CIVIL AVIATION AUTHORITY

SUPPLEMENTS TO THE UNITED KINGDOM AIP

S9/2001

Information Date:

20 February 2001

Civil Aviation Authority
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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.

S9 LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE 2001
(Published on behalf of the Department of the Environment, Transport and the Regions)

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 2001 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 shall be disregarded for the purposes of this Notice are specified in paragraph 9 of this Notice.

Now therefore the Secretary of State in exercise of his powers under 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 2001, and shall come into operation at **0100 hours on 25 March 2001**.

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 2000 **(e)**;

'the London Airports' means Heathrow Airport - London, Gatwick Airport - London and Stansted Airport - London, and 'a London Airport' shall 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 shall be 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 Notice (No 2) 2000 **(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 sub-paragraph 3(2) below;

'season' means a period of winter or summer;

'summer' being the period of British Summer Time in any one year as fixed by or under 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;

'summer season 2001' means the period beginning on 25 March 2001 and ending on 28 October 2001;

'winter season 2001-2002' means the period beginning on 28 October 2001 and ending on 31 March 2002*;

'specified period' means that period being the sum of the night quota periods throughout the summer season 2001;

'next specified period' means that period being the sum of the night quota periods throughout the winter season 2001 - 2002; and

'previous specified period' means that period being the sum of the night quota periods throughout the winter season 2000 - 2001

(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 or under the Summer Time Act 1972, 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 0.5;
(c) aircraft having a quota count of 1;
(d) aircraft having a quota count of 2;
(e) aircraft having a quota count of 4;
(f) aircraft having a quota count of 8;
(g) aircraft having a quota count of 16.

(2) Subject to paragraph 3 (3), the quota count of an aircraft on taking off or landing shall 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
Less than 90 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

(3) Exempt aircraft for the purposes of paragraph 3(1)(a) above are:

(a) those jet aircraft with a maximum certificated weight not exceeding 11,600 kg, and
(b) those propeller aircraft,

which on the basis of their noise data are classified at less than 87 EPNdB and which are indicated as exempt in Part 2 of the Schedule to this Notice. The provisions of paragraphs 4, 6, 7, 8 and 9 shall not apply to the taking off or landing of such aircraft.

Prohibitions on taking off or landing

4 Subject to paragraphs 9 and 10, at the London Airports any aircraft which has a quota count of 8 or 16 may not:

(1) be scheduled to take off or land during the night period;

(2) take off in the night period, except in the period 2300 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(1) and (2) and 10, it is hereby specified that the overall maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3(1)(b) to (g) inclusive may take off or land during the specified period shall be 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 it is hereby specified that in the specified period the quota shall be as follows:

(a) at Heathrow Airport: 5,610;
(b) at Gatwick Airport: 9,550;
(c) at Stansted Airport: 4,500;

(3) Subject to paragraphs 9 and 10, each take-off or landing by an aircraft at a London Airport during each night quota period within the specified period shall 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 (h)

7 (1) If the number of occasions on which aircraft of the descriptions specified in paragraphs 3(1) (b) to (g) inclusive take-off or land at a London Airport during the previous specified period is less that the maximum number of occasions specified in paragraph 6(1) of the 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 that aerodrome 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 the previous notice.

Overrun of movements in the previous specified period (h)

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, have been exceeded:

(a) by up to 5% 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 (g) inclusive may take-off or land during the specified period at that aerodrome shall be reduced by the same amount; or

(b) by more than 5% 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 (g) inclusive may take-off or land during the specified period at that aerodrome shall be reduced by the amount of the excess up to 5% plus twice the amount of excess over 5%.

Overrun of the quota limits in the previous specified period (h)

(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 5% of the quota specified in paragraph 6(2) of the previous notice for that aerodrome, the quota for the specified period at that aerodrome shall be reduced by the same amount; or

(b) by more than 5% of the quota specified in paragraph 6(2) of the previous notice for that aerodrome, the quota for the specified period at that aerodrome shall be reduced by the amount of the excess up to 5% plus twice the amount of excess over 5%.

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) shall 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) shall not be exceeded by more than 20% of the quota specified in paragraph 6(2) for that aerodrome.

Disregarded movements (i)

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;

(3) where an aircraft, other than an aircraft with a quota count of 8 or 16, is scheduled to land after 0630 but lands before 0600.

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

10 None of the provisions of this Notice shall 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.

E J Duthie
Divisional Manager
Aviation Environmental Division
Department of the Environment, Transport and the Regions

9 February 2001

(a) S.I. 1981/651.
(b) 1982 c.16.
(c) S.I. 1978/1303.
(d) 3rd Edition published in 1993 by the International Civil Aviation Organisation.
(e) S.I. 1995/1970, as amended by S.I. 1996/1301, S.I. 1997/287, S.I. 1998/753, S.I. 1999/1123 and S.I. 1999/2059.
(f) Published on behalf of the Department of Environment, Transport and the Regions as Supplement S 40/2000 which came into operation on 29 October 2000.
(g) 1972 c.6. The Summer Time Order 1997 (S.I. 1997/2982) provides for periods of Summer Time from 1998 to 2001.
(h) In the decision of 10 June 1999 (House of Commons, Official Report, cols.378-380) it was stated that the end of season flexibility was 5%. However, where there are calendar reasons (ie when the increased number of flights associated with Easter falls within the winter season or when the summer season lasts for longer than the normal 30 weeks), a higher rate of up to 10% carry-over and anticipation is allowed. This is the case in respect of the specified period defined in paragraph 2(1) above.
(i) Section 78(4)(a) 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 for the purposes of Section 78(4)(a). This paragraph specifies those occasions.
* Provisional date for the begining of British Summer Time 2002.

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 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 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 or Chapter 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 classifications 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 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/0.5, 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			Maximum certificated landing weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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 A319-111	CFM56-5B5			68.00					
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC		68.00					
Airbus A319-112	CFM56-5B6			68.00					
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 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 combusters		68.00					
Airbus A321-231	V2533-A5			80.00					
Airbus A330-202	CF6-80E1A4			180.00					
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			177.00					
Airbus A340-200	CFM56-5C2			200.00					
Airbus A340-311	CFM56-5C2			200.00					
Airbus A340-312	CFM56-5C3			200.00					
Airbus A340-313	CFM56-5C4			200.00					
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation				61.00			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
Antonov 124								E	
Antonov 26	Ivchenko AI - 24T		24.00						
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						
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			
B707-300C or B	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-7/A/B	With Boeing nacelle		62.37					
B727-100 (FED.EX.)	JT8D-9/A	With Burbank Aeronautical Corp. nac.		64.41					
B727-100RE	2 JT8D-217 & 1 JT8D-9 or -9A	VALSAN re_engine & hushkit		54.89					
B727-17RE	2 JT8D-217 & 1 JT8D-9 or -9A	VALSAN re_engine & hushkit		64.64					
B727-200	JT8D-15 or -17					73.03			
B727-200	JT8D-15/A	FedEx Hushkit		75.30					
B727-200	JT8D-15QN					64.64			
B727-200	JT8D-17QN					71.67			
B727-200	JT8D-17RQN					64.64			
B727-200	JT8D-9QN					71.67			
B727-200	Two JT8D-17 one -15	All operated at -15 thrusts				64.64			
B727-200 (FED. EX.)	JT8D-7/A/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-9/A	With Burbank Aeronautical Corp. nac.			68.04				
B727-200RE	2 JT8D-217C & 1 JT8D-15	VALSAN hushkit		67.13					
B727-200RE	2 JT8D-217C & 1 JT8D-17	VALSAN hushkit			72.12				
B727-200RE	2 JT8D-217C & 1 JT8D-17A	VALSAN hushkit			72.12				
B727-200RE	2 JT8D-219 & 1 JT8D-7,7A or 7B	VALSAN hushkit		64.64					
B727-212	JT8D-17	STC ST00350AT & SA5839NM		74.39					
B727-225RE	2x JT8D-217 / 1x JT8D-15	BFGoodrich Super27 modification			74.39				
B727-2M7	JT8D-17	STC ST00350AT & SA5839NM		72.57					
B727-31C	RR Tay 651-54	Dee Howard QF modification		62.40					
B737-200	JT8D-15 or -15A	P&W double wall fan duct treatment				46.72	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 th	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				
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				44.72	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			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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				
B737-400	CFM56-3B2/3C1				56.25				
B737-500	CFM56-3-B1	18500Lb 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				
B737-700	CFM56-7B20	20000Lb SLST		60.78					
B737-700	CFM56-7B22	22000lb SLST		60.78					
B737-700	CFM56-7B24	24000lb SLST		60.78					
B737-800	CFM56-7B24	24000lb SLST		66.36					
B737-800	CFM56-7B26	26000lb SLST		66.36					
B737-800	CFM56-7B27	27000lb SLST		66.36					
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 with100"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	302.00		
B747-200	JT9D-70A						285.76		
B747-200	JT9D-7F						285.79		
B747-200	JT9D-7J	200"CN" nacelles					265.35	285.76	
B747-200	JT9D-7Q						304.48		
B747-200	RB211-524D4-19/22						285.76		
B747-200	RB211-524D4X-19/22					289.89	302.09		
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	285.76	
B747-200F	CF6-50E2						299.37		
B747-200F	JT9D-70A	ROHR supplied nacelles					285.76		
B747-300	CF6-50E2						285.76		
B747-300	CF6-80C2B1					298.69	320.00		
B747-300	JT9D-7R4G2						285.76		
B747-300/200 B,C & F	CF6-50E						285.76		
B747-400	CF6-80C2B1F	with and without the N1 modifier				295.74			
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			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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	295.74			
B747-400	PW4056 (-3)				285.76	302.09			
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	PW4056(-1C)	Pkg A/B Ph I (FB2C) & Noise rduction inlet			285.76	302.09			
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-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	208.65		
B747SR/-100/200/300	JT9D-3A	"200CN" nacelle				199.19	235.87		
B747SR/-100/200/300	JT9D-7	"100CN" nacelle				198.99	235.87		
B747SR/-100/200/300	JT9D-7	"200CN" nacelle				208.64	244.94		
B747SR/-100/200/300	JT9D-7A	"100CN" nacelle				202.19	235.87		
B747SR/-100/200/300	JT9D-7A	"200CN" nacelle				213.79	255.83		
B747SR/-100/200/300	JT9D-7F	"100CN" nacelle				188.49	215.46		
B747SR/-100/200/300	JT9D-7F	"200CN" nacelle				198.39	235.87		
B747SR/-100/200/300	JT9D-7J	"200CN" nacelle				198.39	235.87		
B757-200	PW2037			93.89					
B757-200	PW2040			93.89					
B757-200	RB211-535C				95.25				
B757-200	RB211-535E4			95.26					
B767-200	CF6-80A				131.60				
B767-200	JT9D-7R4D	Package "A" Eng. Install No.BG700 series			120.00	131.54			
B767-200	JT9D-7R4D	Package "B" Eng. Install No.BG800/BG900 series			118.00	131.54			
B767-200	JT9D-7R4E				136.07	163.30			
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	136.05			
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					
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					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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	GE90-76E			201.70					
B777-200	GE90-85B			208.65					
B777-200	GE90-90B			208.65					
B777-200	PW4077	At 77,000lb sea level static thrust			201.85				
B777-200	Trent 877				201.85				
B777-200 IGW	PW4090				201.85	208.65			
B777-200 IGW	Trent 890				208.65				
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 125-800	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 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/RC (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					
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					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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 PW124A	Post mod AAN1010	22.25						
BAe ATP	P&W PW126	AAN 1010 and beta-cam ABA493		22.25					
BAe ATP	P&W PW126	Post mod AAN 1010	22.25						
BAe ATP	P&W PW126	Pre mod AAN 1010		22.25					
BAe ATP	P&W PW126A	AAN 1010 and beta-cam ABA493		22.25					
BAe Herald	RR Dart Mk 527			19.50					
BAe Herald	RR Dart Mk 532-9			E					
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						
BAe Vanguard Freighter	RR Tyne Mk 506			63.96					
BAe Viscount	RR Dart 7/1 Mk 525			32.89					
Beech 200	PW PT6A-41	Hartzell propeller HC-D4N-3 A/D-9383K	5.67						
Beech 200	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 200 or C12F	PW PT6A-41	McCauley propeller 4HFR34 C754/94LA-0	5.67						
Beech 400	JT15D-5		6.44						
Beech 400A	JT15D-5		6.85						
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 B200T	PW PT6A-42	Hartzell propeller HC-D4N-3 A/D-9383K	6.80						
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3/M10476K	6.80						
Beech F33	Continental IO-520-B	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						
Bombardier Global Express	BR700-710A2-20	Model BD700-1A10		35.66					
Britt-Norm Islander	LYC. 0-540-E4C5		2.99						
Canadair CL-600	ALF-502L-2			16.33					
Canadair CL-600-2B19	CF34-3B			17.24					
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/-1A		5.13						
Cessna 550 Citation II	JT15D-4		6.12						
Cessna 560 Citation V	JT15D-5A		6.90						
Cessna 560 Citation XL	PW 545A		6.94						
Cessna 650 Citation VI	TFE731-3B-100S		9.07						
Cessna F406 Caravan II	PW PT6A-112		4.47						
Cessna T310R	Continental TSIO-520-B		2.50						
Concorde	RR Olympus593 Mk 610								185.07
Convair 580	Allison 501-D13H		23.59						
Dassault Mercure 100A	JT8D-15					50.30			
Dassault Mercure 100B	JT8D-15					52.16			
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		

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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		
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 hush kit STC SA4892NM				108.86			
DC8-62/-62F	JT3D-7	BAC II hush kit STC SA5455NM				113.40			
DC8-63	JT3D-7	BAC/MGM Hushkit				124.74			
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					42.37			
DC9-30	JT8D-11	Hardwall				46.27			
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				
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					
Dornier 328	PW119B or PW119A		13.23						
Embraer Bandeirante EMB-11	PW PT6A - 34		5.67						
Embraer EMB-120	P&W PW-115/PW-118		10.83						
Embraer EMB-121	Pratt & Whitney PT6A-28	Xingu	5.62						
Embraer EMB-145	Allison AE3007A			18.70					
Fairchild SA227-AT	Garrett TPE-331-11U-601E	Merlin MC	5.62						
Fairchild SA227-AT	Garrett TPE-331-11U-601G	Merlin MC	6.35						
Falcon 10	TFE 731-2		7.80						
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 50	TFE 731-2			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					
Fokker F27 Mk050	Pratt & Whitney 125B			18.99					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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	19.05				
Fokker F28 Mk0100	TAY 620-15			38.78					
Fokker F28 Mk0100	TAY 650-15			39.92					
Fokker F28 Mk070	RR Tay 620-15			36.74					
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-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-V	BR700-710A1-10			34.16					
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller			E				
IAI 1124	TFE 731-3-1G		8.62						
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-86	NK-86						175.00		
L1011-1	RB211-22B					162.39			
L1011-100	RB211-22B					166.92			
L1011-200	RB211-524B				166.92				
L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)					166.92			
L1011-385-1 -15	RB211-22B					166.92			
L1011-385-1 -15 193T	RB211-22B					162.40			
L1011-50	RB211-22B				162.39				
L1011-500	RB211-524B				166.92				
L1011-500	RB211-524B3				166.92				
L1011-500	RB211-524B4					166.92			
Learjet 23	CJ610-1/-4			5.40					
Learjet 24	CJ610-1/-4			5.40					
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 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 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 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	CF6-80C2D1F					213.87			
MD-11	PW4460					213.87			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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-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					
Mooney M20J	Lycoming IO-360-A3B6D		1.22						
Mooney M20K	Teledyne TSIO-360-GB1		1.32						
Partenavia P68B	LYC. IO-360-A1B6		1.99						
Piper Aerostar PA-600P	LYC. IO-540-S1A5/-P1A5		2.72						
Piper Chieftain PA-31-350	LYC. TIO-540-J2BD		3.18						
Piper Navajo PA-31	LYC. TIO-540-2AC		2.95						
Piper PA-23-250	LYC. IO-540-C4B5		2.36						
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-E23-250	LYC. IO-540-C4B5		2.36						
Puma SA330F/G Helicopter	Turmo IVA					E			
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						
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 Belfast	RR Tyne 12				104.30				
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 S76B	P&W PT6B-36A					E			
Sikorsky S76C+	Turbomeca Arriel 2S1					E			
SN-601 Corvette	JT15D-4		6.00						
Swearingen Merlin III	TPE331-11U-601G		6.35						
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	With noise suppressors				80.00			
VFW 614	Rolls Royce/SNECMA M45H Mk501			19.95					
Yak-40	A1-25				14.70				
Yak-42	D-36	With noise suppressors				50.00			
Yukon					E				
E - QC estimated.									

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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 A319-111	CFM56-5B5			72.00					
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC		72.00					
Airbus A319-112	CFM56-5B6			72.00					
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 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 combusters		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 A330-301	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					215.00			
Airbus A340-200	CFM56-5C2				231.50	270.00			
Airbus A340-311	CFM56-5C2				233.99	270.00			
Airbus A340-312	CFM56-5C3					270.00			
Airbus A340-313	CFM56-5C4					275.00	280.00		
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation				61.00			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
Antonov 124									E
Antonov 26	Ivchenko AI - 24T					24.00			
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						
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		
B707-300C (ADV)	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-7/A/B	With Boeing nacelle				76.88			
B727-100 (FED.EX.)	JT8D-9/A	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-15/A	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-7/A/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			
B727-200RE	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			
B727-212	JT8D-17	STC ST00350AT & SA5839NM					86.45		
B727-225RE	2x JT8D-217 / 1x JT8D-15	BFGoodrich Super27 modification				88.68			
B727-2M7	JT8D-17	STC ST00350AT & SA5839NM					88.36		
B727-31C	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 th	NORDAM hushkit see STC SA5730NM			56.08	56.47			
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		

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
B737-300	CFM56-3B1			62.82					
B737-300	CFM56-3B2			64.80					
B737-300	CFM56-3C1	Engine rated at 20,000 lb		62.82					
B737-400	CFM56-3B2			63.80					
B737-400	CFM56-3C1			67.52	68.04				
B737-500	CFM56-3-B1	18500Lb SLST		62.80					
B737-500	CFM56-3-B1(R)			59.10					
B737-500	CFM56-3-B2	18500Lb SLST		62.80					
B737-500	CFM56-3-C1	18500Lb SLST		62.30					
B737-500	CFM56-3-C1	20000Lb SLST		63.05					
B737-700	CFM56-7B20	20000lb SLST		70.08					
B737-700	CFM56-7B22	22000lb SLST		70.08					
B737-700	CFM56-7B24	24000lb SLST		70.08					
B737-800	CFM56-7B24	24000lb SLST		76.67	79.02				
B737-800	CFM56-7B26	26000lb SLST		74.98	79.02				
B737-800	CFM56-7B27	27000lb SLST		73.10	79.02				
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-7/7A	200"CN" nacelles							332.94
B747-100	JT9D-7/7A (DRY)	100"D" nacelles							333.39
B747-100	JT9D-7/7A (DRY)	200"B" nacelles							332.48
B747-100	JT9D-7/7A (WET)	100"D" nacelles							333.39
B747-100	JT9D-7/7A (WET)	200"B" nacelles							333.39
B747-100	JT9D-7/7A /7AH	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	CF6-50E/E1							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-7/7A (DRY)	200"B" nacelles							351.53
B747-200B	JT9D-7/7A (DRY)	200"CN" nacelles							356.10
B747-200B	JT9D-7/7A (WET)	200"B" nacelles							351.53
B747-200B	JT9D-7/7A (WET)	200"CN" nacelles							351.53
B747-200B,-200 C/F	JT9D-7F or -7J	200"CN" nacelles							362.90
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	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		

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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	PW4056 (-1C)	Pkg A/B Ph I (FB2C) & Noise reduction inlet					396.89		
B747-400F	PW4056 (-1C)						396.89		
B747-SP	JT9D-7A							317.95	
B747-SP	JT9D-7F/-7J							299.37	
B747-SP	RB211-524B2							315.70	
B747-SP	RB211-524D4							318.42	
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					
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 PHASEIII (FB2C)	With noise reduction inlet		152.50	179.17				
B767-200/-200 ER	PW4060					172.00			
B767-200/-200 ER	PW4060 PHASEIII (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				
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			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
B767-400ER	CF6-80C2B8F					204.12			
B777-200	GE90-76B			229.52	242.67				
B777-200	GE90-76E			229.52	242.67				
B777-200	GE90-85B				286.90				
B777-200	GE90-90B				286.67				
B777-200	PW4077	At 77,000 sea level static thrust			242.67	246.75			
B777-200	Trent 877					247.21			
B777-200 IGW	PW4090					249.48			
B777-200 IGW	Trent 890					286.90			
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 125-800	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 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					
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					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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 PW124A	Post mod AAN1010	22.93						
BAe ATP	P&W PW126	AAN 1010 and beta-cam ABA493	22.93						
BAe ATP	P&W PW126	Post mod AAN 1010	22.93						
BAe ATP	P&W PW126	Pre mod AAN 1010	22.93						
BAe ATP	P&W PW126A	AAN 1010 and beta-cam ABA493	22.93						
BAe Herald	RR Dart Mk 527			19.50					
BAe Herald	RR Dart Mk 532-9			E					
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	McCauley propeller 4HFR34C653/L106FA	7.35						
BAe Jetstream 41	TPE331-14GR-801H(L)/14HR-801H(R)		10.43						
BAe Vanguard Freighter	RR Tyne Mk 506			63.96					
BAe Viscount	RR Dart 7/1 Mk 525			32.89					
Beech 200	PW PT6A-41	Hartzell propeller HC-D4N-3 A/D-9383K	5.67						
Beech 200	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 200 or C12F	PW PT6A-41	McCauley propeller 4HFR34 C754/94LA-0	5.67						
Beech 400	JT15D-5				7.16				
Beech 400A	JT15D-5				7.30				
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 B200T	PW PT6A-42	Hartzell propeller HC-D4N-3 A/D-9383K	6.80						
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3/M10476K	6.80						
Beech F33	Continental IO-520-B	Bonanza	1.54						
Beech MU300	JT15D-4		6.40						
Beech MU300-10	JT15D-5				7.16				
Beechcraft King Air C90A	PW PT6A - 21		4.58						
Beechcraft S/King Air 200	PW PT6A - 135		4.94						
Bombardier Global Express	BR700-710A2-20	Model BD700-1A10		42.42					
Britt-Norm Islander	LYC. 0-540-E4C5		2.99						
Canadair CL-600	ALF-502L-2			18.71					
Canadair CL-600-2B19	CF34-3B			21.86					
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		7.44					
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 550 Citation II	JT15D-4		6.40						
Cessna 560 Citation V	JT15D-5A			7.21					
Cessna 560 Citation XL	PW 545A		9.07						
Cessna 650 Citation VI	TFE731-3B-100S		9.98						
Cessna F406 Caravan II	PW PT6A-112		4.47						
Cessna T310R	Continental TSIO-520-B		2.50						
Concorde	RR Olympus593 Mk 610								185.07
Convair 580	Allison 501-D13H			26.40					
Dassault Mercure 100A	JT8D-15						54.52		
Dassault Mercure 100B	JT8D-15						56.70		
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		

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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			E					
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	
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 hush kit STC SA4892NM						158.76	
DC8-62/-62F	JT3D-7	BAC II hush kit STC SA5455NM						151.95	
DC8-63	JT3D-7	BAC/MGM Hushkit						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-11	Hardwall					48.99		
DC9-30	JT8D-11/9/15	At -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	
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						
Dornier 328	PW119A or PW119B		13.64						
Embraer Bandeirante EMB-11	PW PT6A - 34		5.67						
Embraer EMB-120	P&W PW-115		11.50						
Embraer EMB-120	P&W PW-118		11.50						
Embraer EMB-121	Pratt & Whitney PT6A-28	Xingu	5.62						
Embraer EMB-145	Allison AE3007A			20.99					
Fairchild SA227-AT	Garrett TPE-331-11U-601E	Merlin MC	5.62						
Fairchild SA227-AT	Garrett TPE-331-11U-601G	Merlin MC	6.35						
Falcon 10	TFE 731-2		8.30						
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 50	TFE 731-2			17.60					
Falcon 50	TFE731-3-1C			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					
Fokker F27 Mk050	Pratt & Whitney 125B		20.82						
Fokker F27 Mk200,400,500,600	RR Dart 500 series	With hushkit mod.1800		20.82					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
Fokker F27 Mk.200,400,500,600	RR Dart 500 series				20.41				
Fokker F28 Mk0100	TAY 620-15			47.17					
Fokker F28 Mk0100	TAY 650-15			49.90					
Fokker F28 Mk070	RR Tay 620-15			41.73					
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-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-V	BR700-710A1-10			41.05					
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller			E				
IAI 1124	TFE 731-3-1G		10.50						
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-86	NK-86								210.01
L1011-1	RB211-22B					195.05			
L1011-100	RB211-22B						211.37		
L1011-200	RB211-524B						211.34		
L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)						215.00		
L1011-385-1 -15	RB211-22B						211.37		
L1011-385-1 -15 193T	RB211-22B					204.10			
L1011-50	RB211-22B					204.12			
L1011-500	RB211-524B						224.98		
L1011-500	RB211-524B3						228.60		
L1011-500	RB211-524B4						231.33		
Learjet 23	CJ610-1/-4					5.67			
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 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 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 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			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes						
		Noise Level Band (EPNdB):		<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks							
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-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					
Mooney M20J	Lycoming IO-360-A3B6D		1.22						
Mooney M20K	Teledyne TSIO-360-GB1		1.32						
Partenavia P68B	LYC. IO-360-A1B6		1.99						
Piper Aerostar PA-600P	LYC. IO-540-S1A5/-P1A5		2.72						
Piper Chieftain PA-31-350	LYC. TIO-540-J2BD		3.18						
Piper Navajo PA-31	LYC. TIO-540-2AC		2.95						
Piper PA-23-250	LYC. IO-540-C4B5		2.36						
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-E23-250	LYC. IO-540-C4B5		2.36						
Puma SA-330F/G Helicopter	Turmo IVA					E			
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						
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 Belfast	RR Tyne 12				104.30				
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 S76B	P&W PT6B-36A					E			
Sikorsky S76C+	Turbomeca Arriel 2S1					E			
SN-601 Corvette	JT15D-4		7.00						
Swearingen Merlin III	TPE331-11U-601G		6.35						
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	With noise suppressors					100.00		
VFW 614	Rolls Royce/SNECMA M45H Mk501				20.87				
Yak-40	A1-25			16.00					
Yak-42	D-36	With noise suppressors				54.00			
Yukon							E		
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 5 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 Operators of aircraft who wish particular aircraft types to be added to the Schedule should apply to the Civil Aviation Authority at the following address:

Mr W J G Readman
Noise Certification
Safety and Regulation Group
Civil Aviation Authority
Aviation House
South Area
Gatwick Airport
West Sussex
RH6 0YR

Tel: 01293-573095 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.

3 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 Flight Evaluation Team, Heathrow Airport Limited, Room 112, Building 820, Heathrow Airport, Middlesex, UB3 5AP (Tel: 020-8745 3400; Fax: 020-8745 7677) and at other times to the Operations Duty Manager at the Airport (Tel:020-8745 7373; Fax 020-8745 5689).

London Gatwick: during normal working hours to the Environmental Analyst, Planning and Environment Department, Gatwick Airport Limited, London Gatwick Airport, West Sussex (Tel: 01293-504117; Fax: 01293-505392) and at other times to the Operations Duty Manager at the Airport (Tel: 01293-503085; Fax: 01293-503203).

London Stansted: during normal working hours to the Airport Noise Officer, Stansted Airport Limited, London Stansted Airport, Essex (Tel: 01279-663076 or 662588; Fax: 01279-663564) and at other times to the Airfield Operations Duty Officer at the Airport (Tel: 01279-662378; Fax: 01279-662952).

4 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.

5 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 (eg freight or passenger);
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.

6 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-1-9 respectively and Supplement S3/2001. Each infringement of the night noise limit on take-offs will result in a surcharge being levied on the operator by the airport company in accordance with their Conditions of Use.

(AD 2) (DETR AED)

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