

AIP SUPPLEMENT 010/2018

UNITED KINGDOM



UK Aeronautical Information Services
NATS Swanwick
Room 3115
Sopwith Way
Southampton SO31 7AY
aissupervisor@nats.co.uk
<http://www.ais.org.uk>
07469-441832 (Content - Department for Transport/Aviation
Policy Division)
0191-203 2329 (Distribution - Communisis UK)

Date Of Publication

15 March 2018

Notes

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



LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE 2018

(Published on behalf of the Department for Transport)

Whereas:

- (a) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981(a) Heathrow Airport - London, Gatwick Airport - London and Stansted Airport - London ('the London Airports') are designated aerodromes for the purposes of Section 78 of the Civil Aviation Act 1982 ('the Act')(b);
- (b) Pursuant to the powers set out in Section 78 of the Act, the Secretary of State considers it appropriate, for the purpose of avoiding, limiting or mitigating the effect of noise and vibration connected with the taking-off or landing of aircraft at the London Airports, to prohibit aircraft of specified descriptions from taking off or landing and to limit the number of occasions on which other aircraft may take-off or land at those aerodromes during periods specified in this Notice throughout the period specified as the summer season 2018 in this Notice;
- (c) 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 11 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:

1 Citation and commencement

This Notice may be cited as the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions Notice 2018 and comes into operation at **0100 hours on 25 March 2018**.

2 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 (Volume 1 - Aircraft Noise) 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 2016(e);

'the London Airports' means London Heathrow Airport; London Gatwick Airport; and London Stansted Airport – 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 (No.2) 2017(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 2018' means the period beginning on 25 March 2018 at 0100 hours and ending on 28 October 2018 at 0159 hours;

'winter season 2017-2018' means the period beginning on 29 October 2017 at 0200 hours and ending on 25 March 2018 at 0059 hours;

'previous specified period' means that period being the sum of the night quota periods throughout the winter season 2017-2018;

'specified period' means that period being the sum of the night quota periods throughout the summer season 2018; and

- 2.2 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 Descriptions of Aircraft

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

- (a) Exempt aircraft;
- (b) Aircraft having a quota count of 0;
- (c) Aircraft having a quota count of 0.25;
- (d) Aircraft having a quota count of 0.5;
- (e) Aircraft having a quota count of 1;
- (f) Aircraft having a quota count of 2;
- (g) Aircraft having a quota count of 4;
- (h) Aircraft having a quota count of 8;
- (i) Aircraft having a quota count of 16.

- 3.2 Exempt aircraft for the purposes of paragraph 3(1)(a) are light propeller-driven aircraft with a maximum certificated take-off weight not exceeding 8,618 kg, and which are being utilised to undertake essential airport safety checks. The provisions of paragraphs 4, 6, 7, 8, 9 and 10 do not apply to the taking off or landing of such aircraft.

- 3.3 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
Below 84 EPNdB	0
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

4 Prohibitions on Taking Off or Landing

Subject to paragraph 11, at the London Airports:

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

- 5 Subject to paragraph 11(1) at the London Airports an aircraft may not take-off or be scheduled to land during the night period where 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.

6 Maximum Number of Occasions on which Aircraft may Take-Off or Land

- 6.1 Subject to paragraphs 7, 8, 9, 10 and 11 the overall maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3(1)(b) to (i) inclusive may take-off or land during the specified period is as follows:

- (a) at Heathrow Airport: 3,250;
- (b) at Gatwick Airport: 11,200;

(c) at Stansted Airport: 8,100.

6.2 Subject to paragraphs 6(1), 7, 8, 9, 10 and 11 in the specified period the quota is as follows:

(a) at Heathrow Airport: 5,100;

(b) at Gatwick Airport: 6,200;

(c) at Stansted Airport: 4,650.

6.3 Subject to paragraph 11, 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).

7 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)(c) to (i) 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.

7.2 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.

8 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 (i) 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 (i) 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%.

9 Overrun of the Quota Limits in the Previous Specified Period

9.1 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 quota counts permitted by paragraph 7(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%.

10 Limits to Overrun in the Specified Period

(a) 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 in the specified period by more than 20% of the number of occasions specified in paragraph 6(1) for that aerodrome.

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

11 Disregarded Movements

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.

(a) Emergencies, where there is an immediate danger to life or health, whether human or animal;

(b) Widespread and Prolonged Air Traffic Disruption;

(c) Delays as a Result of Disruption leading to Serious Hardship and Congestion at the Airfield or Terminal

In applying these provisions listed above; due regard should be given to Annex B: Revised guidance on dispensations set out in the document "Night Flying Restrictions at Heathrow, Gatwick and Stansted" (h) .

Sarah Bishop
Head, Aviation Policy Division
Department for Transport

January 2018

- (a) S.I. 1981/651.
- (b) 1982 c.16.
- (c) S.I. 1978/1303.
- (d) 7th Edition published in July 2014 by the International Civil Aviation Organization.
- (e) S.I. 2016/765, see Schedule 1.
- (f) Published on behalf of the Department for Transport as Supplement AiP: 028/2017, which came into operation on 26 October 2017
- (g) 1972 c.6, as amended by S.I. 2002/262.
- (h) Published by the Department for Transport in July 2014. See https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/330354/night-noise-decision.pdf

12 THE SCHEDULE

Part 1

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

for the purposes of landing:

- (a) in the case of an aircraft certificated to the standards of Chapter 2, 3, 4, 5, or 14 of Annex 16 (or the equivalent standards): the certificated approach noise level of the aircraft at its maximum certificated landing weight, minus 9EPNdB; and
- (b) in the case of a light propeller-driven aircraft with a maximum take-off weight not exceeding 8,618 kg: the noise classification will be QC/0; and
- (c) in the case of any other aircraft not certificated to the standards of Chapter 2,3, 4, 5, or 14 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.

12.2 for the purposes of take-off:

- (a) where the aircraft is certificated to the standards of Chapter 3, 4, 5, or 14 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 light propeller-driven aircraft with a maximum take-off weight not exceeding 8,618 kg: the noise classification will be QC/0; and
- (d) in the case of any other aircraft not certificated to the standards of Chapter 2, 3, 4, 5, or 14 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

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

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

- (a) In the case of Chapter 2 of Annex 16:FAR 36, Stage 2;
- (b) In the case of Chapter 3 of Annex 16:FAR 36, Stage 3;
- (c) In the case of Chapter 4 of Annex 16:FAR 36, Stage 4;
- (d) In the case of Chapter 5 of Annex 16:FAR 36, Stage 2 and 3;
- (e) In the case of Chapter 14 of Annex 16:FAR 36, Stage 5.

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 QC/0, 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.

13 NOTES (These Notes are not part of the Notice)

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

13.2 Airlines should note that, in the light of a voluntary agreement between Heathrow Airport Ltd and the airlines governing the operation of night flights at Heathrow, **it has been agreed that no early morning arrivals will be scheduled to land before 0430 hours.** Accordingly the scheduling committee and Airport Coordination Limited (ACL) have been requested by Heathrow Airport Ltd 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 0430 hours local would make little difference, then the airport may decide to refuse permission for an arrival before 0430 hours local.

It should also be noted that the voluntary agreement covers the operation of cargo flights where it has further been agreed between Heathrow Airport Ltd and the airlines that **cargo flights will not be scheduled to operate in the night quota period between 2330 and 0600 hours**. Accordingly the scheduling committee and ACL have been similarly requested by Heathrow Airport Ltd 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.

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

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

Tel: 0207-453 6090 during office hours.

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

- 13.4 If, due to exceptional circumstances as specified in paragraph 11 of this Notice (other than an emergency as set in paragraph 11(1)) if 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 published by the Department for Transport in July 2014. See Annex B: Revised guidance on dispensations, Pages 14 -17 on the following link:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/330354/night-noise-decision.pdf.

Operators are asked to ensure that requests for movements to be disregarded are made in writing (or by Fax) to the airport management as long as possible in advance of the relevant movement and, if this is not possible, then within two working days of the movement taking place. Under Section 78(4) of the Civil Aviation Act 1982, the airport management are required to notify the Secretary of State of movements which have been disregarded within one week of the date of the relevant movement occurring. Requests should be addressed to the appropriate airport management as follows:

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

London Gatwick: during normal working hours to Matt Brookes, Flight Evaluation Unit, Gatwick Airport Limited, West Sussex (Tel: 01293 504 620; email matt.brookes@gatwickairport.com) and at other times to the Airside Flow Lead at the Airport Tel: 07769 642412.

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

- 13.5 If a flight is made during the night period in an emergency situation 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.

- 13.6 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 3, 4 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 11 of this Notice, why the movement was considered necessary.

- 13.7 Attention is drawn to the statutory noise measures set out in the Noise Abatement Procedures. For London Gatwick, this is available in the UK AIP at AD 2-EGKK-1, for London Heathrow at AD 2-EGLL-1, and for London Stansted at AD 2-EGSS-1. 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.

INTENTIONALLY BLANK

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes										
			Noise Level Band (EPNdB):		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
			Quota Count:		QC/0	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								
Agusta A109E	PW206C					3.00							
Agusta A119	PT6B-37A				2.72								
Agusta AW139	PT6C-67C				6.40	7.00							
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	58.00	62.50									
Airbus A319-112	CFM56-5B6				68.00								
Airbus A319-112	CFM56-5B6/P				68.00								
Airbus A319-114	CFM56-5A5				68.00								
Airbus A319-115	CFM56-5B7				62.50								
Airbus A319-132	IAE V2524-A5				62.50								
Airbus A319-133	IAE V2527M-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 A320-216	CFM56-5B6/P or CFM56-5B6/3				66.00								
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 A320-233	V2527E-A5	Mod. 34041 - Lift Improvement Package			66.00								
Airbus A320-251n	CFM LEAP-1A26				67.40								
Airbus A320-271n	PW1127G-JM				67.40								

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes									
			Noise Level Band (EPNdB):									
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
			Quota Count:	QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
Aircraft	Engine	Remarks										
Airbus A321-111	CFM56-5B1 or CFM56-5B1/2			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 A321-232	V2530-A5			77.80								
Airbus A330-202	CF6-80E1A4				180.00							
Airbus A330-202	CF6-80E1A4	Winglets and with full flaps			182.00							
Airbus A330-202	CF6-80E1A4B	Winglets and with Mod. 52776 - Thrust Bump			182.00							
Airbus A330-223	PW4168A or PW4170				182.00							
Airbus A330-301	CF6-80E1A2				190.00							
Airbus A330-302	CF6-80E1A4 or CF6-80E1A4/B					187.00						
Airbus A330-243	RR Trent 772B				200.00							
Airbus A330-342	RR Trent 772				190.00							
Airbus A330-343	RR Trent 772-60, 772B-60 or 772C-60				187.00							
Airbus A330-322	PW4168				179.00							
Airbus A340-211	CFM56-5C2				200.00							
Airbus A340-311	CFM56-5C2				200.00							
Airbus A340-312	CFM56-5C3				200.00							
Airbus A340-313	CFM56-5C4				192.00							
Airbus A340-313	CFM56-5C4	Engine Mod. 44260 - Thrust Bump			200.00							
Airbus A340-541	RR Trent 553					243.00						
Airbus A340-542	RR Trent 556A2-61					246.00						
Airbus A340-642	RR Trent 556					259.00						
Airbus A350-941	RR Trent XWB-84				207.00							
Airbus A380-841	RR Trent 970				395.00							
Airbus A380-842	RR Trent 972				395.00							
Airbus A380-861	EA GP7270 or GP7270E				395.00							
Airbus A400M-180	TP400-D6							121.50				
Airbus Helicopters AS365N2	Arriel 1C2					4.25						
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation						61.00				
Antonov 12 BK	Ivchenko AI - 20M				58.00							
Antonov 12 B	Ivchenko AI - 20M	AB-681 propeller			58.00							
Antonov 22	NK-12MA	AV-90 propeller						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				
Antonov 225	D-18T	With acoustic treatment							490.00			
ATR42-200	P&W PW120				15.50							
ATR42-300	P&W PW120				16.85							
ATR42-320	P&W PW121				16.40							
ATR72-101/-102	P&W PW124			19.90								
ATR72-201/-202	P&W PW124			21.35								
ATR72-210	P&W PW127			21.35								
ATR72-212A	P&W PW127F or PW127M	Hamilton Standard 568F-1 propeller		23.00								
B707-300B ADV/C	JT3D-7	Quiet Skies Stage 3 Hushkit						112.27				
B717-200	BR700-715A1-30	18,500 lb SLST	49.90									
B717-200	BR700-715C1-30	21,000 lb SLST	49.90									
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/A	FedEx Hushkit			75.30							
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							

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes									
			Noise Level Band (EPNdB):		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
			Quota Count:		QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
B727-200RE	2x JT8D-217C & 1x JT8D-17	VALSAN hushkit					72.12					
B727-200RE	2x JT8D-217C & 1x JT8D-17A	VALSAN hushkit					72.12					
B727-200RE	2x JT8D-219 & 1x JT8D-7,7A or 7B	VALSAN hushkit				64.64						
B727-200RE	2x JT8D-217 & 1x JT8D-15	BFGoodrich Super27 modification					74.39					
B727-200	2x JT8D-217C & 1x JT8D-17	STC SA4363NM				71.66						
B727-300	RR Tay 651-54	Dee Howard QF modification				62.40						
B737-200ADV	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-17	Av Aero Stage 3 Hushkit (STC ST223CH)			48.53							
B737-300	CFM56-3B1						54.43					
B737-300	CFM56-3B2						54.89					
B737-300	CFM56-3C1						52.53					
B737-300	CFM56-3C1	Winglets					51.70					
B737-400	CFM56-3B2/3C1	Treated forward acoustic panel					56.25					
B737-400	CFM56-3B2/3C1	Hardwall forward acoustic panel				56.25						
B737-500	CFM56-3-B1	18500Lb SLST					51.71					
B737-500	CFM56-3-B1	20000Lb SLST					51.71					
B737-500	CFM56-3-B1(R)						49.90					
B737-500	CFM56-3-B2	18500Lb SLST					51.71					
B737-500	CFM56-3-C1	18500Lb SLST					51.71					
B737-500	CFM56-3-C1	20000Lb SLST					51.71					
B737-600	CFM56-7B20	20000Lb SLST			54.66							
B737-700	CFM56-7B20	20000Lb SLST			60.78							
B737-700	CFM56-7B22	22000lb SLST			60.78							
B737-700	CFM56-7B24	24000lb SLST			60.78							
B737-700	CFM56-7B27	27000lb SLST				60.78						
B737-700-IGW	CFM56-7B27/3B3	Including STC ST 00830SE winglets				60.78						
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with Flaps 40 Degrees				66.36						
B737-800	CFM56-7B24	24000lb SLST				66.36						
B737-800	CFM56-7B26	Winglets				66.36						
B737-800	CFM56-7B26	26000lb SLST				66.36						
B737-800	CFM56-7B27	27000lb SLST				66.36						
B737-800	CFM56-7B27	With Winglets and with Flaps 40 degrees				65.32						
B737-800	CFM56-7B27/B1	Winglets				66.36						
B737-8	LEAP-1B25	737 MAX 8			69.31							
B737-8	LEAP-1B27	737 MAX 8			69.31							
B737-8	LEAP-1B28 or LEAP-1B28B1	737 MAX 8			69.31							
B737-900	CFM56-7B26	26000lb SLST				66.81						
B737-900ER	CFM56-7B27	Winglets				71.35						
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-7Q								304.48			
B747-200	RB211-524D4-19/22							285.76				
B747-200	RB211-524D4X-19/22							289.89	302.09			
B747-200/300	CF6-50E/E1								285.76			
B747-200/300	CF6-50E2								285.76			
B747-200B	CF6-50E								265.35			
B747-200B	RB211-524D4	RNN nacelles						285.76				
B747-200F	CF6-50E2								299.37			
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	CF6-80C2B5F	With N1 modifier.						296.00				
B747-400	PW4056	Package B/Phase 1 engine							285.76			
B747-400	PW4056	Package B/Phase 1 engine (FB2B)							285.76			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes								
			Noise Level Band (EPNdB):								
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Quota Count:			QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
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 reduction inlet					285.76	302.09			
B747-400F	PW4056 (-3)	Phase III (FB2C)						302.09			
B747-400F	PW4062A							302.09			
B747-400SF	PW4056 (-3)	Phase III (FB2C)						295.74			
B747-8F	GEnx-2B67/67B						346.09				
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-SP-Z5	RB211-524D4								215.45		
B747-SR	JT9D-7A								255.83		
B747SR/-100	CF6-45A2	With -200"GB" nacelles							255.83		
B747SR/-100/200/300	JT9D-3A	"100CN" nacelle						188.99	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				

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes							
			Noise Level Band (EPNdB):							
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
Quota Count:		QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
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				
B767-300 & -300ER	RB211-524H				134.59	145.15				
B767-400ER	CF6-80C2B8F				158.76					
B777-200	GE90-76B				201.70					
B777-200	GE90-85B				208.65					
B777-200	GE90-90B				208.65					
B777-200	GE90-94B				208.65					
B777-200	PW4077	At 77,000lb sea level static thrust				201.85				
B777-200	Trent 877					201.85				
B777-200	Trent 884					213.19				
B777-200	Trent 895					213.19				
B777-200	PW4090					213.19				
B777-200	Trent 890					208.65				
B777-300	Trent 892					237.68				
B777-300ER	GE90-115B/115BL					251.29				
B787-8	Trent 1000-A				172.37					
B787-8	Trent 1000-A/01				172.37					
B787-8	Trent 1000-A/01	With main landing gear plugs		172.37						
B787-8	Trent 1000-C/01				172.37					
B787-8	Trent 1000-C/01	With main landing gear plugs		172.37						
B787-8	Trent 1000-E/01				172.37					
B787-8	Trent 1000-E/01	With main landing gear plugs		172.37						
B787-8	GEEx-1B64G03				172.37					
B787-8	GEEx-1B64G04				172.37					
B787-8	GEEx-1B64G04	With main landing gear plugs		172.37						
B787-8	GEEx-1B70G04				172.37					
B787-8	GEEx-1B70G04	With main landing gear plugs		172.37						
B787-9	Trent 1000-J2				192.78					
B787-9	Trent 1000-K2				192.78					
B787-9	GEEx-1B70/P2G01				192.78					
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 125-1000A/-1000B	PW305/PW305B		11.34							
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						

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes									
			Noise Level Band (EPNdB):		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
			Quota Count:		QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
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.252651		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							
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 41	TPE331-14GR-801H(L)/14HR-801H(R)		10.12									
Beech 400	JT15D-5		6.44									
Beech 400A	JT15D-5		7.12									
Beech MU300	JT15D-4		5.99									
Beech MU300-10	JT15D-5		6.44									
Bell 206B3	Allison 250-C20B or C20J	JetRanger		E								
Bell 429	PWC207D1				3.18							
Bell 430	Allison 250-C40B					4.21						
Bombardier BD-100-1A10	Honeywell AS907-1-1A	Challenger 300	15.31									
Bombardier BD-100-1A10	Honeywell AS907-2-1A	Challenger 350	15.49									
Bombardier BD-500-1A10	PW1524G	CSeries CS100	52.39									
Bombardier BD-500-1A11	PW1521G-3	CSeries CS300	58.74									
Bombardier BD-500-1A11	PW1524G-3	CSeries CS300	58.74									
Bombardier BD-700-1A10	BR700-710A2-20	Global Express	35.65									
Bombardier BD-700-1A11	BR700-710A2-20	Global 5000	35.65									
Bombardier CL-600-2E25	CF34-8C5	CRJ1000		36.97								
Canadair CL-600	ALF-502L-2		16.33									
Canadair CL-600-2B16	CF34-3A2	Challenger 601-3A	17.24									
Canadair CL-600-2B16	CF34-3B	Challenger 604, 604DX, 605	17.24									
Canadair CL-600-2B19	CF34-3B1	CRJ 100/200	21.32									
Canadair CL-601	CF34-1A		16.33									
Canadair CL-601	CF34-3A		16.33									
Canadair Regional Jet	CF34-3A1		21.32									
CASA C-212-CB	Garret TPE 331-5-251C		6.26									

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes							
			Noise Level Band (EPNdB):							
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
Quota Count:			QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
CASA C-212-CC	Garret TPE 331-10-501C		7.35							
CASA CN-235	GE CT7-7A		14.20							
CASA C-295M	PW127G			23.20						
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 525A	Williams FJ44-3A-24		5.23							
Cessna 525B	Williams FJ44-3A		5.78							
Cessna 550 Citation II	JT15D-4		6.12							
Cessna 550 Citation Bravo	PW530A		6.12							
Cessna 560 Citation V	JT15D-5A		6.90							
Cessna 560 Citation Ultra	JT15D-5D		6.90							
Cessna 560 Citation XL	PW 545A			8.48						
Cessna 560 Citation XLS	PW 545B		8.48							
Cessna 560 Citation Encore plus	PW 535B		6.90							
Cessna 650 Citation VI	TFE731-3B-100S			9.07						
Cessna 650 Citation VII	TFE731-4R-25		9.07							
Cessna 680	PW 306C		12.29							
Cessna 680A	PW 306D	Citation Latitude	12.51							
Cessna 750 Citation X	Allison AE3007A		14.42							
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	CF6-50C							186.43		
DC10-30/30F	CF6-50C1							186.43		
DC10-30/30F	CF6-50C2							197.60		
DC10-30/30F	CF6-50C2-R							192.32		
DC10-30/30F	CF6-50C2B							192.32		
DC10-40	JT9D-20							182.80		
DC10-40	JT9D-20J							E		
DC10-40	JT9D-59A							182.80		
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					
DC9-30	JT8D-7	ABS Hushkit (STC SA1613GL)			45.81					
DC9-51	JT8D-51A	ABS Partnership Chapter 3 Hushkit			49.90					
DHC-7-101	P&W PT6A-50	Dash 7	18.60							
DHC-7-103	P&W PT6A-50	Dash 7	19.05							
DHC-8-101	UACL P&W PW120 or PW120A	Dash 8			15.38					
DHC-8-102	UACL P&W PW120 or PW120A	Dash 8			15.38					
DHC-8-311	UACL P&W PW123	Dash 8			19.05					
DHC-8-402	P&W 150A	Dash 8		28.01						
Dornier 328-100	PW119B or PW119A		13.23							
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine		13.23						
Dornier 328-300	PW306B		14.39							
Eclipse EA500	PW610F-A		2.54							
EH Industries EH101	GE CT7-6A						14.60			
Embraer EMB-120	P&W PW-115 or -118		10.83							
Embraer EMB-135	Rolls Royce AE3007A1		18.50							
Embraer EMB-135BJ	Rolls Royce AE3007A2	Legacy 650	20.00							
Embraer EMB-145	Allison AE3007A		18.70							
Embraer EMB-145 LR	Allison AE3007A1		19.30							
Embraer EMB-500	Pratt & Whitney PW617F-E	Phenom 100	4.43							
Embraer EMB-505	Pratt & Whitney PW535E	Phenom 300	7.65							
Embraer EMB-545	Honeywell AS-907-3-1E	Legacy 450	14.75							
Embraer EMB-550	Honeywell AS-907-3-1E	Legacy 500	15.66							
Embraer ERJ 170-100 LR	General Electric CF34-8E5			33.30						
Embraer ERJ 170-200 LR	General Electric CF34-8E5			34.10						
Embraer ERJ 190-100 LR	General Electric CF34-10E5		43.00							
Embraer ERJ 190-200 LR	General Electric CF34-10E5	Winglets and Improved Acoustic Chevron Nozzle (Block 02)	45.00							

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes								
			Noise Level Band (EPNdB):								
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Quota Count:			QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
Embraer ERJ 190-200 LR	General Electric CF34-10E7		45.00								
Eurocopter AS355F1	Allison 250-C20F				2.40						
Eurocopter AS355N	Arrius 1A			2.54							
Eurocopter BO 105 DB	Allison 250-C20B					E					
Eurocopter BO 105 DBS-5	Allison 250-C20B					E					
Eurocopter EC135T1	Turbomeca Arrius 2B1			2.84							
Eurocopter EC135T2+	Turbomeca Arrius 2B2			2.91							
Eurocopter EC155B	Turbomeca Arriel 2C1				4.80						
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 2000S	P&W PW308C	SF1 Take off performance	17.83								
Falcon 2000EX Easy	P&W PW308C		17.83								
Falcon 50	TFE 731-3				16.19						
Falcon 50	TFE731-3-1C				16.19						
Falcon 50EX	TFE731-40(-1C)			16.20							
Falcon 900	TFE 731-5A		19.05								
Falcon 900	TFE 731-5AR-1C		19.05								
Falcon 900B/900C	TFE 731-5BR-1C		19.05								
Falcon 900EX	TFE 731-60-1C			20.18							
Falcon 7X	Pratt & Whitney PW307A			28.30							
Falcon 7X	Pratt & Whitney PW307D	Falcon 8X (Fuselage stretch modification)		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-III	RR Spey 511-8	Quiet Technology Stage 3 hush kit (STC ST03621AT)			26.54						
Gulfstream G-IV	TAY 610-8		26.54								
Gulfstream G-IV	TAY 611-8		26.54								
Gulfstream G-IV (G450)	Tay 611-8C		29.93								
Gulfstream G-IV SP	TAY 611-8		29.93								
Gulfstream G-V	BR700-710A1-10	ASC 064A, ASC 197 (Reduced MLW and MTOW)	34.02								
Gulfstream G-V	BR700-710A1-10		34.16								
Gulfstream G-V SP (G550)	BR700-710C4-11		34.16								
Gulfstream G-VI (G650)	BR700-725A1-12		37.88								
Gulfstream 200	P&W PW306A		13.61								
Gulfstream G150	Honeywell TFE731-40-AR-200G		9.84								
Gulfstream G280	Honeywell AS907-2-1G		14.83								
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller				E					
Hawker 750	TFE731-5BR			10.59							
Hawker 850XP	TFE731-5BR			10.59							
Hawker 900XP	TFE731-50R			10.59							
Hawker 4000	PW308A		15.20								
IAI 1124	TFE 731-3-1G		8.62								

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes									
			Noise Level Band (EPNdB):		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
			Quota Count:	QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
Aircraft	Engine	Remarks										
IAI Asira SPX	TFE 731-40R-200G		9.39									
IL-18D	IVA1-20M					52.60						
IL-62M	D-30Ku	With noise suppressors				107.00						
IL-62M	D-30Ku						107.00					
IL-76T (TD)	D-30KP (D-30KP 2 ser.)									151.50		
IL-76TD-90 VD	PS-90A-76							155.00				
IL-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									
Learjet 45	TFE731-20			8.71								
Learjet 45	TFE731-20R			8.71								
Learjet 45	TFE731-20AR-1B			8.71								
Learjet 45	TFE731-20BR-1B			8.71								
Learjet 45	TFE731-40BR-1B	Learjet 75		8.71								
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									

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:	QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks									
Puma (ECF) SA330F/G	Turbomeca IVA							E			
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A		5.26								
SAAB SF340A	GE CT7-5A		12.02								
SAAB SF340A	GE CT7-5A2			12.34							
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					
Shorts SD330	P&W PT6A-45R		10.25								
Shorts SD360	P&W PT6A-65AR		11.84								
Shorts SD360	P&W PT6A-65R		11.84								
Shorts SD360-300	P&W PT6A-67R			12.02							
Sikorsky S76A	Allison 250-C30S							E			
Sikorsky S76B	P&W PT6B-36A							E			
Sikorsky S76C+	Turbomeca Arriel 2S1					5.31					
Sikorsky S-92A	GE-CT7-8								12.02		
SN-601 Corvette	JT15D-4		6.00								
Sukhoi RRJ-95B	SaM146-1S17	Superjet 100		41.00							
Transall C160	RR Tyne MK22			47.00							
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							
TU-204C	PS-90A					91.50					
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	Airplane	Engine	Remarks	Maximum certificated take-off weight - tonnes								
				Noise Level Band (EPNdB):								
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Quota Count:				QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
Agusta A109S	PW207C					3.17						
Agusta A109A II	Allison 250-C20B					2.60						
Agusta A109E	PW206C						3.00					
Agusta A119	PT6B-37A					2.72						
Agusta AW139	PT6C-67C					6.40	7.00					
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				66.50	75.50					
Airbus A319-112	CFM56-5B6					72.00						
Airbus A319-112	CFM56-5B6/P					73.50						
Airbus A319-114	CFM56-5A5					64.00	74.00					
Airbus A319-115	CFM56-5B7					62.00	76.50					
Airbus A319-132	IAE V2524-A5					75.50						
Airbus A319-133	IAE V2527M-A5					66.00	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 A320-216	CFM56-5B6/P or CFM56-5B6/3					77.00						
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 A320-233	V2527E-A5	Mod. 34041 - Lift Improvement Package				71.50	78.00					
Airbus A320-251n	CFM LEAP-1A26					79.00						
Airbus A320-271n	PW1127G-JM					77.00	79.00					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes								
				Noise Level Band (EPNdB):								
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Quota Count:				QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
Airbus A321-111	CFM56-5B1 or CFM56-5B1/2					76.05	90.00					
Airbus A321-112	CFM56-5B2					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 A321-232	V2530-A5					83.00	93.50					
Airbus A330-202	CF6-80E1A4	Engine rated at 70,000 lb							230.00			
Airbus A330-202	CF6-80E1A4	Winglets and with cutback							233.00			
Airbus A330-202	CF6-80E1A4B	Winglets and with Mod. 52776 - Thrust Bump							233.00			
Airbus A330-223	PW4168A or PW4170								238.00			
Airbus A330-301	CF6-80E1A2								230.00			
Airbus A330-302	CF6-80E1A4 or CF6-80E1A4/B								235.00			
Airbus A330-243	RR Trent 772B						185.00	250.00				
Airbus A330-342	RR Trent 772								230.00			
Airbus A330-343	RR Trent 772-60, 772B-60 or 772C-60						212.00	235.00				
Airbus A330-322	PW4168								217.00			
Airbus A340-211	CFM56-5C2						231.50	270.00				
Airbus A340-311	CFM56-5C2						233.99	270.00				
Airbus A340-312	CFM56-5C3								270.00			
Airbus A340-313	CFM56-5C4								276.50			
Airbus A340-313	CFM56-5C4	Engine Mod. 44260 - Thrust Bump							275.00	280.00		
Airbus A340-541	RR Trent 553								372.00			
Airbus A340-542	RR Trent 556A2-61								380.00			
Airbus A340-642	RR Trent 556								368.00			
Airbus A350-941	RR Trent XWB-84					240.00	275.00					
Airbus A380-841	RR Trent 970						490.00	569.00				
Airbus A380-842	RR Trent 972						490.00	569.00				
Airbus A380-861	EA GP7270 or GP7270E						490.00	569.00				
Airbus A400M-180	TP400-D6								137.50			
Airbus Helicopters AS365N2	Arriel 1C2						4.25					
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation							61.00			
Antonov 12 BK	Ivchenko AI - 20M								61.00			
Antonov 12 B	Ivchenko AI - 20M	AB-68l propeller								61.00		
Antonov 22	NK-12MA	AV-90 propeller									250.00	
Antonov 26	Ivchenko AI - 24T								24.00			
Antonov 72	D-36-1A					34.80						
Antonov 124-100	D-18T wSAW										392.00	
Antonov 225	D-18T	With acoustic treatment									540.00	
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			16.90							
ATR72-101/-102	P&W PW124	Full Power				19.99						
ATR72-201/-202	P&W PW124	Full Power				21.50						
ATR72-210	P&W PW127	Full Power			21.50							
ATR72-212A	P&W PW127F or PW127M	Hamilton Standard 568F-1 propeller			23.50							
B707-300B ADV/C	JT3D-7	Quiet Skies Stage 3 Hushkit								152.73		
B717-200	BR700-715A1-30	18,500 lb SLST			54.89							
B717-200	BR700-715C1-30	21,000 lb SLST			54.89							
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/A	FedEx Hushkit								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			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes								
				Noise Level Band (EPNdB):								
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Quota Count:				QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
B727-200RE	2x JT8D-217C / 1x JT8D-17	VALSAN hushkit						90.04				
B727-200RE	2x JT8D-217C / 1x JT8D-17A	VALSAN hushkit							95.03			
B727-200RE	2x JT8D-219 / 1x JT8D-7,7A or 7B	VALSAN hushkit						76.88				
B727-200RE	2x JT8D-217 / 1x JT8D-15	BFGoodrich Super27 modification						88.68				
B727-200	2x JT8D-217C & 1x JT8D-17	STC SA4363NM						88.67				
B727-300	RR Tay 651-54	Dee Howard QF modification				76.88						
B737-200ADV	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-17	Av Aero Stage 3 Hushkit (STC ST223CH)						58.11				
B737-300	CFM56-3B1					62.82						
B737-300	CFM56-3B2					63.28						
B737-300	CFM56-3C1	Engine rated at 20,000 lb				62.82						
B737-300	CFM56-3C1	Winglets				62.82						
B737-400	CFM56-3B2	Engine rated at 22,000 lb				63.80						
B737-400	CFM56-3C1	Treated forward acoustic panel				66.00	68.04					
B737-400	CFM56-3B2/3C1	Hardwall forward acoustic panel		56.88		68.04						
B737-500	CFM56-3-B1	18500Lb SLST				60.24						
B737-500	CFM56-3-B1	20000Lb SLST				63.05						
B737-500	CFM56-3-B1(R)	18500Lb SLST				59.10						
B737-500	CFM56-3-B2	18500Lb SLST				60.24						
B737-500	CFM56-3-C1	18500Lb SLST				60.24						
B737-500	CFM56-3-C1	20000Lb SLST				63.05						
B737-600	CFM56-7B20	20000lb SLST			57.61							
B737-700	CFM56-7B20	20000lb SLST				70.08						
B737-700	CFM56-7B22	22000lb SLST				70.08						
B737-700	CFM56-7B24	24000lb SLST				70.08						
B737-700	CFM56-7B27	27000lb SLST					77.56					
B737-700-IGW	CFM56-7B27/3B3	Including STC ST 00830SE winglets					77.56					
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with cutback				71.44						
B737-800	CFM56-7B24	24000lb SLST				76.67	79.02					
B737-800	CFM56-7B26	Winglets				77.00	79.02					
B737-800	CFM56-7B26	26000lb SLST				74.98	79.02					
B737-800	CFM56-7B27	27000lb SLST				73.10	79.02					
B737-800	CFM56-7B27	With Winglets and with cutback					79.02					
B737-800	CFM56-7B27/B1	Winglets					79.02					
B737-8	LEAP-1B25	737 MAX 8		70.31	82.19							
B737-8	LEAP-1B27	737 MAX 8		70.31	82.19							
B737-8	LEAP-1B28 or LEAP-1B28B1	737 MAX 8		70.31	82.19							
B737-900	CFM56-7B26	26000lb SLST					76.88					
B737-900ER	CFM56-7B27	Winglets					85.14					
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-7Q									377.80		
B747-200	RB211-524D4-19/22									372.00		
B747-200	RB211-524D4X-19/22									377.84		
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	RB211-524D4	RRN nacelles								377.84		
B747-200F	CF6-50E2									371.90	377.80	
B747-300	CF6-50E2									362.87		
B747-300	CF6-80C2B1							310.79	375.30			
B747-300	JT9D-7R4G2									377.84		
B747-300/200 B,C & F	CF6-50E										285.76	
B747-400	CF6-80C2B1F	With N1 modifier.						317.19	396.89			
B747-400	CF6-80C2B1F							315.00	392.50	396.89		
B747-400	CF6-80C2B5F	With N1 modifier.							365.00			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes									
				Noise Level Band (EPNdB):									
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
Quota Count:	QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16					
B747-400	PW4056	Package B/Phase 1 engine							394.63				
B747-400	PW4056	Package B/Phase 1 engine (FB2B)							396.89				
B747-400	PW4056(-3)	Phase III engine (FB2C)							396.89				
B747-400	PW4056							292.19	370.57	394.63			
B747-400	PW4056 (-1C)	Package A/B Phase 1 (FB2C)							396.89				
B747-400	PW4056 (-3)	Applicable to S/N 26055 and 26056							394.63				
B747-400	PW4056 (-3)	Basic rating 56750lb Phase III(FB2C)							396.89				
B747-400	PW4056 (-3)	Phase III(FB2C) & Noise reduction inlet							396.89				
B747-400	RB211-524G							319.00	396.89				
B747-400	RB211-524H2							322.50	396.89				
B747-400D	CF6-80C2B1F	With N1 modifier.						313.39	377.80				
B747-400D	CF6-80C2B1F							312.29					
B747-400F	CF6-80C2B1F								396.89				
B747-400F	CF6-80C2B5F								396.89				
B747-400F	CF6-80C2B5F	ERF, Engine includes N1 modifier							412.77				
B747-400F	PW4056 (-1C)	Pkg A/B Ph I (FB2C) & Noise reduction inlet							396.89				
B747-400F	PW4056 (-1C)								396.89				
B747-400F	PW4056 (-3)	Phase III (FB2C)							394.63				
B747-400F	PW4062A								412.77				
B747-400SF	PW4056 (-3)	Phase III (FB2C)							394.63				
B747-8F	GENx-2B67/67B						412.77	447.70					
B747-SP	JT9D-7A										317.95	318.43	
B747-SP	JT9D-7F/-7J										299.37		
B747-SP	RB211-524B2										315.70		
B747-SP	RB211-524D4										318.42		
B747-SP-Z5	RB211-524D4										319.32		
B747-SR	JT9D-7A										276.70		
B747SR/-100	CF6-45A2	With "200"GB" nacelles								311.60	340.19		
B747SR/-100/200/300	JT9D-3A	With "100CN" nacelles											322.05
B747SR/-100/200/300	JT9D-3A	With "200CN" nacelles											322.05
B747SR/-100/200/300	JT9D-7	With "100CN" nacelles											332.94
B747SR/-100/200/300	JT9D-7	With "200CN" nacelles									304.99	332.94	
B747SR/-100/200/300	JT9D-7A	With "100CN" nacelles											332.90
B747SR/-100/200/300	JT9D-7A	With "200CN" nacelles									324.59	332.94	
B747SR/-100/200/300	JT9D-7F	With "100CN" nacelles											340.20
B747SR/-100/200/300	JT9D-7F	With "200CN" nacelles									326.99	340.19	
B747SR/-100/200/300	JT9D-7J	With "200CN" nacelles									324.69	351.53	
B757-200	PW2037						112.40						
B757-200	PW2040						115.90						
B757-200	RB211-535C					101.79	108.90						
B757-200	RB211-535E4					115.80							
B757-300	RB211-535E4B						117.93						
B767-200	CF6-80A						154.89	159.21					
B767-200	JT9D-7R4D	Package "A" Eng. Install No.BG700 series					138.59	156.50					
B767-200	JT9D-7R4D	Package "B" Eng Install No.BG800/BG900 series					134.99	156.65					
B767-200	JT9D-7R4E						136.19	166.50					
B767-200/-200 ER	CF6-80A2	50KLb rating					144.39	159.21					
B767-200/-200 ER	CF6-80C2B					140.29	159.21						
B767-200/-200 ER	CF6-80C2B2						163.29						
B767-200/-200 ER	CF6-80C2B2F						153.80						
B767-200/-200 ER	CF6-80C2B4						175.54						
B767-200/-200 ER	CF6-80C2B4F	N1 Modifier				143.29	163.50						
B767-200/-200 ER	JT9D-4RE						136.19	163.30					
B767-200/-200 ER	JT9D-7R4D						135.17						
B767-200/-200 ER	JT9D-7R4E						136.19	166.50					
B767-200/-200 ER	JT9D-7R4E4						135.19	159.20					
B767-200/-200 ER	PW4050							170.20					
B767-200/-200 ER	PW4052 (FB2T)						159.20						
B767-200/-200 ER	PW4056 (FB2B)						162.79	181.44					
B767-200/-200 ER	PW4056 PHASE III (FB2C)	With noise reduction inlet				152.50	179.17						
B767-200/-200 ER	PW4060							172.00					
B767-200/-200 ER	PW4060 PHASE III (FB2C)	With noise reduction inlet				147.00	179.17						
B767-200/-200 ER	PW4060A							169.30					
B767-300	CF6-80C2B6F	With N1 modifier					178.29	185.10					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	Maximum certificated take-off weight - tonnes							
			Noise Level Band (EPNdB):							
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
Quota Count:			QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
B767-300 & -300ER	CF6-80C2B2F					151.90				
B767-300 & -300ER	CF6-80C2B4				175.49	184.60				
B767-300 & -300ER	CF6-80C2B6				175.09	184.60				
B767-300 & -300ER	CF6-80C2B6 (fadec)	With N1 modifier			177.69	184.60				
B767-300 & -300ER	CF6-80C2B7F (fadec)					186.88				
B767-300 & -300ER	PW4056 (FB2B)					184.60				
B767-300 & -300ER	PW4056 PHASEIII (FB2C)	With noise reduction inlet			149.00	186.88				
B767-300 & -300ER	PW4060 (FB2B)					184.60				
B767-300 & -300ER	PW4060 PHASEIII (FB2C)	With noise reduction inlet			144.00	182.50	186.88			
B767-300 & -300ER	PW4062 PHASEIII (FB2C)	With noise reduction inlet				174.00	186.88			
B767-300 & -300ER	RB211-524G					170.89	184.61			
B767-300 & -300ER	RB211-524H					170.69	184.61			
B767-400ER	CF6-80C2B8F						204.12			
B777-200	GE90-76B			229.52	242.67					
B777-200	GE90-85B				286.90					
B777-200	GE90-90B						286.90			
B777-200	GE90-94B					263.08				
B777-200	PW4077	At 77,000 sea level static thrust				242.67	246.75			
B777-200	Trent 877						247.21			
B777-200	Trent 884						289.33	294.84		
B777-200	Trent 895						297.56			
B777-200	PW4090					231.97	293.93	297.56		
B777-200	Trent 890						286.90			
B777-300	Trent 892						299.37			
B777-300ER	GE90-115B/115BL						351.53			
B787-8	Trent 1000-A			192.96	227.93					
B787-8	Trent 1000-A/01				219.54	227.93				
B787-8	Trent 1000-A/01	With main landing gear plugs		199.58	227.93					
B787-8	Trent 1000-C/01				219.54	227.93				
B787-8	Trent 1000-C/01	With main landing gear plugs		199.58	227.93					
B787-8	Trent 1000-E/01				192.96					
B787-8	Trent 1000-E/01	With main landing gear plugs		192.96						
B787-8	GEEx-1B64G03			181.44	227.93					
B787-8	GEEx-1B64G04				208.65	227.93				
B787-8	GEEx-1B64G04	With main landing gear plugs		181.44	227.93					
B787-8	GEEx-1B70G04				208.65	227.93				
B787-8	GEEx-1B70G04	With main landing gear plugs		181.44	227.93					
B787-9	Trent 1000-J2			192.78	252.65					
B787-9	Trent 1000-K2			192.78	252.65					
B787-9	GEEx-1B70/P2G01				238.14	252.65				
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 125-1000A/-1000B	PW305/PW305B		14.06							
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					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes								
				Noise Level Band (EPNdB):								
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Quota Count:				QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
BAe 125 Series 3A/RA (HS)	TFE-731-3-1H	Mod.252600				10.71						
BAe 125 Series 3B (HS)	Viper 522								9.84			
BAe 125 Series 3B/RA (HS)	Viper 522								10.34			
BAe 125 Series 3B/RC (HS)	Viper 522								10.71			
BAe 125 Series 400A (HS)	TFE-731-3-1H	Mod.252550				10.71						
BAe 125 Series 400B (HS)	Viper 522								10.57			
BAe 125 Series 403B (HS)	Viper 522								10.71			
BAe 125 Series 600A (HS)	TFE-731-3-1H	Mod.252468				11.57						
BAe 125 Series 600A and B (HS)	Viper 601-22	Mod.252405						11.57				
BAe 125 Series 600B (HS)	Viper 601-22									11.57		
BAe 125 Series F3B (HS)	TFE-731-3-1H	Eng. mod.252603				9.84						
BAe 125 Series F3B/RA	TFE-731-3-1H	Eng. mod.252551				10.71						
BAe 125 Series F400 (HS)	TFE-731-3-1H	Eng. mod.252551				10.71						
BAe 125 Series F600B (HS)	TFE-731-3-1H	Eng. mod.252469				11.57						
BAe 146-100	ALF 502R-3					34.47						
BAe 146-100	ALF 502R-4					34.47						
BAe 146-100	ALF 502R-5	Plus eng. option71/1				37.31						
BAe 146-100-20	ALF 502R-3	Plus eng. option71/1				37.31						
BAe 146-100-20	ALF 502R-3					37.31						
BAe 146-100-20	ALF 502R-3A	Plus eng. option71/1				37.31						
BAe 146-100-20	ALF 502R-4	Plus eng. option71/1				37.31						
BAe 146-100-20	ALF 502R-4					37.31						
BAe 146-100-21	ALF 502R-5					37.31						
BAe 146-100-31	ALF 502R-5	Plus eng. option71/1				38.10						
BAe 146-100A	ALF 502R-3A	Plus eng. option71/1				37.31						
BAe 146-200	ALF 502R-3	Plus eng. option71/1				40.60						
BAe 146-200	ALF 502R-3A	Plus eng. option71/1				40.60						
BAe 146-200	ALF 502R-5	Plus eng. option71/1				42.18						
BAe 146-300	ALF 502R-5	Plus eng. option71/1				44.23						
BAe 146-300	LF507-1F or 1H					46.04						
BAe 146-RJ100	LF507-1F	(AVRO 146-RJ100)				46.04						
BAe 146-RJ70	LF507-1F	(AVRO 146-RJ70)				40.82						
BAe 146-RJ85	LF507-1F	(AVRO 146-RJ85)				44.00						
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 41	TPE331-14GR-801H(L)/14HR-801H(R)					10.43						
Beech 400	JT15D-5							7.16				
Beech 400A	JT15D-5							7.39				
Beech MU300	JT15D-4					6.40						
Beech MU300-10	JT15D-5							7.16				
Bell 206B3	Allison 250-C20B or -C20J	JetRanger					E					
Bell 429	PWC207D1					3.18						
Bell 430	Allison 250-C40B							4.21				
Bombardier BD-100-1A10	Honeywell AS907-1-1A	Challenger 300				17.62						
Bombardier BD-100-1A10	Honeywell AS907-2-1A	Challenger 350				18.42						
Bombardier BD-500-1A10	PW1524G	CSeries CS100				60.78						
Bombardier BD-500-1A11	PW1521G-3	CSeries CS300				61.00	67.59					
Bombardier BD-500-1A11	PW1524G-3	CSeries CS300				64.00	67.59					
Bombardier BD-700-1A10	BR700-710A2-20	Global Express				45.13						
Bombardier BD-700-1A11	BR700-710A2-20	Global 5000				39.78						
Bombardier CL-600-2E25	CF34-8C5	CRJ1000				40.00	41.64					
Canadair CL-600	ALF-502L-2						18.71					
Canadair CL-600-2B16	CF34-3A2	Challenger 601-3A				20.57						
Canadair CL-600-2B16	CF34-3B	Challenger 604, 604DX, 605				21.86						
Canadair CL-600-2B19	CF34-3B1	CRJ 100/200				24.04						
Canadair CL-601	CF34-1A					20.46						
Canadair CL-601	CF34-3A					20.46						
Canadair Regional Jet	CF34-3A1					24.04						

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes								
				Noise Level Band (EPNdB):								
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Quota Count:				QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
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							
CASA C-295M	PW127G					23.20						
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 525A	Williams FJ44-3A-24			5.67								
Cessna 525B	Williams FJ44-3A			6.29								
Cessna 550 Citation II	JT15D-4			6.40								
Cessna 550 Citation Bravo	PW530A			6.71								
Cessna 560 Citation V	JT15D-5A					7.21						
Cessna 560 Citation Ultra	JT15D-5D					7.39						
Cessna 560 Citation XL	PW 545A			9.07								
Cessna 560 Citation XLS	PW 545B			9.16								
Cessna 560 Citation Encore Plus	PW 535B			7.63								
Cessna 650 Citation VI	TFE731-3B-100S				9.98							
Cessna 650 Citation VII	TFE731-4R-25				10.43							
Cessna 680	PW 306C			13.74								
Cessna 680A	PW 306D	Citation Latitude		13.97								
Cessna 750 Citation X	Allison AE3007A			16.19								
Convair 580	Allison 501-D13H					26.40						
DC10-10	CF6-6D1A								206.38			
DC10-10/15	CF6-50C2-F							206.40				
DC10-10/15	CF6-6K								206.40			
DC10-30	CF6-50C									259.46		
DC10-30/-30F	CF6-50C1										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	
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			
DC9-30	JT8D-7	ABS Hushkit (STC SA1613GL)							47.63			
DC9-51	JT8D-17A	ABS Partnership Chapter 3 Hushkit							54.88			
DHC-7-101	P&W PT6A-50	Dash 7 (Full Power)		19.50								
DHC-7-103	P&W PT6A-50	Dash 7 (Full Power)		19.96								
DHC-8-101	UACL P&W PW120 or PW120A	Dash 8		14.97								
DHC-8-102	UACL P&W PW120 or PW120A	Dash 8		15.65								
DHC-8-311	UACL P&W PW123	Dash 8		19.50								
DHC-8-402	P&W 150A	Dash 8		29.26								
Dornier 328-100	PW119A or PW119B			13.64								
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine		13.90								
Dornier 328-300	PW306B			15.66								
Eclipse EA500	PW610F-A			2.72								
EH Industries EH101	GE CT7-6A								14.60			
Embraer EMB-120	P&W PW-115 or -118			11.50								
Embraer EMB-135	Rolls Royce AE3007A1			22.20								
Embraer EMB-135BJ	Rolls Royce AE3007A2	Legacy 650		24.30								
Embraer EMB-145	Allison AE3007A			20.99								
Embraer EMB-145 LR	Allison AE3007A1			22.00								
Embraer EMB-500	Pratt & Whitney PW617F-E	Phenom 100		4.75								
Embraer EMB-505	Pratt & Whitney PW535E	Phenom 300		8.15								
Embraer EMB-545	Honeywell AS-907-3-1E	Legacy 450		16.22								
Embraer EMB-550	Honeywell AS-907-3-1E	Legacy 500		17.40								
Embraer ERJ 170-100 LR	General Electric CF34-8E5					38.60						
Embraer ERJ 170-200 LR	General Electric CF34-8E5					40.37						
Embraer ERJ 190-100 LR	General Electric CF34-10E5					50.30						

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES		Noise Level Band (EPNdB):	Maximum certificated take-off weight - tonnes											
			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9				
			Quota Count:	QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16			
Aircraft	Engine	Remarks												
Embraer ERJ 190-200 LR	General Electric CF34-10E5	Winglets and Improved Acoustic Chevron Nozzle (Block 02)			50.79									
Embraer ERJ 190-200 LR	General Electric CF34-10E7				50.79									
Eurocopter AS355F1	Allison 250-C20F				2.40									
Eurocopter AS355N	Arrius 1A			2.54										
Eurocopter BO 105 DB	Allison 250-C20B						E							
Eurocopter BO 105 DBS-5	Allison 250-C20B						E							
Eurocopter EC135T1	Turbomeca Arrius 2B1			2.84										
Eurocopter EC135 T2+	Turbomeca Arrius 2B2			2.91										
Eurocopter EC155B	Turbomeca Arriel 2C1				4.80									
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 2000S	P&W PW308C	SF1 Take off performance	18.60											
Falcon 2000EX Easy	P&W PW308C			19.14										
Falcon 50	TFE 731-3				17.60									
Falcon 50	TFE 731-3-1C				18.50									
Falcon 50EX	TFE731-40(-1C)				18.50									
Falcon 900	TFE 731-5A			20.64										
Falcon 900	TFE 731-5AR-1C			20.64										
Falcon 900B/900C	TFE 731-5BR-1C			21.09										
Falcon 900EX	TFE 731-60-1C			22.23										
Falcon 7X	Pratt & Whitney PW307A			31.75										
Falcon 7X	Pratt & Whitney PW307D	Falcon 8X (Fuselage stretch modification)		33.11										
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-II B	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-III	RR Spey 511-8	Quiet Technology Stage 3 hush kit (STC ST03621AT)				31.62								
Gulfstream G-IV	TAY 610-8		32.52											
Gulfstream G-IV	TAY 611-8		33.20											
Gulfstream G-IV (G450)	TAY 611-8C		33.52											
Gulfstream G-IV SP	TAY 611-8		33.83											
Gulfstream G-V	BR700-710A1-10	ASC 064A, ASC 197 (Reduced MLW and MTOW)	34.02											
Gulfstream G-V	BR700-710A1-10			41.05										
Gulfstream G-V SP (G550)	BR700-710C4-11			41.28										
Gulfstream G-VI (G650)	BR700-725A1-12		45.18											
Gulfstream 200	P&W PW306A		16.08											
Gulfstream G150	Honeywell TFE731-40-AR-200G			11.83										
Gulfstream G280	Honeywell AS907-2-1G		17.96											
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller					E							
Hawker 750	TFE731-5BR		12.25											
Hawker 850XP	TFE731-5BR		12.70											
Hawker 900XP	TFE731-50R		12.70											
Hawker 4000	PW308A		17.92											

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes								
				Noise Level Band (EPNdB):								
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Quota Count:				QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
IAI 1124	TFE 731-3-1G				10.50							
IAI Astra SPX	TFE 731-40R-200G				11.18							
IL-18D	IVA1-20M										64.00	
IL-62M	D-30Ku	With noise suppressors									167.00	
IL-62M	D-30Ku											167.00
IL-76T(TD)	D-30KP(D-30KP 2 ser.)											170.00
IL-76TD-90 VD	PS-90A-76							195.00				
IL-96-300	PS-90A									250.00		
Learjet 23	CJ610-1/-4							5.67				
Learjet 24	CJ610-1/-4								5.90			
Learjet 24/24D	CJ610-6							6.12				
Learjet 24D	CJ610-6								6.12			
Learjet 24E	CJ610-6							5.85				
Learjet 24F	CJ610-6							6.12				
Learjet 24F-A	CJ610-6							5.67				
Learjet 25	CJ610-6									6.80		
Learjet 25 B/C/D/F XR	CJ610-6/8A									7.39		
Learjet 28/29	CJ610-8A									6.80		
Learjet 31A	TFE 731-2-3B				7.71							
Learjet 35/36	TFE 731-2-2B				8.16							
Learjet 35A	TFE 731-2-2B				8.04							
Learjet 35A/36A	TFE 731-2-2B				8.30							
Learjet 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				9.75							
Learjet 45	TFE731-40BR-1B	Learjet 75			9.75							
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							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes								
				Noise Level Band (EPNdB):								
				<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
Quota Count:				QC/0	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
MD 900 Explorer	PW 206A			2.84								
Puma (ECF) SA-330F/G	Turbomeca IVA							E				
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A			5.67								
SAAB SF340A	GE CT7-5A	Full power			12.25							
SAAB SF340A	GE CT7-5A2			12.93								
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					
Shorts SD330	P&W PT6A-45R				10.39							
Shorts SD360	P&W PT6A-65AR				12.00							
Shorts SD360	P&W PT6A-65R				12.00							
Shorts SD360-300	P&W PT6A-67R			12.29								
Sikorsky S76A	Allison 250-C30S							E				
Sikorsky S76B	P&W PT6B-36A							E				
Sikorsky S76C+	Turbomeca Arriel 2S1						5.31					
Sikorsky S-92A	GE-CT7-8								12.02			
SN-601 Corvette	JT15D-4			7.00								
Sukhoi RRJ-95B	SaM146-1S17	Superjet 100			45.88							
Transall C160	RR Tyne MK22							49.15				
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					
TU-204C	PS-90A						103.00					
Yak-40	A1-25					16.00						
Yak-42	D-36	With noise suppressors						54.00				

E - QC estimated