



SUPPLEMENTS TO THE UNITED KINGDOM AIP

S 26/2005

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30 August

National Air Traffic Services Ltd

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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 (NO 2) NOTICE 2005 (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 winter season 2005-2006 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 (No 2) Notice 2005, and shall come into operation at **0159 hours on 30 October 2005**.

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 2005 **(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 '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;

'summer season 2005' means the period beginning on 27 March 2005 and ending on 30 October 2005;

'winter season 2005-2006' means the period beginning on 30 October 2005 and ending on 26 March 2006;

'previous specified period' means that period being the sum of the night quota periods throughout the summer season 2005;

'specified period' means that period being the sum of the night quota periods throughout the winter season 2005-2006; and

'next specified period' means that period being the sum of the night quota periods throughout the summer season 2006;

- (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 0.5;
- (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 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(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: 2550;
 - (b) at Gatwick Airport: 5250;
 - (c) at Stansted Airport: 5000.
- (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: 4140;
 - (b) at Gatwick Airport: 6640;
 - (c) at Stansted Airport: 3550.
- (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 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 5% 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 5% 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, 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 (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 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 (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 10% plus twice the amount of the excess over 10%.

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 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 shall 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 shall 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) 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.

M Capstick
Divisional Manager
Aviation Environmental Division
Department for Transport

9 August 2005

- (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. 2000/1562, as amended by S.I. 2001/397. There are other amending instruments, but none is relevant.
- (f) Published on behalf of the Department for Transport as Supplement S 3/2005, which came into operation on 27 March 2005.
- (g) 1972 c.6 as amended by S.I. 2002/262.
- (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 previous specified period as 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.

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 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 (ie 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	Engine	Remarks	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																		
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 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 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 combustors						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							179.00												
Airbus A340-200	CFM56-5C2							200.00												

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	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		
Aeroplanes									
Airbus A340-311	CFM56-5C2			200.00					
Airbus A340-312	CFM56-5C3			200.00					
Airbus A340-313	CFM56-5C4			200.00					
Airbus A340-642	RR Trent 556				259.00				
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								E	
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			
B707-300B or C	JT3D-3B	TRACOR/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 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-15/A	FedEx Hushkit		75.30					
B727-200	JT8D-9QN/-15QN/-17QN/-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-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			
B727-200	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			
B727-300	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 thr.	NORDAM hushkit see STC SA5730NM		48.53					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	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								
B737-200/200C 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				
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	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						
B737-800	CFM56-7B24	24000lb SLST		66.36						
B737-800	CFM56-7B26	26000lb SLST		66.36						
B737-800	CFM56-7B27	27000lb SLST		66.36						
B737-900	CFM56-7B26	26000lb SLST		66.81						
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-77A	200"CN" nacelles						265.35		
B747-100	JT9D-77A (DRY)	100 "D" nacelles						265.35		
B747-100	JT9D-77A (DRY)	200"B" nacelles						265.35		
B747-100	JT9D-77A (WET)	100 "D" nacelles						265.35		
B747-100	JT9D-77A (WET)	200"B" nacelles						265.35		
B747-100	JT9D-77A/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-77A (DRY)	200"B" nacelle						265.35		
B747-200B	JT9D-77A (DRY)	200"CN" nacelle						265.35		
B747-200B	JT9D-77A (WET)	200"CN" nacelle						265.35		
B747-200B	JT9D-77A (WET)	200"B" nacelle						265.35		
B747-200B,-200 C/F	JT9D-7F or -7J	200"CN" nacelles						265.35	285.76	
B747-200B	RB211-524D4	RRN nacelles					285.76			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	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		
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			
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					
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	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					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	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									
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	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	GE90-76E				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 895							213.19											
B777-200 IGW	PW4090							201.85	208.65										
B777-200 IGW	Trent 890							208.65											
B777-300	Trent 892							237.68											
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 125-800XP	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/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 400B (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														

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS		Noise Level Band (EPNdB):	Maximum certificated landing weight - tonnes								
			Quota Count:	<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
				EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
Aeroplane	Engine	Remarks									
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							
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 PW126A	Hamilton 6/5500/F1 props; Mod. 10271F		23.13							
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	McCaughey propeller 4HFR34C653L106FA	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	McCaughey 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	McCaughey propeller 4HFR34 C754/94LA-0	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		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	McCaughey 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-3M/10476K	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								
Bell 206B3	Allison 250-C20B or C20J	JetRanger	E								
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-600-2B16	CF34-3A2		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								

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS		Noise Level Band (EPNdB):	Maximum certificated landing weight - tonnes							
			Quota Count:	<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
				EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks								
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 501 Citation I	Williams FJ44-2A		5.15							
Cessna 525A	Williams FJ44-2C		5.22							
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 650 Citation VI	TFE731-3B-100S		9.07							
Cessna 650 Citation VII	TFE 731-4R-25		9.07							
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							
Concorde	RR Olympus593 Mk 610									185.07
Corvaair 580	Allison 501-D13H			23.59						
Dassault Mercure 100A	JT8D-15					50.30				
Dassault Mercure 100B	JT8D-15					52.16				
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	CFM56-2-C5			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-7	ABS Hushkit (STC SA1613GL)		45.81						
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					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	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
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				
Domier 328-100	PW119B or PW119A		13.23							
Domier 328-300	PW306B					14.09				
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	5.62							
Embraer EMB-135	Rolls Royce AE3007A1					18.50				
Embraer EMB-145	Allison AE3007A					18.70				
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							
Fairchild SA227-AC	Garrett TPE-331-11U		6.35							
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	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	PW308C					17.83				
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				
Fokker F27 Mk200,400,500,600	RR Dart 500 series	With hushkit mod.1800	19.73							
Fokker F27 Mk200,400,500,600	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-IIB	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-V	BR700-710A1-10					34.16				

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	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												
Gulfstream G-V SP (G550)	BR700-710C4-11				34.16									
Gulfstream 200	PW306A				13.61									
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller					E							
Hawker 400A	PW JT15D-5			7.12										
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-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									
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 45	TFE731-20			8.70										
Learjet 45	TFE731-20R			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					213.87					
Lockheed L 188C	Allison 501D-13			44.50					213.87					
Lockheed L382G Hercules	Allison 501-D22A	Military version C130		61.24										
MD-11	CF6-80C2D1F								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										

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Noise Level Band (EPNdB):	Maximum certificated landing weight - tonnes								
				Quota Count	<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
					EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
Aeroplane												
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	PIW PT6A-66			4.94								
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 (ECF) SA330F/G	Turbomeca IVA						E					
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A			5.35								
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			9.69								
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 S76A	Allison 250-C30S						E					
Sikorsky S76B	P&W PT6B-36A						E					
Sikorsky S76C+	Turbomeca Arriel 2S1					5.31						
SN-601 Corvette	JT15D-4			6.00								
Swearingen Merlin III	TPE331-11U-601G			6.35								
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					
Yukon						E						
E - QC estimated.												

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	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										
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 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 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 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 A330-301	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 A340-200	CFM56-5C2					231.50	270.00					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	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 A340-311	CFM56-5C2			233.99	270.00					
Airbus A340-312	CFM56-5C3				270.00					
Airbus A340-313	CFM56-5C4				275.00	280.00				
Airbus A340-642	RR Trent 556				368.00					
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			34.80						
Antonov 124										E
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			
B707-300B or C	JT3D-3B	TRACOR/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 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-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			
B727-200	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			
B727-300	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				

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	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
B737-200/200C(ADV)	JT8D-9/-15/-17 & A engs at -9 thr.	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			
B737-300	CFM56-3B1			62.82						
B737-300	CFM56-3B2			63.28						
B737-300	CFM56-3C1	Engine rated at 20,000 lb		62.82						
B737-400	CFM56-3B2	Engine rated at 22,000 lb		63.80						
B737-400	CFM56-3C1			67.52	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						
B737-800	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					
B737-900	CFM56-7B26	26000lb SLST			76.88					
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

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	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										
B747-200B	RB211-524D4	RRN nacelles								377.84		
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				
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						
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						138.19	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				

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	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										
B767-200/-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						
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					286.90						
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 895					297.56						
B777-200 IGW	PW4090					249.48						
B777-200 IGW	Trent 890					286.90						
B777-300	Trent 892					299.37						
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 125-800XP	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								

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	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
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						
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 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	McCaughey 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	McCaughey 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	McCaughey propeller 4HFR34 C754/94LA-0	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				7.30					
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 B200T	PW PT6A-42	Hartzell propeller HC-D4N-3 A/D-9383K	6.80							
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3C/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							
Bell 206B3	Allison 250-C20B or -C20J	JetRanger	E							
Bombardier Global Express	BR700-710A2-20	Model BD700-1A10		43.55						
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-600-2B19	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		7.71						
CASA CN-235	GE CT7-7A	Full Power	14.42							
Cessna 310R	Continental IO-520-M		2.50							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES		Noise Level Band (EPNdB):	Maximum certificated take-off weight - tonnes							
			Quota Count:	<90	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
				EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aeroplane	Engine	Remarks								
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 525A	Williams FJ44-2C		5.61							
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 650 Citation VI	TFE731-3B-100S		9.98							
Cessna 650 Citation VII	TFE731-4R-25		10.43							
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							
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	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			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	
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	CFM56-2-C5					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		

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	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
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		
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						
Domier 328-100	PW119A or PW119B		13.64						
Domier 328-300	PW306B			15.20					
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	5.62						
Embraer EMB-135	Rolls Royce AE3007A1			22.20					
Embraer EMB-145	Allison AE3007A			20.99					
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						
Fairchild SA227-AC	Garrett TPE-331-11U		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						
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	PW306C			19.14					
Falcon 50	TFE 731-3			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					
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					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	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										
Gulfstream G-V	BR700-710A1-10			41.05								
Gulfstream G-V SP (G550)	BR700-710C4-11			41.28								
Gulfstream 200	PW306A			16.08								
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller				E						
Hawker 400A	PW JT15D-5				7.39							
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-86	NK-86											210.01
IL-96-300	PS-90A								250.00			
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 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 45	TFE731-20		9.20									
Learjet 45	TFE731-20R		9.30									
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 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					

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-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							
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 (ECF) SA-330F/G	Turbomeca IVA					E				
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A		5.71							
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 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 S76A	Allison 250-C30S					E				
Sikorsky S76B	P&W PT6B-36A					E				
Sikorsky S76C+	Turbomeca Arriel 2S1			5.31						
SN-601 Corvette	JT15D-4		7.00							
Swearingen Merlin III	TPE331-11U-601G		6.35							
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				
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:

Aircraft Certification Department
Design and Production Standards Division
Civil Aviation Authority
2E Aviation House
Gatwick Airport South
Gatwick
West Sussex
RH6 0YR

Tel: 01293-573306 / 3309 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 Office, Ground Floor, Heathrow Point West, 234 Bath Road, Heathrow Airport, Middlesex, UB3 5AP (Tel: 020-8757 0340; 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, Flight Evaluation Unit, Gatwick Airport Limited, London Gatwick Airport, West Sussex (Tel: 01293-504117; Fax: 01293-505392; E-mail: Kris_Baker@baa.com) 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 Environmental Analyst, Stansted Airport Limited, London Stansted Airport, Essex (Tel: 01279-663076 or 662588; Fax: 01279-662971) and at other times to the Airfield Operations Duty Manager 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);
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.

- 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-1-15 and AD 2-EGSS-1-11 respectively. 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)

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