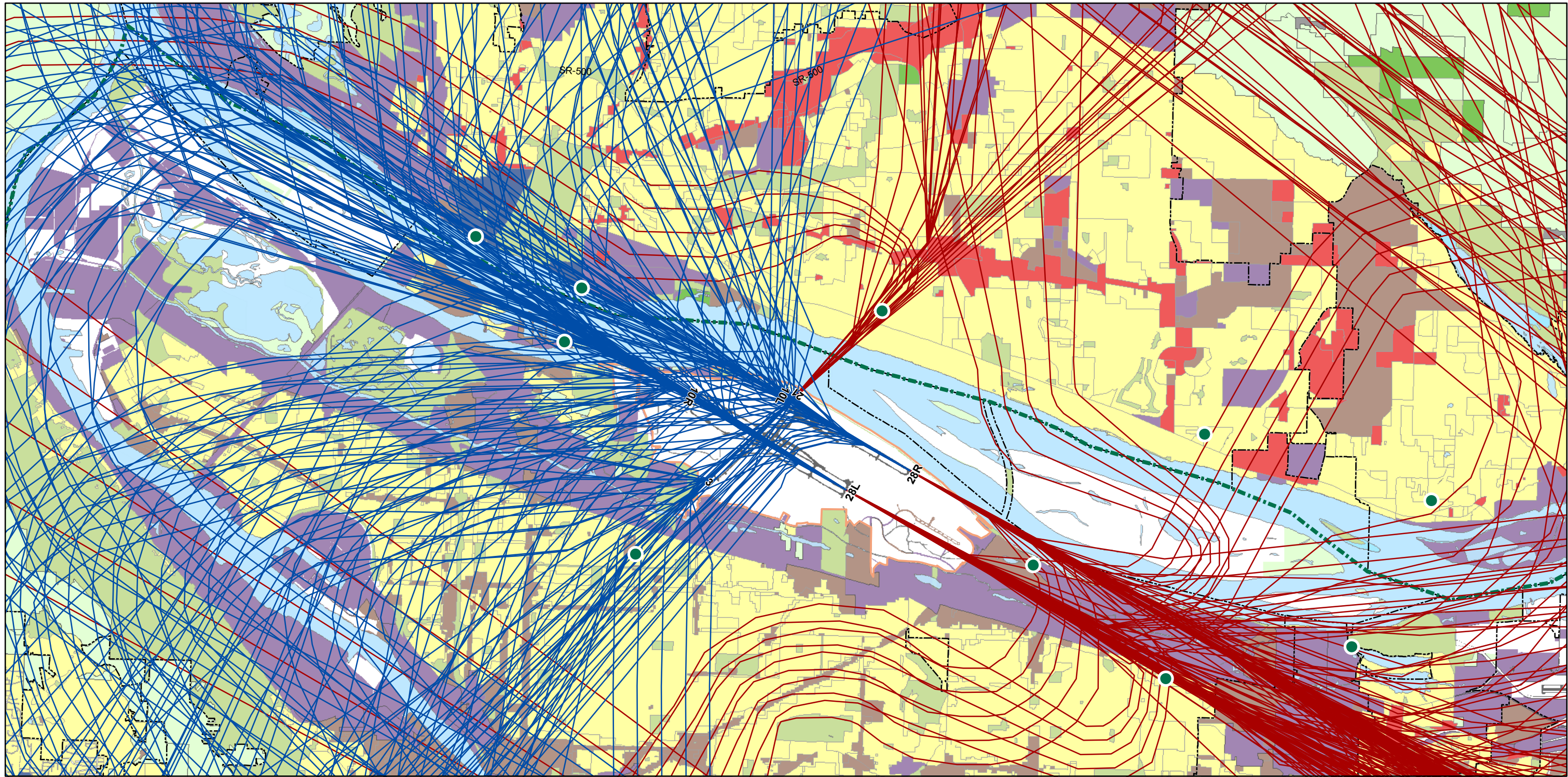


Figure C-1
GENERALIZED INM EAST FLOW FLIGHT TRACKS - 2008
 FAR Part 150 Noise Exposure Map Update
 Portland International Airport
 July 2010





LEGEND

- Airport property boundary
- County boundary
- City boundary
- Rural / agricultural
- Port owned property
- Water

- Arrival flight track
- Departure flight track
- Noise monitoring site

Existing Generalized Land Use

- Commercial
- Industrial
- Mixed Use
- Public
- Residential
- Parks / open space
- Natural resources

Sources: INM flight tracks - Jacobs Consultancy, November 2009
 Existing land uses and noise sensitive facilities - Clark and Multnomah counties, November 2009

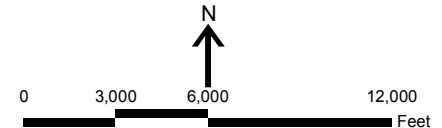
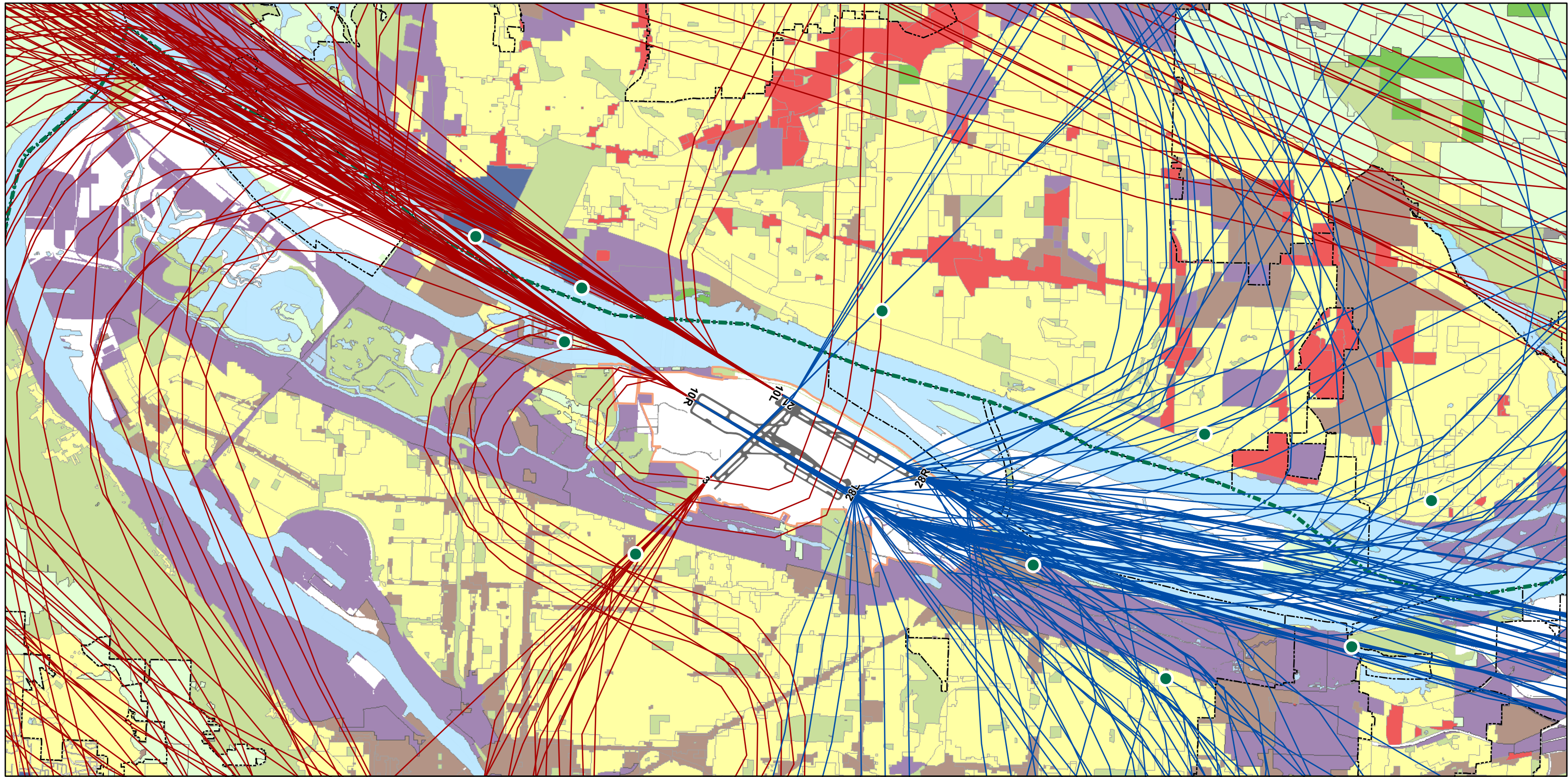


Figure C-2
GENERALIZED INM WEST FLOW FLIGHT TRACKS - 2008
 FAR Part 150 Noise Exposure Map Update
 Portland International Airport
 July 2010





LEGEND

- Airport property boundary
- - - County boundary
- - - - City boundary
- Rural / agricultural
- Port owned property
- Water

- Arrival flight track
- Departure flight track
- Noise monitoring site

Existing Generalized Land Use

- Commercial
- Industrial
- Mixed Use
- Public
- Residential
- Parks / open space
- Natural resources

Sources: INM flight tracks - Jacobs Consultancy, November 2009
 Existing land uses and noise sensitive facilities - Clark and Multnomah counties, November 2009

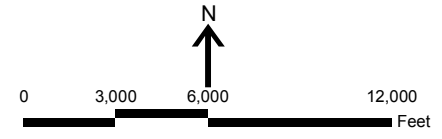
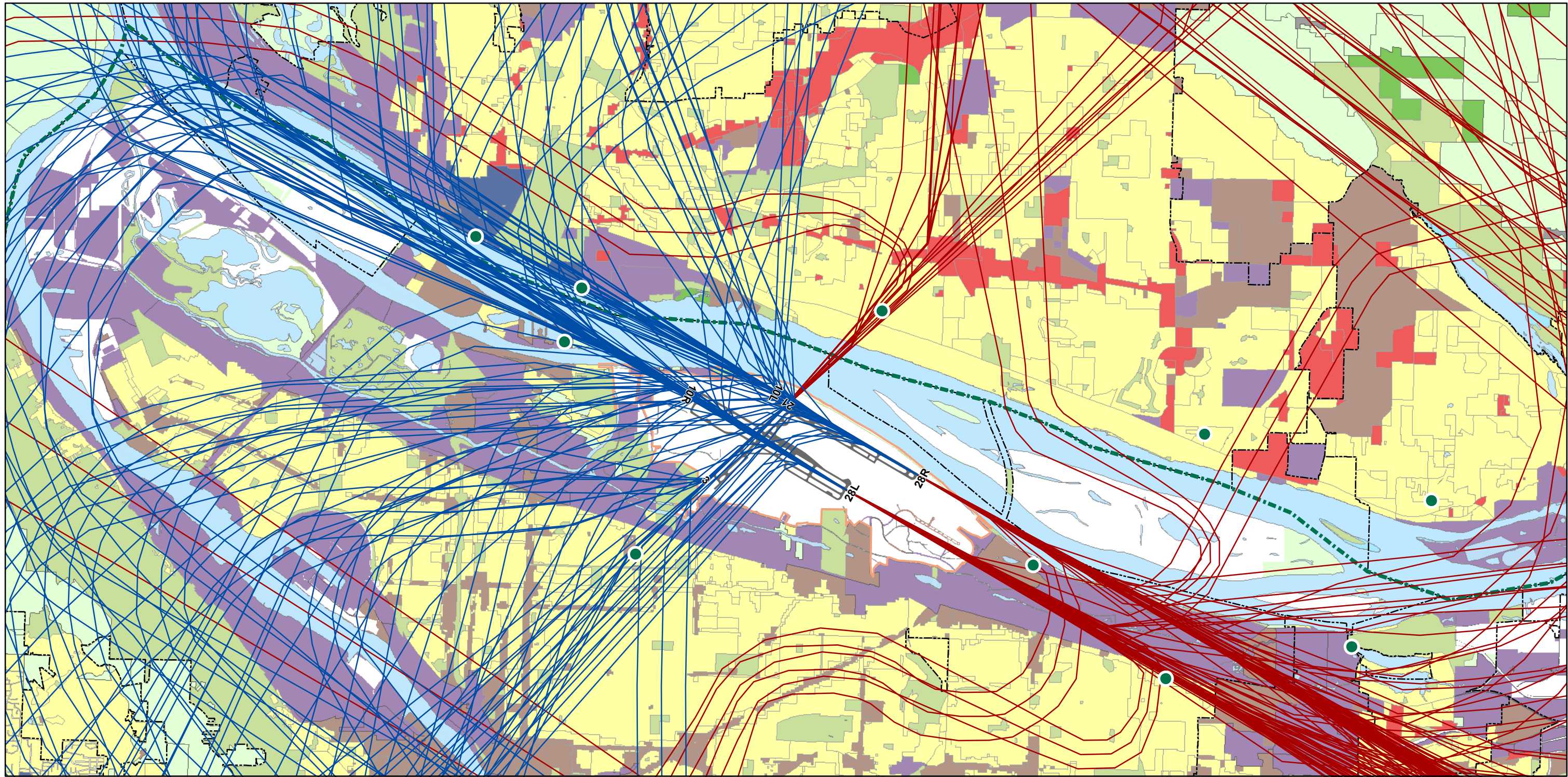


Figure C-3
GENERALIZED INM EAST FLOW FLIGHT TRACKS - 2017
 FAR Part 150 Noise Exposure Map Update
 Portland International Airport
 July 2010





LEGEND

- Airport property boundary
- - - County boundary
- - - City boundary
- Rural / agricultural
- Port owned property
- Water

- Arrival flight track
- Departure flight track
- Noise monitoring site

Existing Generalized Land Use

- Commercial
- Industrial
- Mixed Use
- Public
- Residential
- Parks / open space
- Natural resources

Sources: INM flight tracks - Jacobs Consultancy, November 2009
 Existing land uses and noise sensitive facilities - Clark and Multnomah counties, November 2009

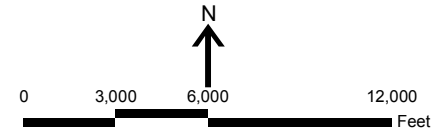
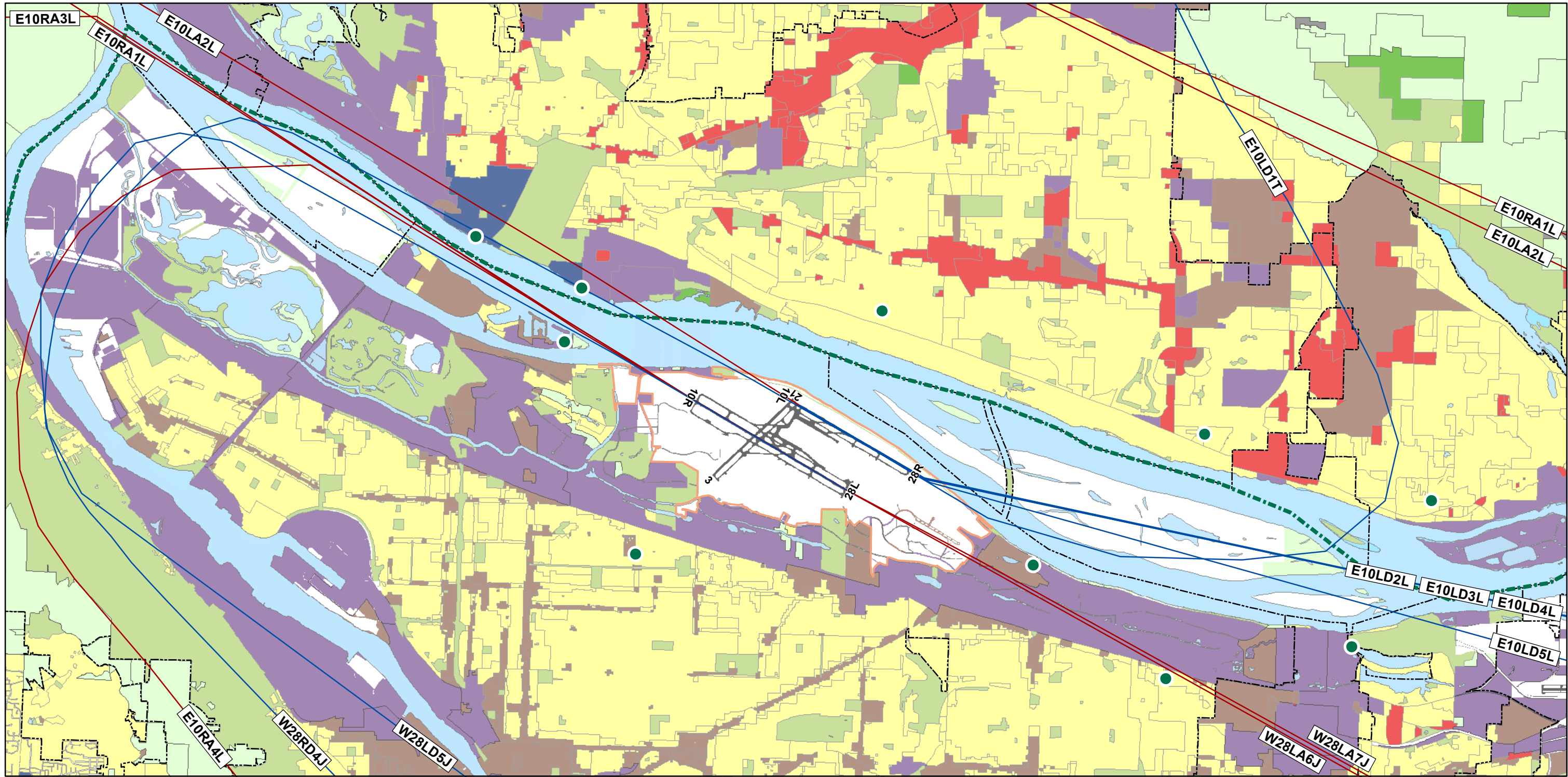


Figure C-4
GENERALIZED INM WEST FLOW FLIGHT TRACKS - 2017
 FAR Part 150 Noise Exposure Map Update
 Portland International Airport
 July 2010





LEGEND

- Airport property boundary
- Arrival flight track
- Departure flight track
- - - County boundary
- - - City boundary
- Noise monitoring site
- Rural / agricultural
- Port owned property
- Water

Existing Generalized Land Use

- Commercial
- Industrial
- Mixed Use
- Public
- Residential
- Parks / open space
- Natural resources

Note: High use indicates 10 or more daily operations.

Sources: INM flight tracks - Jacobs Consultancy, November 2009.
 Existing land uses and noise sensitive facilities - Clark and Multnomah counties, November 2009.

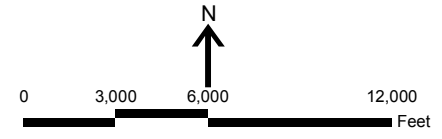
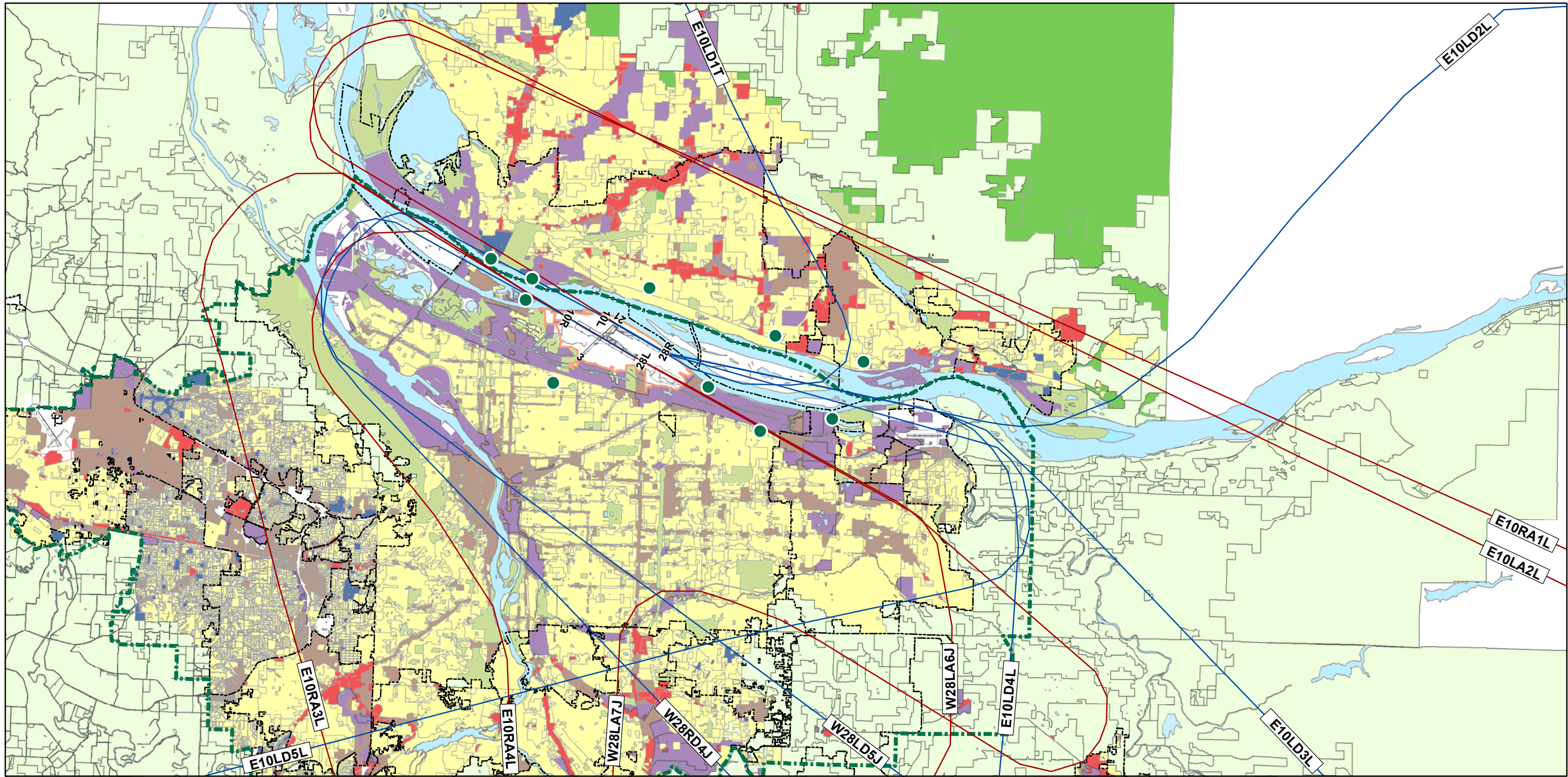


Figure C-5
GENERALIZED INM HIGH USE FLIGHT TRACKS - 2008
 FAR Part 150 Noise Exposure Map Update
 Portland International Airport
 July 2010





LEGEND

- Airport property boundary
- Arrival flight track
- - - County boundary
- Departure flight track
- - - City boundary
- Noise monitoring site
- Rural / agricultural
- Port owned property
- Water

Existing Generalized Land Use

- Commercial
- Industrial
- Mixed Use
- Public
- Residential
- Parks / open space
- Natural resources

Note: High use indicates 10 or more daily operations.

Sources: INM flight tracks - Jacobs Consultancy, December 2009.
Existing land uses and noise sensitive facilities - Clark and Multnomah counties, November 2009.

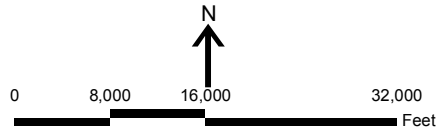
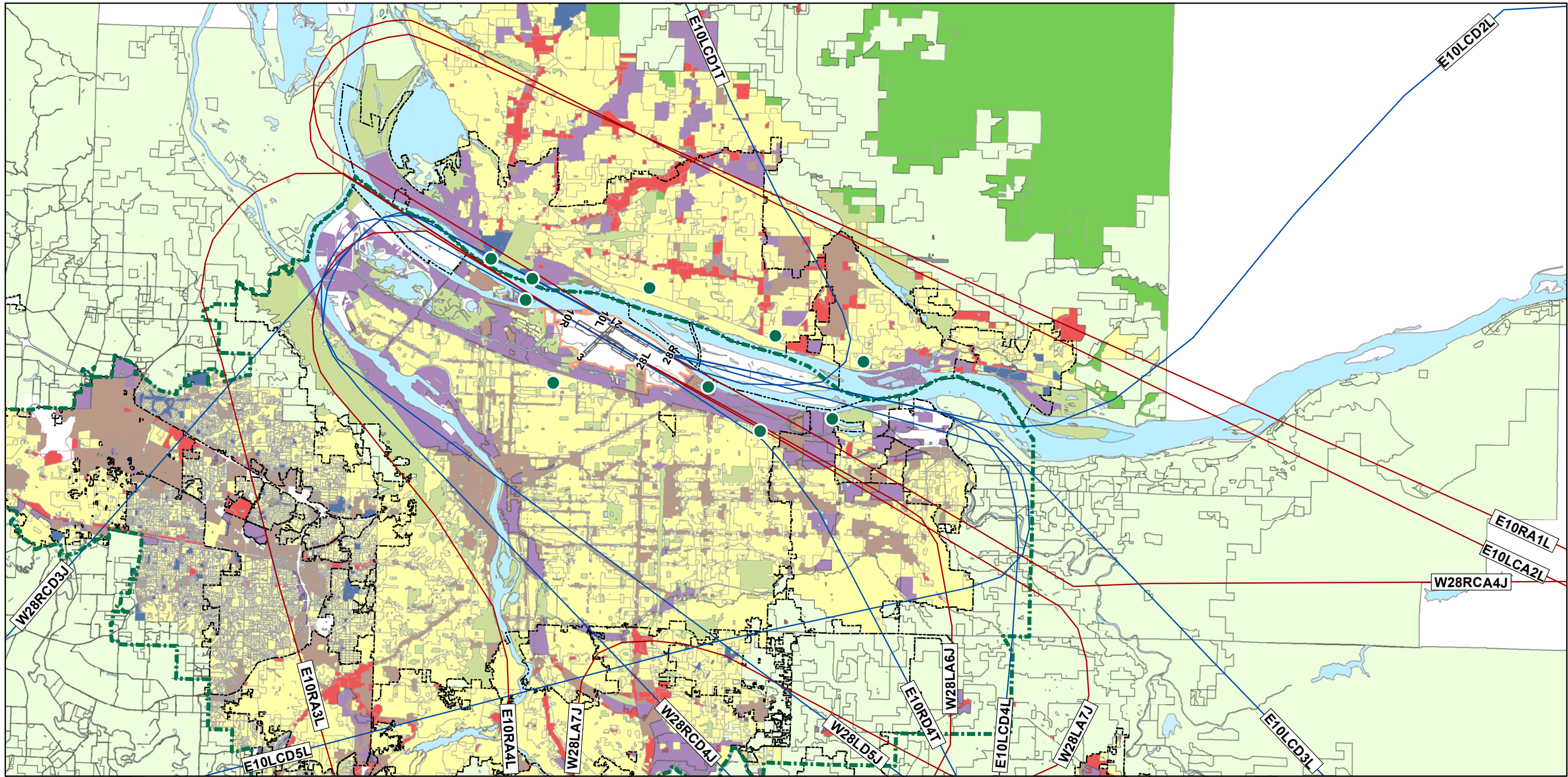


Figure C-6
GENERALIZED INM HIGH USE FLIGHT TRACKS - 2008
FAR Part 150 Noise Exposure Map Update
Portland International Airport
July 2010





LEGEND

- Airport property boundary
- - - County boundary
- - - - City boundary
- Rural / agricultural
- Port owned property
- Water
- Arrival flight track
- Departure flight track
- Noise monitoring site

Existing Generalized Land Use

- Commercial
- Industrial
- Mixed Use
- Public
- Residential
- Parks / open space
- Natural resources

Note: High use indicates 10 or more daily operations.

Sources: INM flight tracks - Jacobs Consultancy, December 2009.
Existing land uses and noise sensitive facilities - Clark and Multnomah counties, November 2009.

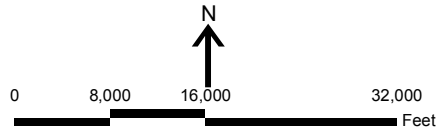


Figure C-8
GENERALIZED INM HIGH USE FLIGHT TRACKS - 2017
FAR Part 150 Noise Exposure Map Update
Portland International Airport
July 2010



Table C-1

FLIGHT TRACK USE SUMMARY 2008
 FAR Part 150 Noise Exposure Map Update
 Portland International Airport

Operation type	Runway	Track	Aircraft group									Total	
			Heavy	Helicopter	Jet	Long-haul	Mil-Jet	Mil-Prop	Prop	Small	Turboprop		
Arrival	03	E03A1S	-	-	-	-	-	-	-	32%	-	8%	
		E03A1T	-	-	-	-	-	-	-	-	21%	4%	
		W03A1P	-	-	-	-	-	-	100%	-	5%	60%	
		W03A1S	-	-	-	-	-	-	-	68%	-	16%	
		W03A1T	-	-	-	-	-	-	-	-	74%	13%	
	03H	03HA1	-	100%	-	-	-	-	-	-	-	100%	
	10L	E10LA1H	82%	-	-	-	-	-	-	-	-	11%	
		E10LA1L	-	-	7%	-	-	-	-	-	-	3%	
		E10LA1P	-	-	-	-	-	25%	50%	-	1%	4%	
		E10LA1S	-	-	-	-	-	-	-	71%	-	3%	
		E10LA1T	-	-	-	-	-	-	-	-	4%	1%	
		E10LA2H	7%	-	-	-	-	-	-	-	-	1%	
		E10LA2L	1%	-	52%	-	-	-	-	-	-	24%	
		E10LA2P	-	-	-	-	-	25%	19%	-	1%	2%	
		E10LA2S	-	-	-	-	-	-	-	20%	-	1%	
		E10LA2T	-	-	-	-	-	-	-	-	16%	5%	
		E10LA3H	9%	-	-	-	-	-	-	-	-	1%	
		E10LA3L	-	-	21%	-	-	-	-	-	-	10%	
		E10LA3P	-	-	-	-	-	25%	11%	-	4%	2%	
		E10LA3S	-	-	-	-	-	-	-	9%	-	0%	
		E10LA3T	-	-	-	-	-	-	-	-	27%	8%	
		E10LA4L	-	-	19%	-	-	-	-	-	-	9%	
		E10LA4P	-	-	-	-	-	25%	20%	-	1%	2%	
		E10LA4T	-	-	-	-	-	-	-	-	18%	5%	
		E10LA5T	-	-	-	-	-	-	-	-	-	10%	3%
		E10LA6T	-	-	-	-	-	-	-	-	-	17%	5%

Table C-1 (page 4 of 9)

FLIGHT TRACK USE SUMMARY 2008FAR Part 150 Noise Exposure Map Update
Portland International Airport

Operation type	Aircraft group											Total
	Runway	Track	Heavy	Helicopter	Jet	Long-haul	Mil-Jet	Mil-Prop	Prop	Small	Turboprop	
continued												
		W28LA6P	-	-	-	-	-	-	20%	-	0%	0%
		W28LA6T	-	-	-	-	-	-	-	-	11%	3%
		W28LA7J	12%	-	35%	6%	-	-	-	-	-	21%
		W28LA8J	2%	-	0%	3%	67%	-	-	-	-	1%
28LH	28LHA1		-	100%	-	-	-	-	-	-	-	100%
28R	W28RA1H		34%	-	-	-	-	-	-	-	-	4%
	W28RA1J		1%	-	8%	-	-	50%	-	-	-	4%
	W28RA1P		-	-	-	-	-	-	62%	-	3%	8%
	W28RA1S		-	-	-	-	-	-	3%	46%	-	2%
	W28RA1T		-	-	-	-	-	-	-	-	25%	6%
	W28RA2H		39%	-	-	-	-	-	-	-	-	4%
	W28RA2J		-	-	8%	-	-	-	-	-	-	4%
	W28RA2P		-	-	-	-	-	-	6%	-	1%	1%
	W28RA2S		-	-	-	-	-	-	-	54%	1%	3%
	W28RA2T		-	-	-	-	-	-	-	-	21%	5%
	W28RA3H		3%	-	-	-	-	-	-	-	-	0%
	W28RA3J		2%	-	20%	-	-	-	-	-	-	10%
	W28RA3P		-	-	-	-	-	-	17%	-	4%	3%
	W28RA3T		-	-	-	-	-	50%	-	-	2%	1%
	W28RA4H		11%	-	-	-	-	-	-	-	-	1%
	W28RA4J		3%	-	23%	-	-	-	-	-	1%	12%
	W28RA4P		-	-	-	-	-	-	5%	-	-	1%
	W28RA4T		-	-	-	-	-	-	-	-	26%	6%
	W28RA5J		3%	-	20%	-	-	-	-	-	-	10%
	W28RA5P		-	-	-	-	-	-	6%	-	3%	1%
	W28RA5T		-	-	-	-	-	-	-	-	12%	3%
28R	continued											

Table C-1 (page 6 of 9)

FLIGHT TRACK USE SUMMARY 2008FAR Part 150 Noise Exposure Map Update
Portland International Airport

Operation type	Runway	Track	Aircraft group									Total	
			Heavy	Helicopter	Jet	Long-haul	Mil-Jet	Mil-Prop	Prop	Small	Turboprop		
		E10LD5L	-	-	19%	-	-	-	-	-	-	-	13%
		E10LD5P	-	-	-	-	-	20%	-	-	1%	-	0%
		E10LD5T	-	-	-	-	-	-	-	-	12%	-	3%
		E10LD6T	-	-	-	-	-	-	-	-	12%	-	3%
	10LH	10LHD1	-	100%	-	-	-	-	-	-	-	-	100%
	10R	E10RD1H	3%	-	-	1%	-	-	-	-	-	-	0%
		E10RD1L	11%	-	7%	13%	-	-	-	-	-	-	3%
		E10RD1P	-	-	-	-	-	-	23%	-	3%	-	5%
		E10RD1S	-	-	-	-	-	-	-	28%	-	-	3%
		E10RD1T	-	-	-	-	-	-	-	-	10%	-	4%
		E10RD2H	15%	-	-	14%	-	-	-	-	-	-	2%
		E10RD2L	24%	-	17%	24%	-	-	-	-	-	-	6%
		E10RD2P	-	-	-	-	-	-	31%	-	1%	-	6%
		E10RD2S	-	-	-	-	-	-	-	11%	-	-	1%
		E10RD2T	-	-	-	-	-	-	-	-	10%	-	4%
		E10RD3H	3%	-	-	4%	-	-	-	-	-	-	0%
		E10RD3L	9%	-	54%	13%	50%	-	-	-	-	-	11%
		E10RD3P	-	-	-	-	-	-	23%	-	1%	-	4%
		E10RD3S	-	-	-	-	-	-	-	13%	-	-	1%
		E10RD3T	-	-	-	-	-	-	-	-	7%	-	3%
		E10RD4H	6%	-	-	8%	-	-	-	-	-	-	1%
		E10RD4L	9%	-	16%	-	50%	-	-	-	-	-	5%
		E10RD4P	-	-	-	-	-	-	23%	-	0%	-	4%
		E10RD4S	-	-	-	-	-	-	-	27%	-	-	3%
		E10RD4T	-	-	-	-	-	-	-	-	50%	-	19%
	10R continued												
		E10RD5L	21%	-	5%	22%	-	-	-	-	-	-	4%
		E10RD5S	-	-	-	-	-	-	-	22%	-	-	2%

Table C-1 (page 7 of 9)

FLIGHT TRACK USE SUMMARY 2008FAR Part 150 Noise Exposure Map Update
Portland International Airport

Operation type	Runway	Track	Aircraft group									Total	
			Heavy	Helicopter	Jet	Long-haul	Mil-Jet	Mil-Prop	Prop	Small	Turboprop		
		E10RD5T	-	-	-	-	-	-	-	-	-	11%	4%
		E10RD6T	-	-	-	-	-	-	-	-	-	8%	3%
	10RH	10RHD1	-	100%	-	-	-	-	-	-	-	-	100%
	21	E21D1S	-	-	-	-	-	-	-	-	19%	-	3%
		E21D2P	-	-	-	-	-	-	-	-	-	2%	1%
		W21D1P	-	-	-	-	-	-	-	100%	-	15%	41%
		W21D1S	-	-	-	-	-	-	-	-	81%	-	12%
		W21D1T	-	-	-	-	-	-	-	-	-	52%	27%
		W21D2T	-	-	-	-	-	-	-	-	-	31%	16%
	28L	W28LD1H	24%	-	-	24%	-	-	-	-	-	-	2%
		W28LD1J	25%	-	14%	18%	20%	-	-	-	-	-	10%
		W28LD1P	-	-	-	-	-	-	20%	-	-	1%	1%
		W28LD1S	-	-	-	-	-	-	-	11%	-	-	0%
		W28LD1T	-	-	-	-	-	-	-	-	-	8%	2%
		W28LD2H	6%	-	-	6%	-	-	-	-	-	-	1%
		W28LD2J	10%	-	9%	14%	80%	-	-	-	-	-	7%
		W28LD2P	-	-	-	-	-	-	-	-	-	0%	0%
		W28LD2T	-	-	-	-	-	-	-	-	-	8%	2%
		W28LD3H	9%	-	-	12%	-	-	-	-	-	-	1%
		W28LD3J	16%	-	18%	22%	-	-	-	-	-	-	11%
		W28LD3P	-	-	-	-	-	-	20%	-	-	1%	1%
		W28LD3S	-	-	-	-	-	-	-	21%	-	-	0%
		W28LD3T	-	-	-	-	-	-	-	-	29%	-	9%
	28L continued	W28LD4J	5%	-	12%	4%	-	-	-	-	-	-	7%
		W28LD4P	-	-	-	-	-	-	20%	-	-	1%	1%
		W28LD4S	-	-	-	-	-	-	-	68%	-	-	2%

Table C-1 (page 8 of 9)

FLIGHT TRACK USE SUMMARY 2008FAR Part 150 Noise Exposure Map Update
Portland International Airport

Operation type	Runway	Track	Aircraft group									Total	
			Heavy	Helicopter	Jet	Long-haul	Mil-Jet	Mil-Prop	Prop	Small	Turboprop		
		W28LD4T	-	-	-	-	-	-	-	-	-	7%	2%
		W28LD5J	5%	-	47%	2%	-	-	-	-	-	-	26%
		W28LD5P	-	-	-	-	-	-	20%	-	-	1%	1%
		W28LD5T	-	-	-	-	-	-	-	-	-	21%	6%
		W28LD6P	-	-	-	-	-	-	20%	-	-	1%	1%
		W28LD6T	-	-	-	-	-	-	-	-	-	21%	7%
	28LH	28LHD1	-	100%	-	-	-	-	-	-	-	-	100%
	28R	W28R1H	46%	-	-	-	-	-	-	-	-	-	4%
		W28R2H	13%	-	-	-	-	-	-	-	-	-	1%
		W28R3H	30%	-	-	-	-	-	-	-	-	-	3%
		W28RD1J	4%	-	18%	-	-	-	50%	-	-	-	10%
		W28RD1P	-	-	-	-	-	-	-	33%	-	2%	4%
		W28RD1S	-	-	-	-	-	-	-	-	43%	-	2%
		W28RD1T	-	-	-	-	-	-	-	-	-	15%	3%
		W28RD2J	1%	-	7%	-	100%	-	-	-	-	-	4%
		W28RD2P	-	-	-	-	-	-	-	43%	-	4%	5%
		W28RD2S	-	-	-	-	-	-	-	-	9%	-	0%
		W28RD2T	-	-	-	-	-	-	-	-	-	7%	2%
		W28RD3J	1%	-	21%	-	-	-	-	-	-	1%	12%
		W28RD3P	-	-	-	-	-	-	-	10%	-	5%	2%
		W28RD3S	-	-	-	-	-	-	-	3%	38%	1%	2%
		W28RD3T	-	-	-	-	-	-	50%	-	-	19%	5%
		W28RD4J	4%	-	54%	-	-	-	-	-	-	1%	29%
	28R continued	W28RD4P	-	-	-	-	-	-	-	7%	-	3%	1%
		W28RD4S	-	-	-	-	-	-	-	3%	11%	-	1%
		W28RD4T	-	-	-	-	-	-	-	-	-	17%	4%
		W28RD5T	-	-	-	-	-	-	-	-	-	22%	5%

Table C-2

FLIGHT TRACK USE SUMMARY 2007
 FAR Part 150 Noise Exposure Map Update
 Portland International Airport

Operation type	Runway	Track	Aircraft group								Total
			Heavy	Helicopter	Jet	Mil-Jet	Mil-Prop	Prop	Small	Turboprop	
Arrival	03C	E03CA1S	-	-	-	-	-	-	32%	-	9%
		E03CA1T	-	-	-	-	-	-	-	21%	4%
		W03CA1P	-	-	-	-	-	100%	-	5%	51%
		W03CA1S	-	-	-	-	-	-	68%	-	19%
		W03CA1T	-	-	-	-	-	-	-	74%	16%
	03CH	03CHA1	-	100%	-	-	-	-	-	-	100%
	10LC	E10LCA1H	82%	-	-	-	-	-	-	-	10%
		E10LCA1L	-	-	7%	-	-	-	-	-	3%
		E10LCA1P	-	-	-	-	25%	50%	-	1%	5%
		E10LCA1S	-	-	-	-	-	-	71%	-	3%
		E10LCA1T	-	-	-	-	-	-	-	4%	1%
		E10LCA2H	8%	-	-	-	-	-	-	-	1%
		E10LCA2L	1%	-	52%	-	-	-	-	-	22%
		E10LCA2P	-	-	-	-	25%	10%	-	1%	1%
		E10LCA2S	-	-	-	-	-	-	20%	-	1%
		E10LCA2T	-	-	-	-	-	-	-	16%	5%
		E10LCA3H	9%	-	-	-	-	-	-	-	1%
		E10LCA3L	-	-	21%	-	-	-	-	-	9%
		E10LCA3P	-	-	-	-	25%	12%	-	4%	2%
		E10LCA3S	-	-	-	-	-	-	9%	-	0%
		E10LCA3T	-	-	-	-	-	-	-	27%	9%
		E10LCA4L	-	-	19%	-	-	-	-	-	8%
		E10LCA4P	-	-	-	-	25%	28%	-	1%	3%
		E10LCA4T	-	-	-	-	-	-	-	18%	6%
		E10LCA5T	-	-	-	-	-	-	-	10%	3%
		E10LCA6T	-	-	-	-	-	-	-	16%	5%

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Operation type	Runway	Track	Aircraft group								Total	
			Heavy	Helicopter	Jet	Mil-Jet	Mil-Prop	Prop	Small	Turboprop		
		W28LA6P	-	-	-	-	-	-	20%	-	0%	0%
		W28LA6T	-	-	-	-	-	-	-	-	11%	4%
		W28LA7J	11%	-	35%	-	-	-	-	-	-	20%
		W28LA8J	2%	-	0%	67%	-	-	-	-	-	2%
	28LH	28LHA1	-	100%	-	-	-	-	-	-	-	100%
	28RC	W28RCA1H	34%	-	-	-	-	-	-	-	-	4%
		W28RCA1J	1%	-	8%	-	50%	-	-	-	-	4%
		W28RCA1P	-	-	-	-	-	49%	-	-	3%	7%
		W28RCA1S	-	-	-	-	-	2%	46%	-	-	3%
		W28RCA1T	-	-	-	-	-	-	-	-	25%	6%
		W28RCA2H	39%	-	-	-	-	-	-	-	-	4%
		W28RCA2J	-	-	8%	-	-	-	-	-	-	4%
		W28RCA2P	-	-	-	-	-	5%	-	-	1%	1%
		W28RCA2S	-	-	-	-	-	-	54%	-	1%	3%
		W28RCA2T	-	-	-	-	-	-	-	-	21%	5%
		W28RCA3H	4%	-	-	-	-	-	-	-	-	0%
		W28RCA3J	2%	-	20%	-	-	-	-	-	-	10%
		W28RCA3P	-	-	-	-	-	24%	-	-	4%	4%
		W28RCA3T	-	-	-	-	-	50%	-	-	2%	1%
		W28RCA4H	11%	-	-	-	-	-	-	-	-	1%
		W28RCA4J	4%	-	23%	-	-	-	-	-	1%	11%
		W28RCA4P	-	-	-	-	-	15%	-	-	-	2%
		W28RCA4T	-	-	-	-	-	-	-	-	27%	7%
		W28RCA5J	2%	-	20%	-	-	-	-	-	-	9%
		W28RCA5P	-	-	-	-	-	5%	-	-	3%	1%
		W28RCA5T	-	-	-	-	-	-	-	-	11%	3%
	28RC continued	W28RCA6J	4%	-	21%	-	-	-	-	-	-	10%

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Operation type	Runway	Track	Aircraft group								Total		
			Heavy	Helicopter	Jet	Mil-Jet	Mil-Prop	Prop	Small	Turboprop			
		W28RCA6P	-	-	-	-	-	-	-	-	1%	0%	
	28RCH	28RCHA1	-	100%	-	-	-	-	-	-	-	100%	
Departure	03C	E03CD1S	-	-	-	-	-	-	-	26%	-	26%	
		W03CD1S	-	-	-	-	-	-	-	74%	-	74%	
	03CH	03CHD1	-	-	-	-	-	-	-	-	-	-	
	10LC continued	E10LCD1H	3%	-	-	-	-	-	-	-	-	0%	
		E10LCD1L	-	-	5%	-	-	-	-	-	-	3%	
		E10LCD1P	-	-	-	-	20%	7%	-	0%	-	0%	
		E10LCD1S	-	-	-	-	-	-	29%	-	-	0%	
		E10LCD1T	-	-	-	-	-	-	-	37%	-	10%	
		E10LCD2H	46%	-	-	-	-	-	-	-	-	3%	
		E10LCD2L	-	-	12%	-	-	-	-	-	-	8%	
		E10LCD2P	-	-	-	-	20%	6%	-	1%	-	1%	
		E10LCD2S	-	-	-	-	-	-	71%	-	-	0%	
		E10LCD2T	-	-	-	-	-	-	-	15%	-	4%	
		E10LCD3H	7%	-	-	-	-	-	-	-	-	0%	
		E10LCD3L	-	-	50%	-	-	-	-	-	-	32%	
		E10LCD3P	-	-	-	-	20%	63%	-	2%	-	2%	
		E10LCD3T	-	-	-	-	-	-	-	8%	-	2%	
		E10LCD4H	40%	-	-	-	-	-	-	-	-	3%	
		E10LCD4L	-	-	15%	-	-	-	-	-	-	10%	
		E10LCD4P	-	-	-	-	20%	24%	-	0%	-	1%	
		E10LCD4T	-	-	-	-	-	-	-	11%	-	3%	
			E10LCD5H	4%	-	-	-	-	-	-	-	-	0%
			E10LCD5L	-	-	18%	-	-	-	-	-	-	12%

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Operation type	Runway	Track	Aircraft group								Total	
			Heavy	Helicopter	Jet	Mil-Jet	Mil-Prop	Prop	Small	Turboprop		
		E10LCD5P	-	-	-	-	-	20%	-	-	1%	0%
		E10LCD5T	-	-	-	-	-	-	-	-	12%	3%
		E10LCD6T	-	-	-	-	-	-	-	-	11%	3%
	10LCH	10LCHD1	-	100%	-	-	-	-	-	-	-	100%
	10R	E10RD1H	3%	-	-	-	-	-	-	-	-	0%
		E10RD1L	11%	-	7%	-	-	-	-	-	-	2%
		E10RD1P	-	-	-	-	-	-	21%	-	3%	5%
		E10RD1S	-	-	-	-	-	-	-	28%	-	3%
		E10RD1T	-	-	-	-	-	-	-	-	9%	4%
		E10RD2H	15%	-	-	-	-	-	-	-	-	2%
		E10RD2L	24%	-	18%	-	-	-	-	-	-	5%
		E10RD2P	-	-	-	-	-	-	36%	-	1%	6%
		E10RD2S	-	-	-	-	-	-	-	11%	-	1%
		E10RD2T	-	-	-	-	-	-	-	-	10%	4%
		E10RD3H	3%	-	-	-	-	-	-	-	-	0%
		E10RD3L	9%	-	54%	50%	-	-	-	-	-	11%
		E10RD3P	-	-	-	-	-	-	21%	-	1%	4%
		E10RD3S	-	-	-	-	-	-	-	13%	-	2%
		E10RD3T	-	-	-	-	-	-	-	-	8%	3%
		E10RD4H	5%	-	-	-	-	-	-	-	-	1%
		E10RD4L	9%	-	16%	50%	-	-	-	-	-	5%
		E10RD4P	-	-	-	-	-	-	21%	-	0%	4%
		E10RD4S	-	-	-	-	-	-	-	26%	-	3%
		E10RD4T	-	-	-	-	-	-	-	-	50%	21%
	10R continued											
		E10RD5L	21%	-	5%	-	-	-	-	-	-	3%
		E10RD5S	-	-	-	-	-	-	-	22%	-	3%
		E10RD5T	-	-	-	-	-	-	-	-	11%	4%

