



RiverOak Strategic Partners

Revised 2.4 Noise Mitigation Plan (Tracked)

TR020002/D3/2.4/T

Examination Document

Project Name:	Manston Airport Development Consent Order
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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. [There is also a cap on annual air transport movements.](#)

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 and movement 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.

1.71.8 The airport will be subject to a total annual air transport movement limit of 26,468.

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;

'air transport movement' means a landing or a take-off of an aircraft which excludes those associated with General Aviation';

'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.

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes							
			Noise Level Band (EPNdb)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9
Aircraft		Quota Count	EXEMP	QC/0 25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Agusta A109S	PW207C				3.17					
Agusta A109A II	Allison 250-C20B				2.60					
Agusta A109E	PW206C					3.00				
Agusta A119	PT6B-37A				2.72					
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						135.00			
Airbus A300B2K-3C	CF6-50C,C2R	Mod 3305.2150 (short nozzle)					130.00			
Airbus A300B2K-3C	CF6-50C,C2R						130.00			
Airbus A300B4-103	CF6-50C2	Mod 2150					133.00			
Airbus A300B4-103	CF6-50C2	Mod 3305.3373					133.00			
Airbus A300B4-103	CF6-50C2						133.00			
Airbus A300B4-120	JT9D-59A						133.00			
Airbus A300B4/C4/F4-203	CF6-50C2	Mod 2150 (short nozzle)					134.00			
Airbus A300B4/C4/F4-203	CF6-50C2	(long nozzle)					134.00			
Airbus A300B4-220	JT9D-59A						134.00			
Airbus A300B4-2C	CF6-50C2,C2R	Mod 3305.2150 (short nozzle)					134.00			
Airbus A300B4-2C	CF6-50C2,C2R	Mod 3373					134.00			
Airbus A300B4-2C	CF6-50C2,C2R						133.00			
Airbus A300B4-601	CF6-80C2A1						138.00			
Airbus A300B4-603	CF6-80C2A3						138.00			
Airbus A300B4-605R	CF6-80C2A5						140.00			
Airbus A300B4-620	JT9D-7R4H1						138.00			
Airbus A300B4-622	PW4158	Mod 8550 (JAS-kit)					138.00			
Airbus A300B4-622	PW4158						138.00			
Airbus A300B4-622R	PW4158	"B-package" equipped					140.00			
Airbus A300B4-622R	PW4158	Mod 8550 (JAS-kit)					140.00			
Airbus A310-203	CF6-80A3						121.50			
Airbus A310-203C	CF6-80A3	Mod 5327,5771 & 604					122.00			
Airbus A310-203C	CF6-80A3						122.00			
Airbus A310-204	CF6-80C2A2						122.00			
Airbus A310-221	JT9D-7R4D1						118.50			
Airbus A310-222	JT9D-7R4E1						121.50			
Airbus A310-304	CF6-80C2A2						123.00			
Airbus A310-308	CF6-80C2A8						123.00			
Airbus A310-322	JT9D-7R4E1						123.00			
Airbus A310-324	PW4152	Mod 8921 ("B-package")					123.01			
Airbus A310-324	PW4152						124.00			
Airbus A310-325	PW4156A						124.00			
Airbus A318-112	CFM56-5B9/P				57.50					
Airbus A319-111	CFM56-5B5				68.00					
Airbus A319-111	CFM56-5B5/P	Mod. No 25800-SAC			68.00					
Airbus A319-111	CFM56-5B5/P	Mod. No 25800-SAC and 27772		58.00	62.50					
Airbus A319-112	CFM56-5B6				68.00					
Airbus A319-112	CFM56-5B6/P				68.00					
Airbus A319-114	CFM56-5A5				68.00					
Airbus A319-115	CFM56-5B7				62.50					
Airbus A319-132	IAE V2524-A5				62.50					
Airbus A319-133	IAE V2527M-A5				62.50					
Airbus A320-111	CFM56-5-A1				67.00					
Airbus A320-211	CFM56-5-A1				68.00					
Airbus A320-212	CFM56-5-A3	Eng. mods 20775,21478			68.00					
Airbus A320-214	CFM56-5B4/P	Engine Mod. No. 25800 SAC			68.00					
Airbus A320-216	CFM56-5B6/P or CFM56-5B6/3				66.00					
Airbus A320-231	V2500-A1				68.00					
Airbus A320-231	V2500-A1Mod 22461	"BUMP" Rating			68.00					
Airbus A320-232	V2527-A5				64.50					
Airbus A320-251n	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		Remarks	Maximum certificated landing weight - tonnes									
Aircraft	Engine		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	
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	PW4168				179.00							
Airbus A340-211	CFM56-5C2				200.00							
Airbus A340-311	CFM56-5C2				200.00							
Airbus A340-312	CFM56-5C3				200.00							
Airbus A340-313	CFM56-5C4				192.00							
Airbus A340-313	CFM56-5C4	Engine Mod. 44260 - Thrust Bump			200.00							
Airbus A340-541	RR Trent 553					243.00						
Airbus A340-542	RR Trent 556A2-61					246.00						
Airbus A340-542	RR Trent 556					259.00						
Airbus A350-941	RR Trent XWB-84				207.00							
Airbus A380-841	RR Trent 970				395.00							
Airbus A380-842	RR Trent 972				395.00							
Airbus A380-861	EA GP7270 or GP7270E				395.00							
Airbus Helicopters AS365N2	Arriel 1C2						4.25					
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation					61.00					
Antonov 12 BK	Ivchenko AI - 20M				58.00							
Antonov 12 B	Ivchenko AI - 20M	AB-681 propeller			58.00							
Antonov 22	NK-12MA	AV-90 propeller					180.00					
Antonov 26	Ivchenko AI - 24T (-245VT)					24.00						
Antonov 72	D-36-1A				33.00							
Antonov 124-100	D-18T w/SAW					330.00						
Antonov 225	D-18T	With acoustic treatment						490.00				
ATR42-200	P&W PW120				15.50							
ATR42-300	P&W PW120				16.85							
ATR42-320	P&W PW121				16.40							
ATR72-101/-102	P&W PW124				19.90							
ATR72-201/-202	P&W PW124				21.35							
ATR72-210	P&W PW127				21.35							
ATR72-212A	P&W PW127F or PW127M	Hamilton Standard 568F-1 propeller		23.00								
B707-300B ADV/C	JT3D-7	Quiet Skies Stage 3 Hushkit						112.27				
B717-200	BR700-715A1-30	18,500 lb SLST		49.90								
B717-200	BR700-715C1-30	21,000 lb SLST		49.90								
B727-100 (FED EX.)	JT8D-7/A/B	With Boeing nacelle			62.37							
B727-100 (FED EX.)	JT8D-9 cr -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

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes							
			Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9
Aircraft		Quota Count	EXEMP	QC/0 25	QC/0 5	QC/1	QC/2	QC/4	QC/6	QC/16
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-2867/67B							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				135.08				
B767-200/-200 ER	CF6-80C2B					136.08				
B767-200/-200 ER	CF6-80C2B2					135.08				
B767-200/-200 ER	CF6-80C2B2F					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-7R4E						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			Noise Level Band (EPNdB)	Maximum certificated landing weight - tonnes							
Aircraft	Engine	Remarks		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	
				Quota Count	EXEMP	QC/0 25	QC/0 5	QC/1	QC/2	QC/4	
B767-400ER	CF6-80C2BBF					158.76					
B777-200	GE90-76B					201.70					
B777-200	GE90-85B					208.65					
B777-200	GE90-90B					208.65					
B777-200	GE90-94B					208.65					
B777-200	PW4077	At 77,000lb sea level static thrust					201.85				
B777-200	Trent 877						201.85				
B777-200	Trent 884						213.19				
B777-200	Trent 895						213.19				
B777-200	PW4090						213.19				
B777-200	Trent 890					208.65					
B777-300	Trent 892					237.68					
B777-300ER	GE90-115B/115BL					251.29					
B787-8	Trent 1000-A					172.37					
B787-8	Trent 1000-A/01					172.37					
B787-8	Trent 1000-C/01	With main landing gear plugs			172.37						
B787-8	Trent 1000-C/01					172.37					
B787-8	Trent 1000-E/01	With main landing gear plugs			172.37						
B787-8	Trent 1000-E/01					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 cr -14W	With mod 5320 Parts A, B, D & E				32.56					
BAe 1-11 Series 400	Spey 511-14 cr -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-731-5R-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	Engine	Remarks	Maximum certificated landing weight - tonnes									
			Noise Level Band (EPNdB)		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
			Quota Count		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						32.82					
BAe 146-100	ALF 502R-4						32.82					
BAe 146-100	ALF 502R-5	Plus option 71/1				33.27						
BAe 146-100-20	ALF 502R-3	Plus option71/1				33.27						
BAe 146-100-20	ALF 502R-3						33.27					
BAe 146-100-20	ALF 502R-3A	Plus option71/1				33.27						
BAe 146-100-20	ALF 502R-4	Plus option71/1				33.27						
BAe 146-100-20	ALF 502R-4						33.27					
BAe 146-100-21	ALF 502R-5					33.27						
BAe 146-100-31	ALF 502R-5	Plus option71/1				35.15						
BAe 146-100A	ALF 502R-3A	Plus option71/1				33.27						
BAe 146-200	ALF 502R-3	Plus option71/1				35.15						
BAe 146-200	ALF 502R-3A	Plus option71/1				35.15						
BAe 146-200	ALF 502R-5	Plus option71/1				36.74						
BAe 146-300	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			6.60							
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 0-540-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	Engine	Remarks	Maximum certificated landing weight - tonnes									
			Noise Level Band (EPNdB)		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
			Quota Count		EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft												
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		3.38								
Cessna 500/501 Citation I	JT15D-1/-1A			5.13								
Cessna 501 Citation I	Williams FJ44-2A			5.15								
Cessna 510	PW615F-A			3.63								
Cessna 525A	Williams FJ44-2C			5.22								
Cessna 525A	Williams FJ44-3A-24			5.23								
Cessna 525B	Williams FJ44-3A			5.78								
Cessna 550 Citation II	JT15D-4			6.12								
Cessna 550 Citation Bravo	PW530A			6.12								
Cessna 560 Citation V	JT15D-5A			6.90								
Cessna 560 Citation Ultra	JT15D-5D			6.90								
Cessna 560 Citation XL	PW 545A				8.48							
Cessna 560 Citation XLS	PW 545B			8.48								
Cessna 560 Citation Encore plus	PW 535B			6.90								
Cessna 650 Citation VI	TFE731-3B-100S				9.07							
Cessna 650 Citation VII	TFE731-4R-25			9.07								
Cessna 680	PW 306C			12.29								
Cessna 680A	PW 306D	Citation Latitude		12.51								
Cessna 750 Citation X	Allison AE3007A			14.42								
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									162.80		
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								108.66			
DC8-72	CFM56-2-C1								113.40			
DC8-72	CFM56-2-C3								108.66			
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 PW115 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

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes							
			Noise Level Band (EPNdb)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft										
Gulfstream G-V	BR700-710A1-10			34.15						
Gulfstream G-V SP (G550)	BR700-710C4-11			34.16						
Gulfstream G-VI (G650)	BR700-725A1-12			37.88						
Gulfstream 200	P&W PW306A			13.61						
Gulfstream G150	Honeywell TFE731-40-AR-200G			9.84						
Gulfstream G280	Honeywell AS907-2-1G			14.83						
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller				E				
Hawker 750	TFE731-5BR			10.59						
Hawker 850XP	TFE731-5BR			10.59						
Hawker 800XP	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-3AF	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			56.97						
MD-80	JT8D-217				68.00					
MD-80	JT8D-217A				68.00					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes								
			Noise Level Band (EPNdB)		<84	84-86 9	87-89 9	90-92 9	93-95 9	96-98 9	99-101 9
Aircraft	Quota Count	EXEMP	QC/0 25	QC/0 5	QC/1	QC/2	QC/4	QC/8	QC/16		
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 TSOIO-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 35							
Piper PA-E23-250	LYC IO-540-C4B5			2 36							
Piper PA-28-161	LYC O-320-D3G	Sensenich 74DM6-0-60		1 05							
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 TSOIO-360-E	Seneca II		2 09							
Piper PA-34-200T	Telodyne TSOIO-360-E	Seneca II		2 09							
Piper PA-34-220T	Continental TSOIO-360-KB	Seneca III		2 13							
Piper PA-60-600P	LYC IO-540-S1A5I-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 Arrikel 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							
Transair 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			Noise Level Band (EPNdB)	Maximum certificated take-off weight - tonnes							
Aircraft	Engine	Remarks		<84	84-85.9	87-89.9	90-92.9	93-95.9	96-98.9	>101.9	
			Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Agusta A109S	PW207C				3.17						
Agusta A109A II	Allison 250-C20B				2.60						
Agusta A109E	PW206C					3.00					
Agusta A119	PT6B-37A				2.72						
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	CFM56-5A1					67.19	77.00				
Airbus A320-211	CFM56-5A1					67.79	78.00				
Airbus A320-212	CFM56-5-A3	Eng. mods. 20775,21478			70.49	78.00					
Airbus A320-214	CFM56-5B4/P	Engine Mod. No. 25800 SAC			73.50	83.00					
Airbus A320-216	CFM56-5B6/P or CFM56-5B6/3					77.00					
Airbus A320-231	V2500-A1					74.89	77.00				
Airbus A320-231	V2500-A1Mod 22461	"BUMP" Rating				75.70	78.00				
Airbus A320-232	V2527-A5					77.00					
Airbus A320-251n	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			Noise Level Band (EPNdB)	Maximum certificated take-off weight - tonnes							
Aircraft	Engine	Remarks		<84	84-85.9	87-89.9	90-92.9	93-95.9	96-98.9	>101.9	
			Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
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	85.00				
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 A340-243	RR Trent 772B						185.00	250.00			
Airbus A340-342	RR Trent 772							230.00			
Airbus A340-343	RR Trent 772-60, 772B-60 or 772C-60						212.00	235.00			
Airbus A340-322	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							276.00			
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 AS355N2	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-68I propeller							61.00		
Antonov 22	NK-12MA	AV-90 propeller								250.00	
Antonov 26	Ivchenko AI - 24T							24.00			
Antonov 72	D-36-1A					34.80					
Antonov 124-100	D-18T 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	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes							
				Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9
			Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
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			66.00	68.04					
B737-400	CFM56-3B2/3C1	Hardwall forward acoustic panel			56.88	68.04					
B737-500	CFM56-3-B1	18500lb SLST			60.24						
B737-500	CFM56-3-B1	20000lb SLST			63.05						
B737-500	CFM56-3-B1(R)	18500lb SLST			59.10						
B737-500	CFM56-3-B2	18500lb SLST			60.24						
B737-500	CFM56-3-C1	18500lb SLST			60.24						
B737-500	CFM56-3-C1	20000lb SLST			63.05						
B737-600	CFM56-7B20	20000lb SLST			57.61						
B737-700	CFM56-7B20	20000lb SLST			70.08						
B737-700	CFM56-7B22	22000lb SLST			70.08						
B737-700	CFM56-7B24	24000lb SLST			70.08						
B737-700	CFM56-7B27	27000lb SLST			77.56						
B737-700-IGW	CFM56-7B27/3B3	Including STC ST 00830SE winglets			77.56						
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with cutback			71.44						
B737-800	CFM56-7B24	24000lb SLST			76.67	79.02					
B737-800	CFM56-7B26	Winglets			77.00	79.02					
B737-800	CFM56-7B26	25000lb 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			76.88						
B737-900ER	CFM56-7B27	Winglets			85.14						
B747-100/200/300	JT9D-7R4G2	With -300R nacelles						318.79	377.84		
B747-100/200/300	RB211-524B2							362.89	376.80		
B747-100/200/300	RB211-524C2							368.99	377.80		
B747-100/200/300	RB211-524D4							377.80			
B747-200	JT9D-70A							371.95			
B747-200	JT9D-7Q							377.80			
B747-200	RB211-524D4-19/22							372.00			
B747-200	RB211-524D4X-19/22							377.84			
B747-200/300	CF6-50E/E1							377.84			
B747-200/300	CF6-50E2							374.29	377.84		
B747-200B	CF6-50E							351.50			
B747-200B	RB211-524D4	RRN nacelles						377.84			
B747-200F	CF6-50E2							371.90	377.80		
B747-300	CF6-50E2							362.87			
B747-300	CF6-80C2B1					310.79	375.30				
B747-300	JT9D-7R4G2							377.84			
B747-300/200 B,C & F	CF6-50E								285.76		
B747-400	CF6-80C2B1F	With N1 modifier					317.19	396.89			
B747-400	CF6-80C2B1F						315.00	392.50	396.89		
B747-400	CF6-80C2B5F	With N1 modifier						365.00			
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	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes								
				Noise Level Band (EPNdB)		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9
				Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
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-BF	GEhx-2B67/67B							412.77	447.70			
B747-SP	JT9D-7A									317.95	318.43	
B747-SP	JT9D-7F/-7J									299.37		
B747-SP	RB211-524B2									315.70		
B747-SP	RB211-524D4									318.42		
B747-SP-Z5	RB211-524D4									319.32		
B747-SR	JT9D-7A									276.70		
B747SR/-100	CF6-45A2	With -200"GB" nacelles								311.60	340.19	
B747SR/-100/200/300	JT9D-3A	With "100CN" nacelles									322.05	
B747SR/-100/200/300	JT9D-3A	With "200CN" nacelles									322.05	
B747SR/-100/200/300	JT9D-7	With "100CN" nacelles									332.94	
B747SR/-100/200/300	JT9D-7	With "200CN" nacelles								304.99	332.94	
B747SR/-100/200/300	JT9D-7A	With "100CN" nacelles									332.90	
B747SR/-100/200/300	JT9D-7A	With "200CN" nacelles									324.59	332.94
B747SR/-100/200/300	JT9D-7F	With "100CN" nacelles									340.20	
B747SR/-100/200/300	JT9D-7F	With "200CN" nacelles									326.99	340.19
B747SR/-100/200/300	JT9D-7J	With "200CN" nacelles									324.69	351.53
B757-200	PW2037							112.40				
B757-200	PW2040							115.90				
B757-200	RB211-535C					101.79	108.90					
B757-200	RB211-535E4					115.80						
B757-300	RB211-535E4B							117.93				
B767-200	CF6-80A							154.89	159.21			
B767-200	JT9D-7R4D	Package "A" Eng Install No BG700 series						138.59	156.50			
B767-200	JT9D-7R4D	Package "B" Eng Install No BG800/BG900 series						134.99	156.65			
B767-200	JT9D-7R4E							136.19	166.50			
B767-200/-200 ER	CF6-80A2	50Klb rating						144.39	159.21			
B767-200/-200 ER	CF6-80C2B						140.29	159.21				
B767-200/-200 ER	CF6-80C2B2							163.29				
B767-200/-200 ER	CF6-80C2B2F							153.80				
B767-200/-200 ER	CF6-80C2B4							175.54				
B767-200/-200 ER	CF6-80C2B4F	N1 Modifier					143.29	163.50				
B767-200/-200 ER	JT9D-4RE							136.19	163.30			
B767-200/-200 ER	JT9D-7R4D							135.17				
B767-200/-200 ER	JT9D-7R4E							136.19	166.50			
B767-200/-200 ER	JT9D-7R4E4							135.19	159.20			
B767-200/-200 ER	PW4050								170.20			
B767-200/-200 ER	PW4052 (FB2T)							159.20				
B767-200/-200 ER	PW4056 (FB2B)							162.79	181.44			
B767-200/-200 ER	PW4056 PHASE III (FB2C)	With noise reduction inlet					152.50	179.17				
B767-200/-200 ER	PW4060								172.00			
B767-200/-200 ER	PW4060 PHASE III (FB2C)	With noise reduction inlet					147.00	179.17				
B767-200/-200 ER	PW4060A									169.30		
B767-300	CF6-80C2B6F	With N1 modifier						178.29	185.10			
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	165.88				
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	PW4062 PHASEIII (FB2C)	With noise reduction inlet						170.89	184.61			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	Maximum certificated take-off weight - tonnes										
			Noise Level Band (EPNdB)			<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
			Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16		
Aircraft													
B767-300 & -300ER	RB211-524H							170.69	184.61				
B767-400ER	CF6-80C2B8F								204.12				
B777-200	GE90-7B					229.52	242.67						
B777-200	GE90-8B						286.90						
B777-200	GE90-9B							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-731-5R-1H						11.57						
BAe 125-800	TFE-731-5R-1H					12.43							
BAe 125-800	TFE-731-5R-1H	With DH Reverser mod 259283				12.43							
BAe 125-800A/800B	TFE-731-5R-1H	With DH Reverser mod 259283		12.43									
BAe 125-800A/800B	TFE-731-5R-1H			12.43									
BAe 125-800XP	TFE-731-5BR-1H				12.70								
BAe 125 Series 1-(521) (HS)	Viper 521								9.62				
BAe 125 Series 1 (HS)	Viper 520								9.44				
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod 252605				9.84							
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod 252606				9.62							
BAe 125 Series 1B/R-522 (HS)	Viper 522								10.07				
BAe 125 Series 1B/S-522 (HS)	Viper 522								9.84				
BAe 125 Series 1B-522 (HS)	Viper 522								9.62				
BAe 125 Series 1B (HS)	Viper 521								9.62				
BAe 125 Series 3A (HS)	TFE-731-3-1H	Mod 252603				9.84							
BAe 125 Series 3A/RA (HS)	TFE-731-3-1H	Mod 252600				10.71							
BAe 125 Series 3B (HS)	Viper 522								9.84				
BAe 125 Series 3B/RA (HS)	Viper 522								10.34				
BAe 125 Series 3B/RC (HS)	Viper 522								10.71				
BAe 125 Series 400A (HS)	TFE-731-3-1H	Mod 252550				10.71							
BAe 125 Series 400B (HS)	Viper 522								10.57				
BAe 125 Series 403B (HS)	Viper 522								10.71				
BAe 125 Series 600A (HS)	TFE-731-3-1H	Mod 252468				11.57							
BAe 125 Series 600A and B (HS)	Viper 601-22	Mod 252405						11.57					
BAe 125 Series 600B (HS)	Viper 601-22									11.57			
BAe 125 Series F3B (HS)	TFE-731-3-1H	Eng. mod 252603				9.84							
BAe 125 Series F3B/RA	TFE-731-3-1H	Eng. mod 252551				10.71							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Engine	Remarks	Maximum certificated take-off weight - tonnes									
			Noise Level Band (EPNdB)		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
			Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16	
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-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 200 , B200C,B200CT	PW PT6A-42	Hartzell propeller HC-B3TN-3G/T1017HB-3R			5.67							
Beech 200 , B200C,B200CT	PW PT6A-42	McCauley propeller 3GFR-34C702/100LA-2			5.67							
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3/M10476K			6.80							
Beech 1900C	P&W PT6A-65B	Hartzell propeller HC-B4MP-3A/M10877K			7.53							
Beech F33	Continental IO-520-B	McCauley propeller 3A32C76/82NB-2 (Bonanza)			1.54							
Beech MU300	JT15D-4					6.40						
Beech MU300-10	JT15D-5					7.16						
Beechcraft King Air C90A	PW PT6A - 21	Hartzell HC-B3TN-2(B) propeller			4.58							
Beechcraft S/King Air 200	PW PT6A -135				4.94							
Bell 206B3	Allison 250-C20B cr-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	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes									
				Noise Level Band (EPNdB)		<84	84-86 9	87-89 9	90-92 9	93-95 9	96-98 9	99-101 9	>101 9
				Quota Count	EXEMP	QC/0 25	QC/0 5	QC/1	QC/2	QC/4	QC/8	QC/16	
CASA C-212-CB	Garret TPE 331-5-251C	Full Power			6.49								
CASA C-212-CC	Garret TPE 331-10-501C	Full Power			7.71								
CASA CN-235	GE CT7-7A	Full Power			14.42								
CASA C-295M	PW127G					23.20							
Cessna 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									246.40			
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	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes									
				Noise Level Band (EPNdB)		<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
				Quota Count	EXEMP	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16		
Embraer EMB-135	Rolls Royce AE3007A1			22.20									
Embraer EMB-135BJ	Rolls Royce AE3007A2	Legacy B50		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 PW635E	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					2.84							
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/B				6.58							
Fairchild SA227-AC	Garrett TPE-331-11U-612G	McCauley 4HFR34C652E(/)-106L() propeller				6.58							
Fairchild SA227-AT	Garrett TPE-331-11U-601E	Merlin MC				5.62							
Fairchild SA227-AT	Garrett TPE-331-11U-601G	Merlin MC				6.35							
Fairchild SA227-AT	Garrett TPE-331-11U-611G	Dowty R321/4-82-F/B propeller				6.58							
Fairchild SA227-DC	Garrett TPE-331-12UHR-701G	McCauley 4HFR34C652(/)-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 ST03621AT)						31.62					
Gulfstream G-IV	TAY 610-8					32.52							
Gulfstream G-IV	TAY 611-8					33.20							
Gulfstream G-IV (G450)	TAY 611-8C					33.52							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Noise Level Band (EPNdB)	Maximum certificated take-off weight - tonnes							
Aircraft	Engine	Remarks		<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
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 PW305A				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-30KP(D-30KP 2 ser.)									170.00	
IL-76TD-90 VD	PS-90A-76								195.00		
IL-96-300	PS-90A									250.00	
Learjet 23	CJ610-1/-4								5.67		
Learjet 24	CJ610-1/-4								5.90		
Learjet 24/24D	CJ610-6								6.12		
Learjet 24D	CJ610-6								6.12		
Learjet 24E	CJ610-6								5.85		
Learjet 24F	CJ610-6								6.12		
Learjet 24F-A	CJ610-6								5.67		
Learjet 25	CJ610-6								6.80		
Learjet 25 B/C/D/F XR	CJ610-6/8A								7.39		
Learjet 28/29	CJ610-8A								6.80		
Learjet 31A	TFE 731-2-3B					7.71					
Learjet 35/36	TFE 731-2-2B					8.16					
Learjet 35A	TFE 731-2-2B				8.04						
Learjet 35A/36A	TFE 731-2-2B				8.30						
Learjet 35A	TFE 731-2C					8.89					
Learjet 45	TFE731-20					9.20					
Learjet 45	TFE731-20R					9.30					
Learjet 45	TFE731-20AR-1B					9.75					
Learjet 45	TFE731-20BR-1B					9.52					
Learjet 55	TFE 731-3A-2B						9.51				
Learjet 60	PW305A				10.48						
Learjet M55	TFE 731-3A	Std. nozzle				9.75					
Learjet M55	TFE 731-3A	With Aeronca thrust reverser				9.57					
Learjet M55C	TFE 731-3A-3AR	With reverser				9.75					
Learjet M55C	TFE 731-3A-3AR-3B	With reverser				9.75					
Lockheed L1011-1	RB211-22B								195.05		
Lockheed L1011-100	RB211-22B								211.37		
Lockheed L1011-200	RB211-524B								211.34		
Lockheed L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)								215.00		
Lockheed L1011-385-1-15	RB211-22B								211.37		
Lockheed L1011-385-1 -15 193T	RB211-22B								204.10		
Lockheed L1011-385-3	RB211-524B4								231.32		
Lockheed L1011-50	RB211-22B								204.12		
Lockheed L1011-500	RB211-524B								224.98		
Lockheed L1011-500	RB211-524B3								228.60		
Lockheed L1011-500	RB211-524B4								231.33		
Lockheed 1329-23E (Jetstar)	TFE 731-31E							20.07			
Lockheed L 188A	Allison 501D-13							51.26			
Lockheed L 188C	Allison 501D-13							51.26	52.62		
Lockheed L382G Hercules	Allison 501-D22A	Military version C130						70.31			
MD-11	CF6-80C2D1F								280.30		
MD-11	PW4460								280.30		
MD-11 Freighter	PW4462								285.99		
MD-80	JT8D-209							63.50			
MD-80	JT8D-217							63.50	72.80		

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	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	
MD-80	JT8D-217A								63.50	72.80			
MD-80	JT8D-217C								63.50	72.80			
MD-82	JT8D-217C								67.80				
MD-82	JT8D-219								67.80				
MD-83	JT8D-219								63.50	72.80			
MD-87	JT8D-217A								67.80				
MD-87	JT8D-217C								67.80				
MD-87	JT8D-219								63.50	67.80			
MD-88	JT8D-219									72.58			
MD-90-30	IAE V2525-D5					70.76							
MD 900 Explorer	PW 206A					2.84							
Mooney M20J	Lycoming IO-360-A3B6D					1.22							
Mooney M20K	Teledyne TSIO-360-GB1					1.32							
Partenavia P68B	LYC IO-360-A1B5					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-23-250	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 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.