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NOTES:

(a) All times are **local**.

(b) References are to the UK AIP.

(c) Information, where applicable, should also be used to amend appropriate charts.

LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE 2011

(Published on behalf of the Department for Transport)

Whereas:

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981(a) Heathrow Airport - London, Gatwick Airport - London and Stansted Airport - London ('the London Airports') are designated aerodromes for the purposes of Section 78 of the Civil Aviation Act 1982 ('the Act')(b);

(2) The Secretary of State considers it appropriate, for the purpose of avoiding, limiting or mitigating the effect of noise and vibration connected with the taking-off or landing of aircraft at the London Airports, to prohibit aircraft of specified descriptions from taking-off or landing and to limit the number of occasions on which other aircraft may take-off or land at those aerodromes during periods specified in this Notice throughout the period specified as the summer season 2011 in this Notice;

(3) For the purposes of Section 78(4)(a) of the Act, the circumstances under which a particular occasion or series of occasions on which aircraft take-off or land at the London Airports will be disregarded for the purposes of this Notice are specified in paragraph 9 of this Notice.

The Secretary of State in exercise of the powers conferred by section 78(3), (4), (5) and (12) of the Act, and in accordance with the provisions of the Civil Aviation (Notices) Regulations 1978(c), provides as follows:

Citation and Commencement

1 This Notice may be cited as the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions Notice 2011 and comes into operation at 0100 hours on 27 March 2011.

Interpretation

2 (1) For the purposes of this Notice:

'the Act' means the Civil Aviation Act 1982;

'airport authority' means the person for the time being having the management of Heathrow, Gatwick or Stansted Airport as applicable;

'Annex 16' means Annex 16 to the Convention on International Civil Aviation signed on behalf of the United Kingdom at Chicago on 7 December 1944(d);

'appropriate air traffic control unit' has the meaning ascribed to it by the Air Navigation Order 2009(e);

'the London Airports' means Heathrow Airport - London, Gatwick Airport - London and Stansted Airport - London, and 'a London Airport' is to be construed accordingly;

'maximum certificated landing weight' means the maximum landing weight authorised in the certificate of airworthiness;

'maximum certificated take-off weight' means the maximum take-off weight authorised in the certificate of airworthiness;

'night period' means the period from 2300 hours to 0700 hours;

'night quota period' means the period from 2330 hours to 0600 hours;

an aircraft is deemed to have taken off or landed during the night period or night quota period, as the case may be, if the time recorded by the appropriate air traffic control unit as 'airborne' or 'landed' respectively falls within that period;

'noise classification' means the noise level band in EPNdB, for take-off or landing, as the case may be, for the aircraft in question, as defined in the Schedule to this Notice;

'previous notice' means the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions (No.2) Notice 2010(f);

'quota' means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the aerodrome in question during any one season in the night quota period;

'quota count' means the amount of the quota assigned to one take-off or to one landing by the aircraft in question, this number being related to its noise classification as specified in paragraph 3(3) of this Notice;

'season' means a period of winter or summer;

'summer' being the 'summer-time period' as fixed by the Summer Time Act 1972(g);

'winter' being the period between the end of British Summer Time in one year and the start of British Summer Time in the next;

'winter season 2010-2011' means the period beginning on 31 October 2010 and ending on 27 March 2011;

'summer season 2011' means the period beginning on 27 March 2011 and ending on 30 October 2011;

'previous specified period' means that period being the sum of the night quota periods throughout the winter season 2010-2011;

'specified period' means that period being the sum of the night quota periods throughout the summer season 2011; and

'next specified period' means that period being the sum of the night quota periods throughout the winter season 2011-2012.

(2) References in this Notice to a moment in time are to Local Time, that is in any period of summer time, to the time fixed by the Summer Time Act 1972(g), and outside that period to Universal Co-ordinated Time.

Descriptions of aircraft

3 (1) Aircraft taking-off or landing at any of the London Airports are described in this Notice as follows:

- (a) exempt aircraft
- (b) aircraft having a quota count of 0.25;
- (c) aircraft having a quota count of 0.5;
- (d) aircraft having a quota count of 1;
- (e) aircraft having a quota count of 2;
- (f) aircraft having a quota count of 4;
- (g) aircraft having a quota count of 8;
- (h) aircraft having a quota count of 16.

(2) Exempt aircraft for the purposes of paragraph 3(1)(a) above are those aircraft which on the basis of their noise data are classified at less than 84 EPNdB and indicated as exempt in Part 2 of the Schedule to this Notice. The provisions of paragraphs 4, 6, 7, 8 and 9 do not apply to the taking-off or landing of such aircraft.

(3) Subject to paragraph 3(2), the quota count of an aircraft on taking-off or landing is to be calculated on the basis of the noise classification for that aircraft on take-off or landing as appropriate as follows:

Noise Classification	Quota Count
84 - 86.9 EPNdB	0.25
87 - 89.9 EPNdB	0.5
90 - 92.9 EPNdB	1
93 - 95.9 EPNdB	2
96 - 98.9 EPNdB	4
99 - 101.9 EPNdB	8
Greater than 101.9 EPNdB	16

Prohibitions on taking-off or landing

- 4 Subject to paragraphs 9 and 10, at the London Airports:
- (1) any aircraft which has a quota count of 4, 8 or 16 may not be scheduled to take-off or land during the night quota period;
 - (2) any aircraft which has a quota count of 8 or 16 may not be scheduled to take off or land during the night period;
 - (3) any aircraft which has a quota count of 8 or 16 may not take off in the night period except in the period 2300 hours to 2330 hours in circumstances where:
 - (a) it was scheduled to take off prior to 2300 hours;
 - (b) the take-off was delayed for reasons beyond the control of the aircraft operator; and
 - (c) the airport authority has not given notice to the aircraft operator precluding take-off.
- 5 Subject to paragraph 10, at the London Airports an aircraft may not take-off or be scheduled to land during the night period where:
- (1) the operator of that aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport authority to verify its noise classification and thereby its quota count; or
 - (2) the operator claims that the aircraft is an exempt aircraft within paragraph 3(1)(a), but the aircraft is not indicated as such an aircraft in Part 2 of the Schedule to this Notice.

Maximum number of occasions on which aircraft may take off or land

- 6 (1) Subject to paragraphs 7, 8, 9 and 10, the overall maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3(1)(b) to (h) inclusive may take-off or land during the specified period is as follows:
- (a) at Heathrow Airport: 3,250;
 - (b) at Gatwick Airport: 11,200;
 - (c) at Stansted Airport: 7,000.
- (2) Subject to paragraphs 6(1), 7, 8, 9 and 10, in the specified period the quota is as follows:
- (a) at Heathrow Airport: 5,100;
 - (b) at Gatwick Airport: 6,200;
 - (c) at Stansted Airport: 4,650.
- (3) Subject to paragraphs 8, 9 and 10, each take-off or landing by an aircraft at a London Airport during each night quota period within the specified period is to count according to its quota count towards the relevant quota specified in paragraph 6(2)(a), (b) or (c).

Carry-over from the previous specified period

- 7 (1) If the number of occasions on which aircraft of the descriptions specified in paragraphs 3(1)(b) to (h) inclusive take off or land at a London Airport during the previous specified period is less than the maximum number of occasions specified in paragraph 6(1) of the previous notice for that aerodrome, the maximum number of occasions on which such aircraft may take-off or land at that aerodrome during the specified period may be supplemented by a number of occasions equal to the shortfall, up to a maximum of 10% of the maximum number of occasions specified in paragraph 6(1) of the previous notice.
- (2) If any part of the quota specified in paragraph 6(2) of the previous notice remains unused at the end of the previous specified period, the quota for the specified period at the aerodrome in question may be supplemented by a sum of quota counts equal to the remainder, up to a maximum of 10% of the quota specified in paragraph 6(2) of that previous notice.

Overrun of movements in the previous specified period

- 8 (1) If, in respect of a London Airport, the sum of the maximum number of occasions specified in paragraph 6(1) of the previous notice for that aerodrome and any supplementary number of occasions permitted by paragraph 7(1) of that previous notice, has been exceeded:
- (a) by up to 10% of the number of occasions specified in paragraph 6(1) of the previous notice for that aerodrome, the maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3(1)(b) to (h) inclusive may take-off or land during the specified period at that aerodrome is to be reduced by the same amount; or
 - (b) by more than 10% of the number of occasions specified in paragraph 6(1) of the previous notice for that aerodrome, the maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3(1)(b) to (h) inclusive may take-off or land during the specified period at that aerodrome is to be reduced by the amount of the excess up to 10% plus twice the amount of the excess over 10%.

Overrun of the quota limits in the previous specified period

- (2) If, in respect of a London Airport, the sum of the quota specified in paragraph 6(2) of the previous notice for that aerodrome and any supplementary sum of the quota counts permitted by paragraph 8(2) of that notice, has been exceeded:
- (a) by up to 10% of the quota specified in paragraph 6(2) of the previous notice for that aerodrome, the quota for the specified period at that aerodrome is to be reduced by the same amount; or
 - (b) by more than 10% of the quota specified in paragraph 6(2) of the previous notice for that aerodrome, the quota for the specified period at that aerodrome is to be reduced by the amount of the excess up to 10% plus twice the amount of the excess over 10%.

Limits to overrun in the specified period

- (3) The sum of the maximum number of occasions specified in paragraph 6(1) for an aerodrome and any supplementary number of occasions permitted by paragraph 7(1) must not be exceeded by more than 20% of the number of occasions specified in paragraph 6(1) for that aerodrome.
- (4) The sum of the quota specified in paragraph 6(2) for an aerodrome and any supplementary number sum of quota counts permitted by paragraph 7(2) must not be exceeded by more than 20% of the quota specified in paragraph 6(2) for that aerodrome.

Disregarded movements (h)

9 For the purposes of Section 78(4)(a) of the Act, the following circumstances are specified in relation to the taking-off and landing of aircraft at the London Airports namely:

- (1) delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals;
- (2) delays to aircraft resulting from widespread and prolonged disruption of air traffic.

Exclusion from the provisions of this Notice for emergency take-offs or landings

10 None of the provisions of this Notice apply to a take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal, or which is disregarded by virtue of a notice given under Section 78(5)(f) of the Act.

K Jennings
Head, Aviation Policy Implementation Division
Department for Transport

February 2011

- (a) S.I. 1981/651.
- (b) 1982 c.16.
- (c) S.I. 1978/1303.
- (d) 5th Edition published in July 2008 by the International Civil Aviation Organisation.
- (e) S.I. 2009/3015, to which there is an amendment which is not relevant.
- (f) Published on behalf of the Department for Transport as Supplement SUP: 037/2010, which came into operation on 31 October 2010.
- (g) 1972 c.6, as amended by S.I. 2002/262.
- (h) Section 78(4) of the Act enables the person for the time being managing the aerodrome, or a person authorised by him for the purpose, to disregard those occasions which are specified under that section. Paragraph 9 of this Notice specifies those occasions.

THE SCHEDULE

Part 1

- 1 The noise classification for an aircraft on take-off or landing as appropriate means
- (1) for the purposes of landing:
- (a) in the case of an aircraft certificated to the standards of Chapter 2, 3, 4 or 5 of Annex 16 (or the equivalent standards): the certificated approach noise level of the aircraft at its maximum certificated landing weight, minus 9 EPNdB; and
 - (b) in the case of a propeller aircraft with a maximum take-off weight not exceeding 5,700 kg and any other aircraft not certificated to the standards of Chapter 2, 3, 4 or 5 of Annex 16 (or the equivalent standards): the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the CAA;
- (2) for the purposes of take-off;
- (a) where the aircraft is certificated to the standards of Chapter 3, 4 or 5 of Annex 16 (or the equivalent standards): half the sum of the flyover and the sideline noise levels in EPNdB as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight;
 - (b) where the aircraft is certificated to the standards of Chapter 2 of Annex 16 (or the equivalent standards): half the sum of the flyover and the sideline noise levels in EPNdB as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight, plus 1.75 EPNdB; and
 - (c) where the aircraft is a propeller aircraft with a maximum take-off weight not exceeding 5,700 kg or any other aircraft not certificated to the standards of Chapter 2, 3 or 5 of Annex 16 (or the equivalent standards): the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the CAA.
- 2 Subject to paragraph 1 of this Schedule, the current noise classification for aircraft on take-off or landing as appropriate are indicated in the tables in Part 2 of this Schedule, which are not exhaustive.
- 3 In paragraph 1 of this Schedule, 'the equivalent standards' means:
- (1) in the case of Chapter 2 of Annex 16:
FAR 36, Stage 2;
 - (2) in the case of Chapter 3 of Annex 16:
FAR 36, Stage 3;
 - (3) in the case of Chapter 4 of Annex 16:
FAR 36, Stage 4;
 - (4) in the case of Chapter 5 of Annex 16:
FAR 36, Stage 2 and 3.

Part 2

Note: Aircraft are listed alphabetically in the following arrivals and departures tables according to type. The engine type and any acoustical or other treatment necessary to enable the aircraft to achieve its noise classification are also indicated. Each of the entries in the columns headed EXEMP (i.e. EXEMPT), QC/0.25, QC/0.5, QC/1, QC/2, QC/4, QC/8 and QC/16 indicates the maximum certificated landing or take-off weight (as appropriate) for that aircraft which will meet the QC rating. For example, a B747-400 with PW4056 engines and no acoustical treatment will be classified for departures as QC/2 if it has a maximum certificated take-off weight of up to and including 292.19 tonnes. However, it will be classified as QC/4 if its maximum certificated take-off weight is more than 292.19 tonnes but not more than 370.57 tonnes; or as QC/8 if its maximum certificated take-off weight is more than 370.57 tonnes but not more than 394.63 tonnes.

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes								
			Noise Level Band (EPNdB):								
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16			
Aircraft	Engine	Remarks									
Agusta A109S	PW207C					3.17					
Agusta A109A II	Allison 250-C20B				2.60						
Airbus A300B2-1C	CF6-50C,C2R						128.00				
Airbus A300B2-203	CF6-50C2	Mod.2150 (short nozzle)					130.00				
Airbus A300B2-203	CF6-50C2	Mod.3305,2150 (short nozzle)					130.00				
Airbus A300B2-203	CF6-50C2						130.00				
Airbus A300B2-320	JT9D-59A	Mod.3305					134.00				
Airbus A300B2-320	JT9D-59A						136.00				
Airbus A300B2K-3C	CF6-50C,C2R	Mod.3305,2150 (short nozzle)					130.00				
Airbus A300B2K-3C	CF6-50C,C2R						130.00				
Airbus A300B4-103	CF6-50C2	Mod.2150					133.00				
Airbus A300B4-103	CF6-50C2	Mod.3305,3373					133.00				
Airbus A300B4-103	CF6-50C2						133.00				
Airbus A300B4-120	JT9D-59A						133.00				
Airbus A300B4/C4/F4-203	CF6-50C2	Mod.2150 (short nozzle)					134.00				
Airbus A300B4/C4/F4-203	CF6-50C2	(long nozzle)					134.00				
Airbus A300B4-220	JT9D-59A						134.00				
Airbus A300B4-2C	CF6-50C2,C2R	Mod.3305,2150 (short nozzle)					134.00				
Airbus A300B4-2C	CF6-50C2,C2R	Mod.3373					134.00				
Airbus A300B4-2C	CF6-50C2,C2R						133.00				
Airbus A300B4-601	CF6-80C2A1					138.00					
Airbus A300B4-603	CF6-80C2A3					138.00					
Airbus A300B4-605R	CF6-80C2A5					140.00					
Airbus A300B4-620	JT9D-7R4H1					138.00					
Airbus A300B4-622	PW4158	Mod.8550 (JAS-kit)				138.00					
Airbus A300B4-622	PW4158					138.00					
Airbus A300B4-622R	PW4158	"B-package" equipped				140.00					
Airbus A300B4-622R	PW4158	Mod.8550 (JAS-kit)				140.00					
Airbus A310-203	CF6-80A3					121.50					
Airbus A310-203C	CF6-80A3	Mod.5327,5771 & 604				122.00					
Airbus A310-203C	CF6-80A3					122.00					
Airbus A310-204	CF6-80C2A2				122.00						
Airbus A310-221	JT9D-7R4D1					118.50					
Airbus A310-222	JT9D-7R4E1					121.50					
Airbus A310-304	CF6-80C2A2				123.00						
Airbus A310-308	CF6-80C2A8				123.00						
Airbus A310-322	JT9D-7R4E1					123.00					
Airbus A310-324	PW4152	Mod.8921 ("B-package")				123.01					
Airbus A310-324	PW4152					124.00					
Airbus A310-325	PW4156A					124.00					
Airbus A318-112	CFM56-5B9/P			57.50							
Airbus A319-111	CFM56-5B5			68.00							
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC		68.00							
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC and 27772		62.50							
Airbus A319-112	CFM56-5B6			68.00							
Airbus A319-112	CFM56-5B6/P			68.00							
Airbus A319-114	CFM56-5A5			68.00							
Airbus A319-115	CFM56-5B7			62.50							
Airbus A319-132	IAE V2524-A5			62.50							
Airbus A320-111	CFM56-5-A1				67.00						
Airbus A320-211	CFM56-5-A1				68.00						
Airbus A320-212	CFM56-5-A3	Eng. mods.20775,21478			68.00						
Airbus A320-214	CFM56-5B4/P	Engine Mod. No. 25800 SAC		68.00							
Airbus A320-231	V2500-A1				68.00						
Airbus A320-231	V2500-A1Mod 22461	"BUMP" Rating			68.00						
Airbus A320-232	V2527-A5			64.50							
Airbus A321-111	CFM56-5-B1 or CFM56-5-B1/2			80.00							
Airbus A321-112	CFM56-5B-2			80.00							
Airbus A321-131	V2530-A5			80.00							
Airbus A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC			80.00						
Airbus A321-211	CFM56-5B3/P	Engine Mods. 25800 SAC and 27772			80.00						
Airbus A321-214	CFM56-5B-4	Single or double annular combustors		68.00							
Airbus A321-231	V2533-A5			77.80	80.00						
Airbus A330-202	CF6-80E1A4				180.00						
Airbus A330-202	CF6-80E1A4	Winglets and with full flaps			182.00						
Airbus A330-202	CF6-80E1A4B	Winglets and with Mod. 52776 - Thrust Bump			182.00						
Airbus A330-301	CF6-80E1A2				190.00						
Airbus A330-243	RR Trent 772B				200.00						
Airbus A330-342	RR Trent 772				190.00						
Airbus A330-322	PW4168				179.00						
Airbus A340-211	CFM56-5C2				200.00						
Airbus A340-311	CFM56-5C2				200.00						

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes								
			Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
Aircraft	Engine	Remarks	Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Airbus A340-312	CFM56-5C3					200.00					
Airbus A340-313	CFM56-5C4					192.00					
Airbus A340-313	CFM56-5C4	Engine Mod. 44260 - Thrust Bump				200.00					
Airbus A340-541	RR Trent 553						243.00				
Airbus A340-542	RR Trent 556A2-61						246.00				
Airbus A340-642	RR Trent 556						259.00				
Airbus A380-841	RR Trent 970					394.00					
Airbus A380-842	RR Trent 972					394.00					
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation						61.00			
Antonov 12 BK	Ivchenko AI - 20M					58.00					
Antonov 22	NK-12MA	AV-90 propellers						180.00			
Antonov 26	Ivchenko AI - 24T (-245VT)						24.00				
Antonov 72	D-36-1A					33.00					
Antonov 124-100	D-18T w/SAW							330.00			
ATR42-200	P&W PW120					15.50					
ATR42-300	P&W PW120					16.85					
ATR42-320	P&W PW121					16.40					
ATR72-101/-102	P&W PW124				19.90						
ATR72-201/-202	P&W PW124				21.35						
ATR72-210	P&W PW127			21.35							
ATR72-212A	P&W PW127F or PW127M	Hamilton Standard 568F-1 propeller		23.00							
August A119	PT6B-37A					2.72					
B707-100B	JT3D-1	QNC Hushkit						86.18			
B707-100B	JT3D-3B	QNC Hushkit						86.18			
B707-120B	JT3D-1	SHANNON Hushkit							86.18		
B707-138B	JT3D-1or JT3D-3B at -1 thrusts	SHANNON Hushkit							86.18		
B707-300B ADV/C	JT3D-1-3B(IC)	SHANNON Hushkit								112.04	
B707-300B ADV/C	JT3D-3B	QNC Hushkit								112.26	
B707-300B ADV/C	JT3D-3B	SHANNON Hushkit									108.86
B707-300B ADV/C	JT3D-7	SHANNON Hushkit									91.17
B707-300B ADV/C	JT3D-7	Quiet Skies Stage 3 Hushkit						112.27			
B707-300B or C	JT3D-3B	TRAICOR/SHANNON (COMTRAN) Hushkit								112.04	
B717-200	BR700-715A1-30	18,500 lb SLST		49.90							
B717-200	BR700-715C1-30	21,000 lb SLST		49.90							
B720B	JT3D-1	QNC Hushkit					79.38				
B720B	JT3D-1	SHANNON Hushkit						79.38			
B720B	JT3D-3B	QNC Hushkit					79.38				
B720B	JT3D-3B	SHANNON Hushkit						79.38			
B727-100	JT8D-7FCD								68.62		
B727-100 (FED.EX.)	JT8D-7A/B	With Boeing nacelle				62.37					
B727-100 (FED.EX.)	JT8D-9 or -9A	With Burbank Aeronautical Corp. nac.				64.64					
B727-100RE	2x JT8D-217 & 1x JT8D-9 or -9A	VALSAN re_engine & hushkit				54.89					
B727-17RE	2x JT8D-217 & 1x JT8D-9 or -9A	VALSAN re_engine & hushkit				64.64					
B727-200	JT8D-15 or -17							73.03			
B727-200	JT8D-15A	FedEx Hushkit				75.30					
B727-200	JT8D-9QNI-15QNI-17QNI-17RQN	All operated at -9 thrusts							71.67		
B727-200	Two JT8D-17 one -15	All operated at -15 thrusts							64.64		
B727-200 (FED. EX.)	JT8D-7A/B	With Burbank Aeronautical Corp. nac.						70.08			
B727-200 (FED. EX.)	JT8D-7B(A) (B)	With Boeing nacelle						68.04			
B727-200 (FED. EX.)	JT8D-7B(A) (B)	With Burbank Aeronautical Corp. nac.				68.04					
B727-200 (FED. EX.)	JT8D-9A	With Burbank Aeronautical Corp. nac.						68.04			
B727-200	JT8D-7	STC SA4833NM				68.04	70.08				
B727-200	JT8D-9	STC SA4833NM					70.06				
B727-200	JT8D-17	STC ST00350AT & SA5839NM				74.39					
B727-200	JT8D-17R	STC SA5839NM				73.03					
B727-200RE	2x JT8D-217C & 1x JT8D-15	VALSAN hushkit				67.13					
B727-200RE	2x JT8D-217C & 1x JT8D-17	VALSAN hushkit						72.12			
B727-200RE	2x JT8D-217C & 1x JT8D-17A	VALSAN hushkit						72.12			
B727-200RE	2x JT8D-219 & 1x JT8D-7,7A or 7B	VALSAN hushkit				64.64					
B727-200RE	2x JT8D-217 & 1x JT8D-15	BFGoodrich Super27 modification						74.39			
B727-200	2x JT8D-217C & 1x JT8D-17	STC SA4363NM				71.66					
B727-300	RR Tay 651-54	Dee Howard QF modification				62.40					
B737-200	JT8D-15 or -15A	P&W double wall fan duct treatment				47.63					
B737-200	JT8D-15 or -15A	P&W double wall fan duct treatment +Mod10				47.63					
B737-200	JT8D-7 or -7A	PM treatment						46.72			
B737-200	JT8D-7 or 7A	P&W double wall fan duct treatment: 30deg flap						47.39			
B737-200	JT8D-9QN							47.16			
B737-200ADV	JT8D-15 or -15A	NORDAM LGW-H hushkit				46.72					
B737-200/200C(ADV)	JT8D-15/-17 & A engs. at -15 thr.	NORDAM hushkit see STC SA5730NM				48.53					
B737-200/200C(ADV)	JT8D-17 & A engs. at -17 thr.	NORDAM hushkit see STC SA5730NM				48.53					
B737-200/200C(ADV)	JT8D-9/-15/-17 & A engs at -9 thr.	NORDAM hushkit see STC SA5730NM				48.53					
B737-200/200C NON ADV	JT8D-15/-17 & A engs. at -15 thr.	NORDAM hushkit see STC SA5730NM					47.63				

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Aircraft	Engine	Remarks	Maximum certificated landing weight - tonnes																
				Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9								
				Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16								
B737-200ADV	JT8D-15 or -15A	NORDAM LDV hushkit (STC ST00131SE)				48.53														
B737-200ADV	JT8D-15 or -15A	P&W double wall fan duct treatment				46.72														
B737-200ADV	JT8D-15 or -15A	PM treatment				46.72														
B737-200ADV	JT8D-15QN/15AQN					48.53														
B737-200ADV	JT8D-17 or -17A	inlet and nose dome porous metal,P&WA DW fan treat.				48.53														
B737-200ADV	JT8D-17 or -17A	PM acoustic treatment								43.23										
B737-200ADV	JT8D-17QN/17AQN					48.53														
B737-200ADV	JT8D-7 or -7A	PM treatment							44.45	48.53										
B737-200ADV	JT8D-9QN								34.83	49.16										
B737-300	CFM56-3B1								54.43											
B737-300	CFM56-3B2								54.89											
B737-300	CFM56-3C1								52.53											
B737-300	CFM56-3C1	Winglets							51.70											
B737-400	CFM56-3B2/3C1								56.25											
B737-500	CFM56-3-B1	18500Lb SLST							51.71											
B737-500	CFM56-3-B1	20000Lb SLST							51.71											
B737-500	CFM56-3-B1(R)								49.90											
B737-500	CFM56-3-B2	18500Lb SLST							51.71											
B737-500	CFM56-3-C1	18500Lb SLST							51.71											
B737-500	CFM56-3-C1	20000Lb SLST							51.71											
B737-600	CFM56-7B20	20000Lb SLST				54.66														
B737-700	CFM56-7B20	20000Lb SLST				60.78														
B737-700	CFM56-7B22	22000lb SLST				60.78														
B737-700	CFM56-7B24	24000lb SLST				60.78														
B737-700	CFM56-7B27	27000lb SLST				60.78														
B737-700-IGW	CFM56-7B27/3B3	Including STC ST 00830SE winglets				60.78														
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with Flaps 40 Degrees				66.36														
B737-800	CFM56-7B24	24000lb SLST				66.36														
B737-800	CFM56-7B26	Winglets				66.36														
B737-800	CFM56-7B26	26000lb SLST				66.36														
B737-800	CFM56-7B27	27000lb SLST				66.36														
B737-800	CFM56-7B27	With Winglets and with Flaps 40 degrees				65.32														
B737-800	CFM56-7B27/B1	Winglets				66.36														
B737-900	CFM56-7B26	26000lb SLST				66.81														
B737-900ER	CFM56-7B27	Winglets				71.35														
B747-100	JT9D-3A (DRY)	100 "CN" nacelles																		265.35
B747-100	JT9D-3A (DRY)	100 "D" nacelles																		265.35
B747-100	JT9D-3A (WET)	100 "CN" nacelles																		265.35
B747-100	JT9D-3A (WET)	100 "D" nacelles																		265.35
B747-100	JT9D-7/7A	200"CN" nacelles																		265.35
B747-100	JT9D-7/7A (DRY)	100 "D" nacelles																		265.35
B747-100	JT9D-7/7A (DRY)	200"B" nacelles																		265.35
B747-100	JT9D-7/7A (WET)	100 "D" nacelles																		265.35
B747-100	JT9D-7/7A (WET)	200"B" nacelles																		265.35
B747-100	JT9D-7/7A/7AH	100"CN" nacelles																		265.35
B747-100	JT9D-7J	Operated at -7A rating with 100"CN" nacelles																		265.35
B747-100	JT9D-7F versions																			E
B747-100/200/300	JT9D-7R4G2	with -300R nacelles																		285.76
B747-100/200/300	RB211-524B2																			265.35
B747-100/200/300	RB211-524C2																			265.35
B747-100/200/300	RB211-524D4																			289.99
B747-200	JT9D-70A																			285.76
B747-200	JT9D-7F																			285.79
B747-200	JT9D-7J	200"CN" nacelles																		265.35
B747-200	JT9D-7Q																			304.48
B747-200	RB211-524D4-19/22																			285.76
B747-200	RB211-524D4X-19/22																			289.89
B747-200/300	CF6-50B2																			272.20
B747-200/300	CF6-50E/E1																			285.76
B747-200/300	CF6-50E2																			285.76
B747-200B	CF6-50E																			265.35
B747-200B	JT9D-3A (DRY)	200"B" nacelle																		265.35
B747-200B	JT9D-3A (DRY)	200"CN" nacelles																		265.35
B747-200B	JT9D-3A (WET)	200"B" nacelles																		265.35
B747-200B	JT9D-3A (WET)	200"CN" nacelles																		265.35
B747-200B	JT9D-7/7A (DRY)	200"B" nacelle																		265.35
B747-200B	JT9D-7/7A (DRY)	200"CN" nacelle																		265.35
B747-200B	JT9D-7/7A (WET)	200"CN" nacelle																		265.35
B747-200B	JT9D-7/7A (WET)	200"B" nacelle																		265.35
B747-200B,-200 C/F	JT9D-7F or -7J	200"CN" nacelles																		265.35
B747-200B	RB211-524D4	RRN nacelles																		285.76
B747-200F	CF6-50E2																			299.37

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes																	
			Noise Level Band (EPNdB):		84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9									
			<84	84-86.9	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16									
			EXEMP																	
Aircraft	Engine	Remarks																		
B747-200F	JT9D-70A	ROHR supplied nacelles																		285.76
B747-300	CF6-50E2																			285.76
B747-300	CF6-80C2B1																			298.69
B747-300	JT9D-7R4G2																			320.00
B747-300/200 B.C & F	CF6-50E																			285.76
B747-400	CF6-80C2B1F	with and without the N1 modifier																		295.74
B747-400	CF6-80C2B5F	With N1 modifier.																		296.00
B747-400	PW4056	Package B/Phase 1 engine																		285.76
B747-400	PW4056	Package B/Phase 1 engine (FB2B)																		285.76
B747-400	PW4056 (-3)	Phase III (FB2C)																		285.76
B747-400	PW4056																			295.08
B747-400	PW4056 (-1C)	Package A/B Phase 1 (FB2C)																		295.74
B747-400	PW4056 (-3)	Applicable to S/N 26055 and 26056																		285.76
B747-400	PW4056 (-3)	Basic rating 56750lb Phase III(FB2C)																		295.74
B747-400	PW4056 (-3)	Phase III (FB2C) & Noise reduction inlet																		285.76
B747-400	PW4056 (-3)																			285.76
B747-400	RB211-524G																			295.74
B747-400	RB211-524H2																			295.74
B747-400D	CF6-80C2B1F	With N1 Modifier																		270.80
B747-400D	CF6-80C2B1F																			270.80
B747-400F	CF6-80C2B1F																			302.09
B747-400F	CF6-80C2B5F																			302.09
B747-400F	CF6-80C2B5F	ERF, Engine includes N1 modifier																		296.19
B747-400F	PW4056(-1C)	Pkg A/B Ph I (FB2C) & Noise reduction inlet																		285.76
B747-400F	PW4062A																			302.09
B747-400SF	PW4056 (-3)	Phase III (FB2C)																		295.74
B747-SP	JT9D-7A																			210.92
B747-SP	JT9D-7F																			215.46
B747-SP	JT9D-7J																			215.46
B747-SP	RB211-524B2																			204.12
B747-SP	RB211-524D4																			185.97
B747-SP-Z5	RB211-524D4																			215.45
B747-SR	JT9D-7A																			255.83
B747SR/-100	CF6-45A2	With -200"GB" nacelles																		255.83
B747SR/-100/200/300	JT9D-3A	"100CN" nacelle																		188.99
B747SR/-100/200/300	JT9D-3A	"200CN" nacelle																		199.19
B747SR/-100/200/300	JT9D-7	"100CN" nacelle																		198.99
B747SR/-100/200/300	JT9D-7	"200CN" nacelle																		208.64
B747SR/-100/200/300	JT9D-7A	"100CN" nacelle																		202.19
B747SR/-100/200/300	JT9D-7A	"200CN" nacelle																		213.79
B747SR/-100/200/300	JT9D-7F	"100CN" nacelle																		188.49
B747SR/-100/200/300	JT9D-7F	"200CN" nacelle																		198.39
B747SR/-100/200/300	JT9D-7J	"200CN" nacelle																		198.39
B757-200	PW2037																			93.89
B757-200	PW2040																			93.89
B757-200	RB211-535C																			95.25
B757-200	RB211-535E4																			95.26
B757-300	RB211-535E4B																			101.61
B767-200	CF6-80A																			131.60
B767-200	JT9D-7R4D	Package "A" Eng. Install No.BG700 series																		120.00
B767-200	JT9D-7R4D	Package "B" Eng. Install No.BG800/BG900 series																		118.00
B767-200	JT9D-7R4E																			136.07
B767-200/-200 ER	CF6-80A2	50KLb rating																		136.08
B767-200/-200 ER	CF6-80C2B																			136.08
B767-200/-200 ER	CF6-80C2B2																			136.08
B767-200/-200 ER	CF6-80C2B2F2																			131.50
B767-200/-200 ER	CF6-80C2B4																			136.08
B767-200/-200 ER	CF6-80C2B4 F	N1 modifier																		136.08
B767-200/-200 ER	JT9D-4RE																			119.34
B767-200/-200 ER	JT9D-7R4D																			122.47
B767-200/-200 ER	JT9D-7R4E																			136.08
B767-200/-200 ER	JT9D-7R4E4																			136.08
B767-200/-200 ER	PW4050																			125.90
B767-200/-200 ER	PW4052 (FB2T)																			136.08
B767-200/-200 ER	PW4056 (FB2B)																			136.08
B767-200/-200 ER	PW4056 PHASEIII (FB2C)	With noise reduction inlet																		136.08
B767-200/-200 ER	PW4060																			125.90
B767-200/-200 ER	PW4060 PHASEIII (FB2C)	With noise reduction inlet																		136.08
B767-200/-200 ER	PW4060A																			125.90
B767-300	CF6-80C2B6F	With N1 modifier																		140.40
B767-300 & -300ER	CF6-80C2B2F																			139.30
B767-300 & -300ER	CF6-80C2B4																			145.15

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Aircraft	Engine	Remarks	Maximum certificated landing weight - tonnes									
				Noise Level Band (EPNdB)		Quota Count							
				<B4	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16						
B767-300 & -300ER	CF6-80C2B6					145.15							
B767-300 & -300ER	CF6-80C2B6 (fadec)					145.15							
B767-300 & -300ER	CF6-80C2B7F (fadec)					145.15	154.22						
B767-300 & -300ER	PW4056 (FB2B)						145.15						
B767-300 & -300ER	PW4056 PHASEIII (FB2C)	With noise reduction inlet				145.15							
B767-300 & -300ER	PW4060 (FB2B)						145.15						
B767-300 & -300ER	PW4060 PHASEIII (FB2C)	With noise reduction inlet				145.15							
B767-300 & -300ER	PW4062 PHASEIII (FB2C)	With noise reduction inlet				145.15							
B767-300 & -300ER	RB211-524G					134.59	145.15						
B767-300 & -300ER	RB211-524H					134.59	145.15						
B767-400ER	CF6-80C2B8F					158.76							
B777-200	GE90-76B					201.70							
B777-200	GE90-85B					208.65							
B777-200	GE90-90B					208.65							
B777-200	GE90-94B					208.65							
B777-200	PW4077	At 77,000lb sea level static thrust					201.85						
B777-200	Trent 877						201.85						
B777-200	Trent 884						213.19						
B777-200	Trent 895						213.19						
B777-200 IGW	PW4090						201.85	208.65					
B777-200 IGW	Trent 890						208.65						
B777-300	Trent 892						237.68						
B777-300ER	GE90-115B/115BL						251.29						
BAe 1-11 Series 200	Spey 506-14, A, AW or D	With mod.5320 Parts A, D & E					32.21						
BAe 1-11 Series 300	Spey 511-14 or -14W	With mod.5320 Parts A, B, D & E					32.56						
BAe 1-11 Series 400	Spey 511-14 or -14W	With mod.5320 Parts A, B, D & E					32.56						
BAe 1-11 Series 475	Spey 512-14DW	With mod.5320 Parts A, B, D & E					38.10						
BAe 1-11 Series 500	Spey 512-14 DW	With mod.5320 Parts A, B, D & E					39.46						
BAe 1-11 Series 510	Spey 512-14 E	With mod.5320 Parts A, B, D & E					39.00						
BAe 125-1000/-1000A	PW305/305B			12.93									
BAe 125-700A/-700B (HS)	TFE-731-3-1H	Reverse thrust mod.256991				9.98							
BAe 125-700A/-700B (HS)	TFE-731-3-1H					9.98							
BAe 125-700B	TFE-731-5R-1H					9.98							
BAe 125-800	TFE-731-5R-1H	With DH Reverser Mod 259283		10.59									
BAe 125-800	TFE-731-5R-1H				10.59								
BAe 125-800A/-800B	TFE-731-5R-1H	with DH Reverser mod.259283		10.59									
BAe 125-800A/-800B	TFE-731-5R-1H				10.59								
Bae 125-800XP	TFE-731-5BR-1H				10.59								
BAe 125 Series 1-(521) (HS)	Viper 521	Flap mod. 252672						8.21					
BAe 125 Series 1 (HS)	Viper 520	Flap mod. 252672						8.21					
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod. 252605				8.87							
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod.252606				8.87							
BAe 125 Series 1B (HS)	Viper 521	Flap mod. 252672						8.87					
BAe 125 Series 1B/R-522 (HS)	Viper 522	Flap mod. 252672						8.87					
BAe 125 Series 1B/S-522 (HS)	Viper 522	Flap mod. 252672						8.87					
BAe 125 Series 1B-522 (HS)	Viper 522	Flap mod. 252672						8.87					
BAe 125 Series 3A (HS)	TFE-731-3-1H	Mod. 252603				9.07							
BAe 125 Series 3A/RA (HS)	TFE-731-3-1H	Mod. 252600				9.07							
BAe 125 Series 3B (HS)	Viper 522	Flap mod. 252672						9.07					
BAe 125 Series 3B/RA (HS)	Viper 522	Flap mod. 252672						9.07					
BAe 125 Series 3B/R/C (HS)	Viper 522	Flap mod. 252672						9.07					
BAe 125 Series 400A (HS)	TFE-731-3-1H	Mod. 252550				9.07							
BAe 125 Series 400B (HS)	Viper 522	Flap mod. 252672						9.07					
BAe 125 Series 403B (HS)	Viper 522	Flap mod. 252672						9.07					
BAe 125 Series 600A (HS)	TFE-731-3-1H	Mod. 252468				9.98							
BAe 125 Series 600A and B (HS)	Viper 601-22	Silencer mod. 252405						9.98					
BAe 125 Series 600B (HS)	Viper 601-22							9.98					
BAe 125 Series F3B (HS)	TFE-731-3-1H	Eng. mod.252603				9.07							
BAe 125 Series F3B/RA	TFE-731-3-1H	Eng. mod.252551				9.07							
BAe 125 Series F400 (HS)	TFE-731-3-1H	Eng. mod.252551				9.07							
BAe 125 Series F600B (HS)	TFE-731-3-1H	Eng.mod.252469						9.98					
BAe 146-100	ALF 502R-3							32.82					
BAe 146-100	ALF 502R-4							32.82					
BAe 146-100	ALF 502R-5	Plus option 71/1				33.27							
BAe 146-100-20	ALF 502R-3	Plus option71/1				33.27							
BAe 146-100-20	ALF 502R-3							33.27					
BAe 146-100-20	ALF 502R-3A	Plus option71/1				33.27							
BAe 146-100-20	ALF 502R-4	Plus option71/1				33.27							
BAe 146-100-20	ALF 502R-4							33.27					
BAe 146-100-21	ALF 502R-5					33.27							
BAe 146-100-31	ALF 502R-5	Plus option71/1				35.15							
BAe 146-100A	ALF 502R-3A	Plus option71/1				33.27							

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes											
			Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9			
			Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16			
Aircraft	Engine	Remarks												
BAe 146-200	ALF 502R-3	Plus option71/1		35.15										
BAe 146-200	ALF 502R-3A	Plus option71/1		35.15										
BAe 146-200	ALF 502R-5	Plus option71/1		36.74										
BAe 146-300	ALF 502R-5	Plus option71/1		38.33										
BAe 146-300	LF 507-1F or -1H				40.14									
BAe 146-RJ100	LF 507-1F	(AVRO 146-RJ100)			40.14									
BAe 146-RJ70	LF 507-1F	(AVRO 146-RJ70)			37.88									
BAe 146-RJ85	LF 507-1F	(AVRO 146-RJ85)			38.56									
BAe 748 Series 1 (Avro)	RR Dart 514							E						
BAe 748-2A	RR Dart 532-2							19.51						
BAe 748-2A	RR Dart 534-2	With either BAe mod. 6408 or 6517		19.51										
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2	With either BAe mod. 6408 or 6517	19.50											
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2							19.51						
BAe ATP	P&W PW126				22.25									
BAe ATP	P&W PW126A				22.25									
BAe ATP	P&W PW 126A	Hamilton 6/5500/F1 props; Mod.10271F			23.13									
BAe Jetstream 3100	Garret TPE 331 series		6.60											
BAe Jetstream 3200	TPE331-12UA(R)-701H	Dowty propeller R333/4-82-F/12	7.35											
BAe Jetstream 3200	TPE331-12UA(R)-702H	McCauley propeller 4HFR34C653/L106FA	7.35											
BAe Jetstream 41	TPE331-14GR-801H(L)/14HR-801H(R)		10.12											
Beech 200	PW PT6A-41	Hartzell propeller HC-D4N-3 A/D-9383K	5.67											
Beech 200 or C12F	PW PT6A-41	McCauley propeller 4HFR34 C754/94LA-0	5.67											
Beech 200 or 200C	PW PT6A-41	Hartzell propeller HC-B3TN-3Gor-3N	5.67											
Beech 350	PW PT6A-60A	Hartzell propeller HC-B4MP-3C/M10476N	6.80											
Beech 400	JT15D-5		6.44											
Beech 400A	JT15D-5				7.12									
Beech B200 , B200C,B200CT	PW PT6A-42	Hartzell propeller HC-B3TN-3G/T10178HB-3R	5.67											
Beech B200 , B200C,B200CT	PW PT6A-42	McCauley propeller 3GFR-34C702/100LA-2	5.67											
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3/M10476K	6.80											
Beech 1900C	P&W PT6A-65B	Hartzell propeller HC-B4MP-3A/M10877K		7.30										
Beech F33	Continental IO-520-B	McCauley propeller 3A32C76/82NB-2 (Bonanza)	1.54											
Beech MU300	JT15D-4		5.99											
Beech MU300-10	JT15D-5		6.44											
Beechcraft King Air C90A	PW PT6A - 21		4.58											
Beechcraft S/King Air 200	PW PT6A - 135		4.94											
Bell 206B3	Allison 250-C20B or C20J	JetRanger			E									
Bell 430	Allison 250-C40B					4.21								
Bombardier BD100-1A10	Honeywell AS907-1-1A	Challenger 300	15.31											
Bombardier BD100-1A10	Honeywell AS907-1-1A		15.31											
Bombardier BD700-1A10	BR700-710A2-20	Global Express	35.66											
Bombardier BD700-1A11	BR700-710A2-20	Global 5000	35.65											
Britt-Norm Islander	LYC. 0-540-E4C5		2.99											
Canadair CL-600	ALF-502L-2		16.33											
Canadair CL-600-2B16	CF34-3A2		16.33											
Canadair CL-600-2B16	CF34-3B	604 variant	17.24											
Canadair CL-600-2B19	CF34-3B		17.24											
Canadair CL-600-2B19	CF34-3B1		21.32											
Canadair CL-601	CF34-1A		16.33											
Canadair CL-601	CF34-3A		16.33											
Canadair Regional Jet	CF34-3A1		21.32											
CASA C-212-CB	Garret TPE 331-5-251C		6.26											
CASA C-212-CC	Garret TPE 331-10-501C		7.35											
CASA CN-235	GE CT7-7A		14.20											
Cessna 310R	Continental IO-520-M		2.50											
Cessna 404	Pratt & Whitney PT6A-34	Titan	3.81											
Cessna 404	TCM-GTSIO-520-M	Titan	3.81											
Cessna 421C	TCM-GTSIO-520-L	Golden Eagle	3.36											
Cessna 500/501 Citation I	JT15D-1/1-A		5.13											
Cessna 501 Citation I	Williams FJ44-2A		5.15											
Cessna 510	PW615 F-A		3.63											
Cessna 525A	Williams FJ44-2C		5.22											
Cessna 525B	Williams FJ44-3A		5.78											
Cessna 550 Citation II	JT15D-4		6.12											
Cessna 550 Citation Bravo	PW530A		6.12											
Cessna 560 Citation V	JT15D-5A		6.90											
Cessna 560 Citation Ultra	JT15D-5D		6.90											
Cessna 560 Citation XL	PW 545A			8.48										
Cessna 560 Citation XLS	PW 545B		8.48											
Cessna 560 Citation Encore plus	PW 535B		6.90											
Cessna 650 Citation VI	TFE731-3B-100S			9.07										
Cessna 650 Citation VII	TFE 731-4R-25		9.07											
Cessna 680	PW 306C		12.29											

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Aircraft	Engine	Remarks	Maximum certificated landing weight - tonnes																
				Noise Level Band (EPNdB):		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9							
				Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16								
Cessna 750 Citation X	Allison AE3007A			14.42																
Cessna F406 Caravan II	PW PT6A-112			4.47																
Cessna T310R	Continental TSIO-520-B			2.50																
Convair 580	Allison 501-D13H					23.59														
DC10-10	CF6-6D1A											164.88								
DC10-10/-15	CF6-50C2-F											164.50								
DC10-10/-15	CF6-6K											164.90								
DC10-30/30F	CF6-50A												186.43							
DC10-30/30F	CF6-50C												186.43							
DC10-30/30F	CF6-50C1												186.43							
DC10-30/30F	CF6-50C2												197.60							
DC10-30/30F	CF6-50C2-R												192.32							
DC10-30/30F	CF6-50C2B												192.32							
DC10-40	JT9D-20												182.80							
DC10-40	JT9D-20J												E							
DC10-40	JT9D-59A												182.80							
DC3 (or C47 Dakota)	PWR-1830							E												
DC6	PWR2800-CB3							E												
DC8-54F	JT3D-3B	BAC Hushkit																	113.12	
DC8-61	JT3D-3B	QNC PLS quiet nacelle												108.86						
DC8-61	JT3D-3B	QNC quiet nacelle												108.86						
DC8-61F	JT3D-3B	BAC quiet nacelle												112.49						
DC8-61F	JT3D-3B	QNC quiet nacelle												112.49						
DC8-62	JT3D-3B	ADC Hushkit																	113.40	
DC8-62	JT3D-3B	BAC/MGM Hushkit						108.86												
DC8-62	JT3D-3B	TNC Hushkit												113.40						
DC-8-62F	JT3D-3B	Noise Reduction Nacelles STC SA4892NM							121.11											
DC8-62	JT3D-7	W/ADC QN Hushkit																	113.40	
DC8-62	JT3D-7	W/TNC QN Hushkit																	124.74	
DC8-62/-62F	JT3D-7	BAC II Hushkit STC SA4892-NM											108.86							
DC8-62/-62F	JT3D-7	BAC II Hushkit STC SA5455-NM												113.40						
DC8-63F	JT3D-3B	BAC II Hushkit STC SA5455-NM												121.11						
DC8-63	JT3D-7	BAC/MGM Hushkit												124.74						
DC8-63F	JT3D-7	BAC Hushkit STC SA4892-NM												121.11						
DC8-63	JT3D-7	TNC Hushkit												124.74						
DC8-71	CFM56-2-C1							117.03												
DC8-71	CFM56-2C5							108.86												
DC8-72	CFM56-2-C1							113.40												
DC8-72	CFM56-2-C3							108.86												
DC8-73	CFM56-2-C1							124.74												
DC9-10	JT8D-7													37.06						
DC9-10	JT8D-7/-7A													37.06						
DC9-10(ABS)	JT8D-7/7A/7B							37.06												
DC9-14/15	JT8D-7/7A	Hardwall																	37.06	
DC9-21	JT8D-11																			
DC9-30	JT8D-7	ABS Hushkit (STC SA1613GL)												45.81						
DC9-30	JT8D-11	Hardwall																		
DC9-30	JT8D-11/9/15	At -9 rating all with acoustically treated nac. to SCN3891/3894												44.50						
DC9-30	JT8D-17													44.50						
DC9-30	JT8D-9	Hardwall																	46.27	
DC9-40	JT8D-11													46.27						
DC9-40	JT8D-15													46.27						
DC9-50	JT8D-17													49.90						
DC9-51	JT8D-51A	ABS Partnership Chapter 3 Hushkit												49.90						
DHC-6 Twin Otter	PW PT6A - 20							5.25												
DHC-7-101	P&W PT6A-50							18.60												
DHC-7-103	P&W PT6A-50							19.05												
DHC-8-101	UACL P&W PW120 or PW120A													15.38						
DHC-8-102	UACL P&W PW120 or PW120A													15.38						
DHC-8-311	UACL P&W PW123													19.05						
DHC-8-402	P&W 150A							28.01												
Dornier 328-100	PW119B or PW119A							13.23												
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine												13.23						
Dornier 328-300	PW306B							14.39												
Eclipse EA500	PW610F-A							2.54												
EH Industries EH101	GE CT7-6A													14.60						
Embraer Bandeirante EMB-110	PW PT6A - 34							5.67												
Embraer EMB-120	P&W PW-115 or -118							10.83												
Embraer EMB-121	Pratt & Whitney PT6A-28	Xingu						E												
Embraer EMB-135	Rolls Royce AE3007A1							18.50												
Embraer EMB-145	Allison AE3007A							18.70												
Embraer ERJ 190-100 LR	General Electric CF34-10E5							43.00												

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes																	
			Noise Level Band (EPNdB):		84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9									
			Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16									
Aircraft	Engine	Remarks																		
Embraer ERJ 190-200 LR	General Electric CF34-10E5	Winglets and Improved Acoustic Chevron Nozzle (Block 02)	45.00																	
Embraer ERJ 190-200 LR	General Electric CF34-10E7		45.00																	
Eurocopter AS355F1	Allison 250-C20F				2.40															
Eurocopter AS355N	Arrius 1A		2.54																	
Eurocopter BO 105 DB	Allison 250-C20B					E														
Eurocopter BO 105 DBS-5	Allison 250-C20B					E														
Eurocopter EC135T1	Turbomeca Arrius 2B1		2.84																	
Eurocopter EC135T2+	Turbomeca Arrius 2B2		2.91																	
Eurocopter EC155B	Turbomeca Arriel 2C1				4.80															
Fairchild SA227-AC	Garrett TPE-331-11U		6.35																	
Fairchild SA227-AC	Garrett TPE-331-11U-612G	McCauley 4HFR34C652E(\\)-()106L() propeller	6.58																	
Fairchild SA227-AT	Garrett TPE-331-11U-601E	Merlin MC	5.62																	
Fairchild SA227-AT	Garrett TPE-331-11U-601G	Merlin MC	6.35																	
Fairchild SA227-AT	Garrett TPE-331-11U-611G	Dowty R321/4-82-F/8 propeller	6.58																	
Fairchild SA227-DC	Garrett TPE-331-12UHR-701G	McCauley 4HFR34C652(\\)-()L106LA-0 propeller	7.48																	
Falcon 10	TFE 731-2			7.80																
Falcon 20	TFE 731-5BR-2C		13.10																	
Falcon 20	CF700-20-2								12.38											
Falcon 200	ATF3-6-4C			12.52																
Falcon 2000	CFE 738-1-1B	With Dee Howard TR 6000 thrust reverser		14.97																
Falcon 2000	CFE 738-1-1B			14.97																
Falcon 2000EX Easy	P&W PW308C		17.83																	
Falcon 50	TFE 731-3				16.19															
Falcon 50	TFE731-3-1C				16.19															
Falcon 900	TFE 731-5A			19.05																
Falcon 900	TFE 731-5AR-1C			19.05																
Falcon 900B	TFE 731-5BR-1C			19.05																
Falcon 900EX	TFE 731-60-1C			20.18																
Falcon 7X	Pratt & Whitney PW 307A			28.30																
Fokker F27 Mk050	Pratt & Whitney 125B				18.99															
Fokker F27 Mk200,400,500,600	RR Dart 500 series	With hushkit mod.1800		19.73																
Fokker F27 Mk.200,400,500,600	RR Dart 500 series				19.73															
Fokker F28 Mk070	RR Tay 620-15		36.74																	
Fokker F28 Mk0100	RR Tay 620-15			38.78																
Fokker F28 Mk0100	RR Tay 650-15			39.92																
Fokker F28 Mk1000	Spey Mk555-15	5 chute nozzle plus tailpipe liner				26.76														
Fokker F28 Mk1000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner				26.76														
Fokker F28 Mk2000	Spey Mk555-15	5 chute nozzle plus tailpipe liner				26.76														
Fokker F28 Mk2000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner				26.76														
Fokker F28 Mk3000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner				29.03														
Fokker F28 Mk3000	Spey Mk555-15H	Unsilenced				29.03														
Fokker F28 Mk4000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner				29.03														
Fokker F28 Mk4000	Spey Mk555-15H	Unsilenced				29.03														
Fokker F28 Mk4000	Spey Mk555-15P	5 chute nozzle plus tailpipe liner				31.53														
Fokker F28 Mk6000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner			31.30															
Gulfstream G-I	RR Dart Mk 529				E															
Gulfstream G-II	RR Spey 511-8	with tip tanks			E															
Gulfstream G-II	RR SPEY 511-8				26.54															
Gulfstream G-IIIB	RR Spey 511-8	Quiet Technology Stage 3 hush kit (STC 02618AT)			26.54															
Gulfstream G-III / -IIB	RR SPEY 511-8				26.54															
Gulfstream G-IV	TAY 610-8		26.54																	
Gulfstream G-IV	TAY 611-8		26.54																	
Gulfstream G-IV (G450)	Tay 611-8C		29.93																	
Gulfstream G-IV SP	TAY 611-8		29.93																	
Gulfstream G-V	BR700-710A1-10		34.16																	
Gulfstream G-V SP (G550)	BR700-710C4-11		34.16																	
Gulfstream 200	P&W PW306A		13.61																	
Gulfstream G150	Honeywell TFE731-40-AR-200G		9.84																	
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller			E															
Hawker 900XP	TFE731-50R			10.59																
Hawker 4000	PW308A		15.20																	
IAI 1124	TFE 731-3-1G		8.62																	
IAI Astra SPX	TFE 731-40R-200G		9.39																	
IL-18D	IVA1-20M				52.60															
IL-62M	D-30Ku	With noise suppressors			107.00															
IL-62M	D-30Ku				107.00															
IL-76T(TD)	D-30KP (D-30KP 2 ser.)																		151.50	
IL-76TD-90 VD	PS-90A-76				155.00															
IL-86	NK-86																		175.00	
IL-96-300	PS-90A				175.00															
Learjet 23	CJ610-1/-4	Raisbeck Mk II			5.40															
Learjet 24	CJ610-1/-4	Raisbeck Mk II			5.40															

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes																	
			Noise Level Band (EPNdB):		84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9									
			Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16									
Aircraft	Engine	Remarks																		
Learjet 24/24D	CJ610-6						5.40													
Learjet 24D	CJ610-6					5.40														
Learjet 24E	CJ610-6					5.40														
Learjet 24F	CJ610-6					5.40														
Learjet 24F-A	CJ610-6					5.40														
Learjet 25	CJ610-6								6.03											
Learjet 25 B/C/D/F XR	CJ610-6/8A								6.03											
Learjet 28/29	CJ610-8A								6.49											
Learjet 31A	TFE 731-2-3B		7.26																	
Learjet 35/36	TFE 731-2-2B		6.49																	
Learjet 35A	TFE 731-2-2B		6.49																	
Learjet 35A/36A	TFE 731-2-2B		6.94																	
Learjet 35A	TFE 731-2C		7.26																	
Learjet 45	TFE731-20					8.70														
Learjet 45	TFE731-20R					8.70														
Learjet 45	TFE731-20AR-1B					8.70														
Learjet 45	TFE731-20BR-1B					8.70														
Learjet 55	TFE 731-3A-2B		7.71																	
Learjet 60	PW305A		8.85																	
Learjet M55	TFE 731-3A	Aeronca thrust reverser	7.71																	
Learjet M55	TFE 731-3A	Std. nozzle	8.17																	
Learjet M55C	TFE 731-3A-3AR	With reverser	8.17																	
Learjet M55C	TFE 731-3A-3AR -3B	With reverser	8.17																	
Lockheed L1011-1	RB211-22B									162.39										
Lockheed L1011-100	RB211-22B									166.92										
Lockheed L1011-200	RB211-524B								166.92											
Lockheed L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)									166.92										
Lockheed L1011-385-1 -15	RB211-22B									166.92										
Lockheed L1011-385-1 -15 193T	RB211-22B									162.40										
Lockheed L1011-385-3	RB211-524B4									166.92										
Lockheed L1011-50	RB211-22B									162.39										
Lockheed L1011-500	RB211-524B									166.92										
Lockheed L1011-500	RB211-524B3									166.92										
Lockheed L1011-500	RB211-524B4									166.92										
Lockheed 1329-23E (Jetstar)	TFE 731-31E								16.33											
Lockheed L 188A	Allison 501D-13								43.39											
Lockheed L 188C	Allison 501D-13								44.50											
Lockheed L382G Hercules	Allison 501-D22A	Military version C130							61.24											
MD-11	CF8-80C2D1F											213.87								
MD-11	PW4460											213.87								
MD-11 Freighter	PW4462											218.41								
MD-80	JT8D-209		58.97																	
MD-80	JT8D-217					68.00														
MD-80	JT8D-217A					68.00														
MD-80	JT8D-217C					68.00														
MD-82	JT8D-217C					68.00														
MD-82	JT8D-219					68.00														
MD-83	JT8D-219					68.00														
MD-87	JT8D-217A					58.97														
MD-87	JT8D-217C					59.00														
MD-87	JT8D-219					59.00														
MD-88	JT8D-219					63.28														
MD-90-30	IAE V2525-D5		64.41																	
MD 900 Explorer	PW 206A		2.84																	
Mooney M20J	Lycoming IO-360-A3B6D		1.22																	
Mooney M20K	Teledyne TSIO-360-GB1		1.32																	
Partenavia P68B	LYC. IO-360-A1B6		1.99																	
Piaggio P-180	PW PT6A-66		4.94																	
Pilatus PC-12/45	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50																	
Pilatus PC-12/47	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50																	
Piper PA-23-250	LYC. IO-540-C4B5		2.36																	
Piper PA-E23-250	LYC. IO-540-C4B5		2.36																	
Piper PA-28-161	LYC. O-320-D3G	Sensenich 74DM6-0-60	1.06																	
Piper PA-28-236	LYC O-540-J3A5D	Hartzell HC-F2YR-1F/F8468A-4R Propeller	1.36																	
Piper PA-31-350	LYC. TIO-540-J2BD		3.18																	
Piper PA-31	LYC. TIO-540-2AC		2.95																	
Piper PA-34-200T	Lycoming TSIO-360-E	Seneca II	2.09																	
Piper PA-34-200T	Teledyne TSIO-360-E	Seneca II	2.09																	
Piper PA-34-220T	Continental TSIO-360-KB	Seneca III	2.13																	
Piper PA-60-600P	LYC. IO-540-S1A5/P1A5		2.72																	
Puma (ECF) SA330F/G	Turbomeca IVA											E								
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A		5.26																	

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes							
			Noise Level Band (EPNdB):							
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16		
Aircraft	Engine	Remarks								
Rockwell Commander 690C	Garrett TPE 331-625-4K	Turbo Commander	4.68							
SAAB SF340A	GE CT7-5A		12.02							
SAAB SF340A	GE CT7-5A2		12.04							
SAAB SF340A	GE CT7-7E		12.02							
SAAB 2000	Allison AE 2100A		22.00							
Sabreliner 65	TFE 731-3R		9.89							
Sabreliner 80	CF700-2D-2				9.98					
SE210 Caravelle B3	JT8D-7						49.44			
SE210 Caravelle B3	JT8D-9						49.44			
Shorts SD330	P&W PT6A-45R		10.25							
Shorts SD360	P&W PT6A-65AR		11.84							
Shorts SD360	P&W PT6A-65R		11.84							
Shorts SD360-300	P&W PT6A-67R			12.02						
Sikorsky S76A	Allison 250-C30S					E				
Sikorsky S76B	P&W PT6B-36A					E				
Sikorsky S76C+	Turbomeca Arriel 2S1				5.31					
Sikorsky S-92A	GE-CT7-8						12.02			
SN-601 Corvette	JT15D-4		6.00							
Swearingen Merlin III	TPE331-11U-601G		E							
Transall C160	RR Tyne MK22			47.00						
TU-134	D-30 I ser.				40.00					
TU-134A	D-30 II ser.					43.00				
TU-134A-3	D-30 III ser.				43.00					
TU-134B	D-30 II ser.					43.00				
TU-134B-3	D-30 III ser.				43.00					
TU-154	NK-8-2u						78.00			
TU-154M	D-30 Ku-154 (SAM)	With noise suppressors					80.00			
TU-204-100	PS-90A					88.20				
TU-204-120C	RR RB211-535E4			89.50						
VFW 614	Rolls Royce/SNECMA M45H Mk501			19.95						
Yak-40	A1-25				14.70					
Yak-42	D-36	With noise suppressors					50.00			

E - QC estimated.

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	Maximum certificated take-off weight - tonnes																	
			Noise Level Band (EPNdB):		84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9									
			Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16									
Aircraft	Engine	Remarks																		
Agusta A109S	PW207C						3.17													
Agusta A109A II	Allison 250-C20B					2.60														
Airbus A300B2-1C	CF6-50C,C2R									142.00										
Airbus A300B2-203	CF6-50C2	Mod.2150 (short nozzle)								142.00										
Airbus A300B2-203	CF6-50C2	Mod.3305,2150 (short nozzle)								142.00										
Airbus A300B2-203	CF6-50C2									142.00										
Airbus A300B2-320	JT9D-59A	Mod 3305								157.50										
Airbus A300B2-320	JT9D-59A									142.00										
Airbus A300B2K-3C	CF6-50C,C2R	Mod.3305,2150 (short nozzle)								137.00										
Airbus A300B2K-3C	CF6-50C,C2R									142.00										
Airbus A300B4-103	CF6-50C2	Mod.2150								157.50										
Airbus A300B4-103	CF6-50C2	Mod.3305,3373								157.50										
Airbus A300B4-103	CF6-50C2									157.50										
Airbus A300B4-120	JT9D-59A									160.00										
Airbus A300B4/C4/F4-203	CF6-50C2	Mod.2150 (short nozzle)								165.00										
Airbus A300B4/C4/F4-203	CF6-50C2	(long nozzle)								165.00										
Airbus A300B4-220	JT9D-59A									165.00										
Airbus A300B4-2C	CF6-50C2,C2R	Mod.3305,2150 (short nozzle)								150.00										
Airbus A300B4-2C	CF6-50C2,C2R	Mod.3373								150.00										
Airbus A300B4-2C	CF6-50C2,C2R									157.50										
Airbus A300B4-601	CF6-80C2A1									165.00										
Airbus A300B4-603	CF6-80C2A3									165.00										
Airbus A300B4-605R	CF6-80C2A5									171.70										
Airbus A300B4-620	JT9D-7R4H1									165.00										
Airbus A300B4-622	PW4158	Mod.8550 (JAS-kit)								171.70										
Airbus A300B4-622	PW4158									171.70										
Airbus A300B4-622R	PW4158	"B-package" equipped A300-622 are equiv.								171.70										
Airbus A300B4-622R	PW4158	Mod.8550 (JAS-kit)						158.49	171.70											
Airbus A310-203	CF6-80A3									142.00										
Airbus A310-203C	CF6-80A3	Mod.5327,5771 & 604							129.79	142.00										
Airbus A310-203C	CF6-80A3								133.19	142.00										
Airbus A310-204	CF6-80C2A2								144.79	160.00										
Airbus A310-221	JT9D-7R4D1								141.59	142.00										
Airbus A310-222	JT9D-7R4E1								141.99											
Airbus A310-304	CF6-80C2A2								144.69	157.00										
Airbus A310-308	CF6-80C2A8									164.00										
Airbus A310-322	JT9D-7R4E1									153.00										
Airbus A310-324	PW4152	Mod.8921 ("B-package")								157.00										
Airbus A310-324	PW4152									157.00										
Airbus A310-325	PW4156A									164.00										
Airbus A318-112	CFM56-5B9/P					64.50														
Airbus A319-111	CFM56-5B5							72.00												
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC						72.00												
Airbus A319-111	CFM56-5B5/P	Mod. Nos. 25800-SAC and 27772						73.50												
Airbus A319-112	CFM56-5B6							72.00												
Airbus A319-112	CFM56-5B6/P							73.50												
Airbus A319-114	CFM56-5A5							64.00	74.00											
Airbus A319-115	CFM56-5B7					62.00		76.50												
Airbus A319-132	IAE V2524-A5							75.50												
Airbus A320-111	CFM56-5-A1							67.19	77.00											
Airbus A320-211	CFM56-5-A1							67.79	78.00											
Airbus A320-212	CFM56-5-A3	Eng. mods. 20775,21478						70.49	78.00											
Airbus A320-214	CFM56-5B4/P	Engine Mod. No. 25800 SAC						73.50	83.00											
Airbus A320-231	V2500-A1							74.89	77.00											
Airbus A320-231	V2500-A1Mod 22461	"BUMP" Rating						75.70	78.00											
Airbus A320-232	V2527-A5							77.00												
Airbus A321-111	CFM56-5-B1 or CFM56-5-B1/2							76.05	90.00											
Airbus A321-112	CFM56-5-B2							75.30	90.00											
Airbus A321-131	V2530-A5							83.30	90.00											
Airbus A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC							85.00	95.00										
Airbus A321-211	CFM56-5B3/P	Engine Mods. 25800 SAC and 27772							89.00	95.00										
Airbus A321-214	CFM56-5B-4	Single or double annular combustors						75.30	83.00											
Airbus A321-231	V2533-A5							75.00	95.00											
Airbus A330-202	CF6-80E1A4	Engine rated at 70,000 lb								230.00										
Airbus A330-202	CF6-80E1A4	Winglets and with outback								233.00										
Airbus A330-202	CF6-80E1A4B	Winglets and with Mod. 52776 - Thrust Bump								233.00										
Airbus A330-301	CF6-80E1A2									230.00										
Airbus A330-243	RR Trent 772B								185.00	250.00										
Airbus A330-342	RR Trent 772									230.00										
Airbus A330-322	PW 4168									217.00										
Airbus A340-211	CFM56-5C2								231.50	270.00										
Airbus A340-311	CFM56-5C2								233.99	270.00										

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Noise Level Band (EPNdB):							Maximum certificated take-off weight - tonnes								
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
				Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8
Airbus A340-312	CFM56-5C3																	270.00	
Airbus A340-313	CFM56-5C4																	276.50	
Airbus A340-313	CFM56-5C4		Engine Mod. 44260 - Thrust Bump															275.00	280.00
Airbus A340-541	RR Trent 553																	372.00	
Airbus A340-542	RR Trent 556A2-61																	380.00	
Airbus A340-642	RR Trent 556																	368.00	
Airbus A380-841	RR Trent 970																	569.00	
Airbus A380-842	RR Trent 972																	569.00	
Antonov 12 CUB	Ivchenko AI - 20K		"CUB" is the NATO designation															61.00	
Antonov 12 BK	Ivchenko AI - 20M																	61.00	
Antonov 22	NK-12MA		AV-90 propellers															250.00	
Antonov 26	Ivchenko AI - 24T																	24.00	
Antonov 72	D-36-1A																		
Antonov 124-100	D-18T w/SAW																	392.00	
ATR42-200	P&W PW120		Full Power															15.75	
ATR42-300	P&W PW120		Full Power															17.00	
ATR42-320	P&W PW121		Full Power															16.70	
ATR72-101/-102	P&W PW124		Full Power															19.99	
ATR72-201/-202	P&W PW124		Full Power															21.50	
ATR72-210	P&W PW127		Full Power															21.50	
ATR72-212A	P&W PW127F or PW127M		Hamilton Standard 568F-1 propeller															23.50	
Augusta A119	PT6B-37A																	2.72	
B707-100B	JT3D-1		QNC Hushkit															109.45	
B707-100B	JT3D-3B		QNC Hushkit															117.03	
B707-120B	JT3D-1		SHANNON Hushkit															117.03	
B707-138B	JT3D-1or JT3D-3B at -1 thrusts		SHANNON Hushkit															117.03	
B707-300B ADV/C	JT3D-1-3B(IC)		SHANNON Hushkit															146.19	
B707-300B ADV/C	JT3D-3B		QNC Hushkit															151.95	
B707-300B ADV/C	JT3D-3B		SHANNON Hushkit															145.60	
B707-300B ADV/C	JT3D-7		SHANNON Hushkit															149.69	
B707-300B ADV/C	JT3D-7		Quiet Skies Stage 3 Hushkit															152.73	
B707-300B or C	JT3D-3B		TRAICOR/SHANNON (COMTRAN) Hushkit															150.96	
B717-200	BR700-715A1-30		18,500 lb SLST															54.89	
B717-200	BR700-715C1-30		21,000 lb SLST															54.89	
B720B	JT3D-1		QNC Hushkit															106.14	
B720B	JT3D-1		SHANNON Hushkit															106.14	
B720B	JT3D-3B		QNC Hushkit															106.14	
B720B	JT3D-3B		SHANNON Hushkit															106.14	
B727-100	JT8D-7FCD																	80.50	
B727-100 (FED.EX.)	JT8D-7A/B		With Boeing nacelle															76.88	
B727-100 (FED.EX.)	JT8D-9 or -9A		With Burbank Aeronautical Corp. nac.															76.88	
B727-100RE	2x JT8D-217 / 1x JT8D-9/9A		VALSAN hushkit															56.70	
B727-17RE	2x JT8D-217 / 1x JT8D-9/9A		VALSAN hushkit															79.61	
B727-200	JT8D-15 or -17																	95.03	
B727-200	JT8D-15A		FedEx Hushkit															88.36	
B727-200	JT8D-9QN/-15QN/-17QN/-17RQN		All operated at -9 thrusts															74.45	86.41
B727-200	2x JT8D-17 / 1x -15		All operated at -15 thrusts															88.36	
B727-200 (FED. EX.)	JT8D-7A/B		With Burbank Aeronautical Corp. nac.															80.93	
B727-200 (FED. EX.)	JT8D-7B(A) (B)		With Boeing nacelle															78.30	
B727-200 (FED. EX.)	JT8D-7B(A) (B)		With Burbank Aeronautical Corp. nac.															78.30	
B727-200 (FED. EX.)	JT8D-9/A		With Burbank Aeronautical Corp. nac.															76.88	
B727-200	JT8D-7		STC SA4833NM															80.74	
B727-200	JT8D-9		STC SA4833NM															78.46	
B727-200	JT8D-17		STC ST00350AT & SA5839NM															88.36	
B727-200	JT8D-17R		STC SA5839NM															86.41	
B727-200RE	2x JT8D-217C / 1x JT8D-15		VALSAN hushkit															86.41	
B727-200RE	2x JT8D-217C / 1x JT8D-17		VALSAN hushkit															90.04	
B727-200RE	2x JT8D-217C / 1x JT8D-17A		VALSAN hushkit															95.03	
B727-200RE	2x JT8D-219 / 1x JT8D-7.7A or 7B		VALSAN hushkit															76.88	
B727-200RE	2x JT8D-217 / 1x JT8D-15		BFGoodrich Super27 modification															88.68	
B727-200	2x JT8D-217C & 1x JT8D-17		STC SA4363NM															88.67	
B727-300	RR Tay 651-54		Dee Howard QF modification															76.88	
B737-200	JT8D-15 or -15A		P&W double wall fan duct treatment															50.89	
B737-200	JT8D-15 or -15A		P&W double wall fan duct treatment+Mod10															50.89	
B737-200	JT8D-7 or -7A		P&W double wall fan duct treatment															80.56	
B737-200	JT8D-7 or -7A		PM treatment															52.89	
B737-200	JT8D-9QN or -9AQN		PM treatment															53.07	
B737-200ADV	JT8D-15 or -15A		NORDAM LGW-H hushkit															54.20	
B737-200/200C NON ADV	JT8D-15 & -15 A at -15 thr.		NORDAM hushkit see STC SA5730NM															54.20	
B737-200/200C(ADV)	JT8D-15/-17 & A engs. at -15 thr.		NORDAM hushkit see STC SA5730NM															56.14	57.70
B737-200/200C(ADV)	JT8D-17 & A engs. at -17 thr.		NORDAM hushkit see STC SA5730NM															55.91	57.61
B737-200/200C(ADV)	JT8D-9/-15/-17 & A engs at -9 thr.		NORDAM hushkit see STC SA5730NM															56.08	56.47

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes										
				Noise Level Band (EPNdB):										
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9			
Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16						
B737-200ADV	JT8D-15 or -15A	NORDAM LGW hushkit (STC ST00131SE)					56.47							
B737-200ADV	JT8D-15 or -15A	P&W double wall fan duct treatment							52.39					
B737-200ADV	JT8D-15 or -15A	PM treatment								52.75	58.11			
B737-200ADV	JT8D-15QN/-15AQN							47.90	58.10					
B737-200ADV	JT8D-17 or -17A	inlet and nose dome porous metal,P&WA DW fan treat.								58.11				
B737-200ADV	JT8D-17 or -17A	PM treatment								51.37	58.11			
B737-200ADV	JT8D-17QN/-17AQN									58.10				
B737-200ADV	JT8D-7 or -7A	PM treatment								52.80				
B737-200ADV	JT8D-9QN or -9AQN	PM treatment								55.57				
B737-300	CFM56-3B1					62.82								
B737-300	CFM56-3B2					63.28								
B737-300	CFM56-3C1	Engine rated at 20,000 lb				62.82								
B737-300	CFM56-3C1	Winglets				62.82								
B737-400	CFM56-3B2	Engine rated at 22,000 lb				63.80								
B737-400	CFM56-3C1							68.04						
B737-500	CFM56-3-B1	18500Lb SLST				60.24								
B737-500	CFM56-3-B1	20000Lb SLST				63.05								
B737-500	CFM56-3-B1(R)	18500Lb SLST				59.10								
B737-500	CFM56-3-B2	18500Lb SLST				60.24								
B737-500	CFM56-3-C1	18500Lb SLST				60.24								
B737-500	CFM56-3-C1	20000Lb SLST				63.05								
B737-600	CFM56-7B20	20000lb SLST			57.61									
B737-700	CFM56-7B20	20000lb SLST				70.08								
B737-700	CFM56-7B22	22000lb SLST				70.08								
B737-700	CFM56-7B24	24000lb SLST				70.08								
B737-700	CFM56-7B27	27000lb SLST						77.56						
B737-700-IGW	CFM56-7B27/3B3	Including STC ST 00830SE winglets						77.56						
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with cutback				71.44								
B737-800	CFM56-7B24	24000lb SLST				76.67	79.02							
B737-800	CFM56-7B26	Winglets				72.00								
B737-800	CFM56-7B26	26000lb SLST				74.98	79.02							
B737-800	CFM56-7B27	27000lb SLST				73.10	79.02							
B737-800	CFM56-7B27	With Winglets and with cutback					79.02							
B737-800	CFM56-7B27/B1	Winglets					79.02							
B737-900	CFM56-7B26	26000lb SLST					76.88							
B737-900ER	CFM56-7B27	Winglets					85.14							
B747-100	JT9D-3A (DRY)	100"CN" nacelles												332.48
B747-100	JT9D-3A (DRY)	100"D" nacelles												332.48
B747-100	JT9D-3A (WET)	100"D" nacelles												333.39
B747-100	JT9D-3A (WET)	100"CN" nacelles												333.39
B747-100	JT9D-7/A	200"CN" nacelles												332.94
B747-100	JT9D-7/A (DRY)	100"D" nacelles												333.39
B747-100	JT9D-7/A (DRY)	200"B" nacelles												332.48
B747-100	JT9D-7/A (WET)	100"D" nacelles												333.39
B747-100	JT9D-7/A (WET)	200"B" nacelles												333.39
B747-100	JT9D-7/A /TAH	100"CN" nacelles												332.94
B747-100	JT9D-7J	Operated at -7A rating with 100"CN" nacelles												332.94
B747-100	JT9D-7F versions													E
B747-100/200/300	JT9D-7R4G2	With -300R nacelles								318.79	377.84			
B747-100/200/300	RB211-524B2											362.89	376.80	
B747-100/200/300	RB211-524C2											368.99	377.80	
B747-100/200/300	RB211-524D4											377.80		
B747-200	JT9D-70A												371.95	
B747-200	JT9D-7F													368.30
B747-200	JT9D-7J	200"CN" nacelles												362.90
B747-200	JT9D-7Q												377.80	
B747-200	RB211-524D4-19/22												372.00	
B747-200	RB211-524D4X-19/22												377.84	
B747-200/300	CF6-50B2												372.80	
B747-200/300	CF6-50E1												377.84	
B747-200/300	CF6-50E2												374.29	377.84
B747-200B	CF6-50E												351.50	
B747-200B	JT9D-3A (DRY)	200"B" nacelles												347.90
B747-200B	JT9D-3A (DRY)	200"CN" nacelles												348.00
B747-200B	JT9D-3A (WET)	200"B" nacelles												350.60
B747-200B	JT9D-3A (WET)	200"CN" nacelles												350.05
B747-200B	JT9D-7/A (DRY)	200"B" nacelles												351.53
B747-200B	JT9D-7/A (DRY)	200"CN" nacelles												356.10
B747-200B	JT9D-7/A (WET)	200"B" nacelles												351.53
B747-200B	JT9D-7/A (WET)	200"CN" nacelles												351.53
B747-200B,-200 C/F	JT9D-7F or -7J	200"CN" nacelles												362.90
B747-200B	RB211-524D4	RRN nacelles											377.84	

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	Maximum certificated take-off weight - tonnes										
			Noise Level Band (EPNdB):										
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9			
Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16					
Aircraft	Engine	Remarks											
B747-200F	CF6-50E2											371.90	377.80
B747-200F	JT9D-70A	ROHR supplied nacelles										371.95	
B747-300	CF6-50E2											362.87	
B747-300	CF6-80C2B1								310.79	375.30			
B747-300	JT9D-7R4G2											377.84	
B747-300/200 B,C & F	CF6-50E												285.76
B747-400	CF6-80C2B1F	With N1 modifier.							317.19	396.89			
B747-400	CF6-80C2B1F								315.00	392.50	396.89		
B747-400	CF6-80C2B5F	With N1 modifier.									365.00		
B747-400	PW4056	Package B/Phase 1 engine									394.63		
B747-400	PW4056	Package B/Phase 1 engine (FB2B)									396.89		
B747-400	PW4056(-3)	Phase III engine (FB2C)									396.89		
B747-400	PW4056								292.19	370.57	394.63		
B747-400	PW4056 (-1C)	Package A/B Phase 1 (FB2C)									396.89		
B747-400	PW4056 (-3)	Applicable to S/N 26055 and 26056									394.63		
B747-400	PW4056 (-3)	Basic rating 56750lb Phase III(FB2C)									396.89		
B747-400	PW4056 (-3)	Phase III(FB2C) & Noise reduction inlet									396.89		
B747-400	RB211-524G								319.00	396.89			
B747-400	RB211-524H2								322.50	396.89			
B747-400D	CF6-80C2B1F	With N1 modifier.							313.39	377.80			
B747-400D	CF6-80C2B1F								312.29				
B747-400F	CF6-80C2B1F										396.89		
B747-400F	CF6-80C2B5F										396.89		
B747-400F	CF6-80C2B5F	ERF, Engine includes N1 modifier									412.77		
B747-400F	PW4056 (-1C)	Pkg A/B Ph I (FB2C) & Noise reduction inlet									396.89		
B747-400F	PW4056 (-1C)										396.89		
B747-400F	PW4062A										412.77		
B747-400SF	PW4056 (-3)	Phase III (FB2C)									394.63		
B747-SP	JT9D-7A											317.95	318.43
B747-SP	JT9D-7F/-7J											299.37	
B747-SP	RB211-524B2											315.70	
B747-SP	RB211-524D4											318.42	
B747-SP-Z5	RB211-524D4											319.32	
B747-SR	JT9D-7A											276.70	
B747SR-100	CF6-45A2	With -200"GB" nacelles									311.60	340.19	
B747SR-100/200/300	JT9D-3A	With "100CN" nacelles											322.05
B747SR-100/200/300	JT9D-3A	With "200CN" nacelles											322.05
B747SR-100/200/300	JT9D-7	With "100CN" nacelles											332.94
B747SR-100/200/300	JT9D-7	With "200CN" nacelles										304.99	332.94
B747SR-100/200/300	JT9D-7A	With "100CN" nacelles											332.90
B747SR-100/200/300	JT9D-7A	With "200CN" nacelles										324.59	332.94
B747SR-100/200/300	JT9D-7F	With "100CN" nacelles											340.20
B747SR-100/200/300	JT9D-7F	With "200CN" nacelles										326.99	340.19
B747SR-100/200/300	JT9D-7J	With "200CN" nacelles										324.69	351.53
B757-200	PW2037								112.40				
B757-200	PW2040								115.90				
B757-200	RB211-535C							101.79	108.90				
B757-200	RB211-535E4							115.80					
B757-300	RB211-535E4B								117.93				
B767-200	CF6-80A								154.89	159.21			
B767-200	JT9D-7R4D	Package "A" Eng. Install No.BG700 series							138.59	156.50			
B767-200	JT9D-7R4D	Package "B" Eng Install No.BG800/BG900 series							134.99	156.65			
B767-200	JT9D-7R4E								136.19	166.50			
B767-200/-200 ER	CF6-80A2	50Klb rating							144.39	159.21			
B767-200/-200 ER	CF6-80C2B							140.29	159.21				
B767-200/-200 ER	CF6-80C2B2								163.29				
B767-200/-200 ER	CF6-80C2B2F								153.80				
B767-200/-200 ER	CF6-80C2B4								175.54				
B767-200/-200 ER	CF6-80C2B4F	N1 Modifier						143.29	163.50				
B767-200/-200 ER	JT9D-4RE								136.19	163.30			
B767-200/-200 ER	JT9D-7R4D								135.17				
B767-200/-200 ER	JT9D-7R4E								136.19	166.50			
B767-200/-200 ER	JT9D-7R4E4								135.19	159.20			
B767-200/-200 ER	PW4050									170.20			
B767-200/-200 ER	PW4052 (FB2T)								159.20				
B767-200/-200 ER	PW4056 (FB2B)								162.79	181.44			
B767-200/-200 ER	PW4056 PHASE III (FB2C)	With noise reduction inlet						152.50	179.17				
B767-200/-200 ER	PW4060									172.00			
B767-200/-200 ER	PW4060 PHASE III (FB2C)	With noise reduction inlet						147.00	179.17				
B767-200/-200 ER	PW4060A										169.30		
B767-300	CF6-80C2B6F	With N1 modifier							178.29	185.10			
B767-300 & -300ER	CF6-80C2B2F								151.90				

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes												
				Noise Level Band (EPNdB)		90-92.9		93-95.9		96-98.9		99-101.9		>101.9		
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2
Quota Count:				EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16					
B767-300 & -300ER	CF6-80C2B4						175.49	184.60								
B767-300 & -300ER	CF6-80C2B6						175.09	184.60								
B767-300 & -300ER	CF6-80C2B6 (fadec)	With N1 modifier					177.69	184.60								
B767-300 & -300ER	CF6-80C2B7F (fadec)							186.88								
B767-300 & -300ER	PW4056 (FB2B)							184.60								
B767-300 & -300ER	PW4056 PHASEIII (FB2C)	With noise reduction inlet			149.00	186.88										
B767-300 & -300ER	PW4060 (FB2B)							184.60								
B767-300 & -300ER	PW4060 PHASEIII (FB2C)	With noise reduction inlet			144.00	182.50	186.88									
B767-300 & -300ER	PW4062 PHASEIII (FB2C)	With noise reduction inlet					174.00	186.88								
B767-300 & -300ER	RB211-524G						170.89	184.61								
B767-300 & -300ER	RB211-524H						170.69	184.61								
B767-400ER	CF6-80C2B8F							204.12								
B777-200	GE90-76B				229.52	242.67										
B777-200	GE90-85B					286.90										
B777-200	GE90-90B							286.90								
B777-200	GE90-94B						263.08									
B777-200	PW4077	At 77,000 sea level static thrust					242.67	246.75								
B777-200	Trent 877							247.21								
B777-200	Trent 884							286.90								
B777-200	Trent 895							297.56								
B777-200 IGW	PW4090							249.48								
B777-200 IGW	Trent 890							286.90								
B777-300	Trent 892							299.37								
B777-300ER	GE90-115B/115BL							351.53								
BAe 1-11 Series 200	Spey 506-14, A, AW or D	With mod.5320 Parts A, D & E							36.30							
BAe 1-11 Series 300	Spey 511-14 or -14W	With mod.5320 Parts A, B, D & E							40.60							
BAe 1-11 Series 400	Spey 511-14 or -14W	With mod.5320 Parts A, B, D & E							40.60							
BAe 1-11 Series 475	Spey 512-14DW	With mod.5320 Parts A, B, D & E								44.68						
BAe 1-11 Series 500	Spey 512-14 DW	With mod.5320 Parts A, B, D & E								47.40						
BAe 1-11 Series 510	Spey 512-14 E	With mod.5320 Parts A, B, D & E								43.55						
BAe 125-1000/-1000A	PW305/305B				16.10											
BAe 125-700A/-700B (HS)	TFE-731-3-1H	Reverse thrust mod.256991					11.57									
BAe 125-700A/-700B (HS)	TFE-731-3-1H				11.57											
BAe 125-700B	TFE-731-5R-1H					11.57										
BAe 125-800	TFE-731-5R-1H			12.43												
BAe 125-800	TFE-731-5R-1H	With DH Reverser mod.259283			12.43											
BAe 125-800A/800B	TFE-731-5R-1H	With DH Reverser mod.259283		12.43												
BAe 125-800A/800B	TFE-731-5R-1H			12.43												
Bae 125-800XP	TFE-731-5BR-1H			12.70												
BAe 125 Series 1-(521) (HS)	Viper 521									9.62						
BAe 125 Series 1 (HS)	Viper 520									9.44						
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod.252605					9.84									
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod.252606			9.62											
BAe 125 Series 1B/R-522 (HS)	Viper 522									10.07						
BAe 125 Series 1B/S-522 (HS)	Viper 522									9.84						
BAe 125 Series 1B-522 (HS)	Viper 522									9.62						
BAe 125 Series 1B (HS)	Viper 521									9.62						
BAe 125 Series 3A (HS)	TFE-731-3-1H	Mod. 252603					9.84									
BAe 125 Series 3A/RA (HS)	TFE-731-3-1H	Mod. 252600					10.71									
BAe 125 Series 3B (HS)	Viper 522									9.84						
BAe 125 Series 3B/RA (HS)	Viper 522									10.34						
BAe 125 Series 3B/RC (HS)	Viper 522									10.71						
BAe 125 Series 400A (HS)	TFE-731-3-1H	Mod. 252550					10.71									
BAe 125 Series 400B (HS)	Viper 522									10.57						
BAe 125 Series 403B (HS)	Viper 522									10.71						
BAe 125 Series 600A (HS)	TFE-731-3-1H	Mod. 252468					11.57									
BAe 125 Series 600A and B (HS)	Viper 601-22	Mod.252405							11.57							
BAe 125 Series 600B (HS)	Viper 601-22													11.57		
BAe 125 Series F3B (HS)	TFE-731-3-1H	Eng. mod.252603					9.84									
BAe 125 Series F3B/RA	TFE-731-3-1H	Eng. mod.252551					10.71									
BAe 125 Series F400 (HS)	TFE-731-3-1H	Eng. mod.252551					10.71									
BAe 125 Series F600B (HS)	TFE-731-3-1H	Eng. mod.252469					11.57									
BAe 146-100	ALF 502R-3					34.47										
BAe 146-100	ALF 502R-4					34.47										
BAe 146-100	ALF 502R-5	Plus eng. option71/1				37.31										
BAe 146-100-20	ALF 502R-3	Plus eng. option71/1				37.31										
BAe 146-100-20	ALF 502R-3						37.31									
BAe 146-100-20	ALF 502R-3A	Plus eng. option71/1				37.31										
BAe 146-100-20	ALF 502R-4	Plus eng. option71/1				37.31										
BAe 146-100-20	ALF 502R-4						37.31									
BAe 146-100-21	ALF 502R-5						37.31									
BAe 146-100-31	ALF 502R-5	Plus eng. option71/1				38.10										

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	Maximum certificated take-off weight - tonnes										
			Noise Level Band (EPNdB):		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
			Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16		
Aircraft	Engine	Remarks											
BAe 146-100A	ALF 502R-3A	Plus eng. option71/1		37.31									
BAe 146-200	ALF 502R-3	Plus eng. option71/1		40.60									
BAe 146-200	ALF 502R-3A	Plus eng. option71/1		40.60									
BAe 146-200	ALF 502R-5	Plus eng. option71/1		42.18									
BAe 146-300	ALF 502R-5	Plus eng. option71/1		44.23									
BAe 146-300	LF507-1F or 1H					46.04							
BAe 146-RJ100	LF507-1F	(AVRO 146-RJ100)				46.04							
BAe 146-RJ70	LF507-1F	(AVRO 146-RJ70)		40.82									
BAe 146-RJ85	LF507-1F	(AVRO 146-RJ85)		44.00									
BAe 748 Series 1 (Avro)	RR Dart 514								E				
BAe 748-2A	RR Dart 532-2							20.19					
BAe 748-2A	RR Dart 534-2	With either BAe mod. 6408 or 6517					21.09						
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2	With either BAe mod. 6408 or 6517					21.09						
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2									21.09			
BAe ATP	P&W PW126		22.93										
BAe ATP	P&W PW126A		22.93										
BAe ATP	P&W PW126A	Hamilton 6/5500/F1 props; Mod.10271F	23.68										
BAe Jetstream 3100	Garret TPE 331 series		6.95										
BAe Jetstream 3200	TPE331-12UA(R)-701H	Dowty propeller R333/4-82-F/12	7.35										
BAe Jetstream 3200	TPE331-12UA(R)-702H	McCaughey propeller 4HFR34C653L106FA	7.35										
BAe Jetstream 41	TPE331-14GR-801H(L)/14HR-801H(R)			10.43									
Beech 200	PW PT6A-41	Hartzell propeller HC-D4N-3 A/D-9383K	5.67										
Beech 200 or C12F	PW PT6A-41	McCaughey propeller 4HFR34 C754/94LA-0	5.67										
Beech 200 or 200C	PW PT6A-41	Hartzell propeller HC-B3TN-3Gor-3N	5.67										
Beech 350	PW PT6A-60A	Hartzell propeller HC-B4MP-3C/M10476N	6.80										
Beech 400	JT15D-5					7.16							
Beech 400A	JT15D-5					7.39							
Beech B200 , B200C,B200CT	PW PT6A-42	Hartzell propeller HC-B3TN-3G/T10178HB-3R	5.67										
Beech B200 , B200C,B200CT	PW PT6A-42	McCaughey propeller 3GFR-34C702/100LA-2	5.67										
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3/M10476K	6.80										
Beech 1900C	P&W PT6A-65B	Hartzell propeller HC-B4MP-3A/M10877K		7.53									
Beech F33	Continental IO-520-B	McCaughey propeller 3A32C76/82NB-2 (Bonanza)	1.54										
Beech MU300	JT15D-4				6.40								
Beech MU300-10	JT15D-5					7.16							
Beechcraft King Air C90A	PW PT6A - 21	Hartzell HC-B3TN-2(B) propeller	4.58										
Beechcraft S/King Air 200	PW PT6A -135		4.94										
Bell 206B3	Allison 250-C20B or -C20J	JetRanger			E								
Bell 430	Allison 250-C40B					4.21							
Bombardier BD100-1A10	Honeywell AS907-1-1A	Challenger 300	17.62										
Bombardier BD100-1A10	Honeywell AS907-1-1A		17.46										
Bombardier BD700-1A10	BR700-710A2-20	Global Express		43.55									
Bombardier BD700-1A11	BR700-710A2-20	Global 5000		39.78									
Britt-Norm Islander	LYC. 0-540-E4C5		2.99										
Canadair CL-600	ALF-502L-2					18.71							
Canadair CL-600-2B16	CF34-3A2		20.46										
Canadair CL-600-2B16	CF34-3B	604 variant	21.86										
Canadair CL-600-2B19	CF34-3B		21.86										
Canadair CL-600-2B19	CF34-3B1		24.04										
Canadair CL-601	CF34-1A		20.46										
Canadair CL-601	CF34-3A		20.46										
Canadair Regional Jet	CF34-3A1		24.04										
CASA C-212-CB	Garret TPE 331-5-251C	Full Power		6.49									
CASA C-212-CC	Garret TPE 331-10-501C	Full Power		7.71									
CASA CN-235	GE CT7-7A	Full Power		14.42									
Cessna 310R	Continental IO-520-M		2.50										
Cessna 404	Pratt & Whitney PT6A-34	Titan	3.81										
Cessna 404	TCM-GTSIO-520-M	Titan	3.81										
Cessna 421C	TCM-GTSIO-520-L	Golden Eagle	3.36										
Cessna 500/501 Citation I	JT15D-1/1A		5.35										
Cessna 501 Citation I	Williams FJ44-2A		5.67										
Cessna 510	PW 615F-A		3.92										
Cessna 525A	Williams FJ44-2C		5.61										
Cessna 525B	Williams FJ44-3A		6.29										
Cessna 550 Citation II	JT15D-4		6.40										
Cessna 550 Citation Bravo	PW530A		6.71										
Cessna 560 Citation V	JT15D-5A				7.21								
Cessna 560 Citation Ultra	JT15D-5D				7.39								
Cessna 560 Citation XL	PW 545A		9.07										
Cessna 560 Citation XLS	PW 545B		9.16										
Cessna 560 Citation Encore Plus	PW 535B		7.63										
Cessna 650 Citation VI	TFE731-3B-100S			9.98									
Cessna 650 Citation VII	TFE731-4R-25		10.43										

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes									
				Noise Level Band (EPNdB):									
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16					
Cessna 680	PW 306C			13.74									
Cessna 750 Citation X	Allison AE3007A			16.19									
Cessna F406 Caravan II	PW PT6A-112			4.47									
Cessna T310R	Continental TSIO-520-B			2.50									
Convair 580	Allison 501-D13H					26.40							
DC10-10	CF6-6D1A								206.38				
DC10-10/15	CF6-50C2-F								206.40				
DC10-10/15	CF6-6K								206.40				
DC10-30	CF6-50C											259.46	
DC10-30/-30F	CF6-50A											267.62	
DC10-30/-30F	CF6-50C1											267.62	
DC10-30/-30F	CF6-50C2								267.60				
DC10-30/-30F	CF6-50C2-R								259.45				
DC10-30/-30F	CF6-50C2B								289.40				
DC10-40	JT9D-20								240.40				
DC10-40	JT9D-20J								E				
DC10-40	JT9D-59A								234.39	259.50			
DC3 (or C47 Dakota)	PWR-1830												
DC6	PWR2800-CB3						E						
DC8-54F	JT3D-3B	BAC Hushkit											149.69
DC8-61	JT3D-3B	QNC PLS quiet nacelle											145.29
DC8-61	JT3D-3B	QNC quiet nacelle											140.52
DC8-61F	JT3D-3B	BAC quiet nacelle											147.42
DC8-61F	JT3D-3B	QNC quiet nacelle											140.52
DC8-62	JT3D-3B	ADC Hushkit										151.95	
DC8-62	JT3D-3B	BAC/MGM Hushkit										157.85	
DC8-62	JT3D-3B	TNC Hushkit										151.95	
DC-8-62F	JT3D-3B	Noise reduction nacelles STC SA4892NM										158.76	
DC8-62	JT3D-7	W/ADC QN Hushkit										154.45	
DC8-62	JT3D-7	W/TNC QN Hushkit										151.95	
DC8-62/-62F	JT3D-7	BAC II Hushkit STC SA4892-NM										158.76	
DC8-62/-62F	JT3D-7	BAC II Hushkit STC SA5455-NM										151.95	
DC8-63F	JT3D-3B	BAC II Hushkit STC SA5455-NM										161.03	
DC8-63	JT3D-7	BAC/MGM Hushkit										160.12	
DC8-63F	JT3D-7	BAC Hushkit SA4892-NM										160.12	
DC8-63	JT3D-7	TNC Hushkit											161.03
DC8-71	CFM56-2-C1								148.78				
DC8-71	CFM56-2C5								147.42				
DC8-72	CFM56-2-C1								158.76				
DC8-72	CFM56-2-C3								158.76				
DC8-73	CFM56-2-C1								161.03				
DC9-10	JT8D-7									37.06			
DC9-10	JT8D-7/-7A									37.06			
DC9-10(ABS)	JT8D-7/-7A/-7B						41.14						
DC9-14/15	JT8D-7/7A	Hardwall							41.14				
DC9-21	JT8D-11									44.45			
DC9-30	JT8D-7	ABS Hushkit (STC SA1613GL)							47.63				
DC9-30	JT8D-11	Hardwall								48.99			
DC9-30	JT8D-11/9/15	A1-9 rating all with acoustically treated nac. to SCN3891 and SCN3894								48.99			
DC9-30	JT8D-17									48.99			
DC9-30	JT8D-9	Hardwall								51.71			
DC9-40	JT8D-11									51.71			
DC9-40	JT8D-15									51.71			
DC9-50	JT8D-17											54.34	
DC9-51	JT8D-17A	ABS Partnership Chapter 3 Hushkit							54.88				
DHC-6 Twin Otter	PW PT6A - 20			5.25									
DHC-7-101	P&W PT6A-50	Full Power		19.50									
DHC-7-103	P&W PT6A-50	Full Power		19.96									
DHC-8-101	UACL P&W PW120 or PW120A			14.97									
DHC-8-102	UACL P&W PW120 or PW120A			15.65									
DHC-8-311	UACL P&W PW123			19.50									
DHC-8-402	P&W 150A			29.26									
Dornier 328-100	PW119A or PW119B			13.64									
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine		13.90									
Dornier 328-300	PW306B			15.66									
Eclipse EA500	PW610F-A			2.72									
EH Industries EH101	GE CT7-6A								14.60				
Embraer Bandeirante EMB-110	PW PT6A - 34			5.67									
Embraer EMB-120	P&W PW-115 or -118			11.50									
Embraer EMB-121	Pratt & Whitney PT6A-28	Xingu		E									
Embraer EMB-135	Rolls Royce AE3007A1			22.20									
Embraer EMB-145	Allison AE3007A			20.99									

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes									
				Noise Level Band (EPNdB):									
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16					
Embraer ERJ 190-100 LR	General Electric CF34-10E5					50.30							
Embraer ERJ 190-200 LR	General Electric CF34-10E5	Winglets and Improved Acoustic Chevron Nozzle (Block 02)				50.79							
Embraer ERJ 190-200 LR	General Electric CF34-10E7					50.79							
Eurocopter AS355F1	Allison 250-C20F					2.40							
Eurocopter AS355N	Arrius 1A			2.54									
Eurocopter BO 105 DB	Allison 250-C20B							E					
Eurocopter BO 105 DBS-5	Allison 250-C20B							E					
Eurocopter EC135T1	Turbomeca Arrius 2B1			2.84									
Eurocopter EC135 T2+	Turbomeca Arrius 2B2			2.91									
Eurocopter EC155B	Turbomeca Arriel 2C1				4.80								
Fairchild SA227-AC	Garrett TPE-331-11U	Dowty propeller R321/4-82-F/8		6.58									
Fairchild SA227-AC	Garrett TPE-331-11U-612G	McCaughey 4HFR34C652E()(-)106L() propeller	6.58										
Fairchild SA227-AT	Garrett TPE-331-11U-601E	Merlin MC	5.62										
Fairchild SA227-AT	Garrett TPE-331-11U-601G	Merlin MC	6.35										
Fairchild SA227-AT	Garrett TPE-331-11U-611G	Dowty R321/4-82-F/8 propeller	6.58										
Fairchild SA227-DC	Garrett TPE-331-12UHR-701G	McCaughey 4HFR34C652E()(-)106LA-0 propeller	7.48										
Falcon 10	TFE 731-2			8.30									
Falcon 20	TFE 731-5BR-2C				13.76								
Falcon 20	CF700-20-2					13.02							
Falcon 200	ATF3-6-4C			14.52									
Falcon 2000	CFE 738-1-1B	With Dee Howard TR 6000 thrust reverser	16.56										
Falcon 2000	CFE 738-1-1B		16.56										
Falcon 2000EX Easy	P&W PW308C			19.14									
Falcon 50	TFE 731-3				17.60								
Falcon 50	TFE 731-3-1C				18.50								
Falcon 900	TFE 731-5A			20.64									
Falcon 900	TFE 731-5AR-1C			20.64									
Falcon 900B	TFE 731-5BR-1C			20.64									
Falcon 900EX	TFE 731-60-1C			22.23									
Falcon 7X	Pratt & Whitney PW 307A			31.75									
Fokker F27 Mk050	Pratt & Whitney 125B		20.82										
Fokker F27 Mk200,400,500,600	RR Dart 500 series	With hushkit mod.1800			20.82								
Fokker F27 Mk.200,400,500,600	RR Dart 500 series					20.41							
Fokker F28 Mk070	RR Tay 620-15			41.73									
Fokker F28 Mk0100	RR Tay 620-15				47.17								
Fokker F28 Mk0100	RR Tay 650-15				49.90								
Fokker F28 Mk1000	Spey Mk555-15	5 chute nozzle plus tailpipe liner						30.16					
Fokker F28 Mk1000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner						30.16					
Fokker F28 Mk2000	Spey Mk555-15	5 chute nozzle plus tailpipe liner						30.16					
Fokker F28 Mk2000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner						30.16					
Fokker F28 Mk3000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner						33.11					
Fokker F28 Mk3000	Spey Mk555-15H	Unsilenced								33.21			
Fokker F28 Mk4000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner						32.21					
Fokker F28 Mk4000	Spey Mk555-15H	Unsilenced								32.21			
Fokker F28 Mk4000	Spey Mk555-15P	5 chute nozzle plus tailpipe liner						33.11					
Fokker F28 Mk6000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner								33.11			
Gulfstream G-I	RR Dart Mk 529					E							
Gulfstream G-II	RR SPEY 511-8	With tip tanks								E			
Gulfstream G-II	RR SPEY 511-8										29.70		
Gulfstream G-IIIB	RR SPEY 511-8	Quiet Technology Stage 3 hush kit (STC 02618AT)					31.62						
Gulfstream G-III / -IIB	RR SPEY 511-8										31.62		
Gulfstream G-IV	TAY 610-8		32.52										
Gulfstream G-IV	TAY 611-8		33.20										
Gulfstream G-IV (G450)	TAY 611-8C		33.52										
Gulfstream G-IV SP	TAY 611-8		33.83										
Gulfstream G-V	BR700-710A1-10			41.05									
Gulfstream G-V SP (G550)	BR700-710C4-11			41.28									
Gulfstream 200	P&W PW306A		16.08										
Gulfstream G150	Honeywell TFE731-40-AR-200G			11.83									
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller						E					
Hawker 900XP	TFE731-50R		12.70										
Hawker 4000	PW308A		17.92										
IAI 1124	TFE 731-3-1G			10.50									
IAI Astra SPX	TFE 731-40R-200G			11.18									
IL-18D	IVA1-20M										64.00		
IL-62M	D-30Ku	With noise suppressors									167.00		
IL-62M	D-30Ku											167.00	
IL-76T(TD)	D-30KP(D-30KP 2 ser.)											170.00	
IL-76TD-90 VD	PS-90A-76							195.00					
IL-86	NK-86												210.01
IL-96-300	PS-90A										250.00		
Learjet 23	CJ610-1/4							5.67					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes								
			Noise Level Band (EPNDB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
			Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks									
Learjet 24	CJ610-1/4								5.90		
Learjet 24/24D	CJ610-6							6.12			
Learjet 24D	CJ610-6								6.12		
Learjet 24E	CJ610-6							5.85			
Learjet 24F	CJ610-6							6.12			
Learjet 24F-A	CJ610-6							5.67			
Learjet 25	CJ610-6								6.80		
Learjet 25 B/C/D/F XR	CJ610-6/8A								7.39		
Learjet 28/29	CJ610-8A								6.80		
Learjet 31A	TFE 731-2-3B			7.71							
Learjet 35/36	TFE 731-2-2B			8.16							
Learjet 35A	TFE 731-2-2B		8.04								
Learjet 35A/36A	TFE 731-2-2B		8.30								
Learjet 35A	TFE 731-2C			8.89							
Learjet 45	TFE731-20		9.20								
Learjet 45	TFE731-20R		9.30								
Learjet 45	TFE731-20AR-1B		9.75								
Learjet 45	TFE731-20BR-1B		9.52								
Learjet 55	TFE 731-3A-2B				9.51						
Learjet 60	PW305A		10.48								
Learjet M55	TFE 731-3A	Std. nozzle				9.75					
Learjet M55	TFE 731-3A	With Aeronca thrust reverser				9.57					
Learjet M55C	TFE 731-3A-3AR	With reverser				9.75					
Learjet M55C	TFE 731-3A-3AR -3B	With reverser				9.75					
Lockheed L1011-1	RB211-22B							195.05			
Lockheed L1011-100	RB211-22B								211.37		
Lockheed L1011-200	RB211-524B								211.34		
Lockheed L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)								215.00		
Lockheed L1011-385-1 -15	RB211-22B								211.37		
Lockheed L1011-385-1 -15 193T	RB211-22B							204.10			
Lockheed L1011-385-3	RB211-524B4								231.32		
Lockheed L1011-50	RB211-22B							204.12			
Lockheed L1011-500	RB211-524B								224.98		
Lockheed L1011-500	RB211-524B3								228.60		
Lockheed L1011-500	RB211-524B4								231.33		
Lockheed 1329-23E (Jetstar)	TFE 731-31E					20.07					
Lockheed L 188A	Allison 501D-13						51.26				
Lockheed L 188C	Allison 501D-13						51.26	52.62			
Lockheed L382G Hercules	Allison 501-D22A	Military version C130						70.31			
MD-11	CF6-80C2D1F							280.30			
MD-11	PW4460							280.30			
MD-11 Freighter	PW4462							285.99			
MD-80	JT8D-209					63.50					
MD-80	JT8D-217					63.50	72.80				
MD-80	JT8D-217A					63.50	72.80				
MD-80	JT8D-217C					63.50	72.80				
MD-82	JT8D-217C					67.80					
MD-82	JT8D-219					67.80					
MD-83	JT8D-219					63.50	72.80				
MD-87	JT8D-217A					67.80					
MD-87	JT8D-217C					67.80					
MD-87	JT8D-219					63.50	67.80				
MD-88	JT8D-219							72.58			
MD-90-30	IAE V2525-D5			70.76							
MD 900 Explorer	PW 206A		2.84								
Mooney M20J	Lycoming IO-360-A3B6D		1.22								
Mooney M20K	Teledyne TSIO-360-GB1		1.32								
Partenavia P68B	LYC. IO-360-A1B6		1.99								
Piaggio P-180	PW PT6A-66		4.94								
Pilatus PC-12/45	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50								
Pilatus PC-12/47	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.74								
Piper PA-23-250	LYC. IO-540-C4B5		2.36								
Piper PA-E23-250	LYC. IO-540-C4B5		2.36								
Piper PA-28-161	LYC. O-320-D3G	Sensenich 74DM6-0-60	1.06								
Piper PA-28-236	LYC O-540-J3A5D	Hartzell HC-F2YR-1F/F8468A-4R Propeller	1.36								
Piper PA-31-350	LYC. TIO-540-J2BD		3.18								
Piper PA-31	LYC. TIO-540-2AC		2.95								
Piper PA-34-200T	Lycoming TSIO-360-E	Seneca II	2.09								
Piper PA-34-200T	Teledyne TSIO-360-E	Seneca II	2.09								
Piper PA-34-220T	Continental TSIO-360-KB	Seneca III	2.13								
Piper PA-60-600P	LYC. IO-540-S1A5/-P1A5		2.72								
Puma (ECF) SA-330F/G	Turbomeca IVA							E			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes									
				Noise Level Band (EPNdB):									
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16					
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A			5.67									
Rockwell Commander 690C	Garrett TPE 331-625-4K	Turbo Commander		4.68									
SAAB SF340A	GE CT7-5A	Full power			12.25								
SAAB SF340A	GE CT7-5A2			12.70									
SAAB SF340A	GE CT7-7E	Full power		12.25									
SAAB 2000	Allison AE 2100A			23.00									
Sabreliner 65	TFE 731-3R					10.89							
Sabreliner 80	CF700-2D-2						10.60						
SE210 Caravelle B3	JT8D-7									53.98			
SE210 Caravelle B3	JT8D-9									56.97			
Shorts SD330	P&W PT6A-45R				10.39								
Shorts SD360	P&W PT6A-65AR				12.00								
Shorts SD360	P&W PT6A-65R				12.00								
Shorts SD360-300	P&W PT6A-67R			12.29									
Sikorsky S76A	Allison 250-C30S									E			
Sikorsky S76B	P&W PT6B-36A									E			
Sikorsky S76C+	Turbomeca Arriel 2S1						5.31						
Sikorsky S-92A	GE-CT7-8									12.02			
SN-601 Corvette	JT15D-4			7.00									
Swearingen Merlin III	TPE331-11U-601G			E									
Transall C160	RR Tyne MK22									49.15			
TU-134	D-30 I ser.										45.00		
TU-134A	D-30 II ser.											47.00	
TU-134A-3	D-30 III ser.										48.99		
TU-134B	D-30 II ser.											47.00	
TU-134B-3	D-30 III ser.										48.99		
TU-154	NK-8-2u										98.00		
TU-154M	D-30 Ku-154 (SAM)	With noise suppressors									104.00		
TU-204-100	PS-90A						103.00						
TU-204-120C	RR RB211-535E4						103.00						
VFW 614	Rolls Royce/SNECMA M45H Mk501						20.87						
Yak-40	A1-25					16.00							
Yak-42	D-36	With noise suppressors							54.00				

E - QC estimated

NOTES (These Notes are not part of the Notice)

1 Airlines wishing to operate aircraft during the night quota period must supply to the airport management concerned the information referred to in paragraph 6 of these Notes. This will enable a prior check to be made that the aircraft type and engine fit is within the assumed noise classification and to determine its quota count to see if the airport can accommodate the movement in its quota. An airline not following this procedure may find that its aircraft is seriously delayed whilst its status is checked.

2 Airlines should note that, in the light of a voluntary agreement between BAA and the airlines governing the operation of night flights at London Heathrow, **it has been agreed that no early morning arrivals will be scheduled to land before 0430 hrs.** Accordingly the scheduling committee and Airport Coordination Limited (ACL) have been requested by BAA to take this agreement into account when scheduling movements in the night period. This does not apply to arrivals delayed from the previous day. However, where flights have been subject to such severe delays that a further delay to ensure that they arrive after 0430hrs local would make little difference, then the airport may decide to refuse permission for an arrival before 0430 hrs local.

It should also be noted that the voluntary agreement covers the operation of cargo flights where it has further been agreed between BAA and the airlines that **cargo flights will not be scheduled to operate in the night quota period (between 2330 and 0600 hrs).** Accordingly the scheduling committee and ACL have been similarly requested by BAA to take this agreement into account when scheduling movements in the night period. There is no provision for delayed cargo flights to be scheduled to operate in the night period.

3 Operators of aircraft who wish particular aircraft types to be added to the Schedule should apply to the Civil Aviation Authority by email to: sam.white@caa.co.uk, quoting 'London Night Noise' in the title, or by letter to the following address:

Sam White
Environmental Research and Consultancy Department
Civil Aviation Authority
45-59 Kingsway
London
WC2B 6TE

Tel: 020-7453 6090 during office hours.

Any additions or changes to an aircraft's classification by quota count will be notified by subsequent amendments to the Schedule of Noise Classifications.

4 If, due to exceptional circumstances (other than an emergency as defined in paragraph 10 of this Notice) as specified in paragraph 9 of this Notice an airline wishes to claim that a movement during the night quota period should be disregarded, or that a movement is required which is prohibited, the facts should be made known to the appropriate airport management before the movement is required. Guidelines on the categories of movements which may be disregarded were given in the Department of the Environment, Transport and the Regions Press Release No 539 of 10 June 1999. Operators are asked to ensure that requests for movements to be disregarded are made in writing (or by Fax) to the airport management as long as possible in advance of the relevant movement and, if this is not possible, then within two working days of the movement taking place. Under Section 78(4) of the Civil Aviation Act 1982, the airport management are required to notify the Secretary of State of movements which have been disregarded within one week of the date of the relevant movement occurring. Requests should be addressed to the appropriate airport management as follows:

London Heathrow: during normal working hours, 0830-1630 Monday to Friday inclusive (excepting Bank Holidays) to Peter Rafano, Flight Evaluation Manager, Compass Centre, Nelson Road, Middlesex, TW6 2QQ (Tel: 020-8745 7994; Fax: 020-8745 7677 or 020-8564 5457; email peter_rafano@baa.com) and at other times to the Duty Manager Airside (Tel: 020-8745 7373; Fax 020-8745 5689).

London Gatwick: during normal working hours to Brendan Sheil, Flight Evaluation Unit, Gatwick Airport Limited, West Sussex (Tel: 01293-505391; email Brendan.Sheil@gatwickairport.com) and at other times to the Airfield Duty Manager at the Airport (Tel: 01293-503085; Fax 01293-503203).

London Stansted: during normal working hours to Duncan Smith, Flight Analysis Manager, Stansted Airport Limited, London Stansted Airport, Essex (Tel: 01279-663264; email Duncan_smith@baa.com) and at other times to the Airside Operations Manager at the Airport (Tel: 01279-662378).

5 If a flight is made during the night period in an emergency as defined in paragraph 10 of this Notice, the circumstances should be reported to the appropriate airport management (address given above) as soon as possible, if the operator wishes the flight not to count against the movements limit and quota.

6 All requests and communications to the appropriate airport management must include the following information:

Aircraft type;
Engine type;
Operating weight;
Maximum certificated landing or take-off weight as appropriate;
Flight number;
Aircraft registration mark;
Destination or airport of origin;
Type of flight (e.g. freight or passenger);
Propeller type;
Noise Certification Basis (e.g. Chapter 2, 3 etc);
Noise Certification Levels;
Reasons why the movement is required to take place during the night period;
In cases of emergency as defined in paragraph 10 of this Notice, why the movement was considered necessary.

7 Attention is drawn to the statutory noise measures at London Gatwick, London Heathrow and London Stansted shown at UK AIP AD 2-EGKK-1-13, AD 2-EGLL-1-17 and AD 2-EGSS-1-10 respectively. Each infringement of the night noise limits on take-offs will result in a surcharge being levied on the operator by the airport company in accordance with their Conditions of Use.

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