

RSP

RiverOak Strategic Partners

2.4

Noise Mitigation Plan

TR020002/APP/2.4

Project Name:

Manston Airport Development Consent Order

Regulation:

Regulation 5(2)(c) of the Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2009, as amended

Date:

July 2018

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 the districts of Thanet and Canterbury. 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 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 were given a chance to comment upon the provisions of the plan during the statutory consultation period before it was finalised and included in RiverOak's application. The following text represents the second draft of the Noise Mitigation Plan which has been amended in response to the comments of consultees in the pre-application process.

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 quota 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 period quota figure has 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.

Thirteen further measures are then proposed, including a noise insulation scheme for residential and noise-sensitive commercial properties likely to be affected by noise, a noise related residential relocation scheme, and fines for individually noisy aircraft or those that stray from approved flightpaths without good reason, to be spent by the Community Consultative Committee which will be established and receive funding from the airport operator under the plan.

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 operator 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 Time Period of 3028. Each take-off or landing at the airport during the Night Time Period is to count towards this annual quota.
- 1.7 Emergency flights and flights operated by relief organisations for humanitarian reasons will not count towards the quota set in paragraph 1.6.

2 Noise insulation scheme – residential properties

- 2.1 A noise insulation scheme for residential properties will be offered by the airport operator 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 operator, 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 operator 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 Relocation

- 4.1 A relocation assistance scheme will be offered by the airport operator to enable those homeowners exposed to the highest levels of airport related noise to move away from the airport.

- 4.2 A successful applicant to the relocation assistance scheme will receive £5,000 plus 1.5% of the sale price of the property up to a maximum of £12,500.
- 4.3 Only one application will be considered per property.
- 4.4 Owners of residential properties within the 69 dB LAeq (16 hour) contour will be eligible for the payment detailed in paragraph 4.2 if:
 - 4.4.1 they are the freehold owner of the property when applying (if the applicant currently lives elsewhere the property in question must be the only residential property that they own in the UK);
 - 4.4.2 they plan to move to a quieter area outside the 69 dB LAeq (16 hour) contour for the airport;
 - 4.4.3 they will not retain a beneficial interest in, or a right to occupation of, the property after moving; and
 - 4.4.4 they have owned, or have been living in the property continually since the Development Consent Order authorising the redevelopment of Manston Airport came into force.

5 Training flights

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

6 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.

7 Reverse thrust

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

8 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.

9 Runway Operation

When weather conditions allow, and taking into account other operational and safety considerations including runway utilisation, the airport operator 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.

10 Wake turbulence

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

11 Aircraft noise monitoring

11.1 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.

11.2 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.

11.3 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.

12 Off-track Flight

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

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

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

12.4 Any aircraft operator which fails to meet the target in paragraph 12.3 and subsequently fails to work collaboratively with the airport operator after being notified of persistent departures outside of the NPRs will be subject to a track keeping penalty of £500 per aircraft departure.

13 Community Consultative Committee

13.1 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).

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

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

14 Community Trust Fund

- 14.1 The airport operator will establish a Community Trust Fund into which all penalties applied under paragraphs 11 and 12 of this plan will be paid.
- 14.2 The proceeds of the fund established under paragraph 14.1 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.
- 14.3 The airport operator will contribute £50,000 per annum to the Community Trust Fund.

15 Interpretation

- 15.1 For the purposes of this plan:

‘the Act’ means the Civil Aviation Act 1982;

‘the airport’ means Manston Airport’

‘airport operator’ 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;

an aircraft is deemed to have taken off or landed during the Night Time Period if the time recorded by the appropriate ATC control unit as 'airborne' or 'landed' respectively falls within that period;

'NTK' means Noise and Track Keeping System;

'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;

'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; 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.

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 operator 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 operator 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.

ARRIVALS

Aircraft	Engine	Remarks	Minimum certified land-rg we-ht								
			NnseLeuelSarrdiEPNdS aunta Count	<84 EXEMP	84-859 aC/D 25	87-899 QCIS 5	80929 aC/i	53-959 0012	85-888 QC/4	89-1015 QC/8	<1019 22(16)
Aroraft	Engine	Remarks									
o.2.-300	95 Toy 651-54	Dee Howard 126 mnd.5/ahun				5240					
9737-200ADV	JT8D-15 or-15A	NORDAM LGW-H hushks				4672					
8737-200/-2000(ADV)	JTSD-15/-17 & A cogs at -15 thr	NORDAM hushkit see SIC SAS73ONM				4883					
5737-200/-200C(ADV)	IT8D-17 & A C-55 81-17 (thr	NORDAM hushkit see STC SAS73XNM				48 53					
8737-200/-2000(ADV)	JTBD-91-iS/-i7 & A cogs at-S (thr	006DAM hushhs Sen STC SAS73XNM				48 53					
8737-20012002 NON ADV	JTSD-15/-17 66 cogs at -1560	NORDAM huskS/I see SIC SAS7300M					4763				
8737-201ADV	1792-15 er-iSA	NORDAM LDV hushko (SIC ST00131SE)				4953					
8737-300	CFM56-381						5443				
9737-303	CFM56-382						64 89				
5737-32-3	CFM56-30i						5253				
8737-300	CFM56 327	a//oglets					51 70				
8737-400	OFM05-3821301	Treuted forward ooo/ouin pond					5620				
8737-400	CFM56-382/3C1	Hardwall leonard aneustic panel				5625					
5737-500	CFM56-3-81	18000L5 SLOT					51 71				
9737-500	OFM56-3-Si	20000Lb SLOT					51 71				
9737-62-3	CFM55-3-81(R)						4982				
8737-500	CPM56.3-82	18500Lb SLOT					5/ 71				
5737-502	CFM03 01	18500L5 SLOT					51 71				
8737-502	cyM06-300i	20700LO SLOT					5/ 71				
9737-600	CFM56-7820	20000LS SLOT				5466					
8737-700	CFM56-752S	20000LS SLOT				5078					
8737-700	CFM56-7822	220-2015 SLOT				5078					
9737-700	CFM05-7824	2402010 SLOT				5078					
5737-700	OFM06-7927	270020 SLOT					03 70				
5737-700-1GW	CFM0E-78271253	1<004<9 SIC 01 0083306 /Voglets				5073					
8737-800	CFM56-7 at 7924 Thrust Rating	WithVdnglets aod with Flops 40 Degrenc				5538					
8737-823	CFM06 7824	2400015 SLOT				5500					
8737-800	CFM00-7925	Vcnglets				66 36					
9737-800	CFM56-1826	2600018 SLOT				6506					
5737-800	CPM56-7527	270006 SLOT				6536					
8737-800	CFM06-7927	With Winglets arid with Flaps 40 degrees				6532					
5737-800	CFI750-T827/8i	Wngieis				6535					
5737-500	0001507820	2502215 SLOT				5031					
8737-00039	CFM06-7827	0011<31<0				71 35					
9747-1 0012001300	1150-76402	wth -3006 noodles						28576			
8747-1002001300	68211-52482										
6747-IDV.TXCI300	982(1-02422							26535			
8747-100200(300	68211-52404							28595	30200		
8747-200	JTSD-70A										
8747-200	1190-72								30448		
8747-200	65211-52404-18122							28576			
9747-200	95211-S24D4X-1S/22							23585	30209		
5747-200/300	CF6-00E1E1								29573		
8'47-200/-300	266-5052								28576		
5747-2238	CF6-SOE								26535		
8747-2008	98211-52404	RRN 00cc/es						28575			
8747-205F	CF6-50E2								299 37		
5747-300	CFN-50E2								28576		
8747-300	266-802281							29565	32000		
5747-300	2150-76402								28575		
9747-300123682 0 F	CF6-516								29575		
9747-400	CF6-80C25IP	weh and withoutthe Ni madher						29574			
5747-450	CP6-80C285F	With Ni medfer						28400			
5747-400	PW4056	Pankage B/Phase 1 engne						28576			
8747-400	PW4056	Package 8/Phase 1 cogine (FB2B)						285 76			
5747-400	P004056 (-3)	Phase III (P502)						28576			
8747-400	PW4056							28569			
8747-400	PW4556 (-1C)	Pankage 025 Phase 1 (6822)						29574			
8747-400	PW4058 (-3)	Applicable (a SIN 26055 and 26056						28576			
8747-400	P004056 (-3)	Soio rahng 667501b Phase 1(1(652C)						23574			
5747-40-3	P004056 (-3)	Phase II (FB2C) & Nese reducton in/el					285 76	29574			
8747-400	P004056 (-3)						289 76	30209			
8747-40-3	68211-5242							25574			
8747-400	95211-524H2							25574			
B747-4500	CF6-BOC2B1F	00th Ni Modifier						270 80			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Mammum certlinated landurg weaht .								
Aircraft	Sngne	Remarks	Noise Level Band (EPNUB)	<84	84-808	87-899	50-929	93-959	96989	99-101 9	<101 9
			Quota Count	EXEMP	CC/S 26	CCU 5	CCII	CCC	CC/4	CC18	OC16
BAe 126 Senos FROGS (HO)	TFE-731-3-1H	Engmod 262469				066					
SAC 746-100	ALF 502R-3					32 82					
SAC 146-100	ALF 502R-4					32 82					
SAC 146-100	ALP 6026-5	Plus ephan 71/1			3327						
BAe 148-100-20	ALP 6026-3	Plus eptioe7III			3327						
RAe 146-100-20	ALP 502R-3						33 27				
BAa 146-100-20	ALP 502R-3A	Plus optian7III			3327						
BAe 148-100-20	ALP 502R-4	Plus optron7I/1			33 27						
SAC 146-100-20	ALP 502R-4					33 27					
BAa 146-100-21	ALP 502R-5				3327						
BAa 146-100-31	ALF 502R-5	Plus option7I/1			3516						
BAa 146-bOA	ALP fit02R-3A	Plus ophoe7b/1			3327						
BAa 146-200	ALP 5025-3	Plus eptmn7b/1			3515						
BAe 146-200	ALP 502R-3A	Plus eptine7III			3515						
BAa 146-200	ALP 5029-ft	Plus ophmn7b/I			3674						
She 146-300	ALP 5029-5	Plus ep5007III			3833						
BAa 146-300	CF 507-iF cr-H					4014					
BAa 145-RJ100	CF 507-iF	(AVRO i40-RJIO0I				4014					
BAa 14R-R170	CF 507-iF	(AVRC 146-5170)				3788					
BAa 146-RIBS	CF 507-iF	(AVRO 146-RIBS)				3856					
SAC 748 Genes 1 (Aura)	RR Dart 514										
BAa 740-2A	RR Dart 532-2								1051		
BAa 748-2A	SR 004534-2	7Vh a/her RAe mad 5408 or 5617			1951						
BAa 749-25	S5 Dart 534-2 535-2 or 536-2	V/h erther BAa mod 64GB or 6517		1500							
SAC 748-2B	SR Dad 534-2, 535-2 or 536-2								1951		
RAe ATP	POW FW12S					2225					
BAa ATP	POW PW125A					2225					
BAe ATP	P6W PW 126A	Hamrton 615500/FI props, Mod 10271F				2313					
BAa Jetstream 3100	Garret TPE 331 series			650							
BAa Jetstream 3200	TP5331-12UA(R)-70rH	Dowty propeller R33314-82-F/12			736						
BAa Jetstream 3200	TP5331-12UA(R)S702H	McCaulay prnpeller 4HPR34C6S3L106PA			736						
BAa Jetstream 41	TPE331-14GR-801H(L)114HR-B01H(R				1012						
Beech 200	PW PTSA-4I	HarGell propeller HC-D4N-3 410-9383K			567						
Beech 200 or C12F	PW PTSA-4I	McCaulay prnpeller 4HFR34 C754104L6-0			567						
Beauh 200 or 200C	FW PT6A-4I	HerGell propeller HC-B3TN-3Gar-3N			667						
Beauh 350	PW FT6A-60A	HoWell propeller HC-B4MP-3C/M10476N			680						
Boech 400	17150-5				644						
Baach400A	JT15D-5				712						
Beech B200, B200C,B200CT	PW PT6A-42	Harloell propeller HC-B3TN-3Gffio17BHB-3R			567						
Beech 8200, B200C,B200CT	PW PT6A42	McCaulay prepetar 3GFR-34C7021100LA-2			567						
Baeth B300	PW PT6A-60A	HartZell propeller HC-B4MP-3/M10476K			680						
Beech 1500C	P6W PT6A-BSB	HaWall propeller HC-B4MP-3A/M10B77K			7 30						
Beech P33	Contntneal 10-520-B	McCauloy propeller 3A32C75/B2NB-2 (Boeanoe)		1 64							
Boech MU300	17160-4				559						
Beech MU300-10	JT15D-5				644						
Beechcraft King Air CR06	PW PT6A -21				458						
Beechcreft 0/8mg Ae 200	PW PT6A -130				494						
Bell 206B3	Al/son 250-0208 or C20J	Jetfenger				S					
Bell 420	PWC207D1						318				
Bell 430	Allison 250-C40B							421			
Bombardier B0-100-iAiO	Henatunall A0907-1-1A	Challenger 300		1531							
Bombardier BD-100-1A10	Honetunell A5907-2-1A	Challenger 350		1549							
Sombardier 50-500-1A1D	PW1524G	CSenes CObS		6230							
Bembardiar B0-700-1Aa0	BR700-710A2-20	Global Eopreas		3565							
Bombardier 80-700-1611	BR700-71DA2-20	Global 5000		3565							
Bombardier CL-600-2E25	CP34-gC5	CR11000			3687						
Boo-Norm Islander	LYC 0-540-E4C5			299							
Cenadeir CL-650	ALF-502L-2			16 33							
Canadair CL-600-2B16	CP34-3A2	Challanger B01-3A		1724							
Cenadeir CL-600-2B16	CF34-3B	Challenger 604 6040X, 605		1724							
Cenadair CL-600-2B1B	CF34-3B1	CR1 100/200		21 32							
Canadair CL-R0b	CP34-1A			1633							
Canadoir CL-S0S	CP34-3A			1633							
Cenadair Regional let	CF34-3A1			2132							
CA0AC-212-CB	Garret OPt 331-5-251C			626							

Part 2 - Noise classification according to type - ARRIVALS

ARR/VALS			Noise Level Band (276dB)	<64	64-999	57-899	90-929	93-558	56-555	99-101 9	<101 9
			Qrrta Ceant	EXEMP	QC/0 25	DC/S 5	DC/1	QC/2	QC/4	DC/S	DC/5
Aircraft	Engine	Remarks									
CASA C-212-CC	Garret TPE 331-10-5010			735							
CASA CN-235	GE CT7-7A			1420							
CASA C-295M	PW127G				2320						
Cessna 3109	Censenta) JO-520-M			2 50							
Cessna 404	Prarr & WhOney PT6A-34	Glen		391							
Cessna 404	TCM-GTS/O-520-M	Glen		391							
Cessna 421C	TCM-GTS/D-520-L	Golden Eagle		336							
Cessna 000/501 CoaSon	JT15D-1/-1A			513							
cessna 50f Cla/on	W//ams P144-2A			5 95							
Cessna51o	PW615F-A			363							
Cessna 525/5	Wi//rams PJ44-2C			522							
Cessna 525A	/55//rams F144-3A-24			923							
Ceesna 5259	W/Sams PJ44-3A			5 78							
Cessna 550 Cfarron II	JT15D-4			6 12							
Cessna 550 C5aSoo Brave	PW530A			6 12							
Cassna 590 COat/en V	JT15D-5A			6 90							
Cessna 560 Crtatran S/Ga	JT15D-50			690							
Cessna 650 C90509 XL	7W 640/5				849						
Cessna 560 Crtatran XLS	7W 5459			848							
Cesna 060 C90500 Enoorn phm	PW 5368			550							
Cessna 950 Crtason V/	T7E731-3B-1000				907						
Cessna 650 Crtason VS	TFE731-4R-25			907							
Cassnas80	PW303C			1229							
Cessna ROSA	7W 3060	COarrn La5tvde		1251							
Cessna 750 CtaSon X	A//rson AE30676			1442							
Cessna 7406 Caravan II	7W PT6A-112			447							
Censna 73156	ConS/rental TS/O-520-B			250							
Cenvam 580	Airsen 501-0136					2399					
DC1O-10	CF6-601A								18488		
CC1O-rO/r5	CF6-50C2-F							16450			
DC1O-10-15	CF6-6K							16490			
DC1O-30/307	C76-SOC									18643	
De1O-30/20F	CF6-5001									18643	
DCO-30/30P	C76-5002									15760	
OC1O-30/30F	CF6-5002-R									15232	
OC15-36/306	CFS-SOC2B									19232	
DCrO-40	JT8D-20									18280	
OC1O-40	JT9D-20J									E	
DCIS-40	JT9D-59A									18280	
OC3 er C47 Dakota)	PWR-1830						E				
DCS	PWR2B00-CB3						2				
DC8-71	CFM56-2-C1					11703					
DCB-7r	CFM55-2C5					108 89					
DCB-72	CFM56-2-C1					19340					
DCB-72	CFM56-2-C3					158 86					
DCB-73	CFM58-2-C1					12474					
OC9-30	JT8D-7	ABS Hrsshk/l (SOC SAI613GL)				4581					
OC9-51	JTBD-51A	ABS Partnanshrp Chapter 3 Hrshkrt				4950					
DHC-6 Twrn 09/er	7W PISA -20			525							
DHC-7-iSr	P&WPTSA-50			1880							
DHC-7-1S3	PEW PT8A-50			1905							
DHC-B-101	UACL PEW PW120 ar PW120A					1838					
DHC-8-102	UACL P8W PW120 en PW120A					15 38					
DHC-B-31	UACL PEW PW123					1905					
DHC-B-4S2	PEW 150A										2809
Dramond GA 42	TAE 125-02-59			1 79							
Darnrar 328-100	PW119B an PW1 19A			1323							
Darn'er 328-10S	PW115B	328-100 wth Med IS and 2180 SHP engrna				9323					
Darn'ar 328-300	PW3068			14 39							
Ec/pse EASOS	PW610F-A			254							
EH /ndustr/es EHIOI	GE CT7-SA								9480		
Embraer Bandeeste GMB-il S	7W PT8A -34			567							
Embraer EMB-120	PEW/PW-115 er-118			1083							
Embreer EMB-421	Pratt & Whitney PTSA-2B	X/ngu		6							
Embraer EMB-135	Re/s Reyce AE3067A1			1 850							

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Mawmum certynated andrg weight .								
Aircraft	Engme	Remarks	Neon Level Band (EPN9B)	<84	84-869	87-869	90-929	93-969	96-989	99-101 9	>1019
			Quota Count	EXEMF	QCSO 25	DC/S 5	QCII	QCQ	QC14	CC/S	OC16
Embraer EMB-13561	R000 Royce AE3007A2	Legacy 650		20 00							
Embraer 5M8-145	Allison A53007A			1870							
Embraer EMB-145 CR	A/leon AE3057A1			15 30							
Embraer EMS-SOS	Pratt & Whrtney FW61 7F-E	Phenom 100		443							
Embraer EMB-505	Pratt & Wlctnay PW535E	Phenom 300		765							
Embraer SRI 170-100 LR	General ElectA CF34-8E5				33 30						
Embraer SRI 170-200 CR	Generat Elect>> CF34-8E5				34 10						
Embnaer SRI 190+00 CR	General Electric CF34-1055			4300							
Embraer SRI 160-200 CR	General Electro CF34-10E5	Wvngletc and Improved Aoeshou Chevron Nozzle (Block S2(4505							
Embraer SRI 190-200 CR	General Slectro CF34-10E7			4500							
EurocopterAS3s5F1	Al/son 25S-C20F					240					
Eurocopter AS355N	Arrvs 1A				264						
Eurocopter 80 105DB	A/loon 250-C208							S			
Eurocopter 80 10S D85-5	Allison 255-C205							S			
Eurocopter SC13ST1	Turbomeca Amus 291				284						
Eurocopter EC135T20	Turbomeca Amus 282				291						
Eur000pter EC155B	Turbomeca Arnel 2Ct					490					
Fairchild SA227-AC	Garrett TFE-331-t 1 U			6 35							
Fairch/d SA227-AC	Garrett TFE-331-t 1 U-V12G	McCouiey 4HFR34C6S2EI//-(105C) propeller		656							
Fonchtd SA227-AT	Garrett TFE-331-t 1U-60IE	Merlw MC		562							
Farc/d SA227-AT	Garrett TFE-331-1 1U-SO1G	Mel/n MC		635							
Faovhrld SA227-AT	GorneSrPE-331-tU-SIIG	Goody R321/4-52-P/8 propeller		658							
FaonhSd SA227-DC	GorreO TFE-331-12UHR-701G	MvCauley 4HFR34C652(y /L705LA-S propeller		7 45							
Falcon 15	IFS 731-2				750						
Falcon 20	IFS 731-58R-2C			1310							
Falcon 25	CF700-20-2							1235			
Falcon 200	ATF3-6-4C					1252					
Falcon 2005	CFE 735-1-18	With Dee Howard TA 6000 thrust reverser			14 97						
Falcon 2000	CFE 738-1-1B				1497						
Falcon 2000S	POW FW308C	SF1 Take off performance		1783							
Falcon 2000EX Easy	POW PW308C			1783							
Falcon 55	IFS 731-3					16 19					
Falcon 50	TFE731-3-1C					16 15					
Falton 50EX	TFE731-40-tC				1620						
FalconSOS	TFS731-5A			1905							
Falcon 600	TFE 731-5AR-1C			1900							
Falcon 5558/9650	IFS 731-5BR-1C			1905							
Falcon 505EX	IFS 731-55-1C			2518							
Falcon 7X	Pratt & Whoeey PW 357A			28 30							
Fokkar P27 Mk555	Pratt & Whitney 1258					18 95					
Fokker F27 Mk255405505 600	RR Dart 505 senos	With hushkrt mod 1 800			1973						
Fokken F27 Mk2004ES500605	RR Dart 505 nones					19 73					
Fokker F28 Mk57S	RR Toy 820-15			3674							
FokkenF28MkStOO	RRToyS2S-15				3876						
FokkenF28MkSlSS	RRToyRSO-15				3992						
Fokker F28 Mk1000	Spay Mk595-15	5 chute nozzle plus tailppe Seer						2676			
Fokker F28 Mk1500	Spay Mk555-15NIP	5 chute nozzle plus tatppte (1er						29 76			
Pokker P28 Mk2555	Spay Mk555-15	5 chute nozzle plus tailpipe hoer						26 76			
Fokker F28 Mk2505	Spey Mk555-15N/F	5 chute nozzle plus tatpippe hner						2678			
Fokker P28 Mk3005	Spay Mk555-15H	5 chute nozzle plus taripipe lmer						2903			
Fokken P28 Mk3055	Spay Mk555-15H	Unsilenced						29 03			
Fokker P28 Mk4555	Spoy Mk555-15H	5 chute nozzle pius tar/pipe liner						2903			
Pokkor P28 Mk4555	Spey Mk555-15H	Unsilenced						2903			
Fokkar F28 Mk4555	Spey Mk555-15P	5 chute nozzle pius tailpipe lmer						31 93			
Pokkar P28 Mk5005	Spay Mk555-15H	5 chute nozzle plus tatpippe liner				31 30					
Gultotream G-1	RR Dart Mk 529							S			
Gullstream G-11	RR Spay 51 1-8	wrh Ep taeko						S			
Gultstream G-11	SR SPEY 51 1-B							26 54			
Gultstraam G-11B	RR Spoy 911-8	Quiet Technology Stage 3 hush kV(STC S2S18AT(2854			
Gulftotream G-11 1-1B	RR SPEY 511-8							2664			
Gulfstraem G-11	RR Spay 911-8	Quiet Technology Stages hush kit (SIC 5053S21AT(2654			
Guffstream G-1V	IAY 610-8			2854							
GullototreamG-1V	TAO 811-8			2694							
Gullstream G-IV (G455(Tap St i-8C			2993							
Gulfstream G-IV SP	TAY 61 1-8			2993							

Part 2 . Noise classification according to type - ARRIVALS

ARRIVALS	Engrce	Remarks	Maernmnr sertr5cated landing weight <<ens								
			No/se Level Band (EPN4B)	<84	84889	87-899	95-929	93-959	96988	99-101 9	</0/ 9
			Ovola DevII	EXEMP	00/0 25	DC/S 5	00/1	adO	0-214	OC/8	00116
Aircraft	Engrce	Remarks									
Gullstream /2-V	6R700-7/OA/-/O			3416							
/2<1/stream /2-V OP (0680)	BR700-7/OC4-//			3416							
Gv/fstream /2-SI)G650)	6R700-726A/-/2			3788							
0-SIstream 200	P6W PW306A			1381							
Gal/dream 0/SD	Honooael TFE73140-AR-200G			984							
Galfsrearr /2260	#enaywe1 60507-2-10			14 83							
Vvppy	Al/son 521 D22C	kle96Ice SracdardhtHso-/23171 1182 prope/er									
Hawker 750	TFE73/-SBR				1089						
Hawker 650XP	TFEZ31-SBR				1059						
Hawker 800XP	7FE731-60R				1069						
Hawker 40-20	PW30RA			1520							
5/ 1124	TFE 731-3-10			862							
6/ Astra SEX	TEE 73/105-2000			530							
IL-RD	VAt 2014							5260			
IL-62M	D-30Kv	75/h nose svppressors						10700			
5-620	0-305<							10700			
L-/5T)TD)	D-30K7)D-305P 28<1)									15150	
L-/76TD-VOVD	PS-50A-76							15500			
5-50-300	PS-00A							17500			
Learjet 23	116/0-11-4	RaisbeCk 51kI				540					
Lear/ct 24	CJ6/0--11-4	Raisbesk Mk II				540					
Lear/ct 24/240	CIR1 0-6						540				
Learle/245	11510-6					540					
Learlet 246	01510-6				540						
tear/el 24F	01610-6				543						
Lear/ar 24F-A	C16/0-6				5 as						
tearjet 25	CJ610-C							6 03			
Lear/ar 25 96db/F OR	dIS/0-969A							803			
hear/er 28/23	0161085							645			
Lear/er 31A	TEE 731-2-38			726							
Learer 3500	IFS 731 -229			645							
Lear/el 35A	TEE 731-2-29			645							
taarjer 35PG5A	TEE 731-2-28			654							
tear/Ft 35A	TFE 731-21			726							
Learjet 45	TFE731-20				8 70						
Learjo/45	TFE73/-206				870						
Lear/ct 45	TFE731-20AR-/6				8 70						
Learjet 46	TFE73/-209R-18				870						
Learjet 95	IFS 73/-3A-25			771							
Learjet 60	PW305A			8 85							
Laar/at M55	TEE 731-3A	Aeronca thrast reverser		771							
Learjet M55	TEE 73/GA	S/U necole		817							
Learjet M560	IFS 73/-3A-3AR	96th roaerser		8 17							
Learjer 0550	TEE 731-36-369 -36	aS/h reverser		917							
te<kheedL/011-r	RBO/1-229							16239			
Le<kheedL/IOII-IDO	R92/1-229							/6692			
Lockheed L10/1-200	R921r-9249							16692			
LoCkheed L/0/1-388-/-14 & -15	R92/1-22B)eSB 72-870-3)								18682		
LeokheedL/0/1-385-/-15	RB21/-229								/5692		
Le<kheed L/Dt/386-/-9 1537	R921/-228								18240		
LeekheedL/0/1-385-3	RBOr /-924B4								18892		
LeckheedL/0/-50	R92/1-229							16239			
Lo<kheedL/0/1-500	R92//-924B							/6692			
Lockheed Lb/1-SOS	692/1-52493							16692			
Leckhaed L/011-900	692/1-62494								18692		
LoCkheed /329-236 (lateral)	TEE 731-3/6					1633					
Lockheed L /88A	A/Seen 50/0-13					43 35					
Leckheed L 1880	A/Idol 5010-13					4450					
Lockheed L382G Herca/es	A/sen 501-0226	Military <cr5101 C/30				6/ 24					
MD-/i	CE6-80C2D/F								2/3 67		
MD-//	PW4450								2/3 97		
MD-I/ Pret9nter	PW4462								2194/		
MD-80	1780-209			6597							
MD-8D	JT8D-2r7					680-3					
MD-SO	IT8D-2/7A					68 03					

Part 2 - Noise classification according to type - ARRIVALS

Aircraft	Engine	Remarks	Sown Level	Rand	EPNdB	c84	Maximum certified landing weight						0101 9
							84-869	87-899	90-929	93-959	56-569	99-101 9	
							QC/0 25	DC/S 5	DC/i	QC/2	00/4	De/s	00/16
.10-80	I18D-217C						5800						
MD-82	JTSD-217C						6800						
MD-82	JTBD-219						6800						
MO-83	JT50-215						6800						
MD-87	JTBD-217A						5857						
M0-87	JTSD-217C						5900						
9.10-87	JT8D-219						5900						
MO-as	JT8D-219						6328						
MD-95-35	IAS V2525-D5					5441							
MD 900 Explorer	PW256A					284							
Mooney M2SJ	LycominO 10-350-A3650					1 22							
Mooney M20K	Teledyne TSIO-360-G8i					1 32							
Padenavia P686	LYC 10-350-A1B6					/59							
Piaggio P-isO	PW PTSA-66					4 54							
Pletus P0-12/45	PT6A-67B	With Har/Oell Prep HC-E4A-30/E1C4776				450							
Prarus P0-12/47	PT6A-676	/96th Hertzzeit Prep HC-E4A-30IE104776				4 50							
Piper PA-23-25V	LYC /0-540-0465					236							
per P96523-25-2	LID 10-043 0455					220							
Pper PA 20-15/	LTD 0-322-DOG	Sensetot. 74DM6-0-E-2				1 DV							
Pper PA-28-235	LYC o-543-J35y0	Herrn.i HD-F2YR-1F/FS4SSA3R Propeler				1 35							
Piper PA-3r-300	LYC TI0-540-J26D					318							
Pper PA-31	LYC TrD-540-2A0					295							
Pper PA-34-270T	LycomingTSrQ-250-E	Seneca I				200							
Pper PA-34-202T	Teledyne /5/0-25/-S	Seneca II				203							
Pper PA-34-220T	Cent/rex/al TSIO-260-K8	Seneca III				213							
PperPA-51-SCCP	LYC 10-540-SIAS/POAS					272							
Putra (ECF/SA333m/G	Turbem-ena IVA									S			
Raytheon 302 Phem/or 1	Wlam-s-Re/c 5144-2A					525							
Ronkvo/ Oem-ne/er 6530	Garret/IPE 33/-625-4K	Turbo Cornim-ender				58							
OMB SF34SA	GE CT7-5A					/202							
OMB SF34XA	GE CT7-5A2						1234						
OMB SF34/A	C/S CTT-7E					/202							
OMB 2000	Alisen AS 21 DOA					2200							
Oabte/InetSS	TFE 731-39					080							
Sabre/net 85	CF700-2D-2							0 55					
Sheds S033S	PEW PT6A-45R					1025							
Shells 00250	PEW PT6A-S5AR					li 84							
Sheds 60365	P6W PT6A-65R					11 84							
Sheds 00360-300	P6W PT6A-67R					/202							
Sikorsky S7EA	Al/icon 250-COOS												
Sikorsky 5758	PEW P166-36A												
Sikorsky 0760+	Turbenneca Amlid 261							5 31					
Siketsky S-92A	GE-CT7-B									1202			
05-60/ Corvette	JT/SD-4					600							
Oukhei RRI-556	Sam146-1S17	Super/el 100				4100							
Sweeringen Min-in III	TPE33/-115-6S1G												
TranceO 0162	SR lryne MK22					4700							
TU-154M	0-30 Ku-154 (SAM/	With nese suppressors								6S0S			
TU-2S4-IC-V	PS-BOA							8820					
TU-2S4-1200	SR RB2I 1-53564					8950							
TU-204C	PS-BOA							9/ 50					
Yak-40	AI-25							1470					
Yak-42	0-26	With noise suppressors								5000			

S DC ed/i/area

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certified take-off weight										
Aircraft	Engine	Remarks	Noise Level (EPNdB)	<84	84-668	87-899	97-919	93-559	96-989	89-101	5	<151	8
			/00870 Covnt	EXEMP	DC/S 25	DC/S 5	DC/i	DC/2	DC/4	DC/S		DC/S	
Agvita AIOSS	P7v207C						317						
Agvsta AIOSA II	Al/son 250-C205					260							
Agvsta AIOSE	PW206C						300						
rtgustaAiiS	PT6S-37A					272							
Azbvs A30052-1C	CF6-50CC2R							14200					
Azbus A30052-203	CPS-60C2	lcd 2160 (short nozzle)						14200					
Airbvs A30052-203	CF6-50C2	Mad 33052150 (short nozzle)						14200					
Air/us A30052-203	CPS-50C2							74200					
Airbus A30082-320	ITSO-55A	Mod 3305						157 50					
Az/vs A30052-320	JT9D-55A							14200					
A-bvs A30052K-3C	CF6-50CC2R	Med 33052150 (short nozzle)						13700					
dms85 A30052K-3C	CF6-50CC2R							14200					
Avbus A30054-153	CFR-60C2	Med 2160						16700					
Azbus A30054-103	CF6-50C2	Med 3305 3373						15750					
Azbus A30054-703	CPR-50C2							15700					
Azbus A30054-120	JT50-59A							16000					
Ac/vs A30094/C4/F4-203	CF6-00C2	Mod 2150 (short nozzle)						76500					
Am/vs A30094/C4/F4-203	CF6-50C2	(short nozzle)						76500					
000-5 A38084-220	IT90-55A							165 00					
Az/us A30084-2C	CFS-50C2C2R	Mod 33052100 (short nozzle)						700 00					
Az/us A30054-2C	CF6-50C2C2R	Med 3373						10000					
hz/us A30054-2C	CF6-50C2C2R							157 50					
Az/vs A30054-601	CFS-80C2A1							76500					
dmbus A30054-R03	CF6-50C2A3							16500					
Az/vs A30054-R05R	CFS-60C2A5							17170					
Ar/us A30054-R20	JT5D-7R4H1							16500					
Urbus A30094-622	P004168	Mod 6560 (JA0-kt)						17770					
AirbusA300B4-622	PW4158							77770					
Ac/vs A30054-622R	PW4158	5-pavksge eqvrtnd A300-622 are eqmv						171 70					
Arbus A30094-R22R	PW4159	Mad 8560 (IAS-ks)						16849 17170					
Az/vsA3iO-203	CF6-80A3							74200					
Arbus A310-203C	CP6-60A3	Mod 53275771 & 604						12975 742 00					
Atr/usA3iO-203C	CF6-80A3							13315 74200					
Ar/us A310-204	CPS-50C2A2							144 79 16000					
Ar/us A310-221	JT5D-7R4D1							147 59 14200					
Az/us A310-222	/790-75461							147 59					
Air/us A310-304	DF6-50C2A2							14469 15700					
Ac/us A310-306	CF6-80C2A8							16400					
Arbus A310-322	JT50-7R4E1							15300					
Az/us A310-324	PW4152	Mod9921 (5-package)						15700					
Am/us A310-324	PW4152							75700					
Air/us A315-325	PW415RA							164 05					
AirbusA3iS-112	CPM55-589/P					6450							
Air/vs A315-i11	CFM56-5B5						7200						
Azbus A315-i1i	0PM56-595/P	McA No 25800-SAC					7200						
Aobus A31 5-III	CFM56-595/P	Mod Nas 25800-SAC and 27772			6650	7550							
Air/us A31 5-712	CPM06-586						7200						
Az/us A319-112	CPM56-558/P						7350						
Air/us A31 9-174	CPM55-SAS						6400	74 00					
Ar/us A319-115	CPM55-587					6200	7850						
Ar/vs A319-132	IAE 02524-AS						7550						
Airbus A319-133	IAE V2527M-A5					56 00	7550						
rsrbvs A320-1 ii	CPM55-5-A1						67 15	7700					
Az/us A325-21 I	CPM5R-5-A1						6779	7800					
ur/us A320-212	CFM55-5-A3	Png mads 2077521476					7048	7600					
Air/us A320-214	CPM56-594/P	Engine Mad No 25800 SAC					7380	8305					
Am/us A325-216	CPM56-596/P or CFM55-5B5/3						7700						
Ar/us A320-231	V2555-A1						7489	7700					
Airbus A325-231	V2505-A1M58 22467	BUMP Raftng					7570	7800					
Arbus A320-232	02527-AS						7700						
Air/us A325-251e	CPM LEAP-1A2R					7900							
Arbus A320-271n	P041 127G-JM					7700	7900						
dir/us A321-II I	CPM56-551 or CPM55-SBID						7605	9000					
Am/us A321-112	CPM56-562						7535	ROSS					
Arbus A321-131	V2530-AS						6130	9000					

Aircraft

Ceuel

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EXEMP

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With Ni modifier

306 83

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ITSD-7A

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276 70

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19

351

CFS-83A

A Eng
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1109cc)

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PHASE/I

4th inlet

198 89

&

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PHASE/i

With inlet

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PHASE/II

With inlet

&

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certified take-off weight fences									
No/ce	Leue/ Band (EPNdB)		<84	84-86	87-899	80-928	93-998	90-889	99-1019	<15f	9	
	Quota Count	EXEMP	DC/S 25	DC/S 5	DC/f	QCD	007/4	DC/B	DC/f 6			
ArreraS	Engine	Remarks										
BAa 125 Senes P400 /HS(TPE-731-3-1H	Eng mod 252551				1071						
RAe rIO Senes P6888 (HO)	TFE-73f-3-1H	Eng mod 252469				11 57						
BAe 149-f 08	ALP 5029-3				3447							
BAe 146-100	ALF 5029-4				3447							
BAe 146-100	ALE 5029-5	Rue ens optton7f/f			37 35							
BAe 146-100-20	ALP 9029-3	P/us eng optton7f/1			37 31							
BAe 146-100-20	ALE 5029-3					37 31						
8Ae 146-100-20	ALP 502R-3A	P/us eng op/ton7f/f			3731							
8Ae 146-100-20	ALP 5029-4	P/us eng op/oc7f/f			37 31							
8Ae 146-f 00-20	ALE 5029-4					3731						
BAef46-f00-21	ALES02R-5					3731						
RAe 146-100-31	ALE 5029-5	P/us ecg op/oc7f/1			3610							
BAe 146-bOA	ALE 582R-3A	P/us ens eptten7f/1			373;							
BAe 146-200	ALE 602R-3	P/us ens ep/on7f/f			4060							
RAe 146-200	ALE 5029-1A	P/uo ens op/tnn7Gf			4060							
BAe 146-200	ALE 5029-5	P/us ens eptton7f/f			42 18							
BAe 140-388	ALE 5029-5	P/uo eng op/tnn7f/7			4423							
BAe 145-370	LE607-IF on 1H					4504						
BAe 145-RIF 00	LES87-IF	/AVRO 146-91/88)				4604						
BAa 146-9/70	LES07-IF	/AVRO /4S-RJ70(4082							
BAe 146-9185	LES87-fF	/AVRO 746-9185)			44 00							
RAe 748 Sense 1 (Auto)	99000514						E					
BAe 748-2A	99 DotS 532-2						20 19					
8Ae 745-25	99 Dart 534-2	00th ct/her BAe mod 6488cr 5577					2109					
RAe 748-28	TR Dos 534-2, 535-2 or 536-2	07h ct/her BAa mod 6408 or 6517					2189					
SAc 748-28	99 DotS 534-2, 535-2 or 536-2								21 89			
BAn AIP	PEW PW125				2293							
RAe ATP	POW PW125A				2283							
BAn ATP	POW PW126A	Ham/ton 6/5500/Fr props Mod 1027fF			2368							
RAe 10/0/teem 3780	Garret TEE 337 sensee				6 95							
BAe Je/otrem 3280	TPE331-2UA(R)-70/H	Dov/y prope//er R333/4-82-E/12			7 35							
BAe JetS/ream 3200	TPE331-12UA(R)-70ZH	McCau/ey prepe//et 4HFR34C653/L106FA			735							
RAe Ic/c/room 4/	rPE331-r4GR-sOrH(L)/(14HR-SS1H/R'				7043							
Beech 280	PW PT6A-41	Hart9e// prope/en HC-D4N-3 A/0-6383K			567							
6eeoh 200 or C2E	PW PT6A-4f	MoCoutey prope//er 4HFR34 C754/S4LA-0			567							
Beech 200 or 280C	PW PT6A-4r	HorDe)) prepe//er HC-B3TN-300r-3N			567							
Beech 350	PW PT6A-60A	Harfze// prepe//er HC-B4MP-3C/M10476N			680							
Reech 400	IT; SD-5						7 16					
Beenh 400A	11150-5						7 38					
Beech 8200 B280CB200CT	PW PT6A-42	Harta// prepe//er HC-B3TN-3G/T1017BHB-3R			567							
Beech 8200 B280C6200C1	PW PT6A-42	McCau/ey ptope//en 3GFR-34C702/SS8LA-2			567							
Beech 8380	PW PT6A-68A	HerOeS prope//er HC-B4MP-3Mf0476K			6 60							
Beech SSSC	POW PT6A-66B	Harte// ptepe//ct HC-B4MP-3NMI 0877K				753						
Beech P33	Centtmen/a/ /0-520-B	MoCau/ey prose//er 3A32C76/82NB-2 (Bonanza)			1 54							
BeechMU300	JT1SD-4					640						
Beech MU300-/0	JT1SD-5						715					
Beeuhnraft King Ac C88A	PW P766 -21	HarOe// HC-B3TS-2(B) prope//er			458							
Teoohcraft 6/5mg Ac 200	PW PT6A -135				4 94							
Be)) 20683	A/teen 250-C28B or -C20J	Je/Rongen				E						
Ba//425	PWC2S7D						318					
Be)) 430	A/teen 258-C4OB						421					
Bombard/er 80-1 DO-far 5	Hone/cnn)) A0657-f-1A	Cha//enger 300			1762							
Bembatdtet 80-100-f AIO	Heeeyce// AS507-2-fA	Cha//eeget 350			1842							
BombardterBD-580-1A10	PW1524G	COat/es COIDS			6078							
BembardtenBD-705-1A10	69700-71 SA2-2S	G/oba/ Eiepress				4513						
Pembard)er 60-700-1 AII	BR780-710A2-20	G/obe/ 5000				39 78						
Bombard/er CL-600-2E25	CE34-8C5	CR11000			4000	4164						
Cc/S-Norm /S/anden	[CC 0-640-E4C5				2 99							
Canada/r CL-600	ALE-SS2L-2					1671						
Canada/t CL-680-2B16	CE34-3A2	Cha//anget 6S1-3A			2057							
Canadetr CL-600-2B16	CE34-3B	Cha//erger 504. 684DX, 605			21 69							
Canada/c CL-680-2B18	CE34-3B1	CR1 100000			2404							
Canedetr CL-601	CP34-fA				2046							
CanadatmCL-6S1	CE34-3A				2046							
Canada/c Reg/one/ let	CE34-3A1				2404							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certified take-off weight								
	Engine	Remarks	Level Sand	<94	64-666	67-699	90-929	93-559	96-969	99-101 9	>101 9
			Quota Count	EXEMP	DC/S 25	DCU 5	00/1	QC12	0014	00/8	00116
Aoraff	EngLine	Remarks									
CASA C-212-CB	Garret TPE 331-5-251 C	Fu/ Power			649						
CASA 0-212-CC	Garret TPE 331-10-5010	Fu/ Power			771						
CASA CN235	GE CT7-7A	Ful Power			1442						
CASA C-296M	PW127G					2320					
Cessna 3109	Conbental 10-620-M			200							
Cessna 404	WaS & Whitney PT6A-34	TOan		361							
Cessna 404	TCM-GTS/O-620-M	Than		381							
Cessna 421C	TCM-GTS/O-520-L	Go/den Eagle		336							
Cessna 500/501 Citation I	IT1SD-1/1A			535							
Cessna 501 Crtehan I	W/ams F144-2A			567							
Cessnaslo	PWS1SF-A			392							
Cessna 525A	Wd/ams P14420			5 61							
Cessna 525A	Wl/ems F144-3A-24			5 67							
Cessna 5258	Wl/ems FJ44-3A			6 29							
Cessna 550 C/cOon I	IT150-4			6 40							
Cessna 550 Crtasen Bravo	PW530A			6 71							
Cessna 560 C/a/mm V	JT150-5A					721					
Cessna 560 Cilalon UTra	17150-50					7 35					
Cessna 550 C/aSon XL	SW 545A			9 07							
Cessna 560 Citason XLS	PW 5455			515							
Cessna 550 C/cOon Enoore Plus	P06 0355			763							
Cessna 650 Cr050n VI	IFE731-35-1000				999						
Cessna 650 Cfation VII	TFE731-49-25				1043						
Cessna 580	P063050			1374							
Cessna 680A	PW 3060	C/cOon Latlude		93 97							
Cessna 750 C/aSon 0	Al/son AE3007A			16 19							
Cessna P406 Caravan II	P06 PT6A-1 12			447							
Cessna T310R	ConOnental TS10-520-S			2 50							
Canoe> 580	A/son 509-Dr 35/					2640					
0010-10	CFS-6DIA								20638		
0010-10/15	CFE-5002-F							20640			
0010-10/15	CF6-6K								20040		
0010-30	CF6500									25946	
0010-30/-305	CP6-500t									26762	
0010-30/-305	CF65002								26750		
DC10-30/-30F	CFS-5002-R								20945		
DC10-30/-30P	CF6-50025								28040		
0010-40	JTSD-20								24040		
0010-40	1790-201										
0010-40	1T90-SSA								23439	25950	
OC3 (en 047 Daketa)	PWR-1830						E				
006	PW92500-C83						E				
008-71	CPM56-2-Ct							148 78			
008-71	CFMS6-2C5							147 42			
OC8-72	CPMSS-2-C1							15876			
008-72	CFMS6-2-C3							15676			
008-73	CFMS6-2-C1							16103			
DC9-30	JT8D-7	ASS 90555/1 (STC SA1613GL)						4763			
009-St	1T80-17A	ASS Partership Chapter 3 Hushki						5488			
DHC-6 Twin Oner	PW PTSA -20			5 25							
DHC-7-1SI	PEW PT6A-60	FuI Pewen		1950							
DHC-7-103	PEW PT6A-50	Ful Power		15 56							
DHC-8-10t	UACL PEW PW120 an PW120A			1497							
DHC-8-102	UACL PEW PW120 an PW120A			1565							
050-8-311	UACL P&WPW123			1950							
090-8-402	PEW tSOA			2926							
Diamond OA42	TAE 125-02-59			179							
Dormer 328-900	PW119A or PW119B			1364							
Denniar 328-100	P061199	328-100 w4h Med tO and 2180 SHP engine		1390							
Oennier 328-300	PW3069			1566							
Eohpse EA500	PW610F-A			2 72							
EH Industnes EHISI	GE CT7-6A							1490			
Embraer Bandeirante EMB-1 10	PW PT6A -34			967							
Embraer EMS-120	PEW PW-1 15 ar-118			1150							
Embraer EMB-121	PraS & Thrinney PT6A-28	X>gu		E							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certified takeoff weight tonnage								
Aircraft	Engine	Remarks	Noise Level Band IEFN dBI	v84	84469	87499	9042 B	93959	95489	99101 B	viOI
			Quota Count	EXEMP	DC/a 25	QCIO S	QCII	QCIC	QCIC4	QC'8	DC/is
Embraer EMW139	Rolls Royce AE3007A1			2220							
Embraer EMW1358J	Rolls Royce AE3007A2	Legacy 560		2430							
Embraer EMW145	Allison AE3007A			2099							
Embraer EMB146 LR	Allison AE3007A1			2200							
Embraer EMB-500	Pratt & Whitney PWB17F-E	Phenom iSO		475							
Embraer EMB-SOS	Pratt & Whitney PWS3SE	Ph009m 300		8 15							
Embraer ERJ 170-iSU LR	General Electric CF34-8E5						3960				
Embraer ERJ 170-200 LR	General Electric CF34-8E5						4037				
Embraer ERJ iSO-iSO LR	Tanair Electric CF34-1SE6						5030				
Embraer ERJ 190-200 LR	General Electric CF34-1SE5	Weglets end Improved Acoustic Chevron Nozzle Block S2					5079				
Embraer ERJ 190-200 LR	General Electric CF34-1S67						6079				
Eurocopter AS355Ft	Allison 250-C2SF						240				
Eurocopter A035SN	Arrius IA				254						
Eurocopter AS350	Allison 250-C2SB							E			
Eurocopter AS350 DBS-5	Allison 250-C2OB							S			
Eurocopter EC135T1	Turbomeca Arrius 28t				284						
Eurocopter EC135 T2o	Turbomeca Arrius 292				291						
Eurocopter EC135T2	Turbomeca Arrius 2C1						4 80				
Fairchild SA227-AC	Garrett TPE-331-i 10	Deu/y propel/ar R32u/4-62-F/8			6 58						
Fairchild SA227-AC	Garrett IPE-331-i 7U-612G	McCauley 4HFR34C652E/1-(11S6L11 propeller		6 58							
Fairchild SA227-AT	Garrett IPE-331-iU-60iE	Merlin MC		662							
Fairchild SA227-AT	Garrett TPE-331-i 10-Cot G	Merlin MC		6 35							
Fairchild SA227-AT	Garrett TPE-331-iU-5itG	Quwty R32i14-62-F/8 propeller		659							
Fairchild SA227-DC	Garrett TPE-331-12UHR-7StG	McCou/ey 4HFR34CE52i11(1-11S6LA-0 propeller		748							
Falco	IFE 731-2				8 30						
Falcon 20	TFE 731-58R-2C					1376					
Falcon 20	CF700-20-2						13 02				
Falcon 200	ATF3-6-4C					1462					
Falcon 2000	CFE 738-i-1B	With Dee Hward TR 6000 thrust reverser		1656							
Falcon 2000	CFE 738-i-iB			16 56							
Falcon 20000	PaW FW308C	OFI Take oR penformance		1860							
Falcon 2000EX Easy	PEW FW308C				iS 14						
Falcon 2000SO	TFE731-3					1760					
Falcon 2000SO	TFE731-3-tC					1855					
Falcon 2000SOEX	TFE731-40-iC1					iB So					
Falcon 300	TFE 731-5A				2064						
Falcon 900	TFE 731-5AR-tC				2064						
Falcon 900B1900C	TFE 731-5BR-tC				21 09						
Falcon 900EX	TFE 731-E0-tC				2223						
Falcon 7X	Pratt & Whitney PW 307A				31 76						
Fokker P27 Mk050	Pratt & Whitney 1298			2082							
Fokker P27 Mk25040G900600	86 Dart 500 serieo	With hushkit med 1800				2682					
Fokker P27 Mk 2004W,600807	9R Dart 500 series						20 di				
Fokker P28 Mk070	RR Toy 620-19				4i 73						
Fokker P28 MkD100	RR Tay 820-15					4717					
Fokker P28B Mk01SO	RR Tay 6SO-15					4990					
Fokker P28 Mk1000	Opey Mk655-i5	9 chute nozzle plus tailpipe liner						30 iS			
Fokker P28 Mk10W	Opey Mk665-i5NIP	5 chute nozzle plus tailpipe liner						30 i8			
Fokker P28 Mk2000	Spey Mk555-t5	5 chute nozzle plus tailpipe liner						30 iS			
Fokker P28 Mk2000	Spey Mk866-18N/P	6 chute nozzle plus tailpipe liner						30 iS			
Fokker P28 Mk3000	Spey Mk555-ISH	6 chute nozzle plus tailpipe herr						33 ii			
Fokker P29 Mk3000	Spey Mk555-18H	Unsilenced							33 2i		
Fokker P28 Mk4000	Spey Mk555-ISH	5 chute nozzle plus tailpipe liner						322t			
Fokker P28 Mk4DW	Spey Mk665-t5H	Unsilenced							32 2i		
Fokker P28 Mk4505	Spey Mk569-i5P	5 chute nozzle plus tailpipe liner							33 ii		
Fokker P28 Mk8500	Spey Mk555-t5H	5 chute nozzle plus tailpipe liner								33 ii	
Gulfstream VI	RR Dart Mk 529						E				
Gulfstream G-III	88 SPEY 51 i-8	74th lip tanks									
Gulfstream G-III	RR SPEY 81 i-B									2970	
Gulfstream G-III	88 SPEY 511-8	Quiet Technology Stage 3 hush kit STC 02618AT									
Gulfstream G-III / -118	RR SPEY 81 1-8							3192			
Gulfstream G-III	88 Spey Si i-S	Quiet Tehnlnlogy Stage 3 hush kit (STC STO362iAT)								31 82	
Gulfstream G-IV	TAY 810-8			3252							
Gulfstream G-IV	TAO 611-8			3320							
Gulfstream G-IV 1G4501	TAX 8i i-8C			3392							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Nede Lev& Bend (EPNdB)	>64	84-669	Mawmun 97-999	rtiijcale7 90-929	,ke-olfw- 93-959	it-tennes 96-989	98-1019	>101 9
Aircraft	Engine	Remarks	Quanta Ceuet	EXEMP	DC/S 25	0/2/05	DC/1	QC/2	QC/4	000/8	DC/IS
GvOstream G-IV OP	CAY EI 1-8		3383								
GvOstream /2-V	8R700-71DAI-15				4185						
DvOstream G-V OP (/2650)	8R700-710C4-11				4125						
GvOstream /2-Vt (/2650/ /21/Stream 200	8R700-72SAI-12		4918								
Gutlstream DI 50	P9W PW306A		1608								
Gutlstream /2280	Heneywet TFE731-40-AR-2005				1163						
Guppy	Heneywet ASSO7-2-1G		1769								
Hawker 750	At/sen 601 D22C	Ham/Ice Standard 54H60-123/71 1 19-2 prepe/er					S				
Hawker 650XP	IFE731-58R		1225								
Hawker SOOX	IFE731-59R		1270								
Hawker4000	IFE731-60R		1270								
(At 1124	PW308A		1792								
(At Anlle SPX	IFS 731-3-02				1050						
IL-laD	TFE 700-409-200/2				11 18						
IL-62M	VAt -2DM									6400	
IL-62M	0-30K>	Wlh cede nvpresnam								16700	
IL-62M	0-300>										16700
IL-70T(ID)	0-300P/D-300P 2 ncr										17000
IL-76TD-50 DO	PS-SXA-76							16500			
IL-00-300	PS-SOA									25000	
Learjel23	C1610-1/4							567			
Lear/el 24	01610-1/4								590		
Learjel 24/240	/21610-6							6 12			
Learjel 240	C1610-6								612		
Lear/el 240	C161S-6							585			
Lear/el24F	/21610-S							612			
Lear/el 24F-A	C1010-6							667			
Lear/el 26	C1610-6									680	
Lear/el 25 B/dO/F XR	C1610-6/SA									735	
Lear/el 26/29	71610-8A									680	
Lear/el 31A	TFE 731-2-39				771						
Leer/el 30/36	IFS 731-2-26				8 16						
Leer/el 35A	TFE 731-2-28		604								
Leereel 35N36A	IFS 731-2-28		6 30								
Lear/el 35A	IFS 731-2C				8 85						
Leareel 45	TFE731-20		520								
Leer/el 45	TFE731-20R		9 30								
Leareel45	TF5731-20AR-1B		975								
Learjel 40	TFE731-20BR-1B		9 62								
Lear/el 55	IFS 731-34-28					951					
Lear/el 60	PW305A		1048								
Leareel M55	TFS 731-3A	Old ee>ze				975					
Learjel M55	IFS 731-3A	/4/h Aerene I/runt reverser				8 57					
Leer/el MSSC	TFE 731-3A-3AR	741k reverser				975					
Lear/el MSSC	IFS 731 -3A-3AR -36	00/h reverser				975					
LeckheedL1011-1	RB211-228							19605			
Leckkaad L1011-100	69211-228									21137	
Leckkeed L1011-200	6921 1-5249									21134	
Lockheed L1011-385-1-ld 5-16	RB211-228(+SB 72-8700)									21500	
ankheed L1011-365-1 -15	R8211-228									21137	
Lockheed L1011-386-1 -15 1937	R8211-228							20410			
Leckheed L1011-385-3	68211-52484									23132	
eckheed L1011-50	RB211-22B							20412			
Lenkheed L101 1-000	58211-5248									22488	
nckheed L101 1-500	69211-52463									22860	
Leckkeed L1011-600	R8211-52484									23133	
Lenkhaed 1329-236 Jets/ar)	TFE 731-31E						2007				
Lockheed L 158A	60,6cc 5010-13						51 26				
Lockheed L 188/2	A/isee 5010-03						51 26	5262			
ackheed L382G Hercules	A/leee SOI-D22A	4/Sary vers,ee /2130						7031			
MD-11	CF6-80C2D1P							28030			
MD-11	P004460							28030			
MD-11 Freighter	PW4462							28099			
MD-80	1T80-209					6350					
MD-80	1180-217					6350	7280				

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES				Moore	87.899	50-925	93-959	96-989	99-1019	>101 9
		EXEMP	QC/0 25	00/05	00/1	00/2	00/4	QC/8	OC/15	
Aircraft	Engine	Sen-ark>								
MD-80	JT8D-217A					6350	7280			
MD-80	JT8D-217C					6350	7280			
M0-82	JT8D-217C					6780				
610-82	1780-219					6780				
M0-83	1780-219					5360	7250			
M0-87	1TSD-217A					6790				
MD-57	JTBO-217C					6780				
MD-87	JT8D-219					5350	67 80			
MD-as	.1080-219						7298			
MD-SO-3D	AS V2525-05			7076						
MD 500 Explorer	PW 206A		284							
Mooney M201	Lyxonoag /O-360-A3580		122							
Mooney M2CK	Teedyne TS/O-360-G91		132							
Pa000aoo P665	LYC 10.265-Ai9S		109							
Paogo P-leo	OW PT6A-66		454							
o10>> PC-12146	TEA-67B	01/h Ha6302 Prop HO-E4A-301010477K	4 80							
Pta/u> P0-12.37	776A-678	Out/h Hor/zet Prop HO-E4A-33At1C477/<	474							
P.perPA-23-252	LYCIO-540-C485		235							
P.porPA-E23-250	.0013-530.0485		236							
Aper PA-26-161	LYC 0-320-030	500>>0>7 740510-0-65	105							
Pper PA-28-236	LYC 0-540-13A60	Ho/Sell HC-F2YR-1F1F8458A-45 PropeSor	136							
Piper PA-31-350	COO T/O-540-128D		316							
lOper PA-31	COO T/O-540-2A0		295							
lOper PA-34-2000	Lyoonrog TSI0-360-E	Sea>>> I	209							
Ppor PA-34-2007	Teledyne TSI0-360-E	Seoeoa II	29							
lOper PA-34-2257	000tne/l/ol /510-350-65	Sea>>> III	213							
lOper PA-60-6000	COO 10-640-S1AY/-PIA5		272							
Pomo)ECHI SA-3300,G	Torbonreoc VA						S			
Roy/h>>> 39-DPrormorr	WtSanr>-Rol0F144-2A									
Rockwell Commrender 65CC	Gerre6 TPE 331-8254K	Txrbo Canon-Coder	468							
58.68 SP34TA	GE CT7-5A	0011 power		1225						
58.68 3F340A	GE CT7-8A2		1293							
58.68 SF3405	GE CT7-7E	E>d power	1225							
54.65 2005	55>>00 AS 2100A		2300							
Sabretner 66	TFE 731-35			10.85						
Sabretner 80	CF700-2D-2				1060					
Short> 0D330	P&W PT6A-45R			1039						
Shorts 00360	P6W PT6A-85AR			/200						
Therts 50380	P6W PT5A-66R			1200						
StOrt> 00360-300	P6W PT6A-67R		1225							
SAarsky 076A	AlliSon 250-COOS									
Doe/sky 0765	POW P768-WA						S			
5/conky 5760.	To>boar>>> NOel 251									
SOon-ky 0-82-a	GE-OTT-a									
05-601 CerceOe	JT1SD4		705							
Sokbei RRI-555	OOMI48-1017	Sopenel 10-3		4588						
Sweanngen Ocr/a III	TP6331-llu-501G		E							
Trensal1 0160	SR Tyne MK22						49 15			
TU-154M	0-30 Kx-154 SAM)	Wi/h none suppressors								
TU-254.100	PO-90A					10300				
TU-204-120C	95 68211-53564					103W				
TU-2040	PS-SOA					10300				
Yek-40	Al-29			1600						
Yek-42	0-35	IW/h noise suppressors					5400			

S GO estimated

