RiverOak Strategic Partners

Revised Noise Mitigation Plan (Tracked)

TR020002/D5/2.4/T

Examination Document

Project Name:	Manston Airport Development Consent Order
Application Ref:	TR020002
Submission Deadline:	**5**
Date:	29 March 2019

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. In July 2018 RiverOak submitted the Environmental Statement in support of the ~~DCO~~Development Consent Order application. Chapter 12 presented the assessment of operational aircraft noise from the proposals. This Chapter sets out a methodology for identifying the significant adverse effects on health and quality of life on individual receptors in accordance with UK Government Noise Policy and the likely significant effects on community receptors in accordance with the requirements of the EIA regulations.

The UK's overarching noise policy aims are set out in the Government's Noise Policy Statement for England[1] (NPSE) as follows:

Noise Policy Aims

Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

- **avoid significant adverse impacts on health and quality of life;**
- **mitigate and minimise adverse impacts on health and quality of life; and**
- **where possible, contribute to the improvement of health and quality of life.**

The three aims are embedded into UK Aviation Policy[2,3]. In line with best practice, the ES assessment has responded to this by setting effect levels for residential receptors to identify the onset of noise effects. These include the:

- LOAEL – Lowest Observed Adverse Effect Level - the level above which adverse effects on health and quality of life can be detected; and

- SOAEL – Significant Observed Adverse Effect Level - The level above which significant adverse effects on health and quality of life occur.

[1] Department for the Environment, Food and Rural Affairs (2010), Noise Policy Statement for England.
[2] Department for Transport (2013) Aviation Policy Framework, Paragraph 3.13.
[3] Department for Transport (DfT). (June 2018). Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England, Paragraph 5.68.

- UAEL – Unacceptable adverse effect - Level above which adverse effects are unacceptable.

The effect levels for aircraft noise adopted for Manston airport are based on the most recent evidence and best practice and are set out below:

Time of day	LOAEL	SOAEL	UAEL
Day (0700 – 2300)	50 dB $L_{Aeq,16hr}$ (free-field)[1]	63 dB $L_{Aeq,16hr}$ (free-field)[3]	69 dB[3]
Night (2300 – 0700)	40 dB $L_{Aeq,8hr}$ (free-field)[2]	55 dB $L_{Aeq,8hr}$ (free-field)[2]	
Night (2300 – 0700)	60 dB L_{ASmax} (outside) for any nightly event[2]	80 dB L_{ASmax} (outside) for more than 18 nightly events[4]	

Effect levels derived from the following information sources (for more details refer to Chapter 12 of the ES):

[1] WHO (1999) Guidelines for Community Noise

[2] WHO (2009) Night Noise Guidelines for Europe

[3] A precautionary UAEL set in line with Aviation Policy Framework requirement (Para 3.36) "*to offer households exposed to levels of noise of 69 dB LAeq,16h or more, assistance with the costs of moving*"

[4] Based on the findings of Basner et. al. (2006) Aircraft noise effects on sleep: Application of the results of a large polysomnographic field study.

The airport operator will take reasonable steps to design and operate the airport to minimise the population exposed to aircraft noise above the LOAEL set out above within the context of the ICAO balanced approach to the management of aviation noise[4].

RiverOak has considered a number of operating procedures to minimise the effects of noise including inset thresholds, increased runway length, steeper approach profiles and a runway preference scheme to minimise the overflight of the most densely populated areas including Ramsgate[5]. The runway preference scheme was predicted to offer large reductions in the population adversely effected by noise and therefore 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 (See Paragraph 14). Given that the runway preference scheme is subject to later approvals, the scheme was not taken into account for the purposes of the assessment presented in the ES. Nonetheless it is expected that the CAA would seek to adopt the least impacting flight path option as such the assessment provided within the ES represents a worst-case scenario.

This Noise Mitigation Plan includes measures to minimise the adverse effects of noise and provide certainty to communities on how noise will be managed in the long-term including:

[4] EU Regulation 598/2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach

[5] Osprey Consulting Services - Review of Potential Aircraft Noise Abatement Operational Procedures. Report 70992-011 Version 2.1 for RiverOak Strategic Partners 18 December 2017.

- A cap on the annual air transport movements at the airport (Paragraph 1);
- the use of a night-time 'noise quota', common at other UK airports, where aircraft are given an independently assessed score known as a quota count according to how noisy they are. An annual quota is imposed on aircraft movements. This provides control over the total amount of noise from aircraft rather than the total number of aircraft[6] (Paragraph 1);
- A scheduled night flight ban between the hours of 2300 and 0600 (Paragraph 1);
- A ban on the noisiest aircraft (with quota count 8 or 16) at night (Paragraph 1);
- A noise insulation and ventilation scheme for residential properties (Paragraph 2);
- A noise insulation and ventilation scheme for sensitive non-residential buildings (Paragraph 3);
- A commitment to regular and ongoing consultation with schools (Paragraph 4);
- A purchase and relocation assistance scheme for residential properties (Paragraph 5);
- A clear and transparent process for identifying eligibility for noise insulation and ventilation, purchase or relocation (Paragraph 6);
- Annual reporting on matters relating to noise (Paragraph 7).
- The establishment of a Community Consultative Committee (Paragraph 8) and a Community Trust Fund (Paragraph 9) which will receive funding from the airport operator under the plan;
- A ban on routine training flights other than for General Aviation (Paragraph 10);
- A ban on open field testing of jet engines at night (Paragraph 11);
- Reverse thrust limitation procedures (Paragraph 12);
- Low power / Low drag approach procedures (Paragraph 13);
- Monitoring of noise levels from aircraft and fines for noisy aircraft (Paragraph 16);
- Fines for aircraft that stray from approved flightpaths without good reason (Paragraph 17);

Noise insulation and ventilation will be offered to some residential dwellings with the aim that noise from the airport does not give rise to significant adverse effects on health and quality of life that could otherwise be expected when airborne noise exceeds the SOAEL set out above (See Paragraph 2). To provide certainty that the noise insulation will avoid significant effects on health and quality of life (the first aim of government noise policy) the airport operator will cover the cost of the noise insulation and ventilation at affected dwellings. An approved contractor will be appointed to manage the installation of the insulation and ventilation (See Paragraph 6). The effectiveness of the scheme, in terms of the performance of the noise insulation and ventilation provided and the take up of the scheme will be

[6] 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 assessed in the environmental statement, rather than taking the noisiest possible aircraft.

monitored through the Community Consultative Committee. This commitment goes beyond the Aviation Policy recommendation[7] to offer "financial assistance towards insulation".

A purchase and relocation scheme will be offered to residential dwellings with the aim that noise from the airport does not give rise to unacceptable adverse effects on health and quality of life that would otherwise be expected when airborne noise exceeds the precautionary UAEL set out above. Full details are provided in Paragraph 5.

Effects on health and quality of life are primarily avoided and minimised through the control of airborne noise at residential dwellings. It is recognised that effects can also occur when people are engaged in noise sensitive activities away from their home. Reasonable steps will also be taken to control aircraft noise at sensitive non-residential buildings.

The noise mitigation plan includes a noise insulation and ventilation scheme for schools and community buildings within the 60 dB $L_{Aeq\ (16\ hour)}$ day time contour. The airport operator will provide noise insulation and ventilation for buildings to achieve acoustic conditions inside sensitive rooms appropriate for the type of building affected. In addition the airport operator has committed to continually review the mitigation needs of schools within the 50dB $L_{Aeq\ (16\ hour)}$ day time contour presented in Chapter 12 of the ES by first establishing the baseline conditions at the school prior to the operation of the airport, and then annually assessing the potential benefits of mitigation for that school with the potential to fund mitigation via the Community Consultative Committee. For more details see Paragraph 3. These measures go beyond the Aviation Policy requirement to "offer acoustic insulation to noise-sensitive buildings, such as schools and hospitals, exposed to levels of noise of 63 dB $L_{Aeq,16h}$ or more"[8].

It is difficult to directly mitigate the effects of noise on external amenity areas resulting from the re-opening of the airport. The Applicant therefore proposes to fund a Community Trust Fund (See Paragraph 9) to be spent on community projects within the 50 dB $L_{Aeq\ (16\ hour)}$ day time contour and 40 dB $L_{Aeq\ (8\ hour)}$ contours. The fund, which will be managed by the Community Consultative Committee, may be used to offset the effects of noise from the airport either directly (for example with mitigation for sensitive buildings or the enhancement / creation of external amenity spaces) or indirectly (for example with the provision of educational materials or equipment for schools).

[7] Paragraph 2.39 of Department for Transport (2017) Consultation Response on UK Airspace Policy: A Framework for balanced decisions on the design and use of airspace.
[8] Paragraph 3.37 of the Aviation Policy Framework.

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. Paragraph 1.7 does 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 at night between 2300 and 0600.

1.5 An aircraft cannot take-off or land during ~~the Night Time Period~~between the hours of 2300 and 0700 where:

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

1.5.2 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.

1.6 Any aircraft which has a quota count of 8 or 16 cannot take-off or land at the airport ~~during~~between the ~~Night Time Period.~~hours of 2300 and 0700.

1.7 The airport will be subject to an annual quota ~~during~~between the ~~Night Time Period~~ hours of 2300 and 0700 of 3028. Each landing and take-off at the airport during ~~the Night Time Period~~that time period is to count towards this annual quota. An aircraft is deemed to have taken off or landed during the time period if the time recorded by the appropriate ATC control unit as 'airborne' or 'landed' respectively falls within it;

1.8 Emergency flights and flights operated by relief organisations for humanitarian reasons will not count towards the quota set in paragraph 1.7, or the cap set in paragraph 1.9, and will not be subject to the restrictions in paragraph 1.4.

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

1.10 The airport will be subject to a total annual General Aviation movement limit of 38,000.

2 Noise insulation and ventilation scheme – residential properties

2.1 A noise insulation and ventilation scheme for residential properties will be offered by the airport operator to 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 via the Community Consultative Committee, the freehold owner of a residential property (or a leasehold occupier with written consent to apply from the freeholder) is deemed eligible for assistance under the scheme, they will receive up to £10,000 towards acoustic insulation and ventilation.

2.3 In order to provide the reassurance that payments made will be used for the purposes intended (i.e. insulation and ventilation), upon receipt of a successful claim, the airport

operator shall appoint an approved contractor to install the necessary insulation and ventilation. Works will be paid for by the airport operator.

2.4 Noise insulation measures may include but will not be limited to:

2.4.1 secondary Glazing

2.4.2 high performance double glazing

2.4.3 roof insulation

2.4.4 sound insulated doors; and

2.4.5 mechanical ventilation.

2.5 Only one application will be considered per property.

2.6 Residential properties with habitable rooms within the 63dB LAeq (16 hour) day time contour will be eligible for noise insulation and ventilation detailed in paragraphs 2.2 to 2.4.

2.7 Residential properties which are not eligible under paragraph 2.4 but which have bedrooms which fall within the 55dB LAeq (8 hour) night time contour will be eligible for noise insulation and ventilation detailed in paragraphs 2.2 to 2.4.

2.8 A property must have been in residential use on the date that the Manston Airport Development Consent Order 20[ ] is made in order to be eligible for noise insulation and ventilation detailed in paragraph 2.2 to 2.4.

2.9 Further details of how an application for noise insulation and ventilation must be made are provided in paragraph 6.

3 Noise insulation and ventilation scheme – noise-sensitive buildings

3.1 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.

3.2 For the purposes of this paragraph a reasonable level of noise insulation and ventilation is defined according to the use of the building in question. In the case of schools, “reasonable” in this context means:

3.2.1 taking account of the existing building structure;

(a) a level of insulation and ventilation designed to achieve acoustic conditions inside rooms consistent with BB93: acoustic design of schools – performance standards; or

(b) where existing conditions already exceed acoustic conditions defined in BB93, a level of insulation and ventilation designed, as a minimum, to maintain existing acoustic conditions inside classrooms.

(c) alternative ventilation which avoids overheating in classrooms.

3.3 For all other buildings design criteria suitable for the use of the building would be defined on a case by case basis and dependent on their established use on the date the Manston Airport Development Consent Order 20[ ] is made.

3.4 In addition, the applicant will assess the need for mitigation at all schools within the 50dB LAeq (16 hour) day time contour. This assessment will include:

3.4.1 consultation visit to understand the needs and concerns of the school/community building in question;

3.4.2 noise measurements to be taken at the school prior to commencements of operation of the airport to establish the baseline environment;

3.4.3 proposals for noise mitigation and/or alternative compensation measures to be developed as required and agreed with the community consultation committee; and

3.4.4 installation of such measures as may be required through the Community Trust Fund.

3.5 A building must be in use as a school or a community building on the date that the Manston Airport Development Consent Order 20[ ] is made to benefit from the commitment in paragraph 3.1.

4 Schools Liaison

The airport operator will invite the headteachers of all schools within the 50 dB LAeq (16 hour) day time contour to quarterly liaison meetings where the impacts of the airport on the local schools will be discussed.

5 Purchase and relocation assistance scheme

5.1 A purchase and 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.

5.2 When it receives a successful application to the purchase and relocation assistance scheme the airport operator will offer to purchase the property for its market value (in the absence of the proposed development) and in addition to this the applicant will receive relocation assistance payments of:

5.2.1 £5,000; and

5.2.2 2.5% of the purchase price for the property up to a maximum of £15,000.

5.3 Only one application will be considered per property.

5.4 Owners of residential properties within the 69 dB LAeq (16 hour) contour will be eligible for the payments detailed in paragraph 5.2 if:

5.4.1 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);

5.4.2 they plan to move to a quieter area outside the 69 dB LAeq (16 hour) contour for the airport; ~~andthey~~and they have owned, or have been living in the property continually since the making of the Manston Airport Development Consent Order ~~was made~~20[ ]. All properties predicted to be eligible for relocation assistance (as defined by the Year 20 69 dB LAeq (16 hour) contour presented in Chapter 12 of the ES) will be valued by an independent surveyor within 6 months of the making of the ~~DCO~~Manston Airport Development Consent Order 20[ ].

5.5 The relocation settlement shall take account of any reduction in property value resulting from a change in the noise environment following the opening of the airport. In this regard, all potentially affected dwellings will be valued within twelve months of the making of the Manston Airport Development Consent Order 20[ ] and a value not less than that sum will be offered.

5.6 If the owner of a residential property meets the eligibility requirements set out in paragraph 5.4 but elects not to apply for the purchase and relocation scheme then the airport operator will on written request provide sound insulation and ventilation for the property as described in paragraphs 2.2 to 2.4 above.

6 Making a claim

6.1 As described in paragraph 7 the airport operator will report the forecast noise exposure from Manston Airport annually and will publish these forecasts in an annual report. The airport operator will use these forecasts to identify properties which may be eligible for a claim.

6.2 ~~The~~he airport operator will notify ~~potentially eligible~~occupiers of properties, in writing, ~~that they may be eligible for~~ of the potential eligibility of the properties for the noise insulation and ventilation scheme and of potential eligibility for the purchase and relocation assistance scheme.

6.3 If the freehold owner of a residential property (or a leasehold occupier with written consent to apply from the freeholder) wishes to make a claim for noise insulation and ventilation under this scheme an application must be made, in writing, to the airport operator via the Community Consultative Committee.

6.4 The Community Consultative Committee will make the decision as to whether a claim is valid based solely on the provisions of this Noise Mitigation Plan.

7 Airport operator reporting responsibilities

7.1 The airport operator will produce an annual report to be submitted to the Community Consultative Committee that will include as a minimum the following information:

7.1.1 An aviation forecast for the next calendar year to include all flights (passenger, freight and General Aviation) expected to take off and land at the airport

7.1.2 Forecast LAeq noise contours including:

(a) 69 dB LAeq (16 hour)

(b) 63dB LAeq (16 hour) day time;

(c) 55dB LAeq (8 hour) night time;

(d) 60 dB LAeq (16 hour) day time; and

7.1.3 A report on the actual flight numbers for the previous year to include passenger, freight and General Aviation.

7.1.4 A detailed report outlining all claims and actions taken in respect of the provision of noise insulation and ventilation.

7.1.5 A report on any claims and payments relating to the relocation scheme.

7.1.6 A report on any claims and payments made relating to the Community Trust Fund (established under paragraph 9).

7.1.7 A report on any breaches and fines associated with the aircraft noise monitoring policy (paragraph 16) and the off-track flight policy (paragraph 17).

7.1.8 .A report on complaints received and all responses to those complaints. There is a presumption that all complaints received should receive a response.

7.1.9 A report on any breaches of the mandated noise levels outlined in Section 16 below including fines levied and paid into the Community Trust Fund.

7.1.10 A report on any off-track flight reports as described in Section 17 below, corrective action taken and fines levied and paid into the Community Trust Fund.

7.2 This report will be provided annually on a date to be agreed by the Community Consultative Committee in advance of the commencement of operations. At this stage it is expected that a report would be provided by 30th June in the year subsequent to any given operating year.

7.3 A separate quarterly report will be provided that provides information relating to any complaints received and how they have been addressed. This report will also contain details of any monitored noise level breaches (as noted in Section 16 below) and off track flights (as noted in Section 17 below). These quarterly reports will be included within the annual report as described above.

7.4 IThe Community Consultative Committee will review all reports received from the airport operator. The airport operator will be expected to formally respond to any recommendations made by the Community Consultative Committee, taking any actions deemed necessary within the bounds of this noise mitigation plan.

8 Community Consultative Committee

8.1 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).

~~8.2 The Community Consultative Committee will include an independent chair and secretary who will be paid by the airport operator.~~

8.2 ~~8.3~~ The Community Consultative Committee shall be the body responsible for making recommendations to the airport operator relating to claims for noise insulation and ventilation, relocation and for administering applications to the Community Trust Fund.

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

8.4 The independent Chair will be appointed in consultation with Thanet District Council, Dover District Council and Canterbury City Council. Following appointment, the independent chair will establish the terms of reference for the committee based on this Noise Mitigation Plan. The Chair will also be responsible for appointing the Secretary.

8.5 ~~8.4~~ In the event that the Community Consultative Committee is unable to fulfil its duties, a managing agent will be appointed by the airport operator to ensure that claims that would otherwise be directed to the Community Consultative Committee are dealt with in a timely and appropriate manner.

8.6 ~~8.5~~ The ~~CCC~~Community Consultative Committee will comprise representatives from:

8.6.1 ~~8.5.1~~ Thanet District Council;

8.6.2 ~~8.5.2~~ Dover District Council;

8.6.3 ~~8.5.3~~ Canterbury District Council; and

8.6.4 ~~8.5.4~~ community representatives to be elected annually under a procedure to be defined by the independent chair and secretary in consultation with those public bodies listed above.

8.7 ~~8.6~~ The Director of Public Health will be offered the opportunity to contribute to Community Consultative Committee meetings either in person or in writing.

8.8 ~~8.7~~ The Community Consultative Committee will meet quarterly in suitable premises on the airport and the agenda and minutes of each meeting will be published.

8.9 ~~8.8~~ The Community Consultative Committee will be responsible for offering those members of the community who have benefitted from the noise insulation and ventilation scheme the opportunity to provide feedback on the effectiveness of the measures provided.

8.10 ~~8.9~~ The Community Consultative Committee will provide an annual report to the operator addressing any concerns that it or members of the public may have in relation to the operation of the airport or performance and implementation of noise insulation and ventilation measures.

9 Community Trust Fund

9.1 The airport operator will establish a Community Trust Fund into which all penalties applied under paragraphs 16 and 17 of this plan will be paid.

9.2 The proceeds of the fund established under paragraph 9.1 will be applied by the Community Consultative Committee established under paragraph 8 of this plan to projects that can offer a direct benefit to communities living within the 50 dB LAeq (16 hour) day time contour and 40 dB LAeq (8 hour) night time contours.

9.3 The airport operator will contribute £50,000 per annum to the Community Trust Fund. This sum will be reviewed annually in consultation with the Community Consultative Committee.

9.4 The Community Trust Fund will be administered by the Community Consultative Committee and it is therefore its responsibility to administer the funds responsibly, appropriately and in line with the conditions outlined in this plan. The types of project that are envisaged for the Community Trust Fund may include but are not limited to:

9.4.1 Noise insulation and ventilation grants for noise sensitive community buildings outside the SOAEL level;

9.4.2 grants relating to the creation or enhancement of public outdoor spaces;

9.4.3 grants for groups or facilities using outdoor recreational spaces; and

9.4.4 grants for schools aimed at enhancing the teaching environment.

10 Training flights

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

11 Engine testing

11.1 There will be no open field testing of jet engines ~~during~~between the ~~Night Time Period.~~hours of 2300 and 0700.

11.2 Any daytime open field testing will take place only within the airfield itself and in areas already used by aircraft in normal operations.

12 Reverse thrust

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

12.2 The airport's entry in the UK Aeronautical Information Publication (AIP) AD 2.21 'Noise Abatement Procedures' will contain, inter alia, the following requirements relating to reverse thrust:

12.2.1 Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft.

12.2.2 To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid/reduce the use of reverse thrust after landing, whenever possible consistent with safe operation of the aircraft.

12.2.3 In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for manoeuvring to and from a stand is not permitted.

13 Aircraft approach

13.1 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.

13.2 The Airport's entry in the UK Aeronautical Information Publication (AIP) AD 2.22 'Flight Procedures' will contain, inter alia, the following requirements relating to aircraft approach:

13.2.1 Noise abatement Procedures – All aircraft inbound or outbound from the aerodrome are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger, or in compliance with ATC instructions:

(a) Continuous Descent Approaches (CDA).

(b) Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.

(c) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. The object will be to join the glidepath at the appropriate height for the distance without level flight.

(d) To facilitate these techniques aircraft should be flown no faster than 250kts from the Speed Limiting Points and below FL100 and 250kts-210kts during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.

(e) ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

(f) Except where required by the Instrument Approach Procedures, inbound aircraft in both VMC and IMC should, whenever possible avoid flight below 3000 ft over towns and other populated areas.

(g) Unless otherwise instructed by ATC, aircraft using the ILS or RNAV in IMC or in VMC shall not descend below 2000ft before intercepting the glidepath, and for runway 28 shall intercept the glidepath prior to the coast, nor thereafter fly below the glidepath.

14 Runway Operation

14.1 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.

14.2 The Airport's entry in the UK Aeronautical Information Publication (AIP) AD 2.21 'Noise Abatement Procedures' will contain, inter alia, the following requirement relating to Runway Preference:

14.2.1 During suitable wind conditions aircraft will be required to use runway 28 for departure, and runway 10 for arrival. This procedure is subject to operator safety guidance limits consistent with the safe operation of the aircraft.

15 Wake turbulence

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

16 Aircraft noise monitoring

16.1 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.

16.2 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.

16.3 The operator of any flight departing between 0600 and 0700 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.

17 Off-track Flight

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

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

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

17.4 Any aircraft operator which fails to meet the target in paragraph 17.3 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.

18 Interpretation

18.1 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;

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

'CDA' means continuous descent approach;

'EPNdB' means effective perceived noise in decibels;

'IMC' means Instrument Meteorological Conditions;

'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 1.3 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;

‘RNAV’ means required (area) navigational performance; and

‘VMC’ means visual meteorological conditions

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			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Agusta A109S	PW207C				3.17					
Agusta A109A II	Allison 250-C20B				2.60					
Agusta A109E	PW206C					3.00				
Agusta A119	PT6B-37A				2.72					
Airbus A300B2-1C	CF6-50C,C2R						128.00			
Airbus A300B2-203	CF6-50C2	Mod 2150 (short nozzle)					130.00			
Airbus A300B2-203	CF6-50C2	Mod 3305,2150 (short nozzle)					130.00			
Airbus A300B2-203	CF6-50C2						130.00			
Airbus A300B2-320	JT9D-59A	Mod 3305					134.00			
Airbus A300B2-320	JT9D-59A						136.00			
Airbus A300B2K-3C	CF6-50C,C2R	Mod 3305,2150 (short nozzle)					130.00			
Airbus A300B2K-3C	CF6-50C,C2R						130.00			
Airbus A300B4-103	CF6-50C2	Mod 2150					133.00			
Airbus A300B4-103	CF6-50C2	Mod 3305,3373					133.00			
Airbus A300B4-103	CF6-50C2						133.00			
Airbus A300B4-120	JT9D-59A						133.00			
Airbus A300B4/C4/F4-203	CF6-50C2	Mod 2150 (short nozzle)					134.00			
Airbus A300B4/C4/F4-203	CF6-50C2	(long nozzle)					134.00			
Airbus A300B4-220	JT9D-59A						134.00			
Airbus A300B4-2C	CF6-50C2,C2R	Mod 3305,2150 (short nozzle)					134.00			
Airbus A300B4-2C	CF6-50C2,C2R	Mod 3373					134.00			
Airbus A300B4-2C	CF6-50C2,C2R						133.00			
Airbus A300B4-601	CF6-80C2A1					138.00				
Airbus A300B4-603	CF6-80C2A3					138.00				
Airbus A300B4-605R	CF6-80C2A5					140.00				
Airbus A300B4-620	JT9D-7R4H1					138.00				
Airbus A300B4-622	PW4158	Mod 8550 (JAS-kit)				138.00				
Airbus A300B4-622	PW4158					138.00				
Airbus A300B4-622R	PW4158	"B-package" equipped				140.00				
Airbus A300B4-622R	PW4158	Mod 8550 (JAS-kit)				140.00				
Airbus A310-203	CF6-80A3					121.50				
Airbus A310-203C	CF6-80A3	Mod 5327,5771 & 604				122.00				
Airbus A310-203C	CF6-80A3					122.00				
Airbus A310-204	CF6-80C2A2				122.00					
Airbus A310-221	JT9D-7R4D1					118.50				
Airbus A310-222	JT9D-7R4E1					121.50				
Airbus A310-304	CF6-80C2A2				123.00					
Airbus A310-308	CF6-80C2A8				123.00					
Airbus A310-322	JT9D-7R4E1					123.00				
Airbus A310-324	PW4152	Mod 8921 ("B-package")				123.01				
Airbus A310-324	PW4152					124.00				
Airbus A310-325	PW4156A					124.00				
Airbus A318-112	CFM56-5B9/P			57.50						
Airbus A319-111	CFM56-5B5			68.00						
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC		68.00						
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC and 27772	58.00	62.50						
Airbus A319-112	CFM56-5B6			68.00						
Airbus A319-112	CFM56-5B6/P			68.00						
Airbus A319-114	CFM56-5A5			68.00						
Airbus A319-115	CFM56-5B7			62.50						
Airbus A319-132	IAE V2524-A5			62.50						
Airbus A319-133	IAE V2527M-A5			62.50						
Airbus A320-111	CFM56-5-A1				67.00					
Airbus A320-211	CFM56-5-A1				68.00					
Airbus A320-212	CFM56-5-A3	Eng. mods 20775,21478			68.00					
Airbus A320-214	CFM56-5B4/P	Engine Mod. No. 25800 SAC		68.00						
Airbus A320-216	CFM56-5B6/P or CFM56-5B6/3			66.00						
Airbus A320-231	V2500-A1				68.00					
Airbus A320-231	V2500-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			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Airbus A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC			80.00					
Airbus A321-211	CFM56-5B3/P	Engine Mods 25800 SAC and 27772			80.00					
Airbus A321-214	CFM56-5B-4	Single or double annular combusters		68.00						
Airbus A321-231	V2533-A5			77.80	80.00					
Airbus A321-232	V2530-A5			77.80						
Airbus A330-202	CF6-80E1A4				180.00					
Airbus A330-202	CF6-80E1A4	Winglets and with full flaps			182.00					
Airbus A330-202	CF6-80E1A4B	Winglets and with Mod. 52776 - Thrust Bump			182.00					
Airbus A330-223	PW4168A or PW4170				182.00					
Airbus A330-301	CF6-80E1A2				190.00					
Airbus A330-302	CF6-80E1A4 or CF6-80E1A4/B					187.00				
Airbus A330-243	RR Trent 772B				200.00					
Airbus A330-342	RR Trent 772				190.00					
Airbus A330-343	RR Trent 772-60, 772B-60 or 772C-60				187.00					
Airbus A330-322	PW4168				179.00					
Airbus A340-211	CFM56-5C2				200.00					
Airbus A340-311	CFM56-5C2				200.00					
Airbus A340-312	CFM56-5C3				200.00					
Airbus A340-313	CFM56-5C4				192.00					
Airbus A340-313	CFM56-5C4	Engine Mod. 44260 - Thrust Bump			200.00					
Airbus A340-541	RR Trent 553					243.00				
Airbus A340-542	RR Trent 556A2-61					246.00				
Airbus A340-642	RR Trent 556					259.00				
Airbus A350-941	RR Trent XWB-84				207.00					
Airbus A380-841	RR Trent 970				395.00					
Airbus A380-842	RR Trent 972				395.00					
Airbus A380-861	EA GP7270 or GP7270E				395.00					
Airbus 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-68I propeller			58.00					
Antonov 22	NK-12MA	AV-90 propeller					180.00			
Antonov 26	Ivchenko AI - 24T (-245VT)					24.00				
Antonov 72	D-36-1A				33.00					
Antonov 124-100	D-18T w/SAW						330.00			
Antonov 225	D-18T	With acoustic treatment						490.00		
ATR42-200	P&W PW120				15.50					
ATR42-300	P&W PW120				16.85					
ATR42-320	P&W PW121				16.40					
ATR72-101/-102	P&W PW124			19.90						
ATR72-201/-202	P&W PW124			21.35						
ATR72-210	P&W PW127		21.35							
ATR72-212A	P&W PW127F or PW127M	Hamilton Standard 568F-1 propeller	23.00							
B707-300B ADV/C	JT3D-7	Quiet Skies Stage 3 Hushkit					112.27			
B717-200	BR700-715A1-30	18,500 lb SLST	49.90							
B717-200	BR700-715C1-30	21,000 lb SLST	49.90							
B727-100 (FED EX.)	JT8D-7/A/B	With Boeing nacelle			62.37					
B727-100 (FED EX.)	JT8D-9 or -9A	With Burbank Aeronautical Corp. nac			64.64					
B727-100RE	2x JT8D-217 & 1x JT8D-9 or -9A	VALSAN re_engine & hushkit			54.89					
B727-17RE	2x JT8D-217 & 1x JT8D-9 or -9A	VALSAN re_engine & hushkit			64.64					
B727-200	JT8D-15/A	FedEx Hushkit			75.30					
B727-200 (FED. EX.)	JT8D-7/A/B	With Burbank Aeronautical Corp. nac.				70.08				
B727-200 (FED. EX.)	JT8D-7B(A) (B)	With Boeing nacelle				68.04				
B727-200 (FED. EX.)	JT8D-7B(A) (B)	With Burbank Aeronautical Corp. nac.			68.04					
B727-200 (FED. EX.)	JT8D-9/A	With Burbank Aeronautical Corp. nac.				68.04				
B727-200	JT8D-7	STC SA4833NM			68.04	70.08				
B727-200	JT8D-9	STC SA4833NM				70.06				
B727-200	JT8D-17	STC ST00350AT & SA5839NM			74.39					
B727-200	JT8D-17R	STC SA5839NM			73.03					
B727-200RE	2x JT8D-217C & 1x JT8D-15	VALSAN hushkit			67.13					
B727-200RE	2x JT8D-217C & 1x JT8D-17	VALSAN hushkit				72.12				
B727-200RE	2x JT8D-217C & 1x JT8D-17A	VALSAN hushkit				72.12				
B727-200RE	2x JT8D-219 & 1x JT8D-7,7A or 7B	VALSAN hushkit			64.64					
B727-200RE	2x JT8D-217 & 1x JT8D-15	BFGoodrich Super27 modification				74.39				
B727-200	2x JT8D-217C & 1x JT8D-17	STC SA4363NM			71.66					

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
B727-300	RR Tay 651-54	Dee Howard QF modification			62.40					
B737-200ADV	JT8D-15 or -15A	NORDAM LGW-H hushkit			46.72					
B737-200/-200C(ADV)	JT8D-15/-17 & A engs. at -15 thr.	NORDAM hushkit see STC SA5730NM			48.53					
B737-200/-200C(ADV)	JT8D-17 & A engs. at -17 thr.	NORDAM hushkit see STC SA5730NM			48.53					
B737-200/-200C(ADV)	JT8D-9/-15/-17 & A engs at -9 thr.	NORDAM hushkit see STC SA5730NM			48.53					
B737-200/200C NON ADV	JT8D-15/-17 & A engs. at -15 thr.	NORDAM hushkit see STC SA5730NM				47.63				
B737-200ADV	JT8D-15 or -15A	NORDAM LDV hushkit (STC ST00131SE)			48.53					
B737-300	CFM56-3B1					54.43				
B737-300	CFM56-3B2					54.89				
B737-300	CFM56-3C1					52.53				
B737-300	CFM56-3C1	Winglets				51.70				
B737-400	CFM56-3B2/3C1	Treated forward acoustic panel				56.25				
B737-400	CFM56-3B2/3C1	Hardwall forward acoustic panel			56.25					
B737-500	CFM56-3-B1	18500Lb SLST				51.71				
B737-500	CFM56-3-B1	20000Lb SLST				51.71				
B737-500	CFM56-3-B1(R)					49.90				
B737-500	CFM56-3-B2	18500Lb SLST				51.71				
B737-500	CFM56-3-C1	18500Lb SLST				51.71				
B737-500	CFM56-3-C1	20000Lb SLST				51.71				
B737-600	CFM56-7B20	20000Lb SLST		54.66						
B737-700	CFM56-7B20	20000Lb SLST		60.78						
B737-700	CFM56-7B22	22000lb SLST		60.78						
B737-700	CFM56-7B24	24000lb SLST		60.78						
B737-700	CFM56-7B27	27000lb SLST			60.78					
B737-700-IGW	CFM56-7B27/3B3	Including STC ST 00830SE winglets			60.78					
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with Flaps 40 Degrees			66.36					
B737-800	CFM56-7B24	24000lb SLST			66.36					
B737-800	CFM56-7B26	Winglets			66.36					
B737-800	CFM56-7B26	26000lb SLST			66.36					
B737-800	CFM56-7B27	27000lb SLST			66.36					
B737-800	CFM56-7B27	With Winglets and with Flaps 40 degrees			65.32					
B737-800	CFM56-7B27/B1	Winglets			66.36					
B737-900	CFM56-7B26	26000lb SLST			66.81					
B737-900ER	CFM56-7B27	Winglets			71.35					
B747-100/200/300	JT9D-7R4G2	with -300R nacelles						285.76		
B747-100/200/300	RB211-524B2							265.35		
B747-100/200/300	RB211-524C2							265.35		
B747-100/200/300	RB211-524D4						289.99	302.00		
B747-200	JT9D-70A							285.76		
B747-200	JT9D-7Q							304.48		
B747-200	RB211-524D4-19/22						285.76			
B747-200	RB211-524D4X-19/22						289.89	302.09		
B747-200/-300	CF6-50E/E1							285.76		
B747-200/-300	CF6-50E2							285.76		
B747-200B	CF6-50E							265.35		
B747-200B	RB211-524D4	RRN nacelles					285.76			
B747-200F	CF6-50E2							299.37		
B747-300	CF6-50E2							285.76		
B747-300	CF6-80C2B1						298.69	320.00		
B747-300	JT9D-7R4G2							285.76		
B747-300/200 B,C & F	CF6-50E							285.76		
B747-400	CF6-80C2B1F	with and without the N1 modifier					295.74			
B747-400	CF6-80C2B5F	With N1 modifier.					296.00			
B747-400	PW4056	Package B/Phase 1 engine					285.76			
B747-400	PW4056	Package B/Phase 1 engine (FB2B)					285.76			
B747-400	PW4056 (-3)	Phase III (FB2C)					285.76			
B747-400	PW4056						295.08			
B747-400	PW4056 (-1C)	Package A/B Phase 1 (FB2C)					295.74			
B747-400	PW4056 (-3)	Applicable to S/N 26055 and 26056					285.76			
B747-400	PW4056 (-3)	Basic rating 56750lb Phase III(FB2C)					295.74			
B747-400	PW4056 (-3)	Phase III (FB2C) & Noise reduction inlet				285.76	295.74			
B747-400	PW4056 (-3)					285.76	302.09			
B747-400	RB211-524G						295.74			
B747-400	RB211-524H2						295.74			
B747-400D	CF6-80C2B1F	With N1 Modifier					270.80			

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
B747-400D	CF6-80C2B1F						270.80			
B747-400F	CF6-80C2B1F						302.09			
B747-400F	CF6-80C2B5F						302.09			
B747-400F	CF6-80C2B5F	ERF, Engine includes N1 modifier					296.19			
B747-400F	PW4056(-1C)	Pkg A/B Ph I (FB2C) & Noise reduction inlet				285.76	302.09			
B747-400F	PW4056 (-3)	Phase III (FB2C)					302.09			
B747-400F	PW4062A						302.09			
B747-400SF	PW4056 (-3)	Phase III (FB2C)					295.74			
B747-8F	GEnx-2B67/67B					346.09				
B747-SP	JT9D-7A						210.92			
B747-SP	JT9D-7F						215.46			
B747-SP	JT9D-7J						215.46			
B747-SP	RB211-524B2						204.12			
B747-SP	RB211-524D4							185.97		
B747-SP-Z5	RB211-524D4							215.45		
B747-SR	JT9D-7A							255.83		
B747SR/-100	CF6-45A2	With -200"GB" nacelles						255.83		
B747SR/-100/200/300	JT9D-3A	"100CN" nacelle					188.99	208.65		
B747SR/-100/200/300	JT9D-3A	"200CN" nacelle					199.19	235.87		
B747SR/-100/200/300	JT9D-7	"100CN" nacelle					198.99	235.87		
B747SR/-100/200/300	JT9D-7	"200CN" nacelle					208.64	244.94		
B747SR/-100/200/300	JT9D-7A	"100CN" nacelle					202.19	235.87		
B747SR/-100/200/300	JT9D-7A	"200CN" nacelle					213.79	255.83		
B747SR/-100/200/300	JT9D-7F	"100CN" nacelle					188.49	215.46		
B747SR/-100/200/300	JT9D-7F	"200CN" nacelle					198.39	235.87		
B747SR/-100/200/300	JT9D-7J	"200CN" nacelle					198.39	235.87		
B757-200	PW2037				93.89					
B757-200	PW2040				93.89					
B757-200	RB211-535C					95.25				
B757-200	RB211-535E4			95.26						
B757-300	RB211-535E4B			101.61						
B767-200	CF6-80A					131.60				
B767-200	JT9D-7R4D	Package "A" Eng. Install No BG700 series				120.00	131.54			
B767-200	JT9D-7R4D	Package "B" Eng. Install No.BG800/BG900 series				118.00	131.54			
B767-200	JT9D-7R4E					136.07	163.30			
B767-200/-200 ER	CF6-80A2	50KLb rating				136.08				
B767-200/-200 ER	CF6-80C2B				136.08					
B767-200/-200 ER	CF6-80C2B2				136.08					
B767-200/-200 ER	CF6-80C2B2F2				131.50					
B767-200/-200 ER	CF6-80C2B4				136.08					
B767-200/-200 ER	CF6-80C2B4 F	N1 modifier			136.08					
B767-200/-200 ER	JT9D-4RE					119.34	136.05			
B767-200/-200 ER	JT9D-7R4D						122.47			
B767-200/-200 ER	JT9D-7R4E						136.08			
B767-200/-200 ER	JT9D-7R4E4						136.08			
B767-200/-200 ER	PW4050				125.90					
B767-200/-200 ER	PW4052 (FB2T)				136.08					
B767-200/-200 ER	PW4056 (FB2B)				136.08					
B767-200/-200 ER	PW4056 PHASEIII (FB2C)	With noise reduction inlet			136.08					
B767-200/-200 ER	PW4060				125.90					
B767-200/-200 ER	PW4060 PHASEIII (FB2C)	With noise reduction inlet			136.08					
B767-200/-200 ER	PW4060A				125.90					
B767-300	CF6-80C2B6F	With N1 modifier			140.40					
B767-300 & -300ER	CF6-80C2B2F				139.30					
B767-300 & -300ER	CF6-80C2B4				145.15					
B767-300 & -300ER	CF6-80C2B6				145.15					
B767-300 & -300ER	CF6-80C2B6 (fadec)				145.15					
B767-300 & -300ER	CF6-80C2B7F (fadec)				145.15	154.22				
B767-300 & -300ER	PW4056 (FB2B)					145.15				
B767-300 & -300ER	PW4056 PHASEIII (FB2C)	With noise reduction inlet			145.15					
B767-300 & -300ER	PW4060 (FB2B)					145.15				
B767-300 & -300ER	PW4060 PHASEIII (FB2C)	With noise reduction inlet			145.15					
B767-300 & -300ER	PW4062 PHASEIII (FB2C)	With noise reduction inlet			145.15					
B767-300 & -300ER	RB211-524G				134.59	145.15				
B767-300 & -300ER	RB211-524H				134.59	145.15				

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
B767-400ER	CF6-80C2B8F				158.76					
B777-200	GE90-76B				201.70					
B777-200	GE90-85B				208.65					
B777-200	GE90-90B				208.65					
B777-200	GE90-94B				208.65					
B777-200	PW4077	At 77,000lb sea level static thrust				201.85				
B777-200	Trent 877					201.85				
B777-200	Trent 884					213.19				
B777-200	Trent 895					213.19				
B777-200	PW4090					213.19				
B777-200	Trent 890					208.65				
B777-300	Trent 892					237.68				
B777-300ER	GE90-115B/115BL					251.29				
B787-8	Trent 1000-A				172.37					
B787-8	Trent 1000-A/01				172.37					
B787-8	Trent 1000-A/01	With main landing gear plugs		172.37						
B787-8	Trent 1000-C/01				172.37					
B787-8	Trent 1000-C/01	With main landing gear plugs		172.37						
B787-8	Trent 1000-E/01				172.37					
B787-8	Trent 1000-E/01	With main landing gear plugs		172.37						
B787-8	GEnx-1B64G03					172.37				
B787-8	GEnx-1B64G04					172.37				
B787-8	GEnx-1B64G04	With main landing gear plugs		172.37						
B787-8	GEnx-1B70G04					172.37				
B787-8	GEnx-1B70G04	With main landing gear plugs		172.37						
B787-9	Trent 1000-J2			192.78						
B787-9	Trent 1000-K2			192.78						
B787-9	GEnx-1B70/P2G01			192.78						
BAe 1-11 Series 200	Spey 506-14, A, AW or D	With mod 5320 Parts A,D & E				32.21				
BAe 1-11 Series 300	Spey 511-14 or -14W	With mod 5320 Parts A, B, D & E				32.56				
BAe 1-11 Series 400	Spey 511-14 or -14W	With mod 5320 Parts A, B, D & E				32.56				
BAe 1-11 Series 475	Spey 512-14DW	With mod 5320 Parts A, B, D & E				38.10				
BAe 1-11 Series 500	Spey 512-14 DW	With mod 5320 Parts A, B, D & E				39.46				
BAe 1-11 Series 510	Spey 512-14 E	With mod 5320 Parts A, B, D & E				39.00				
BAe 125-1000A/-1000B	PW305/PW305B		11.34							
BAe 125-700A/-700B (HS)	TFE-731-3-1H	Reverse thrust mod.256991			9.98					
BAe 125-700A/-700B (HS)	TFE-731-3-1H			9.98						
BAe 125-700B	TFE-731-5R-1H				9.98					
BAe 125-800	TFE-731-5R-1H	With DH Reverser Mod 259283	10.59							
BAe 125-800	TFE-731-5R-1H			10.59						
BAe 125-800A/-800B	TFE-731-5R-1H	with DH Reverser mod 259283	10.59							
BAe 125-800A/-800B	TFE-731-5R-1H			10.59						
Bae 125-800XP	TFE-731-5BR-1H			10.59						
BAe 125 Series 1-(521) (HS)	Viper 521	Flap mod. 252672					8.21			
BAe 125 Series 1 (HS)	Viper 520	Flap mod. 252672					8.21			
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod. 252605			8.87					
BAe 125 Series 1A (HS)	TFE-731-3-1H	Mod.252606			8.87					
BAe 125 Series 1B (HS)	Viper 521	Flap mod. 252672					8.87			
BAe 125 Series 1B/R-522 (HS)	Viper 522	Flap mod. 252672					8.87			
BAe 125 Series 1B/S-522 (HS)	Viper 522	Flap mod. 252672					8.87			
BAe 125 Series 1B-522 (HS)	Viper 522	Flap mod. 252672					8.87			
BAe 125 Series 3A (HS)	TFE-731-3-1H	Mod. 252603			9.07					
BAe 125 Series 3A/RA (HS)	TFE-731-3-1H	Mod. 252600		9.07						
BAe 125 Series 3B (HS)	Viper 522	Flap mod. 252672					9.07			
BAe 125 Series 3B/RA (HS)	Viper 522	Flap mod. 252672					9.07			
BAe 125 Series 3B/RC (HS)	Viper 522	Flap mod. 252672					9.07			
BAe 125 Series 400A (HS)	TFE-731-3-1H	Mod. 252550		9.07						
BAe 125 Series 400B (HS)	Viper 522	Flap mod. 252672					9.07			
BAe 125 Series 403B (HS)	Viper 522	Flap mod. 252672					9.07			
BAe 125 Series 600A (HS)	TFE-731-3-1H	Mod. 252468			9.98					
BAe 125 Series 600A and B (HS)	Viper 601-22	Silencer mod. 252405					9.98			
BAe 125 Series 600B (HS)	Viper 601-22					9.98				
BAe 125 Series F3B (HS)	TFE-731-3-1H	Eng. mod.252603			9.07					
BAe 125 Series F3B/RA	TFE-731-3-1H	Eng. mod.252551		9.07						
BAe 125 Series F400 (HS)	TFE-731-3-1H	Eng. mod.252551		9.07						

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	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	ALF 502R-5	Plus option71/1		38.33						
BAe 146-300	LF 507-1F or -1H				40.14					
BAe 146-RJ100	LF 507-1F	(AVRO 146-RJ100)			40.14					
BAe 146-RJ70	LF 507-1F	(AVRO 146-RJ70)			37.88					
BAe 146-RJ85	LF 507-1F	(AVRO 146-RJ85)			38.56					
BAe 748 Series 1 (Avro)	RR Dart 514						E			
BAe 748-2A	RR Dart 532-2						19.51			
BAe 748-2A	RR Dart 534-2	With either BAe mod. 6408 or 6517		19.51						
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2	With either BAe mod. 6408 or 6517	19.50							
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2						19.51			
BAe ATP	P&W PW126				22.25					
BAe ATP	P&W PW126A				22.25					
BAe ATP	P&W PW 126A	Hamilton 6/5500/F1 props, Mod 10271F			23.13					
BAe Jetstream 3100	Garret TPE 331 series		6.60							
BAe Jetstream 3200	TPE331-12UA(R)-701H	Dowty propeller R333/4-82-F/12	7.35							
BAe Jetstream 3200	TPE331-12UA(R)-702H	McCauley propeller 4HFR34C653/L106FA	7.35							
BAe Jetstream 41	TPE331-14GR-801H(L)/14HR-801H(R)		10.12							
Beech 200	PW PT6A-41	Hartzell propeller HC-D4N-3 A/D-9383K	5.67							
Beech 200 or C12F	PW PT6A-41	McCauley propeller 4HFR34 C754/94LA-0	5.67							
Beech 200 or 200C	PW PT6A-41	Hartzell propeller HC-B3TN-3Gor-3N	5.67							
Beech 350	PW PT6A-60A	Hartzell propeller HC-B4MP-3C/M10476N	6.80							
Beech 400	JT15D-5		6.44							
Beech 400A	JT15D-5		7.12							
Beech B200 , B200C,B200CT	PW PT6A-42	Hartzell propeller HC-B3TN-3G/T10178HB-3R	5.67							
Beech B200 , B200C,B200CT	PW PT6A-42	McCauley propeller 3GFR-34C702/100LA-2	5.67							
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3/M10476K	6.80							
Beech 1900C	P&W PT6A-65B	Hartzell propeller HC-B4MP-3A/M10877K		7.30						
Beech F33	Continental IO-520-B	McCauley propeller 3A32C76/82NB-2 (Bonanza)	1.54							
Beech MU300	JT15D-4		5.99							
Beech MU300-10	JT15D-5		6.44							
Beechcraft King Air C90A	PW PT6A - 21		4.58							
Beechcraft S/King Air 200	PW PT6A - 135		4.94							
Bell 206B3	Allison 250-C20B or C20J	JetRanger		E						
Bell 429	PWC207D1				3.18					
Bell 430	Allison 250-C40B					4.21				
Bombardier BD-100-1A10	Honeywell AS907-1-1A	Challenger 300	15.31							
Bombardier BD-100-1A10	Honeywell AS907-2-1A	Challenger 350	15.49							
Bombardier BD-500-1A10	PW1524G	CSeries CS100	52.39							
Bombardier BD-700-1A10	BR700-710A2-20	Global Express	35.65							
Bombardier BD-700-1A11	BR700-710A2-20	Global 5000	35.65							
Bombardier CL-600-2E25	CF34-8C5	CRJ1000		36.97						
Britt-Norm Islander	LYC. 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			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
CASA C-212-CC	Garret TPE 331-10-501C		7.35							
CASA CN-235	GE CT7-7A		14.20							
CASA C-295M	PW127G			23.20						
Cessna 310R	Continental IO-520-M		2.50							
Cessna 404	Pratt & Whitney PT6A-34	Titan	3.81							
Cessna 404	TCM-GTSIO-520-M	Titan	3.81							
Cessna 421C	TCM-GTSIO-520-L	Golden Eagle	3.36							
Cessna 500/501 Citation I	JT15D-1/-1A		5.13							
Cessna 501 Citation I	Williams FJ44-2A		5.15							
Cessna 510	PW615 F-A		3.63							
Cessna 525A	Williams FJ44-2C		5.22							
Cessna 525A	Williams FJ44-3A-24		5.23							
Cessna 525B	Williams FJ44-3A		5.78							
Cessna 550 Citation II	JT15D-4		6.12							
Cessna 550 Citation Bravo	PW530A		6.12							
Cessna 560 Citation V	JT15D-5A		6.90							
Cessna 560 Citation Ultra	JT15D-5D		6.90							
Cessna 560 Citation XL	PW 545A			8.48						
Cessna 560 Citation XLS	PW 545B		8.48							
Cessna 560 Citation Encore plus	PW 535B		6.90							
Cessna 650 Citation VI	TFE731-3B-100S			9.07						
Cessna 650 Citation VII	TFE731-4R-25		9.07							
Cessna 680	PW 306C		12.29							
Cessna 680A	PW 306D	Citation Latitude	12.51							
Cessna 750 Citation X	Allison AE3007A		14.42							
Cessna F406 Caravan II	PW PT6A-112		4.47							
Cessna T310R	Continental TSIO-520-B		2.50							
Convair 580	Allison 501-D13H				23.59					
DC10-10	CF6-6D1A							164.88		
DC10-10/-15	CF6-50C2-F						164.50			
DC10-10/-15	CF6-6K						164.90			
DC10-30/30F	CF6-50C							186.43		
DC10-30/30F	CF6-50C1							186.43		
DC10-30/30F	CF6-50C2							197.60		
DC10-30/30F	CF6-50C2-R							192.32		
DC10-30/30F	CF6-50C2B							192.32		
DC10-40	JT9D-20							182.80		
DC10-40	JT9D-20J							E		
DC10-40	JT9D-59A							182.80		
DC3 (or C47 Dakota)	PWR-1830				E					
DC6	PWR2800-CB3				E					
DC8-71	CFM56-2-C1				117.03					
DC8-71	CFM56-2C5				108.86					
DC8-72	CFM56-2-C1				113.40					
DC8-72	CFM56-2-C3				108.86					
DC8-73	CFM56-2-C1				124.74					
DC9-30	JT8D-7	ABS Hushkit (STC SA1613GL)			45.81					
DC9-51	JT8D-51A	ABS Partnership Chapter 3 Hushkit			49.90					
DHC-6 Twin Otter	PW PT6A - 20		5.25							
DHC-7-101	P&W PT6A-50		18.60							
DHC-7-103	P&W PT6A-50		19.05							
DHC-8-101	UACL P&W PW120 or PW120A				15.38					
DHC-8-102	UACL P&W PW120 or PW120A				15.38					
DHC-8-311	UACL P&W PW123				19.05					
DHC-8-402	P&W 150A			28.01						
Diamond DA 42	TAE 125-02-99		1.79							
Dornier 328-100	PW119B or PW119A		13.23							
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine		13.23						
Dornier 328-300	PW306B		14.39							
Eclipse EA500	PW610F-A		2.54							
EH Industries EH101	GE CT7-6A						14.60			
Embraer Bandeirante EMB-110	PW PT6A - 34		5.67							
Embraer EMB-120	P&W PW-115 or -118		10.83							
Embraer EMB-121	Pratt & Whitney PT6A-28	Xingu	E							
Embraer EMB-135	Rolls Royce AE3007A1		18.50							

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Embraer EMB-135BJ	Rolls Royce AE3007A2	Legacy 650	20.00							
Embraer EMB-145	Allison AE3007A		18.70							
Embraer EMB-145 LR	Allison AE3007A1		19.30							
Embraer EMB-500	Pratt & Whitney PW617F-E	Phenom 100	4.43							
Embraer EMB-505	Pratt & Whitney PW535E	Phenom 300	7.65							
Embraer ERJ 170-100 LR	General Electric CF34-8E5			33.30						
Embraer ERJ 170-200 LR	General Electric CF34-8E5			34.10						
Embraer ERJ 190-100 LR	General Electric CF34-10E5		43.00							
Embraer ERJ 190-200 LR	General Electric CF34-10E5	Winglets and Improved Acoustic Chevron Nozzle (Block 02)	45.00							
Embraer ERJ 190-200 LR	General Electric CF34-10E7		45.00							
Eurocopter AS355F1	Allison 250-C20F				2.40					
Eurocopter AS355N	Arrius 1A			2.54						
Eurocopter BO 105 DB	Allison 250-C20B					E				
Eurocopter BO 105 DBS-5	Allison 250-C20B					E				
Eurocopter EC135T1	Turbomeca Arrius 2B1			2.84						
Eurocopter EC135T2+	Turbomeca Arrius 2B2			2.91						
Eurocopter EC155B	Turbomeca Arriel 2C1				4.80					
Fairchild SA227-AC	Garrett TPE-331-11U		6.35							
Fairchild SA227-AC	Garrett TPE-331-11U-612G	McCauley 4HFR34C652E/()-()106L() propeller	6.58							
Fairchild SA227-AT	Garrett TPE-331-11U-601E	Merlin MC	5.62							
Fairchild SA227-AT	Garrett TPE-331-11U-601G	Merlin MC	6.35							
Fairchild SA227-AT	Garrett TPE-331-11U-611G	Dowty R321/4-82-F/8 propeller	6.58							
Fairchild SA227-DC	Garrett TPE-331-12UHR-701G	McCauley 4HFR34C652()/()-L106LA-0 propeller	7.48							
Falcon 10	TFE 731-2			7.80						
Falcon 20	TFE 731-5BR-2C		13.10							
Falcon 20	CF700-20-2						12.38			
Falcon 200	ATF3-6-4C			12.52						
Falcon 2000	CFE 738-1-1B	With Dee Howard TR 6000 thrust reverser		14.97						
Falcon 2000	CFE 738-1-1B			14.97						
Falcon 2000S	P&W PW308C	SF1 Take off performance	17.83							
Falcon 2000EX Easy	P&W PW308C		17.83							
Falcon 50	TFE 731-3				16.19					
Falcon 50	TFE731-3-1C				16.19					
Falcon 50EX	TFE731-40(-1C)			16.20						
Falcon 900	TFE 731-5A		19.05							
Falcon 900	TFE 731-5AR-1C		19.05							
Falcon 900B/900C	TFE 731-5BR-1C		19.05							
Falcon 900EX	TFE 731-60-1C		20.18							
Falcon 7X	Pratt & Whitney PW 307A		28.30							
Fokker F27 Mk050	Pratt & Whitney 125B				18.99					
Fokker F27 Mk200,400,500,600	RR Dart 500 series	With hushkit mod 1800		19.73						
Fokker F27 Mk 200,400,500,600	RR Dart 500 series				19.73					
Fokker F28 Mk070	RR Tay 620-15		36.74							
Fokker F28 Mk0100	RR Tay 620-15			38.78						
Fokker F28 Mk0100	RR Tay 650-15			39.92						
Fokker F28 Mk1000	Spey Mk555-15	5 chute nozzle plus tailpipe liner				26.76				
Fokker F28 Mk1000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner				26.76				
Fokker F28 Mk2000	Spey Mk555-15	5 chute nozzle plus tailpipe liner				26.76				
Fokker F28 Mk2000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner				26.76				
Fokker F28 Mk3000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner				29.03				
Fokker F28 Mk3000	Spey Mk555-15H	Unsilenced				29.03				
Fokker F28 Mk4000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner				29.03				
Fokker F28 Mk4000	Spey Mk555-15H	Unsilenced				29.03				
Fokker F28 Mk4000	Spey Mk555-15P	5 chute nozzle plus tailpipe liner				31.53				
Fokker F28 Mk6000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner			31.30					
Gulfstream G-I	RR Dart Mk 529				E					
Gulfstream G-II	RR Spey 511-8	with tip tanks			E					
Gulfstream G-II	RR SPEY 511-8				26.54					
Gulfstream G-IIB	RR Spey 511-8	Quiet Technology Stage 3 hush kit (STC 02618AT)			26.54					
Gulfstream G-III / -IIB	RR SPEY 511-8				26.54					
Gulfstream G-III	RR Spey 511-8	Quiet Technology Stage 3 hush kit (STC ST03621AT)			26.54					
Gulfstream G-IV	TAY 610-8		26.54							
Gulfstream G-IV	TAY 611-8		26.54							
Gulfstream G-IV (G450)	Tay 611-8C		29.93							
Gulfstream G-IV SP	TAY 611-8		29.93							

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Gulfstream G-V	BR700-710A1-10		34.16							
Gulfstream G-V SP (G550)	BR700-710C4-11		34.16							
Gulfstream G-VI (G650)	BR700-725A1-12		37.88							
Gulfstream 200	P&W PW306A		13.61							
Gulfstream G150	Honeywell TFE731-40-AR-200G		9.84							
Gulfstream G280	Honeywell AS907-2-1G		14.83							
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller				E				
Hawker 750	TFE731-5BR			10.59						
Hawker 850XP	TFE731-5BR			10.59						
Hawker 900XP	TFE731-50R			10.59						
Hawker 4000	PW308A		15.20							
IAI 1124	TFE 731-3-1G		8.62							
IAI Astra SPX	TFE 731-40R-200G		9.39							
IL-18D	IVA1-20M					52.60				
IL-62M	D-30Ku	With noise suppressors				107.00				
IL-62M	D-30Ku						107.00			
IL-76T(TD)	D-30KP (D-30KP 2 ser.)								151.50	
IL-76TD-90 VD	PS-90A-76						155.00			
IL-96-300	PS-90A						175.00			
Learjet 23	CJ610-1/-4	Raisbeck Mk II			5.40					
Learjet 24	CJ610-1/-4	Raisbeck Mk II			5.40					
Learjet 24/24D	CJ610-6					5.40				
Learjet 24D	CJ610-6				5.40					
Learjet 24E	CJ610-6			5.40						
Learjet 24F	CJ610-6			5.40						
Learjet 24F-A	CJ610-6			5.40						
Learjet 25	CJ610-6					6.03				
Learjet 25 B/C/D/F XR	CJ610-6/8A					6.03				
Learjet 28/29	CJ610-8A					6.49				
Learjet 31A	TFE 731-2-3B		7.26							
Learjet 35/36	TFE 731-2-2B		6.49							
Learjet 35A	TFE 731-2-2B		6.49							
Learjet 35A/36A	TFE 731-2-2B		6.94							
Learjet 35A	TFE 731-2C		7.26							
Learjet 45	TFE731-20			8.70						
Learjet 45	TFE731-20R			8.70						
Learjet 45	TFE731-20AR-1B			8.70						
Learjet 45	TFE731-20BR-1B			8.70						
Learjet 55	TFE 731-3A-2B		7.71							
Learjet 60	PW305A		8.85							
Learjet M55	TFE 731-3A	Aeronca thrust reverser	7.71							
Learjet M55	TFE 731-3A	Std. nozzle	8.17							
Learjet M55C	TFE 731-3A-3AR	With reverser	8.17							
Learjet M55C	TFE 731-3A-3AR -3B	With reverser	8.17							
Lockheed L1011-1	RB211-22B						162.39			
Lockheed L1011-100	RB211-22B						166.92			
Lockheed L1011-200	RB211-524B					166.92				
Lockheed L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)						166.92			
Lockheed L1011-385-1 -15	RB211-22B						166.92			
Lockheed L1011-385-1 -15 193T	RB211-22B						162.40			
Lockheed L1011-385-3	RB211-524B4						166.92			
Lockheed L1011-50	RB211-22B					162.39				
Lockheed L1011-500	RB211-524B					166.92				
Lockheed L1011-500	RB211-524B3					166.92				
Lockheed L1011-500	RB211-524B4						166.92			
Lockheed 1329-23E (Jetstar)	TFE 731-31E				16.33					
Lockheed L 188A	Allison 501D-13				43.39					
Lockheed L 188C	Allison 501D-13				44.50					
Lockheed L382G Hercules	Allison 501-D22A	Military version C130			61.24					
MD-11	CF6-80C2D1F						213.87			
MD-11	PW4460						213.87			
MD-11 Freighter	PW4462						218.41			
MD-80	JT8D-209		58.97							
MD-80	JT8D-217			68.00						
MD-80	JT8D-217A			68.00						

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS			Maximum certificated landing weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
MD-80	JT8D-217C			68.00						
MD-82	JT8D-217C			68.00						
MD-82	JT8D-219			68.00						
MD-83	JT8D-219			68.00						
MD-87	JT8D-217A			58.97						
MD-87	JT8D-217C			59.00						
MD-87	JT8D-219			59.00						
MD-88	JT8D-219			63.28						
MD-90-30	IAE V2525-D5		64.41							
MD 900 Explorer	PW 206A		2.84							
Mooney M20J	Lycoming IO-360-A3B6D		1.22							
Mooney M20K	Teledyne TSIO-360-GB1		1.32							
Partenavia P68B	LYC IO-360-A1B6		1.99							
Piaggio P-180	PW PT6A-66		4.94							
Pilatus PC-12/45	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50							
Pilatus PC-12/47	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50							
Piper PA-23-250	LYC IO-540-C4B5		2.36							
Piper PA-E23-250	LYC IO-540-C4B5		2.36							
Piper PA-28-161	LYC O-320-D3G	Sensenich 74DM6-0-60	1.06							
Piper PA-28-236	LYC O-540-J3A5D	Hartzell HC-F2YR-1F/F8468A-4R Propeller	1.36							
Piper PA-31-350	LYC TIO-540-J2BD		3.18							
Piper PA-31	LYC. TIO-540-2AC		2.95							
Piper PA-34-200T	Lycoming TSIO-360-E	Seneca II	2.09							
Piper PA-34-200T	Teledyne TSIO-360-E	Seneca II	2.09							
Piper PA-34-220T	Continental TSIO-360-KB	Seneca III	2.13							
Piper PA-60-600P	LYC. IO-540-S1A5/-P1A5		2.72							
Puma (ECF) SA330F/G	Turbemeca IVA						E			
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A		5.26							
Rockwell Commander 690C	Garrett TPE 331-625-4K	Turbo Commander	4.68							
SAAB SF340A	GE CT7-5A		12.02							
SAAB SF340A	GE CT7-5A2			12.34						
SAAB SF340A	GE CT7-7E		12.02							
SAAB 2000	Allison AE 2100A		22.00							
Sabreliner 65	TFE 731-3R		9.89							
Sabreliner 80	CF700-2D-2					9.98				
Shorts SD330	P&W PT6A-45R		10.25							
Shorts SD360	P&W PT6A-65AR		11.84							
Shorts SD360	P&W PT6A-65R		11.84							
Shorts SD360-300	P&W PT6A-67R			12.02						
Sikorsky S76A	Allison 250-C30S						E			
Sikorsky S76B	P&W PT6B-36A						E			
Sikorsky S76C+	Turbomeca Arriel 2S1					5.31				
Sikorsky S-92A	GE-CT7-8							12.02		
SN-601 Corvette	JT15D-4		6.00							
Sukhoi RRJ-95B	SaM146-1S17	Superjet 100		41.00						
Swearingen Merlin III	TPE331-11U-601G		E							
Transall C160	RR Tyne MK22			47.00						
TU-154M	D-30 Ku-154 (SAM)	With noise suppressors					80.00			
TU-204-100	PS-90A					88.20				
TU-204-120C	RR RB211-535E4			89.50						
TU-204C	PS-90A					91.50				
Yak-40	A1-25					14.70				
Yak-42	D-36	With noise suppressors					50.00			

E - QC estimated.

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Agusta A109S	PW207C				3.17					
Agusta A109A II	Allison 250-C20B				2.60					
Agusta A109E	PW206C					3.00				
Agusta A119	PT6B-37A				2.72					
Airbus A300B2-1C	CF6-50C,C2R						142.00			
Airbus A300B2-203	CF6-50C2	Mod 2150 (short nozzle)					142.00			
Airbus A300B2-203	CF6-50C2	Mod 3305,2150 (short nozzle)					142.00			
Airbus A300B2-203	CF6-50C2						142.00			
Airbus A300B2-320	JT9D-59A	Mod 3305					157.50			
Airbus A300B2-320	JT9D-59A						142.00			
Airbus A300B2K-3C	CF6-50C,C2R	Mod 3305,2150 (short nozzle)					137.00			
Airbus A300B2K-3C	CF6-50C,C2R						142.00			
Airbus A300B4-103	CF6-50C2	Mod 2150					157.50			
Airbus A300B4-103	CF6-50C2	Mod 3305,3373					157.50			
Airbus A300B4-103	CF6-50C2						157.50			
Airbus A300B4-120	JT9D-59A						160.00			
Airbus A300B4/C4/F4-203	CF6-50C2	Mod 2150 (short nozzle)					165.00			
Airbus A300B4/C4/F4-203	CF6-50C2	(long nozzle)					165.00			
Airbus A300B4-220	JT9D-59A						165.00			
Airbus A300B4-2C	CF6-50C2,C2R	Mod 3305,2150 (short nozzle)					150.00			
Airbus A300B4-2C	CF6-50C2,C2R	Mod 3373					150.00			
Airbus A300B4-2C	CF6-50C2,C2R						157.50			
Airbus A300B4-601	CF6-80C2A1						165.00			
Airbus A300B4-603	CF6-80C2A3						165.00			
Airbus A300B4-605R	CF6-80C2A5						171.70			
Airbus A300B4-620	JT9D-7R4H1						165.00			
Airbus A300B4-622	PW4158	Mod 8550 (JAS-kit)					171.70			
Airbus A300B4-622	PW4158						171.70			
Airbus A300B4-622R	PW4158	"B-package" equipped A300-622 are equiv					171.70			
Airbus A300B4-622R	PW4158	Mod 8550 (JAS-kit)				158.49	171.70			
Airbus A310-203	CF6-80A3						142.00			
Airbus A310-203C	CF6-80A3	Mod 5327,5771 & 604				129.79	142.00			
Airbus A310-203C	CF6-80A3					133.19	142.00			
Airbus A310-204	CF6-80C2A2					144.79	160.00			
Airbus A310-221	JT9D-7R4D1					141.59	142.00			
Airbus A310-222	JT9D-7R4E1					141.99				
Airbus A310-304	CF6-80C2A2					144.69	157.00			
Airbus A310-308	CF6-80C2A8						164.00			
Airbus A310-322	JT9D-7R4E1						153.00			
Airbus A310-324	PW4152	Mod 8921 ("B-package")					157.00			
Airbus A310-324	PW4152						157.00			
Airbus A310-325	PW4156A						164.00			
Airbus A318-112	CFM56-5B9/P			64.50						
Airbus A319-111	CFM56-5B5				72.00					
Airbus A319-111	CFM56-5B5/P	Mod. No. 25800-SAC			72.00					
Airbus A319-111	CFM56-5B5/P	Mod. Nos. 25800-SAC and 27772		66.50	75.50					
Airbus A319-112	CFM56-5B6				72.00					
Airbus A319-112	CFM56-5B6/P				73.50					
Airbus A319-114	CFM56-5A5				64.00	74.00				
Airbus A319-115	CFM56-5B7			62.00	76.50					
Airbus A319-132	IAE V2524-A5				75.50					
Airbus A319-133	IAE V2527M-A5			66.00	75.50					
Airbus A320-111	CFM56-5-A1				67.19	77.00				
Airbus A320-211	CFM56-5-A1				67.79	78.00				
Airbus A320-212	CFM56-5-A3	Eng. mods. 20775,21478			70.49	78.00				
Airbus A320-214	CFM56-5B4/P	Engine Mod. No. 25800 SAC			73.50	83.00				
Airbus A320-216	CFM56-5B6/P or CFM56-5B6/3				77.00					
Airbus A320-231	V2500-A1				74.89	77.00				
Airbus A320-231	V2500-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			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB):	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count:	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Airbus A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC				85.00	95.00			
Airbus A321-211	CFM56-5B3/P	Engine Mods. 25800 SAC and 27772				89.00	95.00			
Airbus A321-214	CFM56-5B-4	Single or double annular combusters			75.30	83.00				
Airbus A321-231	V2533-A5				75.00	95.00				
Airbus A321-232	V2530-A5				83.00	93.50				
Airbus A330-202	CF6-80E1A4	Engine rated at 70,000 lb					230.00			
Airbus A330-202	CF6-80E1A4	Winglets and with cutback					233.00			
Airbus A330-202	CF6-80E1A4B	Winglets and with Mod. 52776 - Thrust Bump					233.00			
Airbus A330-223	PW4168A or PW4170						238.00			
Airbus A330-301	CF6-80E1A2						230.00			
Airbus A330-302	CF6-80E1A4 or CF6-80E1A4/B						235.00			
Airbus A330-243	RR Trent 772B					185.00	250.00			
Airbus A330-342	RR Trent 772						230.00			
Airbus A330-343	RR Trent 772-60, 772B-60 or 772C-60					212.00	235.00			
Airbus A330-322	PW4168						217.00			
Airbus A340-211	CFM56-5C2					231.50	270.00			
Airbus A340-311	CFM56-5C2					233.99	270.00			
Airbus A340-312	CFM56-5C3						270.00			
Airbus A340-313	CFM56-5C4						276.50			
Airbus A340-313	CFM56-5C4	Engine Mod. 44260 - Thrust Bump					275.00	280.00		
Airbus A340-541	RR Trent 553						372.00			
Airbus A340-542	RR Trent 556A2-61						380.00			
Airbus A340-642	RR Trent 556						368.00			
Airbus A350-941	RR Trent XWB-84			240.00	275.00					
Airbus A380-841	RR Trent 970					490.00	569.00			
Airbus A380-842	RR Trent 972					490.00	569.00			
Airbus A380-861	EA GP7270 or GP7270E					490.00	569.00			
Airbus Helicopters AS365N2	Arriel 1C2					4.25				
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation					61.00			
Antonov 12 BK	Ivchenko AI - 20M						61.00			
Antonov 12 B	Ivchenko AI - 20M	AB-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			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
B727-300	RR Tay 651-54	Dee Howard QF modification				76.88				
B737-200ADV	JT8D-15 or -15A	NORDAM LGW-H hushkit					54.20			
B737-200/200C NON ADV	JT8D-15 &-15 A at -15 thr	NORDAM hushkit see STC SA5730NM				54.20				
B737-200/200C(ADV)	JT8D-15/-17 & A engs at -15 thr	NORDAM hushkit see STC SA5730NM				56.14	57.70			
B737-200/200C(ADV)	JT8D-17 & A engs at -17 thr	NORDAM hushkit see STC SA5730NM				55.91	57.61			
B737-200/200C(ADV)	JT8D-9/-15/-17 & A engs at -9 thr	NORDAM hushkit see STC SA5730NM				56.08	56.47			
B737-200ADV	JT8D-15 or -15A	NORDAM LGW hushkit (STC ST00131SE)					56.47			
B737-300	CFM56-3B1				62.82					
B737-300	CFM56-3B2				63.28					
B737-300	CFM56-3C1	Engine rated at 20,000 lb			62.82					
B737-300	CFM56-3C1	Winglets			62.82					
B737-400	CFM56-3B2	Engine rated at 22,000 lb			63.80					
B737-400	CFM56-3C1	Treated forward acoustic panel			66.00	68.04				
B737-400	CFM56-3B2/3C1	Hardwall forward acoustic panel		56.88	68.04					
B737-500	CFM56-3-B1	18500Lb SLST			60.24					
B737-500	CFM56-3-B1	20000Lb SLST			63.05					
B737-500	CFM56-3-B1(R)	18500Lb SLST			59.10					
B737-500	CFM56-3-B2	18500Lb SLST			60.24					
B737-500	CFM56-3-C1	18500Lb SLST			60.24					
B737-500	CFM56-3-C1	20000Lb SLST			63.05					
B737-600	CFM56-7B20	20000lb SLST		57.61						
B737-700	CFM56-7B20	20000lb SLST			70.08					
B737-700	CFM56-7B22	22000lb SLST			70.08					
B737-700	CFM56-7B24	24000lb SLST			70.08					
B737-700	CFM56-7B27	27000lb SLST				77.56				
B737-700-IGW	CFM56-7B27/3B3	Including STC ST 00830SE winglets				77.56				
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with cutback			71.44					
B737-800	CFM56-7B24	24000lb SLST			76.67	79.02				
B737-800	CFM56-7B26	Winglets			77.00	79.02				
B737-800	CFM56-7B26	26000lb SLST			74.98	79.02				
B737-800	CFM56-7B27	27000lb SLST			73.10	79.02				
B737-800	CFM56-7B27	With Winglets and with cutback				79.02				
B737-800	CFM56-7B27/B1	Winglets				79.02				
B737-900	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			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
B747-400D	CF6-80C2B1F	With N1 modifier					313.39	377.80		
B747-400D	CF6-80C2B1F						312.29			
B747-400F	CF6-80C2B1F							396.89		
B747-400F	CF6-80C2B5F							396.89		
B747-400F	CF6-80C2B5F	ERF, Engine includes N1 modifier						412.77		
B747-400F	PW4056 (-1C)	Pkg A/B Ph I (FB2C) & Noise reduction inlet						396.89		
B747-400F	PW4056 (-1C)							396.89		
B747-400F	PW4056 (-3)	Phase III (FB2C)						394.63		
B747-400F	PW4062A							412.77		
B747-400SF	PW4056 (-3)	Phase III (FB2C)						394.63		
B747-8F	GEnx-2B67/67B					412.77	447.70			
B747-SP	JT9D-7A								317.95	318.43
B747-SP	JT9D-7F/-7J								299.37	
B747-SP	RB211-524B2								315.70	
B747-SP	RB211-524D4								318.42	
B747-SP-Z5	RB211-524D4								319.32	
B747-SR	JT9D-7A								276.70	
B747SR/-100	CF6-45A2	With -200"GB" nacelles						311.60	340.19	
B747SR/-100/200/300	JT9D-3A	With "100CN" nacelles								322.05
B747SR/-100/200/300	JT9D-3A	With "200CN" nacelles								322.05
B747SR/-100/200/300	JT9D-7	With "100CN" nacelles								332.94
B747SR/-100/200/300	JT9D-7	With "200CN" nacelles							304.99	332.94
B747SR/-100/200/300	JT9D-7A	With "100CN" nacelles								332.90
B747SR/-100/200/300	JT9D-7A	With "200CN" nacelles							324.59	332.94
B747SR/-100/200/300	JT9D-7F	With "100CN" nacelles								340.20
B747SR/-100/200/300	JT9D-7F	With "200CN" nacelles							326.99	340.19
B747SR/-100/200/300	JT9D-7J	With "200CN" nacelles							324.69	351.53
B757-200	PW2037					112.40				
B757-200	PW2040					115.90				
B757-200	RB211-535C				101.79	108.90				
B757-200	RB211-535E4				115.80					
B757-300	RB211-535E4B					117.93				
B767-200	CF6-80A					154.89	159.21			
B767-200	JT9D-7R4D	Package "A" Eng Install No BG700 series				138.59	156.50			
B767-200	JT9D-7R4D	Package "B" Eng Install No BG800/BG900 series				134.99	156.65			
B767-200	JT9D-7R4E					136.19	166.50			
B767-200/-200 ER	CF6-80A2	50KLb rating				144.39	159.21			
B767-200/-200 ER	CF6-80C2B				140.29	159.21				
B767-200/-200 ER	CF6-80C2B2					163.29				
B767-200/-200 ER	CF6-80C2B2F					153.80				
B767-200/-200 ER	CF6-80C2B4					175.54				
B767-200/-200 ER	CF6-80C2B4F	N1 Modifier			143.29	163.50				
B767-200/-200 ER	JT9D-4RE					136.19	163.30			
B767-200/-200 ER	JT9D-7R4D					135.17				
B767-200/-200 ER	JT9D-7R4E					136.19	166.50			
B767-200/-200 ER	JT9D-7R4E4					135.19	159.20			
B767-200/-200 ER	PW4050						170.20			
B767-200/-200 ER	PW4052 (FB2T)					159.20				
B767-200/-200 ER	PW4056 (FB2B)					162.79	181.44			
B767-200/-200 ER	PW4056 PHASE III (FB2C)	With noise reduction inlet			152.50	179.17				
B767-200/-200 ER	PW4060						172.00			
B767-200/-200 ER	PW4060 PHASE III (FB2C)	With noise reduction inlet			147.00	179.17				
B767-200/-200 ER	PW4060A						169.30			
B767-300	CF6-80C2B6F	With N1 modifier				178.29	185.10			
B767-300 & -300ER	CF6-80C2B2F					151.90				
B767-300 & -300ER	CF6-80C2B4					175.49	184.60			
B767-300 & -300ER	CF6-80C2B6					175.09	184.60			
B767-300 & -300ER	CF6-80C2B6 (fadec)	With N1 modifier				177.69	184.60			
B767-300 & -300ER	CF6-80C2B7F (fadec)						186.88			
B767-300 & -300ER	PW4056 (FB2B)						184.60			
B767-300 & -300ER	PW4056 PHASEIII (FB2C)	With noise reduction inlet			149.00	186.88				
B767-300 & -300ER	PW4060 (FB2B)						184.60			
B767-300 & -300ER	PW4060 PHASEIII (FB2C)	With noise reduction inlet			144.00	182.50	186.88			
B767-300 & -300ER	PW4062 PHASEIII (FB2C)	With noise reduction inlet				174.00	186.88			
B767-300 & -300ER	RB211-524G					170.89	184.61			

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
B767-300 & -300ER	RB211-524H					170.69	184.61			
B767-400ER	CF6-80C2B8F						204.12			
B777-200	GE90-76B				229.52	242.67				
B777-200	GE90-85B					286.90				
B777-200	GE90-90B						286.90			
B777-200	GE90-94B					263.08				
B777-200	PW4077	At 77,000 sea level static thrust				242.67	246.75			
B777-200	Trent 877						247.21			
B777-200	Trent 884						289.33	294.84		
B777-200	Trent 895						297.56			
B777-200	PW4090					231.97	293.93	297.56		
B777-200	Trent 890						286.90			
B777-300	Trent 892						299.37			
B777-300ER	GE90-115B/115BL						351.53			
B787-8	Trent 1000-A			192.96	227.93					
B787-8	Trent 1000-A/01				219.54	227.93				
B787-8	Trent 1000-A/01	With main landing gear plugs		199.58	227.93					
B787-8	Trent 1000-C/01				219.54	227.93				
B787-8	Trent 1000-C/01	With main landing gear plugs		199.58	227.93					
B787-8	Trent 1000-E/01				192.96					
B787-8	Trent 1000-E/01	With main landing gear plugs		192.96						
B787-8	GEnx-1B64G03			181.44	227.93					
B787-8	GEnx-1B64G04				208.65	227.93				
B787-8	GEnx-1B64G04	With main landing gear plugs		181.44	227.93					
B787-8	GEnx-1B70G04				208.65	227.93				
B787-8	GEnx-1B70G04	With main landing gear plugs		181.44	227.93					
B787-9	Trent 1000-J2			192.78	252.65					
B787-9	Trent 1000-K2			192.78	252.65					
B787-9	GEnx-1B70/P2G01				238.14	252.65				
BAe 1-11 Series 200	Spey 506-14, A, AW or D	With mod 5320 Parts A,D & E						36.30		
BAe 1-11 Series 300	Spey 511-14 or -14W	With mod 5320 Parts A, B, D & E						40.60		
BAe 1-11 Series 400	Spey 511-14 or -14W	With mod 5320 Parts A, B, D & E						40.60		
BAe 1-11 Series 475	Spey 512-14DW	With mod 5320 Parts A, B, D & E							44.68	
BAe 1-11 Series 500	Spey 512-14 DW	With mod 5320 Parts A, B, D & E							47.40	
BAe 1-11 Series 510	Spey 512-14 E	With mod 5320 Parts A, B, D & E							43.55	
BAe 125-1000A/-1000B	PW305/PW305B		14.06							
BAe 125-700A/-700B (HS)	TFE-731-3-1H	Reverse thrust mod 256991				11.57				
BAe 125-700A/-700B (HS)	TFE-731-3-1H			11.57						
BAe 125-700B	TFE-731-5R-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			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
BAe 125 Series F400 (HS)	TFE-731-3-1H	Eng. mod 252551			10.71					
BAe 125 Series F600B (HS)	TFE-731-3-1H	Eng. mod 252469			11.57					
BAe 146-100	ALF 502R-3			34.47						
BAe 146-100	ALF 502R-4			34.47						
BAe 146-100	ALF 502R-5	Plus eng. option71/1		37.31						
BAe 146-100-20	ALF 502R-3	Plus eng. option71/1		37.31						
BAe 146-100-20	ALF 502R-3				37.31					
BAe 146-100-20	ALF 502R-3A	Plus eng. option71/1		37.31						
BAe 146-100-20	ALF 502R-4	Plus eng. option71/1		37.31						
BAe 146-100-20	ALF 502R-4				37.31					
BAe 146-100-21	ALF 502R-5				37.31					
BAe 146-100-31	ALF 502R-5	Plus eng. option71/1		38.10						
BAe 146-100A	ALF 502R-3A	Plus eng. option71/1		37.31						
BAe 146-200	ALF 502R-3	Plus eng. option71/1		40.60						
BAe 146-200	ALF 502R-3A	Plus eng. option71/1		40.60						
BAe 146-200	ALF 502R-5	Plus eng. option71/1		42.18						
BAe 146-300	ALF 502R-5	Plus eng. option71/1		44.23						
BAe 146-300	LF507-1F or 1H				46.04					
BAe 146-RJ100	LF507-1F	(AVRO 146-RJ100)			46.04					
BAe 146-RJ70	LF507-1F	(AVRO 146-RJ70)		40.82						
BAe 146-RJ85	LF507-1F	(AVRO 146-RJ85)		44.00						
BAe 748 Series 1 (Avro)	RR Dart 514						E			
BAe 748-2A	RR Dart 532-2						20.19			
BAe 748-2A	RR Dart 534-2	With either BAe mod. 6408 or 6517				21.09				
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2	With either BAe mod. 6408 or 6517				21.09				
BAe 748-2B	RR Dart 534-2, 535-2 or 536-2							21.09		
BAe ATP	P&W PW126		22.93							
BAe ATP	P&W PW126A		22.93							
BAe ATP	P&W PW126A	Hamilton 6/5500/F1 props. Mod 10271F	23.68							
BAe Jetstream 3100	Garret TPE 331 series		6.95							
BAe Jetstream 3200	TPE331-12UA(R)-701H	Dowty propeller R333/4-82-F/12	7.35							
BAe Jetstream 3200	TPE331-12UA(R)-702H	McCauley propeller 4HFR34C653/L106FA	7.35							
BAe Jetstream 41	TPE331-14GR-801H(L)/14HR-801H(R)			10.43						
Beech 200	PW PT6A-41	Hartzell propeller HC-D4N-3 A/D-9383K	5.67							
Beech 200 or C12F	PW PT6A-41	McCauley propeller 4HFR34 C754/94LA-0	5.67							
Beech 200 or 200C	PW PT6A-41	Hartzell propeller HC-B3TN-3Gor-3N	5.67							
Beech 350	PW PT6A-60A	Hartzell propeller HC-B4MP-3C/M10476N	6.80							
Beech 400	JT15D-5					7.16				
Beech 400A	JT15D-5					7.39				
Beech B200 , B200C,B200CT	PW PT6A-42	Hartzell propeller HC-B3TN-3G/T10178HB-3R	5.67							
Beech B200 , B200C,B200CT	PW PT6A-42	McCauley propeller 3GFR-34C702/100LA-2	5.67							
Beech B300	PW PT6A-60A	Hartzell propeller HC-B4MP-3/M10476K	6.80							
Beech 1900C	P&W PT6A-65B	Hartzell propeller HC-B4MP-3A/M10877K		7.53						
Beech F33	Continental IO-520-B	McCauley propeller 3A32C76/82NB-2 (Bonanza)	1.54							
Beech MU300	JT15D-4				6.40					
Beech MU300-10	JT15D-5					7.16				
Beechcraft King Air C90A	PW PT6A - 21	Hartzell HC-B3TN-2(B) propeller	4.58							
Beechcraft S/King Air 200	PW PT6A -135		4.94							
Bell 206B3	Allison 250-C20B or -C20J	JetRanger		E						
Bell 429	PWC207D1				3.18					
Bell 430	Allison 250-C40B					4.21				
Bombardier BD-100-1A10	Honeywell AS907-1-1A	Challenger 300	17.62							
Bombardier BD-100-1A10	Honeywell AS907-2-1A	Challenger 350	18.42							
Bombardier BD-500-1A10	PW1524G	CSeries CS100	60.78							
Bombardier BD-700-1A10	BR700-710A2-20	Global Express		45.13						
Bombardier BD-700-1A11	BR700-710A2-20	Global 5000		39.78						
Bombardier CL-600-2E25	CF34-8C5	CRJ1000		40.00	41.64					
Britt-Norm Islander	LYC. 0-540-E4C5		2.99							
Canadair CL-600	ALF-502L-2				18.71					
Canadair CL-600-2B16	CF34-3A2	Challenger 601-3A	20.57							
Canadair CL-600-2B16	CF34-3B	Challenger 604, 604DX, 605	21.86							
Canadair CL-600-2B19	CF34-3B1	CRJ 100/200	24.04							
Canadair CL-601	CF34-1A		20.46							
Canadair CL-601	CF34-3A		20.46							
Canadair Regional Jet	CF34-3A1		24.04							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
CASA C-212-CB	Garret TPE 331-5-251C	Full Power		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							240.40		
DC10-40	JT9D-20J							E		
DC10-40	JT9D-59A							234.39	259.50	
DC3 (or C47 Dakota)	PWR-1830				E					
DC6	PWR2800-CB3				E					
DC8-71	CFM56-2-C1						148.78			
DC8-71	CFM56-2C5						147.42			
DC8-72	CFM56-2-C1						158.76			
DC8-72	CFM56-2-C3						158.76			
DC8-73	CFM56-2-C1						161.03			
DC9-30	JT8D-7	ABS Hushkit (STC SA1613GL)					47.63			
DC9-51	JT8D-17A	ABS Partnership Chapter 3 Hushkit					54.88			
DHC-6 Twin Otter	PW PT6A - 20		5.25							
DHC-7-101	P&W PT6A-50	Full Power	19.50							
DHC-7-103	P&W PT6A-50	Full Power	19.96							
DHC-8-101	UACL P&W PW120 or PW120A		14.97							
DHC-8-102	UACL P&W PW120 or PW120A		15.65							
DHC-8-311	UACL P&W PW123		19.50							
DHC-8-402	P&W 150A		29.26							
Diamond DA 42	TAE 125-02-99		1.79							
Dornier 328-100	PW119A or PW119B		13.64							
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine	13.90							
Dornier 328-300	PW306B		15.66							
Eclipse EA500	PW610F-A		2.72							
EH Industries EH101	GE CT7-6A						14.60			
Embraer Bandeirante EMB-110	PW PT6A - 34		5.67							
Embraer EMB-120	P&W PW-115 or -118		11.50							
Embraer EMB-121	Pratt & Whitney PT6A-28	Xingu	E							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Embraer EMB-135	Rolls Royce AE3007A1		22.20							
Embraer EMB-135BJ	Rolls Royce AE3007A2	Legacy 650	24.30							
Embraer EMB-145	Allison AE3007A		20.99							
Embraer EMB-145 LR	Allison AE3007A1		22.00							
Embraer EMB-500	Pratt & Whitney PW617F-E	Phenom 100	4.75							
Embraer EMB-505	Pratt & Whitney PW535E	Phenom 300	8.15							
Embraer ERJ 170-100 LR	General Electric CF34-8E5				38.60					
Embraer ERJ 170-200 LR	General Electric CF34-8E5				40.37					
Embraer ERJ 190-100 LR	General Electric CF34-10E5				50.30					
Embraer ERJ 190-200 LR	General Electric CF34-10E5	Winglets and Improved Acoustic Chevron Nozzle (Block 02)			50.79					
Embraer ERJ 190-200 LR	General Electric CF34-10E7				50.79					
Eurocopter AS355F1	Allison 250-C20F				2.40					
Eurocopter AS355N	Arrius 1A			2.54						
Eurocopter BO 105 DB	Allison 250-C20B					E				
Eurocopter BO 105 DBS-5	Allison 250-C20B					E				
Eurocopter EC135T1	Turbomeca Arrius 2B1			2.84						
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/8		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/8 propeller	6.58							
Fairchild SA227-DC	Garrett TPE-331-12UHR-701G	McCauley 4HFR34C652()/()-L106LA-0 propeller	7.48							
Falcon 10	TFE 731-2			8.30						
Falcon 20	TFE 731-5BR-2C				13.76					
Falcon 20	CF700-20-2					13.02				
Falcon 200	ATF3-6-4C			14.52						
Falcon 2000	CFE 738-1-1B	With Dee Howard TR 6000 thrust reverser	16.56							
Falcon 2000	CFE 738-1-1B		16.56							
Falcon 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			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
Gulfstream G-IV SP	TAY 611-8		33.83							
Gulfstream G-V	BR700-710A1-10			41.05						
Gulfstream G-V SP (G550)	BR700-710C4-11			41.28						
Gulfstream G-VI (G650)	BR700-725A1-12		45.18							
Gulfstream 200	P&W PW306A		16.08							
Gulfstream G150	Honeywell TFE731-40-AR-200G			11.83						
Gulfstream G280	Honeywell AS907-2-1G		17.96							
Guppy	Allison 501 D22C	Hamilton Standard 54H60-123/7111B-2 propeller				E				
Hawker 750	TFE731-5BR		12.25							
Hawker 850XP	TFE731-5BR		12.70							
Hawker 900XP	TFE731-50R		12.70							
Hawker 4000	PW308A		17.92							
IAI 1124	TFE 731-3-1G			10.50						
IAI Astra SPX	TFE 731-40R-200G			11.18						
IL-18D	IVA1-20M								64.00	
IL-62M	D-30Ku	With noise suppressors							167.00	
IL-62M	D-30Ku									167.00
IL-76T(TD)	D-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							226.60		
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			Maximum certificated take-off weight - tonnes							
		Noise Level Band (EPNdB)	<84	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
		Quota Count	EXEMP	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Aircraft	Engine	Remarks								
MD-80	JT8D-217A					63.50	72.80			
MD-80	JT8D-217C					63.50	72.80			
MD-82	JT8D-217C					67.80				
MD-82	JT8D-219					67.80				
MD-83	JT8D-219					63.50	72.80			
MD-87	JT8D-217A					67.80				
MD-87	JT8D-217C					67.80				
MD-87	JT8D-219					63.50	67.80			
MD-88	JT8D-219						72.58			
MD-90-30	IAE V2525-D5			70.76						
MD 900 Explorer	PW 206A		2.84							
Mooney M20J	Lycoming IO-360-A3B6D		1.22							
Mooney M20K	Teledyne TSIO-360-GB1		1.32							
Partenavia P68B	LYC. IO-360-A1B6		1.99							
Piaggio P-180	PW PT6A-66		4.94							
Pilatus PC-12/45	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.50							
Pilatus PC-12/47	PT6A-67B	With Hartzell Prop HC-E4A-3D/E10477K	4.74							
Piper PA-23-250	LYC. IO-540-C4B5		2.36							
Piper PA-E23-250	LYC. IO-540-C4B5		2.36							
Piper PA-28-161	LYC. O-320-D3G	Sensenich 74DM6-0-60	1.06							
Piper PA-28-236	LYC O-540-J3A5D	Hartzell HC-F2YR-1F/F8468A-4R Propeller	1.36							
Piper PA-31-350	LYC. TIO-540-J2BD		3.18							
Piper PA-31	LYC. TIO-540-2AC		2.95							
Piper PA-34-200T	Lycoming TSIO-360-E	Seneca II	2.09							
Piper PA-34-200T	Teledyne TSIO-360-E	Seneca II	2.09							
Piper PA-34-220T	Continental TSIO-360-KB	Seneca III	2.13							
Piper PA-60-600P	LYC. IO-540-S1A5/-P1A5		2.72							
Puma (ECF) SA-330F/G	Turbemeca IVA						E			
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A		5.67							
Rockwell Commander 690C	Garrett TPE 331-625-4K	Turbo Commander	4.68							
SAAB SF340A	GE CT7-5A	Full power		12.25						
SAAB SF340A	GE CT7-5A2		12.93							
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.