



RiverOak Strategic Partners

Manston Airport Development Consent Order 2018 Consultation

Noise Mitigation Plan

For consultation
January 2018

Scheme Name	Manston Airport DCO
Promoter's Name	RiverOak Strategic Partners Limited
Author	RiverOak Strategic Partners Limited
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Suite of Consultation Documents

1.1 As part of this second statutory consultation under section 47 of the Planning Act 2008 a suite of consultation documents relating to the proposal to reopen Manston Airport is available to the public. Together, these documents give an overview of the development proposals including information on the potential benefits and impacts of the Project. The documents also provide further information about environmental considerations following further progression of environmental assessments, as well as a draft Noise Mitigation Plan that has been developed as part of the response to the 2,200 consultation responses that were received in response to the first statutory consultation held between 12 June and 23 July 2017 ('the 2017 consultation'). Further information is also provided on how the public can submit their feedback.

1.2 Similarly to the 2017 consultation, this consultation also forms part of RiverOak's initial engagement on the design of airspace and procedures associated with the airport. As such it is a further opportunity for members of the community to highlight any factors which they believe RiverOak should take into account during that design phase. Having taken all such factors into account, the subsequent proposals for flightpaths and airspace will be subject to a separate round of consultation once the DCO application has been made.

1.3 The suite of consultation documents includes:

- 1.3.1 an introduction to the consultation;
- 1.3.2 an updated preliminary environmental information report ('PEIR');
- 1.3.3 a non-technical summary of the PEIR;
- 1.3.4 an updated masterplan;
- 1.3.5 a Noise Mitigation Plan;**
- 1.3.6 a Statement of Community Consultation;
- 1.3.7 an updated analysis of air freight and need; and
- 1.3.8 a feedback form.

RIVEROAK STRATEGIC PARTNERS

MANSTON AIRPORT NOISE MITIGATION PLAN

RiverOak Strategic Partners Limited ('RiverOak') has always been aware that the issue of noise created by the operation of a redeveloped Manston Airport would be one of the issues of principal concern for the residents of Thanet. This has been borne out in both informal and statutory consultation to date. RiverOak understands those concerns and wishes to offer a range of commitments on future noise related activities at the airport in the form of a Noise Mitigation Plan. The commitments are designed to provide clarity to residents and reduce their concerns to the extent possible. While it is not obligatory to offer a Noise Mitigation Plan at either the consultation stage or when an application for a Development Consent Order is made, it is RiverOak's belief that it is right to do so. It is also right that those potentially affected by noise should be given a chance to comment upon the provisions of the plan before it is finalised in RiverOak's application. The following text represents the consultation draft of the Noise Mitigation Plan upon which RiverOak would welcome comments.

The main measures, in section 1 below, use 'quota counts', common at other UK airports, where aircraft are given an independently assessed score known as a quota count according to how noisy they are, and then a total quota count is imposed. Thus there is a control of the total amount of noise from aircraft rather than the total number of aircraft. The noisiest aircraft (with quota count 8 or 16) are also banned from night flying altogether. The night time quota figure and that for passenger flights during the morning Shoulder Period have been arrived at based on a typical mix of aircraft operating within the noise levels that have been environmentally assessed rather than taking the noisiest possible aircraft, and then adding some headroom above that figure.

Twelve further measures are then proposed, including an insulation scheme for residential and noise-sensitive commercial properties likely to be affected by noise, and fines for individually noisy aircraft or those that stray from approved flightpaths without good reason, to be spent by the Community Consultative Committee that will be set up. RiverOak would welcome proposals from local environmental, residential, business, tourism and other organisations who might wish to be represented on the committee.

NOISE MITIGATION PLAN

1 Aircraft quota count restrictions

1.1 Aircraft taking off or landing at the airport are described in this plan as follows:

- 1.1.1 Exempt aircraft;
- 1.1.2 Aircraft having a quota count of 0.25;
- 1.1.3 Aircraft having a quota count of 0.5;
- 1.1.4 Aircraft having a quota count of 1;
- 1.1.5 Aircraft having a quota count of 2;
- 1.1.6 Aircraft having a quota count of 4;
- 1.1.7 Aircraft having a quota count of 8;
- 1.1.8 Aircraft having a quota count of 16.

1.2 Exempt aircraft for the purposes of paragraph 1.1.1 are those aircraft which on the basis of their noise data are classified at less than 84 EPNdB and indicated as exempt in Part 2 of Appendix 1 to this Plan. The provisions of paragraphs 1.4 – 1.8 inclusive do not apply to the taking off or landing of such aircraft.

1.3 Subject to paragraph 1.2, 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

- 1.4 An aircraft cannot take-off or be scheduled to land during the Night Time Period where:
- 1.4.1 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
 - 1.4.2 the operator claims that the aircraft is an exempt aircraft within paragraph 1.2, but the aircraft is not indicated as such an aircraft in Part 2 of Appendix 1 to this plan.
- 1.5 Any aircraft which has a quota count of 8 or 16 cannot take-off or land at the airport during the Night Time Period.
- 1.6 The airport will be subject to an annual quota during the Night Quota Period of 4000. Each take-off or landing at the airport during the Night Quota Period is to count towards this annual quota.
- 1.7 No passenger aircraft will be scheduled to take-off or land during the Night Quota Period.
- 1.8 The scheduling of passenger aircraft during the Shoulder Period will be subject to an annual quota of 2000. Each take-off or landing of a passenger flight during the Shoulder Period is to count towards this annual quota.

2 Noise insulation scheme – residential properties

- 2.1 A noise insulation scheme for residential properties will be offered by the airport authority to help avoid significant adverse effects on health and quality of life. The scheme will take into account both day time and night time noise exposure. Eligibility for the scheme is consistent with current and emerging Government policy.
- 2.2 Where, upon application to the airport authority, the freehold owner of a residential property is deemed eligible for assistance under the noise insulation scheme, they will receive £4,000 towards acoustic insulation.
- 2.3 Only one application will be considered per property.
- 2.4 Residential properties with habitable rooms within the 63dB LAeq (16 hour) day time contour will be eligible for the payment detailed in paragraph 2.2
- 2.5 Residential properties which are not eligible under paragraph 2.4 but which have bedrooms which fall within the 55dB LAeq (8 hour) contour will be eligible for the payment detailed in paragraph 2.2.

3 Noise insulation scheme – noise-sensitive buildings

The airport will provide reasonable levels of noise insulation and ventilation for schools and community buildings within the 60 dB LAeq (16 hour) day time contour.

4 Training flights

Other than General Aviation training that is based at Manston Airport, there will be no routine training flights.

5 Engine testing

There will be no open field testing of jet engines during the Night Time Period except where operationally urgent and carried out within a designated test area.

6 Reverse thrust

The airport will establish a policy which minimises the use of reverse thrust except where operationally essential.

7 Aircraft approach

Aircraft operators will be encouraged to keep noise disturbance to a minimum by operating a low power/low drag procedure subject to ATC speed control requirements and the maintenance of safe operation of the aircraft.

8 Runway Operation

When weather conditions allow, and taking into account other operational and safety considerations including runway utilisation, the airport authority will seek to operate take-offs from Runway 28 and landings on Runway 10 subject to such operations being in accordance with CAA guidance and the aircraft operator's own limitations and safety management systems.

9 Wake turbulence

The airport operator will implement the Wake Turbulence Policy at Appendix 2 to this plan.

10 Aircraft noise monitoring

10.1 Permanent fixed noise monitoring terminals will be located under each of the aircraft departure flight paths at a distance of 6.5km from the start of take-off roll.

10.2 During the Day Time Period the operator of any departing aircraft that exceeds 90 dB LASmax at the relevant noise monitoring terminal will be subject to a penalty of £750 and a further penalty of £150 for each additional decibel exceeded above 90 dB LASmax.

10.3 During the Night Time Period the operator of any departing aircraft that exceeds 82 dB LASmax at the relevant noise monitoring terminal will be subject to a penalty of £750 and further penalties of £150 for each additional decibel exceeded above 82 dB LASmax.

11 Off-track Flight

11.1 The airport operator will install a NTK system which will track aircraft in flight.

11.2 Through the Airspace Change Process the airport authority will seek to establish NPRs which will be designed to avoid overflying of densely populated areas.

11.3 The airport will require each aircraft operator to ensure that 95% of all departures within a calendar year remain within the NPR.

11.4 Any aircraft operator which fails to meet the target in paragraph 11.3 and subsequently fails to work collaboratively with the airport after being notified of persistent departures outside of the NPRs will be subject to a track keeping penalty of £500 per aircraft departure.

12 Community Consultative Committee

12.1 The airport operator will establish a Community Consultative Committee in accordance with section 35 of the Act and with the guidance contained in “Guidelines for Airport Consultative Committees” (Department for Transport, 17 April 2014).

12.2 The Community Consultative Committee will have an independent chair and secretary who will be paid by the airport operator.

12.3 The Community Consultative Committee will meet quarterly in suitable premises on the airport and the agenda and minutes of each meeting will be published.

13 Community Trust Fund

13.1 The airport operator will establish a Community Trust Fund into which all penalties applied under paragraphs 10 and 11 of this plan will be paid.

13.2 The proceeds of the fund established under paragraph 13.1 will be applied to community projects within the 50 dB LAeq (16 hour) day time contour and 40 dB LAeq (8 hour) contours by the Community Consultative Committee established under paragraph 14 of this plan.

14 Interpretation

14.1 For the purposes of this plan:

‘the Act’ means the Civil Aviation Act 1982;

‘the airport’ means Manston Airport’

‘airport authority’ means the person for the time being having the management of Manston Airport;

‘Airspace Change Process’ means the process by which airspace change sponsors apply to the Civil Aviation Authority for a permanent change to UK airspace design;

‘ATC’ means air traffic control;

‘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 December 1944;

‘appropriate air traffic control unit’ has the meaning ascribed to it by the Air Navigation Order 2009;

'Day Time Period' means the period from 0700 hours to 2300 hours;

'EPNdB' means effective perceived noise in decibels;

'General Aviation' means all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire;

'LAeq (8 hour) contour' means equivalent continuous sound level of aircraft noise during the average 'summer night'. This is based on the daily average aircraft movements that take place between 2300 and 0700 local time during the 92-day period from 16 June to 15 September inclusive;

'LAeq (16 hour) day time contour' means equivalent continuous sound level of aircraft noise in the 16 hour average 'summer day'. This is based on the daily average aircraft movements that take place between 0700 and 2300 local time during the 92-day period from 16th June to 15th September inclusive;

'LASmax' means the maximum A-weighted sound level measured during an aircraft fly-by event;

'low power/low drag procedure' means a noise abatement technique for arriving aircraft in which the pilot delays the extension of wing flaps and undercarriage until the final stages of the approach;

'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;

'NPR' means a specific flight path which aircraft with a maximum take-off weight in excess of 5700 kg are to follow up until an altitude of 4,000 ft or as directed by ATC;

'Night Time Period' means the period from 2300 hours to 0700 hours;

'NTK' means Noise and Track Keeping System;

'Night Quota Period' means the period from 2300 hours to 0600 hours;

an aircraft is deemed to have taken off or landed during the Night Time Period, Night Quota Period or Shoulder Period, as the case may be, if the time recorded by the appropriate ATC 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 Part 2 of Appendix 1 to this Notice;

'passenger aircraft' means an aircraft operated principally for the purposes of carrying passengers;

'quota' means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the airport during the relevant 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 2.3 of this plan;

'Shoulder Period' means the period from 0600 hours to 0700 hours; and

'start of take-off roll' means the point at which an aircraft which is aligned with the runway centreline begins to move forward with the intent to take-off.

APPENDIX 1

NOISE CLASSIFICATION

PART 1

- 1 The noise classification for an aircraft on take-off or landing as appropriate means
 - 1.1 for the purposes of landing:
 - 1.1.1 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
 - 1.1.2 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.
 - 1.2 for the purposes of take-off:
 - 1.2.1 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;
 - 1.2.2 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
 - 1.2.3 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.
 - 1.3 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.

- 1.4 In paragraph 1 of this Appendix, 'the equivalent standards' means:
- 1.4.1 in the case of Chapter 2 of Annex 16: FAR 36, Stage 2;
 - 1.4.2 in the case of Chapter 3 of Annex 16: FAR 36, Stage 3;
 - 1.4.3 in the case of Chapter 4 of Annex 16: FAR 36, Stage 4;
 - 1.4.4 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			Noise Level Band (EPNdB)	Maximum certificated landing 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	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					
Agusta A109E	PW206C						3.00				
Agusta A119	PT6B-37A					2.72					
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-A1 Mod 22461	"BUMP" Rating				68.00					
Airbus A320-232	V2527-A5				64.50						
Airbus A320-251n	CFM LEAP-1A26			67.40							
Airbus A320-271n	PW1127G-JM			67.40							
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						

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 A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC				80.00						
Airbus A321-211	CFM56-5B3/P	Engine Mods. 25800 SAC and 27772				80.00						
Airbus A321-214	CFM56-5B-4	Single or double annular combustors			68.00							
Airbus A321-231	V2533-A5				77.80	80.00						
Airbus 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	PW4166					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 555						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 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 ADVIC	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						
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						

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/6	QC/16
Aircraft	Engine	Remarks									
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					
B737-300	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					
B737-900	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	CF6-50E1								285.76		
B747-200/-300	CF6-50E2								285.76		
B747-200B	CF6-50E								265.35		
B747-200B	RB211-524D4	RRN 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			
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			

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									
B747-400D	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						
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					

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								
B767-400ER	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/D1				172.37					
B787-8	Trent 1000-A/D1	With main landing gear plugs		172.37						
B787-8	Trent 1000-C/D1				172.37					
B787-8	Trent 1000-C/D1	With main landing gear plugs		172.37						
B787-8	Trent 1000-E/D1				172.37					
B787-8	Trent 1000-E/D1	With main landing gear plugs		172.37						
B787-8	GENx-1B64G03					172.37				
B787-8	GENx-1B64G04					172.37				
B787-8	GENx-1B64G04	With main landing gear plugs		172.37						
B787-8	GENx-1B70G04					172.37				
B787-8	GENx-1B70G04	With main landing gear plugs		172.37						
B787-9	Trent 1000-J2				192.78					
B787-9	Trent 1000-K2				192.78					
B787-9	GENx-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						
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						

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes								
			Noise Level Band (EPNdB)	<84	84-86 g	87-89 g	90-92 g	93-95 g	96-98 g	99-101 g	>101 g
			Quota Count	EXEMP	QC/0 25	QC/0 5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks									
BAe 125 Series F600B (HS)	TFE-731-3-1H	Eng mod 252469				9.98					
BAe 146-100	ALF 502R-3					32.62					
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 option 71/1			33.27						
BAe 146-100-20	ALF 502R-3					33.27					
BAe 146-100-20	ALF 502R-3A	Plus option 71/1			33.27						
BAe 146-100-20	ALF 502R-4	Plus option 71/1			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 option 71/1			35.15						
BAe 146-100A	ALF 502R-3A	Plus option 71/1			33.27						
BAe 146-200	ALF 502R-3	Plus option 71/1			35.15						
BAe 146-200	ALF 502R-3A	Plus option 71/1			35.15						
BAe 146-200	ALF 502R-5	Plus option 71/1			36.74						
BAe 146-300	ALF 502R-5	Plus option 71/1			38.33						
BAe 146-300	LF 507-1F or -1H					40.14					
BAe 146-RJ100	LF 507-1F	(AVRO 146-RJ100)				40.14					
BAe 146-RJ70	LF 507-1F	(AVRO 146-RJ70)				37.88					
BAe 146-RJ85	LF 507-1F	(AVRO 146-RJ85)				38.56					
BAe 748 Series 1 (Avro)	RR Dart 514							E			
BAe 748-2A	RR Dart 532-2							19.51			
BAe 748-2A	RR Dart 534-2	With either BAe mod. 6408 or 6517			19.51						
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2	With either BAe mod. 6408 or 6517		19.50							
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2							19.51			
BAe ATP	P&W PW126					22.25					
BAe ATP	P&W PW126A					22.25					
BAe ATP	P&W PW 126A	Hamilton 6/5500/F1 props, Mod 10271F				23.13					
BAe Jetstream 3100	Garret TPE 331 series			6.60							
BAe Jetstream 3200	TPE331-12UA(R)-701H	Dowty propeller R333/4-82-F/12		7.35							
BAe Jetstream 3200	TPE331-12UA(R)-702H	McCauley propeller 4HFR34C653/L106FA		7.35							
BAe Jetstream 41	TPE331-14GR-801H(L)/14HR-801H(R)			10.12							
Beech 200	PW PT6A-41	Hartzell propeller HC-D4N-3 A/D-9383K		5.67							
Beech 200 or C12F	PW PT6A-41	McCauley propeller 4HFR34 C754/94LA-0		5.67							
Beech 200 or 200C	PW PT6A-41	Hartzell propeller HC-B3TN-3Gor-3N		5.67							
Beech 350	PW PT6A-60A	Hartzell propeller HC-B4MP-3C/M10476N		6.80							
Beech 400	JT15D-5			6.44							
Beech 400A	JT15D-5			7.12							
Beech B200 , B200C,B200CT	PW PT6A-42	Hartzell propeller HC-B3TN-3G/T10178HB-3R		5.67							
Beech B200 , B200C,B200CT	PW PT6A-42	McCauley propeller 3GFR-34C702/100LA-2		5.67							
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3/M10476K		6.80							
Beech 1900C	P&W PT6A-65B	Hartzell propeller HC-B4MP-3A/M10877K			7.30						
Beech F33	Continental IO-520-B	McCauley propeller 3A32C76/82NB-2 (Bonanza)		1.54							
Beech MU300	JT15D-4			5.99							
Beech MU300-10	JT15D-5			6.44							
Beechcraft King Air C90A	PW PT6A - 21			4.58							
Beechcraft S/King Air 200	PW PT6A - 135			4.94							
Bell 206B3	Allison 250-C20B or C20J	JetRanger			E						
Bell 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-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						
Britt-Norm Islander	LYC O-540-E4C5			2.99							
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			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									
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 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-1A-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		6.48								
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								
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	CF6-50C								186.43		
DC10-30/30F	CF6-50C1								186.43		
DC10-30/30F	CF6-50C2								197.60		
DC10-30/30F	CF6-50C2-R								192.32		
DC10-30/30F	CF6-50C2B								192.32		
DC10-40	JT9D-20								182.80		
DC10-40	JT9D-20J							E			
DC10-40	JT9D-59A								182.80		
DC3 (or C47 Dakota)	PWR-1830				E						
DC6	PWR2800-CB3				E						
DC8-71	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-6 Twin Otter	PW PT6A - 20		5.25								
DHC-7-101	P&W PT6A-50		18.60								
DHC-7-103	P&W PT6A-50		19.05								
DHC-8-101	UACL P&W PW120 or PW120A				15.38						
DHC-8-102	UACL P&W PW120 or PW120A				15.38						
DHC-8-311	UACL P&W PW123				19.05						
DHC-8-402	P&W 150A			28.01							
Diamond DA 42	TAE 125-02-99		1.79								
Dornier 328-100	PW119B or PW119A		13.23								
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine		13.23							
Dornier 328-300	PW306B		14.39								
Eclipse EA500	PW610F-A		2.54								
EH Industries EH101	GE CT7-6A						14.60				
Embraer Bandeirante EMB-110	PW PT6A - 34		5.67								
Embraer EMB-120	P&W PW-115 or -118		10.83								
Embraer EMB-121	Pratt & Whitney PT6A-28	Xingu	E								
Embraer EMB-135	Rolls Royce AE3007A1		18.50								

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									
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 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							
Embraer ERJ 190-200 LR	General Electric CF34-10E7			45.00							
Eurocopter AS355F1	Allison 250-C20F					2.40					
Eurocopter AS355N	Arrius 1A				2.54						
Eurocopter BO 105 DB	Allison 250-C20B						E				
Eurocopter BO 105 DBS-5	Allison 250-C20B						E				
Eurocopter EC135T1	Turbomeca Arrius 2B1				2.84						
Eurocopter EC135T2+	Turbomeca Arrius 2B2				2.91						
Eurocopter EC155B	Turbomeca Arriel 2C1					4.80					
Fairchild SA227-AC	Garrett TPE-331-11U			6.35							
Fairchild SA227-AC	Garrett TPE-331-11U-612G	McCaughey 4HFR34C652E(I)-1106L() propeller		6.58							
Fairchild SA227-AT	Garrett TPE-331-11U-601E	Merlin MC		5.62							
Fairchild SA227-AT	Garrett TPE-331-11U-601G	Merlin MC		6.35							
Fairchild SA227-AT	Garrett TPE-331-11U-611G	Dowty R321/4-82-F/8 propeller		6.58							
Fairchild SA227-DC	Garrett TPE-331-12UHR-701G	McCaughey 4HFR34C652(Y)-1106LA-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 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 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-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							

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									
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 54H60-123/711B-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								
IAI Astra SPX	TFE 731-40R-200G		9.39								
IL-18D	IVA1-20M					52.60					
IL-62M	D-30Ku	With noise suppressors				107.00					
IL-62M	D-30Ku						107.00				
IL-76T(TD)	D-30KP (D-30KP 2 ser.)								151.50		
IL-76TD-90 VD	PS-90A-76						155.00				
IL-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			8.70							
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							

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									
MD-80	JT8D-217C				68.00						
MD-82	JT8D-217C				68.00						
MD-82	JT8D-219				68.00						
MD-83	JT8D-219				68.00						
MD-87	JT8D-217A				58.97						
MD-87	JT8D-217C				59.00						
MD-87	JT8D-219				59.00						
MD-88	JT8D-219				63.28						
MD-90-30	IAE V2525-D5			64.41							
MD 900 Explorer	PW 206A			2.84							
Mooney M20J	Lycoming IO-360-A3B6D			1.22							
Mooney M20K	Teledyne TSIO-360-GB1			1.32							
Partenavia P68B	LYC IO-360-A1B6			1.99							
Piaggio P-180	PW PT6A-66			4.94							
Pilatus PC-12/45	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K		4.50							
Pilatus PC-12/47	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K		4.50							
Piper PA-23-250	LYC IO-540-C4B5			2.36							
Piper PA-E23-250	LYC IO-540-C4B5			2.36							
Piper PA-28-161	LYC O-320-D3G	Sensenich 74DM6-0-60		1.06							
Piper PA-28-236	LYC O-540-J3A5D	Hartzell HC-F2YR-1F/F8468A-4R Propeller		1.36							
Piper PA-31-350	LYC TIO-540-J2BD			3.18							
Piper PA-31	LYC TIO-540-2AC			2.95							
Piper PA-34-200T	Lycoming TSIO-360-E	Seneca II		2.09							
Piper PA-34-200T	Teledyne TSIO-360-E	Seneca II		2.09							
Piper PA-34-220T	Continental TSIO-360-KB	Seneca III		2.13							
Piper PA-60-600P	LYC IO-540-S1A5/-P1A5			2.72							
Puma (ECF) SA330F/G	Turbomeca IVA							E			
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A			5.26							
Rockwell Commander 690C	Garrett TPE 331-625-4K	Turbo Commander		4.68							
SAAB SF340A	GE CT7-5A			12.02							
SAAB SF340A	GE CT7-5A2				12.34						
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						
Swearingen Merlin III	TPE331-11U-601G			E							
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			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					
Agusta A109E	PW206C						3.00				
Agusta A119	PT6B-37A					2.72					
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-A1 Mod 22461	"BUMP" Rating				75.70	78.00				
Airbus A320-232	V2527-A5					77.00					
Airbus A320-251n	CFM LEAP-1A26			79.00							
Airbus A320-271n	PW1127G-JM			77.00	79.00						
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				

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes								
			Noise Level Band (EPNdB)	<84	84-85.9	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 A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC					85.00	95.00			
Airbus A321-211	CFM56-5B3/P	Engine Mods 25800 SAC and 27772					89.00	95.00			
Airbus A321-214	CFM56-5B-4	Single or double annular combustors				75.30	83.00				
Airbus A321-231	V2533-A5					75.00	95.00				
Airbus 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 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-681 propeller							61.00		
Antonov 22	Nik-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 w/SAW										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			
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			

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									
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			
B737-300	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				65.00	68.04				
B737-400	CFM56-3B2/3C1	Hardwall forward acoustic panel			56.68	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				
B737-900	CFM56-7B26	26000lb SLST					76.68				
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		
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		

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	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
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	GEhx-2B67/67B					412.77	447.70			
B747-SP	JT9D-7A								317.95	318.43
B747-SP	JT9D-7F1-7J								299.37	
B747-SP	RB211-524B2								315.70	
B747-SP	RB211-524D4								318.42	
B747-SP-Z5	RB211-524D4								319.32	
B747-SR	JT9D-7A								276.70	
B747SR/-100	CF6-45A2	With "200"GB" nacelles						311.60	340.19	
B747SR/-100/200/300	JT9D-3A	With "100CN" nacelles								322.05
B747SR/-100/200/300	JT9D-3A	With "200CN" nacelles								322.05
B747SR/-100/200/300	JT9D-7	With "100CN" nacelles								332.94
B747SR/-100/200/300	JT9D-7	With "200CN" nacelles							304.99	332.94
B747SR/-100/200/300	JT9D-7A	With "100CN" nacelles								332.90
B747SR/-100/200/300	JT9D-7A	With "200CN" nacelles							324.59	332.94
B747SR/-100/200/300	JT9D-7F	With "100CN" nacelles								340.20
B747SR/-100/200/300	JT9D-7F	With "200CN" nacelles							326.99	340.19
B747SR/-100/200/300	JT9D-7J	With "200CN" nacelles							324.69	351.53
B757-200	PW2037					112.40				
B757-200	PW2040					115.90				
B757-200	RB211-535C				101.79	108.90				
B757-200	RB211-535E4				115.80					
B757-300	RB211-535E4B					117.93				
B767-200	CF6-80A					154.89	159.21			
B767-200	JT9D-7R4D	Package "A" Eng Install No BG700 series				138.59	156.50			
B767-200	JT9D-7R4D	Package "B" Eng Install No BG800/BG900 series				134.99	156.65			
B767-200	JT9D-7R4E					136.19	166.50			
B767-200/-200 ER	CF6-80A2	50KLb rating				144.39	159.21			
B767-200/-200 ER	CF6-80C2B				140.29	159.21				
B767-200/-200 ER	CF6-80C2B2					163.29				
B767-200/-200 ER	CF6-80C2B2F					153.80				
B767-200/-200 ER	CF6-80C2B4					175.54				
B767-200/-200 ER	CF6-80C2B4F	N1 Modifier			143.29	163.50				
B767-200/-200 ER	JT9D-4RE					136.19	163.30			
B767-200/-200 ER	JT9D-7R4D					135.17				
B767-200/-200 ER	JT9D-7R4E					136.19	166.50			
B767-200/-200 ER	JT9D-7R4E4					135.19	159.20			
B767-200/-200 ER	PW4050						170.20			
B767-200/-200 ER	PW4052 (FB2T)					159.20				
B767-200/-200 ER	PW4056 (FB2B)					162.79	181.44			
B767-200/-200 ER	PW4056 PHASE III (FB2C)	With noise reduction inlet			152.50	179.17				
B767-200/-200 ER	PW4060						172.00			
B767-200/-200 ER	PW4060 PHASE III (FB2C)	With noise reduction inlet			147.00	179.17				
B767-200/-200 ER	PW4060A						169.30			
B767-300	CF6-80C2B6F	With N1 modifier				178.29	185.10			
B767-300 & -300ER	CF6-80C2B2F					151.90				
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			

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	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						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	GENx-1B64G03				181.44	227.93					
B787-8	GENx-1B64G04					208.65	227.93				
B787-8	GENx-1B64G04	With main landing gear plugs			181.44	227.93					
B787-8	GENx-1B70G04					208.65	227.93				
B787-8	GENx-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	GENx-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-SR-1H					11.57					
BAe 125-800	TFE-731-SR-1H			12.43							
BAe 125-800	TFE-731-SR-1H	With DH Reverser mod 259283			12.43						
BAe 125-800A/800B	TFE-731-SR-1H	With DH Reverser mod 259283		12.43							
BAe 125-800A/800B	TFE-731-SR-1H			12.43							
BAe 125-800XP	TFE-731-SBR-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					

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 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 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-3M10476K	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 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-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					
Britt-Norm Islander	LYC 0-540-E4C5		2.99								
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			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									
CASA C-212-CB	Garret TPE 331-5-251C	Full Power			5.49						
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 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 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								
Cessna F406 Caravan II	PW PT6A-112		4.47								
Cessna T310R	Continental TSIO-520-B		2.50								
Convair 580	Allison 501-D13H				26.40						
DC10-10	CF6-6D1A								206.38		
DC10-10/15	CF6-50C2-F							206.40			
DC10-10/15	CF6-6K								206.40		
DC10-30	CF6-50C									259.46	
DC10-30/30F	CF6-50C1									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					
DC8-71	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-6 Twin Otter	PW PT6A - 20		5.25								
DHC-7-101	P&W PT6A-50	Full Power	19.50								
DHC-7-103	P&W PT6A-50	Full Power	19.96								
DHC-8-101	UACL P&W PW120 or PW120A		14.97								
DHC-8-102	UACL P&W PW120 or PW120A		15.65								
DHC-8-311	UACL P&W PW123		19.50								
DHC-8-402	P&W 150A		29.26								
Diamond DA 42	TAE 125-02-99		1.79								
Dornier 328-100	PW119A or PW119B		13.64								
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine	13.90								
Dornier 328-300	PW306B		15.66								
Eclipse EA500	PW610F-A		2.72								
EH Industries EH101	GE CT7-6A							14.60			
Embraer Bandeirante EMB-110	PW PT6A - 34		5.67								
Embraer EMB-120	P&W PW-115 or -118		11.50								
Embraer EMB-121	Pratt & Whitney PT6A-28	Xingu	E								

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									
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 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						
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		2.64								
Eurocopter EC135 T2+	Turbomeca Arrius 2B2		2.91								
Eurocopter EC155B	Turbomeca Arriel 2C1				4.80						
Fairchild SA227-AC	Garrett TPE-331-11U	Dowty propeller R321/4-82-F/8	6.58								
Fairchild SA227-AC	Garrett TPE-331-11U-612G	McCaughey 4HFR34C652E(I)-(I)106L(I) propeller	6.58								
Fairchild SA227-AT	Garrett TPE-331-11U-601E	Merlin MC	5.62								
Fairchild SA227-AT	Garrett TPE-331-11U-601G	Merlin MC	6.35								
Fairchild SA227-AT	Garrett TPE-331-11U-611G	Dowty R321/4-82-F/8 propeller	6.58								
Fairchild SA227-DC	Garrett TPE-331-12UHR-701G	McCaughey 4HFR34C652E(I)-(I)106LA-0 propeller	7.48								
Falcon 10	TFE 731-2		8.30								
Falcon 20	TFE 731-5BR-2C				13.76						
Falcon 20	CF700-20-2					13.02					
Falcon 200	ATF3-6-4C		14.52								
Falcon 2000	CFE 738-1-1B	With Dee Howard TR 6000 thrust reverser	16.56								
Falcon 2000	CFE 738-1-1B		16.56								
Falcon 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 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-III	RR Spey 511-8	Quiet Technology Stage 3 hush kit (STC 0203621AT)			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								

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes								
		Noise Level Band (EPNdB)	<84	84-86 g	87-89 g	90-92 g	93-95 g	96-98 g	99-101 g	>101 g	
		Quota Count	EXEMP	QC/0 25	QC/0 5	QC/1	QC/2	QC/4	QC/6	QC/16	
Aircraft	Engine	Remarks									
Gulfstream G-IV SP	TAY 611-8		33 83								
Gulfstream G-V	BR700-710A1-10			41 05							
Gulfstream G-V SP (G550)	BR700-710C4-11			41 28							
Gulfstream 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								
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-30KPi(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/BA							7 39			
Learjet 28/29	CJ610-8A							6 80			
Learjet 31A	TFE 731-2-3B			7 71							
Learjet 35/36	TFE 731-2-2B			8 16							
Learjet 35A	TFE 731-2-2B		8 04								
Learjet 35A/36A	TFE 731-2-2B		8 30								
Learjet 35A	TFE 731-2C			8 89							
Learjet 45	TFE731-20		9 20								
Learjet 45	TFE731-20R		9 30								
Learjet 45	TFE731-20AR-1B		9 75								
Learjet 45	TFE731-20BR-1B		9 52								
Learjet 55	TFE 731-3A-2B				9 51						
Learjet 60	PW305A		10 48								
Learjet M55	TFE 731-3A	Std. nozzle			9 75						
Learjet M55	TFE 731-3A	With Aeronca thrust reverser			9 57						
Learjet M55C	TFE 731-3A-3AR	With reverser			9 75						
Learjet M55C	TFE 731-3A-3AR -3B	With reverser			9 75						
Lockheed L1011-1	RB211-22B						195 05				
Lockheed L1011-100	RB211-22B							211 37			
Lockheed L1011-200	RB211-524B							211 34			
Lockheed L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)							215 00			
Lockheed L1011-385-1 -15	RB211-22B							211 37			
Lockheed L1011-385-1 -15 193T	RB211-22B						204 10				
Lockheed L1011-385-3	RB211-524B4							231 32			
Lockheed L1011-50	RB211-22B						204 12				
Lockheed L1011-500	RB211-524B							224 98			
Lockheed L1011-500	RB211-524B3							228 60			
Lockheed L1011-500	RB211-524B4							231 33			
Lockheed 1329-23E (Jetstar)	TFE 731-31E					20 07					
Lockheed L 188A	Allison 501D-13					51 26					
Lockheed L 188C	Allison 501D-13					51 26	52 62				
Lockheed L382G Hercules	Allison 501-D22A	Military version C130					70 31				
MD-11	CF6-90C2D1F						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				

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Noise Level Band (EPNdB)	Maximum certificated take-off weight - tonnes							
				<84	84-85.9	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									
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 205A		2.64								
Mooney M20J	Lycoming IO-360-A3B6D		1.22								
Mooney M20K	Teledyne TSIO-360-GB1		1.32								
Partenavia P68B	LYC IO-360-A1B6		1.99								
Piaggio P-180	PW PT6A-66		4.94								
Pilatus PC-12/45	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50								
Pilatus PC-12/47	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.74								
Piper PA-23-250	LYC IO-540-C4B5		2.36								
Piper PA-E23-250	LYC IO-540-C4B5		2.36								
Piper PA-28-161	LYC O-320-D3G	Sensenich 74DM6-0-60	1.06								
Piper PA-28-236	LYC O-540-J3A5D	Hartzell HC-F2YR-1F/F8468A-4R Propeller	1.36								
Piper PA-31-350	LYC TIO-540-J2BD		3.18								
Piper PA-31	LYC TIO-540-2AC		2.95								
Piper PA-34-200T	Lycoming TSIO-360-E	Seneca II	2.09								
Piper PA-34-200T	Teledyne TSIO-360-E	Seneca II	2.09								
Piper PA-34-220T	Continental TSIO-360-KB	Seneca III	2.13								
Piper PA-60-600P	LYC IO-540-S1A5/-P1A5		2.72								
Puma (ECF) SA-330F/G	Turbomeca IVA							E			
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		12.93								
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							
Swearingen Merlin III	TPE331-11U-601G		E								
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

APPENDIX 2

WAKE TURBULENCE POLICY

Wake Turbulence is caused by spiralling movements of air from each wingtip on an aircraft. These movements are known as wake vortices and they trail behind the aircraft and descend as they rotate. Normally vortices will dissipate in the air. However on very rare occasions the vortices can strike roofs causing tiles to become displaced in the immediate vicinity of the airport.

Wake turbulence damage is usually verified by its pattern of damage. Only traditional slate or tiled roofs can be damaged and this damage is usually in the centre of the roof. The tiles are usually lifted and rotated, unlike damage usually caused by bad weather or winds.

The policy to be adopted for the airport will operate in the same way as established wake turbulence policies at other UK airports and can be summarised as follows:

- Anyone suspecting their property has been damaged by wake turbulence should call the airport authority immediately and if possible make a note of the time and date that the incident occurred. This will help to confirm whether the damage was caused by an aircraft.
- Within two days of the call, an independent surveyor accompanied by an experienced airport expert will visit to assess the damage.
- If urgent repairs are required immediately the property holder should take photographs of the damage to provide to the airport authority and the independent surveyor.
- If the damage is verified as being a result of wake turbulence caused by operations at the airport, arrangements will be made for repairs and in appropriate instances, for the roof to be strengthened.