NATS

SUPPLEMENTS TO THE UNITED KINGDOM AIP

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Civil Aviation Authority

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NOTES:
(a) All times are **local.**
(b) References are to the UK AIP.
(c) Information, where applicable, should also be used to amend appropriate charts.

LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS (No 2) NOTICE 2009
(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 and 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 2009-2010 in this Notice;

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

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

Citation and Commencement

1 This Notice may be cited as the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions (No 2) Notice 2009 and comes into operation at 0159 hours on 25 October 2009.

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 2005**(e)**;

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

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

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

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

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

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

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

'previous notice' means the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions Notice 2009**(f)**;

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

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

'season' means a period of winter or summer;

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

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

'summer season 2009' means the period beginning on 29 March 2009 and ending on 25 October 2009;

'winter season 2009-2010' means the period beginning on 25 October 2009 and ending on 28 March 2010;

'previous specified period' means that period being the sum of the night quota periods throughout the summer season 2009;

'specified period' means that period being the sum of the night quota periods throughout the winter season 2009-2010; and

'next specified period' means that period being the sum of the night quota periods throughout the summer season 2010.

(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.

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

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

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

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

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

Prohibitations on taking-off or landing

4 Subject to paragraphs 9 and 10, at the London Airports:

(1) any aircraft which has a quota count of 4, 8 or 16 may not be scheduled to take-off or land during the night quota period;

(2) any aircraft which has a quota count of 8 or 16 may not be scheduled to take off or land during the night period;

(3) any aircraft which has a quota count of 8 or 16 may not take off in the night period except in the period 2300 hours to 2330 hours in circumstances where;

(a) it was scheduled to take off prior to 2300 hours;

(b) the take-off was delayed for reasons beyond the control of the aircraft operator; and

(c) the airport authority has not given notice to the aircraft operator precluding take-off.

5 Subject to paragraph 10, at the London Airports an aircraft may not take-off or be scheduled to land during the night period where:

(1) the operator of that aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport authority to verify its noise classification and thereby its quota count; or

(2) the operator claims that the aircraft is an exempt aircraft within paragraph 3(1)(a), but the aircraft is not indicated as such an aircraft in Part 2 of the Schedule to this Notice.

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

6 (1) Subject to paragraphs 7, 8, 9 and 10, the overall maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3(1)(b) to (h) inclusive may take-off or land during the specified period is as follows:

(a) at Heathrow Airport: 2,550;

(b) at Gatwick Airport: 3,250;

(c) at Stansted Airport: 5,000.

(2) Subject to paragraphs 6(1), 7, 8, 9 and 10, in the specified period the quota is as follows:

(a) at Heathrow Airport: 4,110;

(b) at Gatwick Airport: 2,120;

(c) at Stansted Airport: 3,390.

(3) Subject to paragraphs 8, 9 and 10, each take-off or landing by an aircraft at a London Airport during each night quota period within the specified period is to count according to its quota count towards the relevant quota specified in paragraph 6(2)(a), (b) or (c).

Carry-over from the previous specified period

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

(2) If any part of the quota specified in paragraph 6(2) of the previous notice remains unused at the end of the previous specified period, the quota for the specified period at the aerodrome in question may be supplemented by a sum of quota counts equal to the remainder, up to a maximum of 10% of the quota specified in paragraph 6(2) of that previous notice.

Overrun of movements in the previous specified period

8 (1) If, in respect of a London Airport, the sum of the maximum number of occasions specified in paragraph 6(1) of the previous notice for that aerodrome and any supplementary number of occasions permitted by paragraph 7(1) of that previous notice, has been exceeded:

(a) by up to 10% of the number of occasions specified in paragraph 6(1) of the previous notice for that aerodrome, the maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3(1)(b) to (h) inclusive may take-off or land during the specified period at that aerodrome is to be reduced by the same amount; or

(b) by more than 10% of the number of occasions specified in paragraph 6(1) of the previous notice for that aerodrome, the maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3(1)(b) to (h) inclusive may take-off or land during the specified period at that aerodrome is to be reduced by the amount of the excess up to 10% plus twice the amount of the excess over 10%.

Overrun of the quota limits in the previous specified period

(2) If, in respect of a London Airport, the sum of the quota specified in paragraph 6(2) of the previous notice for that aerodrome and any supplementary sum of the quota counts permitted by paragraph 8(2) of that notice, has been exceeded:

(a) by up to 10% of the quota specified in paragraph 6(2) of the previous notice for that aerodrome, the quota for the specified period at that aerodrome is to be reduced by the same amount; or

(b) by more than 10% of the quota specified in paragraph 6(2) of the previous notice for that aerodrome, the quota for the specified period at that aerodrome is to be reduced by the amount of the excess up to 10% plus twice the amount of the excess over 10%.

Limits to overrun in the specified period

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

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

Disregarded movements (h)

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

(1) delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals;

(2) delays to aircraft resulting from widespread and prolonged disruption of air traffic.

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

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

J Hotchkiss
Head, Aviation Environmental Division
Department for Transport

7 September 2009

(a) S.I. 1981/651.
(b) 1982 c.16.
(c) S.I. 1978/1303.
(d) 5th Edition published in July 2008 by the International Civil Aviation Organisation.
(e) S.I. 2005/1970, to which there are amendments which are not relevant.
(f) Published on behalf of the Department for Transport as Supplement S 8/2009, which came into operation on 29 March 2009.
(g) 1972 c.6, as amended by S.I. 2002/262.
(h) Section 78(4) of the Act enables the person for the time being managing the aerodrome, or a person authorised by him for the purpose, to disregard those occasions which are specified under that section. Paragraph 9 of this Notice specifies those occasions.

THE SCHEDULE

Part 1

1 The noise classification for an aircraft on take-off or landing as appropriate means

(1) for the purposes of landing:

(a) in the case of an aircraft certificated to the standards of Chapter 2, 3, 4 or 5 of Annex 16 (or the equivalent standards): the certificated approach noise level of the aircraft at its maximum certificated landing weight, minus 9 EPNdB; and

(b) in the case of a propeller aircraft with a maximum take-off weight not exceeding 5,700 kg and any other aircraft not certificated to the standards of Chapter 2, 3, 4 or 5 of Annex 16 (or the equivalent standards): the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the CAA;

(2) for the purposes of take-off;

(a) where the aircraft is certificated to the standards of Chapter 3, 4 or 5 of Annex 16 (or the equivalent standards): half the sum of the flyover and the sideline noise levels in EPNdB as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight;

(b) where the aircraft is certificated to the standards of Chapter 2 of Annex 16 (or the equivalent standards): half the sum of the flyover and the sideline noise levels in EPNdB as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight, plus 1.75 EPNdB; and

(c) where the aircraft is a propeller aircraft with a maximum take-off weight not exceeding 5,700 kg or any other aircraft not certificated to the standards of Chapter 2, 3 or 5 of Annex 16 (or the equivalent standards): the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the CAA.

2 Subject to paragraph 1 of this Schedule, the current noise classification for aircraft on take-off or landing as appropriate are indicated in the tables in Part 2 of this Schedule, which are not exhaustive.

3 In paragraph 1 of this Schedule, 'the equivalent standards' means:

(1) in the case of Chapter 2 of Annex 16:
FAR 36, Stage 2;

(2) in the case of Chapter 3 of Annex 16:
FAR 36, Stage 3;

(3) in the case of Chapter 4 of Annex 16:
FAR 36, Stage 4;

(4) in the case of Chapter 5 of Annex 16:
FAR 36, Stage 2 and 3.

Part 2

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

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Agusta A109S	PW207C				3.17					
Agusta A109A II	Allison 250-C20B				2.60					
Airbus A300B2-1C	CF6-50C,C2R						128.00			
Airbus A300B2-203	CF6-50C2	Mod.2150 (short nozzle)					130.00			
Airbus A300B2-203	CF6-50C2	Mod.3305,2150 (short nozzle)					130.00			
Airbus A300B2-203	CF6-50C2						130.00			
Airbus A300B2-320	JT9D-59A	Mod.3305					134.00			
Airbus A300B2-320	JT9D-59A						136.00			
Airbus A300B2K-3C	CF6-50C,C2R	Mod.3305,2150 (short nozzle)					130.00			
Airbus A300B2K-3C	CF6-50C,C2R						130.00			
Airbus A300B4-103	CF6-50C2	Mod.2150					133.00			
Airbus A300B4-103	CF6-50C2	Mod.3305,3373					133.00			
Airbus A300B4-103	CF6-50C2						133.00			
Airbus A300B4-120	JT9D-59A						133.00			
Airbus A300B4/C4/F4-203	CF6-50C2	Mod.2150 (short nozzle)					134.00			
Airbus A300B4/C4/F4-203	CF6-50C2	(long nozzle)					134.00			
Airbus A300B4-220	JT9D-59A						134.00			
Airbus A300B4-2C	CF6-50C2,C2R	Mod.3305,2150 (short nozzle)					134.00			
Airbus A300B4-2C	CF6-50C2,C2R	Mod.3373					134.00			
Airbus A300B4-2C	CF6-50C2,C2R						133.00			
Airbus A300B4-601	CF6-80C2A1					138.00				
Airbus A300B4-603	CF6-80C2A3					138.00				
Airbus A300B4-605R	CF6-80C2A5					140.00				
Airbus A300B4-620	JT9D-7R4H1					138.00				
Airbus A300B4-622	PW4158	Mod.8550 (JAS-kit)				138.00				
Airbus A300B4-622	PW4158					138.00				
Airbus A300B4-622R	PW4158	"B-package" equipped				140.00				
Airbus A300B4-622R	PW4158	Mod.8550 (JAS-kit)				140.00				
Airbus A310-203	CF6-80A3					121.50				
Airbus A310-203C	CF6-80A3	Mod.5327,5771 & 604				122.00				
Airbus A310-203C	CF6-80A3					122.00				
Airbus A310-204	CF6-80C2A2				122.00					
Airbus A310-221	JT9D-7R4D1					118.50				
Airbus A310-222	JT9D-7R4E1					121.50				
Airbus A310-304	CF6-80C2A2				123.00					
Airbus A310-308	CF6-80C2A8				123.00					
Airbus A310-322	JT9D-7R4E1					123.00				
Airbus A310-324	PW4152	Mod.8921 ("B-package")				123.01				
Airbus A310-324	PW4152					124.00				
Airbus A310-325	PW4156A					124.00				
Airbus A318-112	CFM56-5B9/P			57.50						
Airbus A319-111	CFM56-5B5			68.00						
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC		68.00						
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC and 27772		62.50						
Airbus A319-112	CFM56-5B6			68.00						
Airbus A319-112	CFM56-5B6/P			68.00						
Airbus A319-114	CFM56-5A5			68.00						
Airbus A319-132	IAE V2524-A5			62.50						
Airbus A320-111	CFM56-5-A1				67.00					
Airbus A320-211	CFM56-5-A1				68.00					
Airbus A320-212	CFM56-5-A3	Eng. mods.20775,21478			68.00					
Airbus A320-214	CFM56-5B4/P	Engine Mod. No. 25800 SAC		68.00						
Airbus A320-231	V2500-A1				68.00					
Airbus A320-231	V2500-A1Mod 22461	"BUMP" Rating			68.00					
Airbus A320-232	V2527-A5			64.50						
Airbus A321-111	CFM56-5-B1 or CFM56-5-B1/2			80.00						
Airbus A321-112	CFM56-5B-2			80.00						
Airbus A321-131	V2530-A5			80.00						
Airbus A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC			80.00					
Airbus A321-211	CFM56-5B3/P	Engine Mods. 25800 SAC and 27772			80.00					
Airbus A321-214	CFM56-5B-4	Single or double annular combusters		68.00						
Airbus A321-231	V2533-A5			77.80	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					
Airbus A340-311	CFM56-5C2				200.00					
Airbus A340-312	CFM56-5C3				200.00					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Airbus A340-313	CFM56-5C4				200.00					
Airbus A340-541	RR Trent 553					243.00				
Airbus A340-542	RR RB211 Trent 556A2-61					246.00				
Airbus A340-642	RR Trent 556					259.00				
Airbus A380-841	RR Trent 970				394.00					
Airbus A380-842	RR Trent 972				394.00					
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation					61.00			
Antonov 12 BK	Ivchenko AI - 20M				58.00					
Antonov 22	NK-12MA	AV-90 propellers					180.00			
Antonov 26	Ivchenko AI - 24T (-245VT)					24.00				
Antonov 72	D-36-1A				33.00					
Antonov 124-100	D-18T w/SAW						330.00			
ATR42-200	P&W PW120				15.50					
ATR42-300	P&W PW120				16.85					
ATR42-320	P&W PW121				16.40					
ATR72-101/-102	P&W PW124			19.90						
ATR72-201/-202	P&W PW124			21.35						
ATR72-210	P&W PW127		21.35							
August A119	PT6B-37A				2.72					
B707-100B	JT3D-1	QNC Hushkit					86.18			
B707-100B	JT3D-3B	QNC Hushkit					86.18			
B707-120B	JT3D-1	SHANNON Hushkit						86.18		
B707-138B	JT3D-1or JT3D-3B at -1 thrusts	SHANNON Hushkit						86.18		
B707-300B ADV/C	JT3D-1-3B(IC)	SHANNON Hushkit						112.04		
B707-300B ADV/C	JT3D-3B	QNC Hushkit						112.26		
B707-300B ADV/C	JT3D-3B	SHANNON Hushkit							108.86	
B707-300B ADV/C	JT3D-7	SHANNON Hushkit							91.17	
B707-300B ADV/C	JT3D-7	Quiet Skies Stage 3 Hushkit					112.27			
B707-300B or C	JT3D-3B	TRAICOR/SHANNON (COMTRAN) Hushkit						112.04		
B717-200	BR700-715A1-30	18,500 lb SLST	49.90							
B717-200	BR700-715C1-30	21,000 lb SLST	49.90							
B720B	JT3D-1	QNC Hushkit				79.38				
B720B	JT3D-1	SHANNON Hushkit					79.38			
B720B	JT3D-3B	QNC Hushkit				79.38				
B720B	JT3D-3B	SHANNON Hushkit					79.38			
B727-100	JT8D-7FCD						68.62			
B727-100 (FED.EX.)	JT8D-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			47.63					
B737-200	JT8D-15 or -15A	P&W double wall fan duct treatment +Mod10			47.63					
B737-200	JT8D-7 or -7A	PM treatment					46.72			
B737-200	JT8D-7 or 7A	P&W double wall fan duct treatment: 30deg flap					47.39			
B737-200	JT8D-9QN						47.16			
B737-200ADV	JT8D-15 or -15A	NORDAM LGW-H hushkit			46.72					
B737-200/-200C(ADV)	JT8D-15/-17 & A engs. at -15 thr.	NORDAM hushkit see STC SA5730NM			48.53					
B737-200/-200C(ADV)	JT8D-17 & A engs. at -17 thr.	NORDAM hushkit see STC SA5730NM			48.53					
B737-200/-200C(ADV)	JT8D-9/-15/-17 & A engs at -9 thr.	NORDAM hushkit see STC SA5730NM			48.53					
B737-200/200C NON ADV	JT8D-15/-17 & A engs. at -15 thr.	NORDAM hushkit see STC SA5730NM				47.63				
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					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
B737-200ADV	JT8D-15 or -15A	PM treatment			46.72					
B737-200ADV	JT8D-15QN/15AQN				48.53					
B737-200ADV	JT8D-17 or -17A	inlet and nose dome porous metal,P&WA DW fan treat.			48.53					
B737-200ADV	JT8D-17 or -17A	PM acoustic treatment					43.23			
B737-200ADV	JT8D-17QN/17AQN				48.53					
B737-200ADV	JT8D-7 or -7A	PM treatment				44.45	48.53			
B737-200ADV	JT8D-9QN					34.83	49.16			
B737-300	CFM56-3B1					54.43				
B737-300	CFM56-3B2					54.89				
B737-300	CFM56-3C1					52.53				
B737-400	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					
B737-900ER	CFM56-7B27	Winglets			71.35					
B747-100	JT9D-3A (DRY)	100 "CN" nacelles							265.35	
B747-100	JT9D-3A (DRY)	100 "D" nacelles						265.35		
B747-100	JT9D-3A (WET)	100 "CN" nacelles							265.35	
B747-100	JT9D-3A (WET)	100 "D" nacelles						265.35		
B747-100	JT9D-7/7A	200"CN" nacelles						265.35		
B747-100	JT9D-7/7A (DRY)	100 "D" nacelles						265.35		
B747-100	JT9D-7/7A (DRY)	200"B" nacelles						265.35		
B747-100	JT9D-7/7A (WET)	100 "D" nacelles						265.35		
B747-100	JT9D-7/7A (WET)	200"B" nacelles						265.35		
B747-100	JT9D-7/7A/7AH	100"CN" nacelles							265.35	
B747-100	JT9D-7J	Operated at -7A rating with100"CN" nacelles							265.35	
B747-100	JT9D-7F versions								E	
B747-100/200/300	JT9D-7R4G2	with -300R nacelles						285.76		
B747-100/200/300	RB211-524B2							265.35		
B747-100/200/300	RB211-524C2							265.35		
B747-100/200/300	RB211-524D4						289.99	302.00		
B747-200	JT9D-70A							285.76		
B747-200	JT9D-7F							285.79		
B747-200	JT9D-7J	200"CN" nacelles						265.35	285.76	
B747-200	JT9D-7Q							304.48		
B747-200	RB211-524D4-19/22						285.76			
B747-200	RB211-524D4X-19/22						289.89	302.09		
B747-200/-300	CF6-50B2							272.20		
B747-200/-300	CF6-50E/E1							285.76		
B747-200/-300	CF6-50E2							285.76		
B747-200B	CF6-50E							265.35		
B747-200B	JT9D-3A (DRY)	200"B" nacelle						265.35		
B747-200B	JT9D-3A (DRY)	200"CN" nacelles						265.35		
B747-200B	JT9D-3A (WET)	200"B" nacelles						265.35		
B747-200B	JT9D-3A (WET)	200"CN" nacelles						265.35		
B747-200B	JT9D-7/7A (DRY)	200"B" nacelle						265.35		
B747-200B	JT9D-7/7A (DRY)	200"CN" nacelle						265.35		
B747-200B	JT9D-7/7A (WET)	200"CN" nacelle						265.35		
B747-200B	JT9D-7/7A (WET)	200"B" nacelle						265.35		
B747-200B,-200 C/F	JT9D-7F or -7J	200"CN" nacelles						265.35	285.76	
B747-200B	RB211-524D4	RRN nacelles					285.76			
B747-200F	CF6-50E2							299.37		
B747-200F	JT9D-70A	ROHR supplied nacelles						285.76		
B747-300	CF6-50E2							285.76		
B747-300	CF6-80C2B1						298.69	320.00		
B747-300	JT9D-7R4G2							285.76		
B747-300/200 B,C & F	CF6-50E							285.76		
B747-400	CF6-80C2B1F	with and without the N1 modifier					295.74			
B747-400	PW4056	Package B/Phase 1 engine					285.76			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
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	CF6-80C2B5F	ERF, Engine includes N1 modifier					296.19			
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					
B767-200/-200 ER	PW4060A				125.90					
B767-300	CF6-80C2B6F	With N1 modifier			140.40					
B767-300 & -300ER	CF6-80C2B2F				139.30					
B767-300 & -300ER	CF6-80C2B4				145.15					
B767-300 & -300ER	CF6-80C2B6				145.15					
B767-300 & -300ER	CF6-80C2B6 (fadec)				145.15					
B767-300 & -300ER	CF6-80C2B7F (fadec)				145.15	154.22				
B767-300 & -300ER	PW4056 (FB2B)					145.15				
B767-300 & -300ER	PW4056 PHASEIII (FB2C)	With noise reduction inlet			145.15					
B767-300 & -300ER	PW4060 (FB2B)					145.15				
B767-300 & -300ER	PW4060 PHASEIII (FB2C)	With noise reduction inlet			145.15					
B767-300 & -300ER	PW4062 PHASEIII (FB2C)	With noise reduction inlet			145.15					
B767-300 & -300ER	RB211-524G				134.59	145.15				

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
B767-300 & -300ER	RB211-524H				134.59	145.15				
B767-400ER	CF6-80C2B8F				158.76					
B777-200	GE90-76B				201.70					
B777-200	GE90-85B				208.65					
B777-200	GE90-90B				208.65					
B777-200	GE90-94B				208.65					
B777-200	PW4077	At 77,000lb sea level static thrust				201.85				
B777-200	Trent 877					201.85				
B777-200	Trent 895					213.19				
B777-200 IGW	PW4090					201.85	208.65			
B777-200 IGW	Trent 890					208.65				
B777-300	Trent 892					237.68				
B777-300ER	GE90-115B/115BL					251.29				
BAe 1-11 Series 200	Spey 506-14, A, AW or D	With mod.5320 Parts A,D & E				32.21				
BAe 1-11 Series 300	Spey 511-14 or -14W	With mod.5320 Parts A, B, D & E				32.56				
BAe 1-11 Series 400	Spey 511-14 or -14W	With mod.5320 Parts A, B, D & E				32.56				
BAe 1-11 Series 475	Spey 512-14DW	With mod.5320 Parts A, B, D & E				38.10				
BAe 1-11 Series 500	Spey 512-14 DW	With mod.5320 Parts A, B, D & E				39.46				
BAe 1-11 Series 510	Spey 512-14 E	With mod.5320 Parts A, B, D & E				39.00				
BAe 125-1000/-1000A	PW305/305B		12.93							
BAe 125-700A/-700B (HS)	TFE-731-3-1H	Reverse thrust mod.256991			9.98					
BAe 125-700A/-700B (HS)	TFE-731-3-1H			9.98						
BAe 125-700B	TFE-731-5R-1H				9.98					
BAe 125-800	TFE-731-5R-1H	With DH Reverser Mod 259283	10.59							
BAe 125-800	TFE-731-5R-1H			10.59						
BAe 125-800A/-800B	TFE-731-5R-1H	with DH Reverser mod.259283	10.59							
BAe 125-800A/-800B	TFE-731-5R-1H			10.59						
Bae 125-800XP	TFE-731-5BR-1H			10.59						
BAe 125 Series 1-(521) (HS)	Viper 521	Flap mod. 252672					8.21			
BAe 125 Series 1 (HS)	Viper 520	Flap mod. 252672					8.21			
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod. 252605			8.87					
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod.252606			8.87					
BAe 125 Series 1B (HS)	Viper 521	Flap mod. 252672					8.87			
BAe 125 Series 1B/R-522 (HS)	Viper 522	Flap mod. 252672					8.87			
BAe 125 Series 1B/S-522 (HS)	Viper 522	Flap mod. 252672					8.87			
BAe 125 Series 1B-522 (HS)	Viper 522	Flap mod. 252672					8.87			
BAe 125 Series 3A (HS)	TFE-731-3-1H	Mod. 252603			9.07					
BAe 125 Series 3A/RA (HS)	TFE-731-3-1H	Mod. 252600		9.07						
BAe 125 Series 3B (HS)	Viper 522	Flap mod. 252672					9.07			
BAe 125 Series 3B/RA (HS)	Viper 522	Flap mod. 252672					9.07			
BAe 125 Series 3B/RC (HS)	Viper 522	Flap mod. 252672					9.07			
BAe 125 Series 400A (HS)	TFE-731-3-1H	Mod. 252550		9.07						
BAe 125 Series 400B (HS)	Viper 522	Flap mod. 252672					9.07			
BAe 125 Series 403B (HS)	Viper 522	Flap mod. 252672					9.07			
BAe 125 Series 600A (HS)	TFE-731-3-1H	Mod. 252468			9.98					
BAe 125 Series 600A and B (HS)	Viper 601-22	Silencer mod. 252405					9.98			
BAe 125 Series 600B (HS)	Viper 601-22					9.98				
BAe 125 Series F3B (HS)	TFE-731-3-1H	Eng. mod.252603			9.07					
BAe 125 Series F3B/RA	TFE-731-3-1H	Eng. mod.252551		9.07						
BAe 125 Series F400 (HS)	TFE-731-3-1H	Eng. mod.252551		9.07						
BAe 125 Series F600B (HS)	TFE-731-3-1H	Eng.mod.252469			9.98					
BAe 146-100	ALF 502R-3				32.82					
BAe 146-100	ALF 502R-4				32.82					
BAe 146-100	ALF 502R-5	Plus option 71/1		33.27						
BAe 146-100-20	ALF 502R-3	Plus option71/1		33.27						
BAe 146-100-20	ALF 502R-3				33.27					
BAe 146-100-20	ALF 502R-3A	Plus option71/1		33.27						
BAe 146-100-20	ALF 502R-4	Plus option71/1		33.27						
BAe 146-100-20	ALF 502R-4				33.27					
BAe 146-100-21	ALF 502R-5			33.27						
BAe 146-100-31	ALF 502R-5	Plus option71/1		35.15						
BAe 146-100A	ALF 502R-3A	Plus option71/1		33.27						
BAe 146-200	ALF 502R-3	Plus option71/1		35.15						
BAe 146-200	ALF 502R-3A	Plus option71/1		35.15						
BAe 146-200	ALF 502R-5	Plus option71/1		36.74						
BAe 146-300	ALF 502R-5	Plus option71/1		38.33						
BAe 146-300	LF 507-1F or -1H				40.14					
BAe 146-RJ100	LF 507-1F	(AVRO 146-RJ100)			40.14					
BAe 146-RJ70	LF 507-1F	(AVRO 146-RJ70)			37.88					
BAe 146-RJ85	LF 507-1F	(AVRO 146-RJ85)			38.56					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
BAe 748 Series 1 (Avro)	RR Dart 514						E			
BAe 748-2A	RR Dart 532-2						19.51			
BAe 748-2A	RR Dart 534-2	With either BAe mod. 6408 or 6517		19.51						
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2	With either BAe mod. 6408 or 6517	19.50							
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2						19.51			
BAe ATP	P&W PW126				22.25					
BAe ATP	P&W PW126A				22.25					
BAe ATP	P&W PW 126A	Hamilton 6/5500/F1 props; Mod.10271F			23.13					
BAe Jetstream 3100	Garret TPE 331 series		6.60							
BAe Jetstream 3200	TPE331-12UA(R)-701H	Dowty propeller R333/4-82-F/12	7.35							
BAe Jetstream 3200	TPE331-12UA(R)-702H	McCauley propeller 4HFR34C653/L106FA	7.35							
BAe Jetstream 41	TPE331-14GR-801H(L)/14HR-801H(R)		10.12							
Beech 200	PW PT6A-41	Hartzell propeller HC-D4N-3 A/D-9383K	5.67							
Beech 200 or C12F	PW PT6A-41	McCauley propeller 4HFR34 C754/94LA-0	5.67							
Beech 200 or 200C	PW PT6A-41	Hartzell propeller HC-B3TN-3Gor-3N	5.67							
Beech 350	PW PT6A-60A	Hartzell propeller HC-B4MP-3C/M10476N	6.80							
Beech 400	JT15D-5		6.44							
Beech 400A	JT15D-5				7.12					
Beech B200 , B200C,B200CT	PW PT6A-42	Hartzell propeller HC-B3TN-3G/T10178HB-3R	5.67							
Beech B200 , B200C,B200CT	PW PT6A-42	McCauley propeller 3GFR-34C702/100LA-2	5.67							
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3/M10476K	6.80							
Beech 1900C	P&W PT6A-65B	Hartzell propeller HC-B4MP-3A/M10877K		7.30						
Beech F33	Continental IO-520-B	McCauley propeller 3A32C76/82NB-2 (Bonanza)	1.54							
Beech MU300	JT15D-4		5.99							
Beech MU300-10	JT15D-5		6.44							
Beechcraft King Air C90A	PW PT6A - 21		4.58							
Beechcraft S/King Air 200	PW PT6A - 135		4.94							
Bell 206B3	Allison 250-C20B or C20J	JetRanger		E						
Bell 430	Allison 250-C40B					4.21				
Bombardier BD100-1A10	Honeywell AS907-1-1A	Challenger 300	15.31							
Bombardier BD100-1A10	Honeywell AS907-1-1A		15.31							
Bombardier BD700-1A10	BR700-710A2-20	Global Express	35.66							
Bombardier BD700-1A11	BR700-710A2-20	Global 5000	35.65							
Britt-Norm Islander	LYC. 0-540-E4C5		2.99							
Canadair CL-600	ALF-502L-2		16.33							
Canadair CL-600-2B16	CF34-3A2		16.33							
Canadair CL-600-2B16	CF34-3B	604 variant	17.24							
Canadair CL-600-2B19	CF34-3B		17.24							
Canadair CL-601	CF34-1A		16.33							
Canadair CL-601	CF34-3A		16.33							
Canadair Regional Jet	CF34-3A1		21.32							
CASA C-212-CB	Garret TPE 331-5-251C		6.26							
CASA C-212-CC	Garret TPE 331-10-501C		7.35							
CASA CN-235	GE CT7-7A		14.20							
Cessna 310R	Continental IO-520-M		2.50							
Cessna 404	Pratt & Whitney PT6A-34	Titan	3.81							
Cessna 404	TCM-GTSIO-520-M	Titan	3.81							
Cessna 421C	TCM-GTSIO-520-L	Golden Eagle	3.36							
Cessna 500/501 Citation I	JT15D-1/-1A		5.13							
Cessna 501 Citation I	Williams FJ44-2A		5.15							
Cessna 510	PW615 F-A		3.63							
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 680	PW 306C		12.29							
Cessna 750 Citation X	Allison AE3007A		14.42							
Cessna F406 Caravan II	PW PT6A-112		4.47							
Cessna T310R	Continental TSIO-520-B		2.50							
Convair 580	Allison 501-D13H				23.59					
DC10-10	CF6-6D1A							164.88		
DC10-10/-15	CF6-50C2-F						164.50			
DC10-10/-15	CF6-6K						164.90			
DC10-30/30F	CF6-50A							186.43		
DC10-30/30F	CF6-50C							186.43		

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
DC10-30/30F	CF6-50C1							186.43		
DC10-30/30F	CF6-50C2							197.60		
DC10-30/30F	CF6-50C2-R							192.32		
DC10-30/30F	CF6-50C2B							192.32		
DC10-40	JT9D-20							182.80		
DC10-40	JT9D-20J							E		
DC10-40	JT9D-59A							182.80		
DC3 (or C47 Dakota)	PWR-1830				E					
DC6	PWR2800-CB3				E					
DC8-54F	JT3D-3B	BAC Hushkit							113.12	
DC8-61	JT3D-3B	QNC PLS quiet nacelle						108.86		
DC8-61	JT3D-3B	QNC quiet nacelle						108.86		
DC8-61F	JT3D-3B	BAC quiet nacelle						112.49		
DC8-61F	JT3D-3B	QNC quiet nacelle						112.49		
DC8-62	JT3D-3B	ADC Hushkit							113.40	
DC8-62	JT3D-3B	BAC/MGM Hushkit				108.86				
DC8-62	JT3D-3B	TNC Hushkit						113.40		
DC-8-62F	JT3D-3B	Noise Reduction Nacelles STC SA4892NM				121.11				
DC8-62	JT3D-7	W/ADC QN Hushkit							113.40	
DC8-62	JT3D-7	W/TNC QN Hushkit						124.74		
DC8-62/-62F	JT3D-7	BAC II Hushkit STC SA4892-NM					108.86			
DC8-62/-62F	JT3D-7	BAC II Hushkit STC SA5455-NM					113.40			
DC8-63F	JT3D-3B	BAC II Hushkit STC SA5455-NM					121.11			
DC8-63	JT3D-7	BAC/MGM Hushkit					124.74			
DC8-63F	JT3D-7	BAC Hushkit STC SA4892-NM					121.11			
DC8-63	JT3D-7	TNC Hushkit						124.74		
DC8-71	CFM56-2-C1				117.03					
DC8-71	CFM56-2C5				108.86					
DC8-72	CFM56-2-C1				113.40					
DC8-72	CFM56-2-C3				108.86					
DC8-73	CFM56-2-C1				124.74					
DC9-10	JT8D-7						37.06			
DC9-10	JT8D-7/-7A					37.06				
DC9-10(ABS)	JT8D-7/7A/7B			37.06						
DC9-14/15	JT8D-7/7A	Hardwall						37.06		
DC9-21	JT8D-11						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				
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					
Dornier 328-100	PW119B or PW119A		13.23							
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine		13.23						
Dornier 328-300	PW306B		14.39							
EH Industries EH101	GE CT7-6A						14.60			
Embraer Bandeirante EMB-110	PW PT6A - 34		5.67							
Embraer EMB-120	P&W PW-115 or -118		10.83							
Embraer EMB-121	Pratt & Whitney PT6A-28	Xingu	E							
Embraer EMB-135	Rolls Royce AE3007A1		18.50							
Embraer EMB-145	Allison AE3007A		18.70							
Embraer ERJ 190-100 LR	General Electric CF34-10E5		43.00							
Embraer ERJ 190-200 LR	General Electric CF34-10E7		45.00							
Eurocopter AS355F1	Allison 250-C20F				2.40					
Eurocopter AS355N	Arrius 1A			2.54						
Eurocopter BO 105 DB	Allison 250-C20B					E				
Eurocopter BO 105 DBS-5	Allison 250-C20B					E				
Eurocopter EC135T1	Turbomeca Arrius 2B1			2.84						
Eurocopter EC155B	Turbomeca Arriel 2C1				4.80					
Fairchild SA227-AC	Garrett TPE-331-11U		6.35							
Fairchild SA227-AC	Garrett TPE-331-11U-612G	McCauley 4HFR34C652E/()-()106L() propeller	6.58							

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Fairchild SA227-AT	Garrett TPE-331-11U-601E	Merlin MC	5.62							
Fairchild SA227-AT	Garrett TPE-331-11U-601G	Merlin MC	6.35							
Fairchild SA227-AT	Garrett TPE-331-11U-611G	Dowty R321/4-82-F/8 propeller	6.58							
Fairchild SA227-DC	Garrett TPE-331-12UHR-701G	McCauley 4HFR34C652()()-L106LA-0 propeller	7.48							
Falcon 10	TFE 731-2			7.80						
Falcon 20	TFE 731-5BR-2C		13.10							
Falcon 20	CF700-20-2						12.38			
Falcon 200	ATF3-6-4C			12.52						
Falcon 2000	CFE 738-1-1B	With Dee Howard TR 6000 thrust reverser		14.97						
Falcon 2000	CFE 738-1-1B			14.97						
Falcon 2000EX Easy	P&W PW308C		17.83							
Falcon 50	TFE 731-3				16.19					
Falcon 50	TFE731-3-1C				16.19					
Falcon 900	TFE 731-5A		19.05							
Falcon 900	TFE 731-5AR-1C		19.05							
Falcon 900B	TFE 731-5BR-1C		19.05							
Falcon 900EX	TFE 731-60-1C		20.18							
Falcon 7X	Pratt & Whitney PW 307A		28.30							
Fokker F27 Mk050	Pratt & Whitney 125B				18.99					
Fokker F27 Mk200,400,500,600	RR Dart 500 series	With hushkit mod.1800		19.73						
Fokker F27 Mk.200,400,500,600	RR Dart 500 series				19.73					
Fokker F28 Mk070	RR Tay 620-15		36.74							
Fokker F28 Mk0100	RR Tay 620-15			38.78						
Fokker F28 Mk0100	RR Tay 650-15			39.92						
Fokker F28 Mk1000	Spey Mk555-15	5 chute nozzle plus tailpipe liner				26.76				
Fokker F28 Mk1000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner				26.76				
Fokker F28 Mk2000	Spey Mk555-15	5 chute nozzle plus tailpipe liner				26.76				
Fokker F28 Mk2000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner				26.76				
Fokker F28 Mk3000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner				29.03				
Fokker F28 Mk3000	Spey Mk555-15H	Unsilenced				29.03				
Fokker F28 Mk4000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner				29.03				
Fokker F28 Mk4000	Spey Mk555-15H	Unsilenced				29.03				
Fokker F28 Mk4000	Spey Mk555-15P	5 chute nozzle plus tailpipe liner				31.53				
Fokker F28 Mk6000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner			31.30					
Gulfstream G-I	RR Dart Mk 529				E					
Gulfstream G-II	RR Spey 511-8	with tip tanks			E					
Gulfstream G-II	RR SPEY 511-8				26.54					
Gulfstream G-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							
Gulfstream G-V SP (G550)	BR700-710C4-11		34.16							
Gulfstream 200	P&W PW306A		13.61							
Gulfstream G150	Honeywell TFE731-40-AR-200G		9.84							
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller				E				
Hawker 900XP	TFE731-50R			10.59						
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 35A	TFE 731-2C		7.26							

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Learjet 45	TFE731-20			8.70						
Learjet 45	TFE731-20R			8.70						
Learjet 45	TFE731-20AR-1B			8.70						
Learjet 45	TFE731-20BR-1B			8.70						
Learjet 55	TFE 731-3A-2B		7.71							
Learjet 60	PW305A		8.85							
Learjet M55	TFE 731-3A	Aeronca thrust reverser	7.71							
Learjet M55	TFE 731-3A	Std. nozzle	8.17							
Learjet M55C	TFE 731-3A-3AR	With reverser	8.17							
Learjet M55C	TFE 731-3A-3AR -3B	With reverser	8.17							
Lockheed L1011-1	RB211-22B						162.39			
Lockheed L1011-100	RB211-22B						166.92			
Lockheed L1011-200	RB211-524B					166.92				
Lockheed L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)						166.92			
Lockheed L1011-385-1 -15	RB211-22B						166.92			
Lockheed L1011-385-1 -15 193T	RB211-22B						162.40			
Lockheed L1011-385-3	RB211-524B4						166.92			
Lockheed L1011-50	RB211-22B					162.39				
Lockheed L1011-500	RB211-524B					166.92				
Lockheed L1011-500	RB211-524B3					166.92				
Lockheed L1011-500	RB211-524B4						166.92			
Lockheed 1329-23E (Jetstar)	TFE 731-31E				16.33					
Lockheed L 188A	Allison 501D-13				43.39					
Lockheed L 188C	Allison 501D-13				44.50					
Lockheed L382G Hercules	Allison 501-D22A	Military version C130			61.24					
MD-11	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							
MD 900 Explorer	PW 206A		2.84							
Mooney M20J	Lycoming IO-360-A3B6D		1.22							
Mooney M20K	Teledyne TSIO-360-GB1		1.32							
Partenavia P68B	LYC. IO-360-A1B6		1.99							
Piaggio P-180	PW PT6A-66		4.94							
Pilatus PC-12/45	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50							
Pilatus PC-12/47	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50							
Piper PA-23-250	LYC. IO-540-C4B5		2.36							
Piper PA-E23-250	LYC. IO-540-C4B5		2.36							
Piper PA-28-161	LYC. O-320-D3G	Sensenich 74DM6-0-60	1.06							
Piper PA-28-236	LYC O-540-J3A5D	Hartzell HC-F2YR-1F/F8468A-4R Propeller	1.36							
Piper PA-31-350	LYC. TIO-540-J2BD		3.18							
Piper PA-31	LYC. TIO-540-2AC		2.95							
Piper PA-34-200T	Lycoming TSIO-360-E	Seneca II	2.09							
Piper PA-34-200T	Teledyne TSIO-360-E	Seneca II	2.09							
Piper PA-34-220T	Continental TSIO-360-KB	Seneca III	2.13							
Piper PA-60-600P	LYC. IO-540-S1A5/-P1A5		2.72							
Puma (ECF) SA330F/G	Turbemeca IVA						E			
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A		5.26							
Rockwell Commander 690C	Garrett TPE 331-625-4K	Turbo Commander	4.68							
SAAB SF340A	GE CT7-5A		12.02							
SAAB SF340A	GE CT7-5A2		12.04							
SAAB SF340A	GE CT7-7E		12.02							
SAAB 2000	Allison AE 2100A		22.00							
Sabreliner 65	TFE 731-3R		9.89							
Sabreliner 80	CF700-2D-2					9.98				
SE210 Caravelle B3	JT8D-7							49.44		
SE210 Caravelle B3	JT8D-9							49.44		
Shorts SD330	P&W PT6A-45R		10.25							
Shorts SD360	P&W PT6A-65AR		11.84							

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Shorts SD360	P&W PT6A-65R		11.84							
Shorts SD360-300	P&W PT6A-67R			12.02						
Sikorsky S76A	Allison 250-C30S						E			
Sikorsky S76B	P&W PT6B-36A						E			
Sikorsky S76C+	Turbomeca Arriel 2S1					5.31				
Sikorsky S-92A	GE-CT7-8							12.02		
SN-601 Corvette	JT15D-4		6.00							
Swearingen Merlin III	TPE331-11U-601G		E							
Transall C160	RR Tyne MK22			47.00						
TU-134	D-30 I ser.					40.00				
TU-134A	D-30 II ser.						43.00			
TU-134A-3	D-30 III ser.					43.00				
TU-134B	D-30 II ser.						43.00			
TU-134B-3	D-30 III ser.					43.00				
TU-154	NK-8-2u							78.00		
TU-154M	D-30 Ku-154 (SAM)	With noise suppressors					80.00			
TU-204-100	PS-90A					88.20				
TU-204-120C	RR RB211-535E4			89.50						
VFW 614	Rolls Royce/SNECMA M45H Mk501				19.95					
Yak-40	A1-25					14.70				
Yak-42	D-36	With noise suppressors					50.00			

E - QC estimated.

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Agusta A109S	PW207C				3.17					
Agusta A109A II	Allison 250-C20B				2.60					
Airbus A300B2-1C	CF6-50C,C2R						142.00			
Airbus A300B2-203	CF6-50C2	Mod.2150 (short nozzle)					142.00			
Airbus A300B2-203	CF6-50C2	Mod.3305,2150 (short nozzle)					142.00			
Airbus A300B2-203	CF6-50C2						142.00			
Airbus A300B2-320	JT9D-59A	Mod 3305					157.50			
Airbus A300B2-320	JT9D-59A						142.00			
Airbus A300B2K-3C	CF6-50C,C2R	Mod.3305,2150 (short nozzle)					137.00			
Airbus A300B2K-3C	CF6-50C,C2R						142.00			
Airbus A300B4-103	CF6-50C2	Mod.2150					157.50			
Airbus A300B4-103	CF6-50C2	Mod.3305,3373					157.50			
Airbus A300B4-103	CF6-50C2						157.50			
Airbus A300B4-120	JT9D-59A						160.00			
Airbus A300B4/C4/F4-203	CF6-50C2	Mod.2150 (short nozzle)					165.00			
Airbus A300B4/C4/F4-203	CF6-50C2	(long nozzle)					165.00			
Airbus A300B4-220	JT9D-59A						165.00			
Airbus A300B4-2C	CF6-50C2,C2R	Mod.3305,2150 (short nozzle)					150.00			
Airbus A300B4-2C	CF6-50C2,C2R	Mod.3373					150.00			
Airbus A300B4-2C	CF6-50C2,C2R						157.50			
Airbus A300B4-601	CF6-80C2A1						165.00			
Airbus A300B4-603	CF6-80C2A3						165.00			
Airbus A300B4-605R	CF6-80C2A5						171.70			
Airbus A300B4-620	JT9D-7R4H1						165.00			
Airbus A300B4-622	PW4158	Mod.8550 (JAS-kit)					171.70			
Airbus A300B4-622	PW4158						171.70			
Airbus A300B4-622R	PW4158	"B-package" equipped A300-622 are equiv.					171.70			
Airbus A300B4-622R	PW4158	Mod.8550 (JAS-kit)				158.49	171.70			
Airbus A310-203	CF6-80A3						142.00			
Airbus A310-203C	CF6-80A3	Mod.5327,5771 & 604				129.79	142.00			
Airbus A310-203C	CF6-80A3					133.19	142.00			
Airbus A310-204	CF6-80C2A2					144.79	160.00			
Airbus A310-221	JT9D-7R4D1					141.59	142.00			
Airbus A310-222	JT9D-7R4E1					141.99				
Airbus A310-304	CF6-80C2A2					144.69	157.00			
Airbus A310-308	CF6-80C2A8						164.00			
Airbus A310-322	JT9D-7R4E1						153.00			
Airbus A310-324	PW4152	Mod.8921 ("B-package")					157.00			
Airbus A310-324	PW4152						157.00			
Airbus A310-325	PW4156A						164.00			
Airbus A318-112	CFM56-5B9/P			64.50						
Airbus A319-111	CFM56-5B5				72.00					
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC			72.00					
Airbus A319-111	CFM56-5B5/P	Mod. Nos. 25800-SAC and 27772			73.50					
Airbus A319-112	CFM56-5B6				72.00					
Airbus A319-112	CFM56-5B6/P				73.50					
Airbus A319-114	CFM56-5A5				64.00	74.00				
Airbus A319-132	IAE V2524-A5				75.50					
Airbus A320-111	CFM56-5-A1				67.19	77.00				
Airbus A320-211	CFM56-5-A1				67.79	78.00				
Airbus A320-212	CFM56-5-A3	Eng. mods. 20775,21478			70.49	78.00				
Airbus A320-214	CFM56-5B4/P	Engine Mod. No. 25800 SAC			73.50	83.00				
Airbus A320-231	V2500-A1				74.89	77.00				
Airbus A320-231	V2500-A1Mod 22461	"BUMP" Rating			75.70	78.00				
Airbus A320-232	V2527-A5				77.00					
Airbus A321-111	CFM56-5-B1 or CFM56-5-B1/2				76.05	90.00				
Airbus A321-112	CFM56-5-B2				75.30	90.00				
Airbus A321-131	V2530-A5				83.30	90.00				
Airbus A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC				85.00	95.00			
Airbus A321-211	CFM56-5B3/P	Engine Mods. 25800 SAC and 27772				89.00	95.00			
Airbus A321-214	CFM56-5B-4	Single or double annular combusters			75.30	83.00				
Airbus A321-231	V2533-A5				75.00	95.00				
Airbus A330-202	CF6-80E1A4	Engine rated at 70,000 lb					230.00			
Airbus A330-301	CF6-80E1A2						230.00			
Airbus A330-243	RR Trent 772B					185.00	250.00			
Airbus A330-342	RR Trent 772						230.00			
Airbus A330-322	PW 4168						217.00			
Airbus A340-200	CFM56-5C2					231.50	270.00			
Airbus A340-311	CFM56-5C2					233.99	270.00			
Airbus A340-312	CFM56-5C3						270.00			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Airbus A340-313	CFM56-5C4						275.00	280.00		
Airbus A340-541	RR Trent 553						372.00			
Airbus A340-542	RR RB211 Trent 556A2-61						380.00			
Airbus A340-642	RR Trent 556						368.00			
Airbus A380-841	RR Trent 970						569.00			
Airbus A380-842	RR Trent 972						569.00			
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation					61.00			
Antonov 12 BK	Ivchenko AI - 20M						61.00			
Antonov 22	NK-12MA	AV-90 propellers								250.00
Antonov 26	Ivchenko AI - 24T						24.00			
Antonov 72	D-36-1A				34.80					
Antonov 124-100	D-18T w/SAW									392.00
ATR42-200	P&W PW120	Full Power	15.75							
ATR42-300	P&W PW120	Full Power	17.00							
ATR42-320	P&W PW121	Full Power	16.70							
ATR72-101/-102	P&W PW124	Full Power		19.99						
ATR72-201/-202	P&W PW124	Full Power		21.50						
ATR72-210	P&W PW127	Full Power	21.50							
Augusta A119	PT6B-37A				2.72					
B707-100B	JT3D-1	QNC Hushkit								109.45
B707-100B	JT3D-3B	QNC Hushkit								117.03
B707-120B	JT3D-1	SHANNON Hushkit							117.03	
B707-138B	JT3D-1or JT3D-3B at -1 thrusts	SHANNON Hushkit							117.03	
B707-300B ADV/C	JT3D-1-3B(IC)	SHANNON Hushkit							146.19	
B707-300B ADV/C	JT3D-3B	QNC Hushkit							151.95	
B707-300B ADV/C	JT3D-3B	SHANNON Hushkit							145.60	
B707-300B ADV/C	JT3D-7	SHANNON Hushkit							149.69	
B707-300B ADV/C	JT3D-7	Quiet Skies Stage 3 Hushkit						152.73		
B707-300B or C	JT3D-3B	TRAICOR/SHANNON (COMTRAN) Hushkit								150.96
B717-200	BR700-715A1-30	18,500 lb SLST		54.89						
B717-200	BR700-715C1-30	21,000 lb SLST		54.89						
B720B	JT3D-1	QNC Hushkit								106.14
B720B	JT3D-1	SHANNON Hushkit						106.14		
B720B	JT3D-3B	QNC Hushkit							106.14	
B720B	JT3D-3B	SHANNON Hushkit						106.14		
B727-100	JT8D-7FCD							80.50		
B727-100 (FED.EX.)	JT8D-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			
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		

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
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					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				
B737-900ER	CFM56-7B27	Winglets				85.14				
B747-100	JT9D-3A (DRY)	100"CN" nacelles								332.48
B747-100	JT9D-3A (DRY)	100"D" nacelles								332.48
B747-100	JT9D-3A (WET)	100"D" nacelles								333.39
B747-100	JT9D-3A (WET)	100"CN" nacelles								333.39
B747-100	JT9D-7/7A	200"CN" nacelles								332.94
B747-100	JT9D-7/7A (DRY)	100"D" nacelles								333.39
B747-100	JT9D-7/7A (DRY)	200"B" nacelles								332.48
B747-100	JT9D-7/7A (WET)	100"D" nacelles								333.39
B747-100	JT9D-7/7A (WET)	200"B" nacelles								333.39
B747-100	JT9D-7/7A /7AH	100"CN" nacelles								332.94
B747-100	JT9D-7J	Operated at -7A rating with 100"CN" nacelles								332.94
B747-100	JT9D-7F versions									E
B747-100/200/300	JT9D-7R4G2	With -300R nacelles						318.79	377.84	
B747-100/200/300	RB211-524B2								362.89	376.80
B747-100/200/300	RB211-524C2								368.99	377.80
B747-100/200/300	RB211-524D4								377.80	
B747-200	JT9D-70A								371.95	
B747-200	JT9D-7F									368.30
B747-200	JT9D-7J	200"CN" nacelles								362.90
B747-200	JT9D-7Q								377.80	
B747-200	RB211-524D4-19/22								372.00	
B747-200	RB211-524D4X-19/22								377.84	
B747-200/300	CF6-50B2								372.80	
B747-200/300	CF6-50E/E1								377.84	
B747-200/300	CF6-50E2								374.29	377.84
B747-200B	CF6-50E								351.50	
B747-200B	JT9D-3A (DRY)	200"B" nacelles								347.90
B747-200B	JT9D-3A (DRY)	200"CN" nacelles								348.00
B747-200B	JT9D-3A (WET)	200"B" nacelles								350.60
B747-200B	JT9D-3A (WET)	200"CN" nacelles								350.05
B747-200B	JT9D-7/7A (DRY)	200"B" nacelles								351.53
B747-200B	JT9D-7/7A (DRY)	200"CN" nacelles								356.10
B747-200B	JT9D-7/7A (WET)	200"B" nacelles								351.53
B747-200B	JT9D-7/7A (WET)	200"CN" nacelles								351.53
B747-200B,-200 C/F	JT9D-7F or -7J	200"CN" nacelles								362.90
B747-200B	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		

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
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	CF6-80C2B5F	ERF, Engine includes N1 modifier						412.77		
B747-400F	PW4056 (-1C)	Pkg A/B Ph I (FB2C) & Noise reduction inlet						396.89		
B747-400F	PW4056 (-1C)							396.89		
B747-SP	JT9D-7A								317.95	318.43
B747-SP	JT9D-7F/-7J								299.37	
B747-SP	RB211-524B2								315.70	
B747-SP	RB211-524D4								318.42	
B747-SR	JT9D-7A								276.70	
B747SR/-100	CF6-45A2	With -200"GB" nacelles						311.60	340.19	
B747SR/-100/200/300	JT9D-3A	With "100CN" nacelles								322.05
B747SR/-100/200/300	JT9D-3A	With "200CN" nacelles								322.05
B747SR/-100/200/300	JT9D-7	With "100CN" nacelles								332.94
B747SR/-100/200/300	JT9D-7	With "200CN" nacelles							304.99	332.94
B747SR/-100/200/300	JT9D-7A	With "100CN" nacelles								332.90
B747SR/-100/200/300	JT9D-7A	With "200CN" nacelles							324.59	332.94
B747SR/-100/200/300	JT9D-7F	With "100CN" nacelles								340.20
B747SR/-100/200/300	JT9D-7F	With "200CN" nacelles							326.99	340.19
B747SR/-100/200/300	JT9D-7J	With "200CN" nacelles							324.69	351.53
B757-200	PW2037					112.40				
B757-200	PW2040					115.90				
B757-200	RB211-535C				101.79	108.90				
B757-200	RB211-535E4				115.80					
B757-300	RB211-535E4B					117.93				
B767-200	CF6-80A					154.89	159.21			
B767-200	JT9D-7R4D	Package "A" Eng. Install No.BG700 series				138.59	156.50			
B767-200	JT9D-7R4D	Package "B" Eng Install No.BG800/BG900 series				134.99	156.65			
B767-200	JT9D-7R4E					136.19	166.50			
B767-200/-200 ER	CF6-80A2	50KLb rating				144.39	159.21			
B767-200/-200 ER	CF6-80C2B				140.29	159.21				
B767-200/-200 ER	CF6-80C2B2					163.29				
B767-200/-200 ER	CF6-80C2B2F					153.80				
B767-200/-200 ER	CF6-80C2B4					175.54				
B767-200/-200 ER	CF6-80C2B4F	N1 Modifier			143.29	163.50				
B767-200/-200 ER	JT9D-4RE					136.19	163.30			
B767-200/-200 ER	JT9D-7R4D					135.17				
B767-200/-200 ER	JT9D-7R4E					136.19	166.50			
B767-200/-200 ER	JT9D-7R4E4					135.19	159.20			
B767-200/-200 ER	PW4050						170.20			
B767-200/-200 ER	PW4052 (FB2T)					159.20				
B767-200/-200 ER	PW4056 (FB2B)					162.79	181.44			
B767-200/-200 ER	PW4056 PHASE III (FB2C)	With noise reduction inlet			152.50	179.17				
B767-200/-200 ER	PW4060						172.00			
B767-200/-200 ER	PW4060 PHASE III (FB2C)	With noise reduction inlet			147.00	179.17				
B767-200/-200 ER	PW4060A						169.30			
B767-300	CF6-80C2B6F	With N1 modifier				178.29	185.10			
B767-300 & -300ER	CF6-80C2B2F					151.90				
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			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
B767-300 & -300ER	RB211-524G					170.89	184.61			
B767-300 & -300ER	RB211-524H					170.69	184.61			
B767-400ER	CF6-80C2B8F						204.12			
B777-200	GE90-76B				229.52	242.67				
B777-200	GE90-85B					286.90				
B777-200	GE90-90B						286.90			
B777-200	GE90-94B					263.08				
B777-200	PW4077	At 77,000 sea level static thrust				242.67	246.75			
B777-200	Trent 877						247.21			
B777-200	Trent 895						297.56			
B777-200 IGW	PW4090						249.48			
B777-200 IGW	Trent 890						286.90			
B777-300	Trent 892						299.37			
B777-367ER	GE90-115/115BL						351.53			
BAe 1-11 Series 200	Spey 506-14, A, AW or D	With mod.5320 Parts A,D & E						36.30		
BAe 1-11 Series 300	Spey 511-14 or -14W	With mod.5320 Parts A, B, D & E						40.60		
BAe 1-11 Series 400	Spey 511-14 or -14W	With mod.5320 Parts A, B, D & E						40.60		
BAe 1-11 Series 475	Spey 512-14DW	With mod.5320 Parts A, B, D & E							44.68	
BAe 1-11 Series 500	Spey 512-14 DW	With mod.5320 Parts A, B, D & E							47.40	
BAe 1-11 Series 510	Spey 512-14 E	With mod.5320 Parts A, B, D & E							43.55	
BAe 125-1000/-1000A	PW305/305B			16.10						
BAe 125-700A/-700B (HS)	TFE-731-3-1H	Reverse thrust mod.256991				11.57				
BAe 125-700A/-700B (HS)	TFE-731-3-1H			11.57						
BAe 125-700B	TFE-731-5R-1H				11.57					
BAe 125-800	TFE-731-5R-1H		12.43							
BAe 125-800	TFE-731-5R-1H	With DH Reverser mod.259283		12.43						
BAe 125-800A/800B	TFE-731-5R-1H	With DH Reverser mod.259283	12.43							
BAe 125-800A/800B	TFE-731-5R-1H		12.43							
Bae 125-800XP	TFE-731-5BR-1H		12.70							
BAe 125 Series 1-(521) (HS)	Viper 521							9.62		
BAe 125 Series 1 (HS)	Viper 520							9.44		
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod.252605			9.84					
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod.252606		9.62						
BAe 125 Series 1B/R-522 (HS)	Viper 522							10.07		
BAe 125 Series 1B/S-522 (HS)	Viper 522							9.84		
BAe 125 Series 1B-522 (HS)	Viper 522							9.62		
BAe 125 Series 1B (HS)	Viper 521							9.62		
BAe 125 Series 3A (HS)	TFE-731-3-1H	Mod. 252603			9.84					
BAe 125 Series 3A/RA (HS)	TFE-731-3-1H	Mod. 252600			10.71					
BAe 125 Series 3B (HS)	Viper 522							9.84		
BAe 125 Series 3B/RA (HS)	Viper 522							10.34		
BAe 125 Series 3B/RC (HS)	Viper 522							10.71		
BAe 125 Series 400A (HS)	TFE-731-3-1H	Mod. 252550			10.71					
BAe 125 Series 400B (HS)	Viper 522							10.57		
BAe 125 Series 403B (HS)	Viper 522							10.71		
BAe 125 Series 600A (HS)	TFE-731-3-1H	Mod. 252468			11.57					
BAe 125 Series 600A and B (HS)	Viper 601-22	Mod.252405					11.57			
BAe 125 Series 600B (HS)	Viper 601-22								11.57	
BAe 125 Series F3B (HS)	TFE-731-3-1H	Eng. mod.252603			9.84					
BAe 125 Series F3B/RA	TFE-731-3-1H	Eng. mod.252551			10.71					
BAe 125 Series F400 (HS)	TFE-731-3-1H	Eng. mod.252551			10.71					
BAe 125 Series F600B (HS)	TFE-731-3-1H	Eng. mod.252469			11.57					
BAe 146-100	ALF 502R-3			34.47						
BAe 146-100	ALF 502R-4			34.47						
BAe 146-100	ALF 502R-5	Plus eng. option71/1		37.31						
BAe 146-100-20	ALF 502R-3	Plus eng. option71/1		37.31						
BAe 146-100-20	ALF 502R-3				37.31					
BAe 146-100-20	ALF 502R-3A	Plus eng. option71/1		37.31						
BAe 146-100-20	ALF 502R-4	Plus eng. option71/1		37.31						
BAe 146-100-20	ALF 502R-4				37.31					
BAe 146-100-21	ALF 502R-5				37.31					
BAe 146-100-31	ALF 502R-5	Plus eng. option71/1		38.10						
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						

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
BAe 146-RJ85	LF507-1F	(AVRO 146-RJ85)		44.00						
BAe 748 Series 1 (Avro)	RR Dart 514						E			
BAe 748-2A	RR Dart 532-2						20.19			
BAe 748-2A	RR Dart 534-2	With either BAe mod. 6408 or 6517				21.09				
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2	With either BAe mod. 6408 or 6517				21.09				
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2							21.09		
BAe ATP	P&W PW126		22.93							
BAe ATP	P&W PW126A		22.93							
BAe ATP	P&W PW126A	Hamilton 6/5500/F1 props; Mod.10271F	23.68							
BAe Jetstream 3100	Garret TPE 331 series		6.95							
BAe Jetstream 3200	TPE331-12UA(R)-701H	Dowty propeller R333/4-82-F/12	7.35							
BAe Jetstream 3200	TPE331-12UA(R)-702H	McCauley propeller 4HFR34C653/L106FA	7.35							
BAe Jetstream 41	TPE331-14GR-801H(L)/14HR-801H(R)			10.43						
Beech 200	PW PT6A-41	Hartzell propeller HC-D4N-3 A/D-9383K	5.67							
Beech 200 or C12F	PW PT6A-41	McCauley propeller 4HFR34 C754/94LA-0	5.67							
Beech 200 or 200C	PW PT6A-41	Hartzell propeller HC-B3TN-3Gor-3N	5.67							
Beech 350	PW PT6A-60A	Hartzell propeller HC-B4MP-3C/M10476N	6.80							
Beech 400	JT15D-5					7.16				
Beech 400A	JT15D-5					7.39				
Beech B200 , B200C,B200CT	PW PT6A-42	Hartzell propeller HC-B3TN-3G/T10178HB-3R	5.67							
Beech B200 , B200C,B200CT	PW PT6A-42	McCauley propeller 3GFR-34C702/100LA-2	5.67							
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3/M10476K	6.80							
Beech 1900C	P&W PT6A-65B	Hartzell propeller HC-B4MP-3A/M10877K		7.53						
Beech F33	Continental IO-520-B	McCauley propeller 3A32C76/82NB-2 (Bonanza)	1.54							
Beech MU300	JT15D-4				6.40					
Beech MU300-10	JT15D-5					7.16				
Beechcraft King Air C90A	PW PT6A - 21	Hartzell HC-B3TN-2(B) propeller	4.58							
Beechcraft S/King Air 200	PW PT6A -135		4.94							
Bell 206B3	Allison 250-C20B or -C20J	JetRanger		E						
Bell 430	Allison 250-C40B					4.21				
Bombardier BD100-1A10	Honeywell AS907-1-1A	Challenger 300	17.62							
Bombardier BD100-1A10	Honeywell AS907-1-1A		17.46							
Bombardier BD700-1A10	BR700-710A2-20	Global Express		43.55						
Bombardier BD700-1A11	BR700-710A2-20	Global 5000		39.78						
Britt-Norm Islander	LYC. 0-540-E4C5		2.99							
Canadair CL-600	ALF-502L-2				18.71					
Canadair CL-600-2B16	CF34-3A2		20.46							
Canadair CL-600-2B16	CF34-3B	604 variant	21.86							
Canadair CL-600-2B19	CF34-3B		21.86							
Canadair CL-601	CF34-1A		20.46							
Canadair CL-601	CF34-3A		20.46							
Canadair Regional Jet	CF34-3A1		24.04							
CASA C-212-CB	Garret TPE 331-5-251C	Full Power		6.49						
CASA C-212-CC	Garret TPE 331-10-501C	Full Power		7.71						
CASA CN-235	GE CT7-7A	Full Power		14.42						
Cessna 310R	Continental IO-520-M		2.50							
Cessna 404	Pratt & Whitney PT6A-34	Titan	3.81							
Cessna 404	TCM-GTSIO-520-M	Titan	3.81							
Cessna 421C	TCM-GTSIO-520-L	Golden Eagle	3.36							
Cessna 500/501 Citation I	JT15D-1/1A		5.35							
Cessna 501 Citation I	Williams FJ44-2A		5.67							
Cessna 510	PW 615F-A		3.92							
Cessna 525A	Williams FJ44-2C		5.61							
Cessna 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 680	PW 306C		13.74							
Cessna 750 Citation X	Allison AE3007A		16.19							
Cessna F406 Caravan II	PW PT6A-112		4.47							
Cessna T310R	Continental TSIO-520-B		2.50							
Convair 580	Allison 501-D13H				26.40					
DC10-10	CF6-6D1A							206.38		
DC10-10/15	CF6-50C2-F						206.40			
DC10-10/15	CF6-6K							206.40		
DC10-30	CF6-50C								259.46	

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
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	CFM56-2C5						147.42			
DC8-72	CFM56-2-C1						158.76			
DC8-72	CFM56-2-C3						158.76			
DC8-73	CFM56-2-C1						161.03			
DC9-10	JT8D-7							37.06		
DC9-10	JT8D-7/-7A							37.06		
DC9-10(ABS)	JT8D-7/-7A/-7B					41.14				
DC9-14/15	JT8D-7/7A	Hardwall					41.14			
DC9-21	JT8D-11							44.45		
DC9-30	JT8D-7	ABS Hushkit (STC SA1613GL)					47.63			
DC9-30	JT8D-11	Hardwall						48.99		
DC9-30	JT8D-11/9/15	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							
Dornier 328-100	PW119A or PW119B		13.64							
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine	13.90							
Dornier 328-300	PW306B		15.66							
EH Industries EH101	GE CT7-6A						14.60			
Embraer Bandeirante EMB-110	PW PT6A - 34		5.67							
Embraer EMB-120	P&W PW-115 or -118		11.50							
Embraer EMB-121	Pratt & Whitney PT6A-28	Xingu	E							
Embraer EMB-135	Rolls Royce AE3007A1		22.20							
Embraer EMB-145	Allison AE3007A		20.99							
Embraer ERJ 190-100 LR	General Electric CF34-10E5				50.30					
Embraer ERJ 190-200 LR	General Electric CF34-10E7				50.79					
Eurocopter AS355F1	Allison 250-C20F				2.40					
Eurocopter AS355N	Arrius 1A			2.54						
Eurocopter BO 105 DB	Allison 250-C20B					E				
Eurocopter BO 105 DBS-5	Allison 250-C20B					E				
Eurocopter EC135T1	Turbomeca Arrius 2B1			2.84						
Eurocopter EC155B	Turbomeca Arriel 2C1				4.80					
Fairchild SA227-AC	Garrett TPE-331-11U	Dowty propeller R321/4-82-F/8		6.58						

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Fairchild SA227-AC	Garrett TPE-331-11U-612G	McCauley 4HFR34C652E/()-()106L() propeller	6.58							
Fairchild SA227-AT	Garrett TPE-331-11U-601E	Merlin MC	5.62							
Fairchild SA227-AT	Garrett TPE-331-11U-601G	Merlin MC	6.35							
Fairchild SA227-AT	Garrett TPE-331-11U-611G	Dowty R321/4-82-F/8 propeller	6.58							
Fairchild SA227-DC	Garrett TPE-331-12UHR-701G	McCauley 4HFR34C652()/()-L106LA-0 propeller	7.48							
Falcon 10	TFE 731-2			8.30						
Falcon 20	TFE 731-5BR-2C				13.76					
Falcon 20	CF700-20-2					13.02				
Falcon 200	ATF3-6-4C			14.52						
Falcon 2000	CFE 738-1-1B	With Dee Howard TR 6000 thrust reverser	16.56							
Falcon 2000	CFE 738-1-1B		16.56							
Falcon 2000EX Easy	P&W PW308C			19.14						
Falcon 50	TFE 731-3				17.60					
Falcon 50	TFE 731-3-1C				18.50					
Falcon 900	TFE 731-5A			20.64						
Falcon 900	TFE 731-5AR-1C			20.64						
Falcon 900B	TFE 731-5BR-1C			20.64						
Falcon 900EX	TFE 731-60-1C			22.23						
Falcon 7X	Pratt & Whitney PW 307A			31.75						
Fokker F27 Mk050	Pratt & Whitney 125B		20.82							
Fokker F27 Mk200,400,500,600	RR Dart 500 series	With hushkit mod.1800			20.82					
Fokker F27 Mk.200,400,500,600	RR Dart 500 series					20.41				
Fokker F28 Mk070	RR Tay 620-15			41.73						
Fokker F28 Mk0100	RR Tay 620-15				47.17					
Fokker F28 Mk0100	RR Tay 650-15				49.90					
Fokker F28 Mk1000	Spey Mk555-15	5 chute nozzle plus tailpipe liner					30.16			
Fokker F28 Mk1000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner					30.16			
Fokker F28 Mk2000	Spey Mk555-15	5 chute nozzle plus tailpipe liner					30.16			
Fokker F28 Mk2000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner					30.16			
Fokker F28 Mk3000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner					33.11			
Fokker F28 Mk3000	Spey Mk555-15H	Unsilenced						33.21		
Fokker F28 Mk4000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner					32.21			
Fokker F28 Mk4000	Spey Mk555-15H	Unsilenced						32.21		
Fokker F28 Mk4000	Spey Mk555-15P	5 chute nozzle plus tailpipe liner				33.11				
Fokker F28 Mk6000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner						33.11		
Gulfstream G-I	RR Dart Mk 529				E					
Gulfstream G-II	RR SPEY 511-8	With tip tanks						E		
Gulfstream G-II	RR SPEY 511-8							29.70		
Gulfstream G-IIB	RR SPEY 511-8	Quiet Technology Stage 3 hush kit (STC 02618AT)				31.62				
Gulfstream G-III / -IIB	RR SPEY 511-8							31.62		
Gulfstream G-IV	TAY 610-8		32.52							
Gulfstream G-IV	TAY 611-8		33.20							
Gulfstream G-V	BR700-710A1-10			41.05						
Gulfstream G-V SP (G550)	BR700-710C4-11			41.28						
Gulfstream 200	P&W PW306A		16.08							
Gulfstream G150	Honeywell TFE731-40-AR-200G			11.83						
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller				E				
Hawker 900XP	TFE731-50R		12.70							
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							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Learjet 35A	TFE 731-2C			8.89						
Learjet 45	TFE731-20		9.20							
Learjet 45	TFE731-20R		9.30							
Learjet 45	TFE731-20AR-1B		9.75							
Learjet 45	TFE731-20BR-1B		9.52							
Learjet 55	TFE 731-3A-2B				9.51					
Learjet 60	PW305A		10.48							
Learjet M55	TFE 731-3A	Std. nozzle			9.75					
Learjet M55	TFE 731-3A	With Aeronca thrust reverser			9.57					
Learjet M55C	TFE 731-3A-3AR	With reverser			9.75					
Learjet M55C	TFE 731-3A-3AR -3B	With reverser			9.75					
Lockheed L1011-1	RB211-22B						195.05			
Lockheed L1011-100	RB211-22B							211.37		
Lockheed L1011-200	RB211-524B							211.34		
Lockheed L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)							215.00		
Lockheed L1011-385-1 -15	RB211-22B							211.37		
Lockheed L1011-385-1 -15 193T	RB211-22B						204.10			
Lockheed L1011-385-3	RB211-524B4							231.32		
Lockheed L1011-50	RB211-22B						204.12			
Lockheed L1011-500	RB211-524B							224.98		
Lockheed L1011-500	RB211-524B3							228.60		
Lockheed L1011-500	RB211-524B4							231.33		
Lockheed 1329-23E (Jetstar)	TFE 731-31E					20.07				
Lockheed L 188A	Allison 501D-13					51.26				
Lockheed L 188C	Allison 501D-13					51.26	52.62			
Lockheed L382G Hercules	Allison 501-D22A	Military version C130					70.31			
MD-11	CF6-80C2D1F						280.30			
MD-11	PW4460						280.30			
MD-11 Freighter	PW4462						285.99			
MD-80	JT8D-209					63.50				
MD-80	JT8D-217					63.50	72.80			
MD-80	JT8D-217A					63.50	72.80			
MD-80	JT8D-217C					63.50	72.80			
MD-82	JT8D-217C					67.80				
MD-82	JT8D-219					67.80				
MD-83	JT8D-219					63.50	72.80			
MD-87	JT8D-217A					67.80				
MD-87	JT8D-217C					67.80				
MD-87	JT8D-219					63.50	67.80			
MD-88	JT8D-219						72.58			
MD-90-30	IAE V2525-D5			70.76						
MD 900 Explorer	PW 206A		2.84							
Mooney M20J	Lycoming IO-360-A3B6D		1.22							
Mooney M20K	Teledyne TSIO-360-GB1		1.32							
Partenavia P68B	LYC. IO-360-A1B6		1.99							
Piaggio P-180	PW PT6A-66		4.94							
Pilatus PC-12/45	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50							
Pilatus PC-12/47	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.74							
Piper PA-23-250	LYC. IO-540-C4B5		2.36							
Piper PA-E23-250	LYC. IO-540-C4B5		2.36							
Piper PA-28-161	LYC. O-320-D3G	Sensenich 74DM6-0-60	1.06							
Piper PA-28-236	LYC O-540-J3A5D	Hartzell HC-F2YR-1F/F8468A-4R Propeller	1.36							
Piper PA-31-350	LYC. TIO-540-J2BD		3.18							
Piper PA-31	LYC. TIO-540-2AC		2.95							
Piper PA-34-200T	Lycoming TSIO-360-E	Seneca II	2.09							
Piper PA-34-200T	Teledyne TSIO-360-E	Seneca II	2.09							
Piper PA-34-220T	Continental TSIO-360-KB	Seneca III	2.13							
Piper PA-60-600P	LYC. IO-540-S1A5/-P1A5		2.72							
Puma (ECF) SA-330F/G	Turbemeca IVA						E			
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A		5.67							
Rockwell Commander 690C	Garrett TPE 331-625-4K	Turbo Commander	4.68							
SAAB SF340A	GE CT7-5A	Full power		12.25						
SAAB SF340A	GE CT7-5A2		12.70							
SAAB SF340A	GE CT7-7E	Full power	12.25							
SAAB 2000	Allison AE 2100A		23.00							
Sabreliner 65	TFE 731-3R				10.89					
Sabreliner 80	CF700-2D-2					10.60				
SE210 Caravelle B3	JT8D-7							53.98		
SE210 Caravelle B3	JT8D-9							56.97		
Shorts SD330	P&W PT6A-45R			10.39						

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Shorts SD360	P&W PT6A-65AR			12.00						
Shorts SD360	P&W PT6A-65R			12.00						
Shorts SD360-300	P&W PT6A-67R		12.29							
Sikorsky S76A	Allison 250-C30S						E			
Sikorsky S76B	P&W PT6B-36A						E			
Sikorsky S76C+	Turbomeca Arriel 2S1					5.31				
Sikorsky S-92A	GE-CT7-8							12.02		
SN-601 Corvette	JT15D-4		7.00							
Swearingen Merlin III	TPE331-11U-601G		E							
Transall C160	RR Tyne MK22						49.15			
TU-134	D-30 I ser.							45.00		
TU-134A	D-30 II ser.								47.00	
TU-134A-3	D-30 III ser.							48.99		
TU-134B	D-30 II ser.								47.00	
TU-134B-3	D-30 III ser.							48.99		
TU-154	NK-8-2u							98.00		
TU-154M	D-30 Ku-154 (SAM)	With noise suppressors						104.00		
TU-204-100	PS-90A					103.00				
TU-204-120C	RR RB211-535E4					103.00				
VFW 614	Rolls Royce/SNECMA M45H Mk501					20.87				
Yak-40	A1-25				16.00					
Yak-42	D-36	With noise suppressors					54.00			

E - QC estimated

NOTES (These Notes are not part of the Notice)

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

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

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

3 Operators of aircraft who wish particular aircraft types to be added to the schedule should apply to the Civil Aviation Authority at the following address;

Aircraft Certification Department
Airworthiness Division
Civil Aviation Authority
2E Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Tel: 01293-573306 (Alistair Maxwell)/3309 (Nigel Davis) during office hours.

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

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

London Heathrow:during normal working hours, 0830-1630 Monday to Friday inclusive (excepting Bank Holidays) to Peter Rafano, Flight Evaluation Manager, First Floor Heathrow Point West, 234 Bath Road, Heathrow Airport, Middlesex, UB3 5AP (Tel: 020-8745 7994; Fax: 020-8745 7677) and at other times to the Duty Manager Airside (Tel: 020-8745 7373; Fax 020-8745 5689).

London Gatwick: during normal working hours to Brendan Sheil, Flight Evaluation Unit, Gatwick Airport Limited, West Sussex (Tel: 01293-505391; Fax: 01293-504061; email Brendan_Sheil@baa.com) and at other times to the Airfield Service Delivery Leader at the Airport (Tel: 01293-503085; Fax 01293-503203).

London Stansted: during normal working hours to Duncan Smith, Flight Analysis Manager, Stansted Airport Limited, London Stansted Airport, Essex (Tel: 01279-663264; Fax: 01279-668110) and at other times to the Airside Operations Manager at the Airport (Tel: 01279-662378; Fax:01279-662952).

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

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

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

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

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