

# AIP SUPPLEMENT 049/2021

## UNITED KINGDOM



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07977-429812 (Content - DFT/Aviation Policy Division)

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23 Sep 2021

### Notes

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



## LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE (NO. 2) 2021 - REPLACES 008/2021 AS OF 31 OCTOBER 2021

(Published on behalf of the Department for Transport)

Whereas:

1. By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981(a) Heathrow Airport - London, Gatwick Airport - London and Stansted Airport - London ('the London Airports') are designated aerodromes for the purposes of Section 78 of the Civil Aviation Act 1982 ('the Act')(b);
2. Pursuant to the powers set out in section 78 of the Act, the Secretary of State considers it appropriate, for the purpose of avoiding, limiting or mitigating the effect of noise and vibration connected with the taking-off or landing of aircraft at the London Airports, to prohibit aircraft of specified descriptions from taking off or landing and to limit the number of occasions on which other aircraft may take off or land at those aerodromes during periods specified in this Notice throughout the period specified as the winter season 2021-2022 in this Notice;
3. For the purposes of Section 78(4)(a) of the Act, the circumstances under which a particular occasion or series of occasions on which aircraft take off or land at the London Airports will be disregarded for the purposes of this Notice are specified in paragraph 11 of this Notice.

The Secretary of State in exercise of the powers conferred by section 78(3), (4), (5) and (12) of the Act, and in accordance with the provisions of the Civil Aviation (Notices) Regulations 1978(c) provides as follows:

### 1 Citation and commencement

This Notice may be cited as the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions Notice (No. 2) 2021 and comes into operation at **0200 hours on 31 October 2021**.

### 2 Interpretation

2.1 For the purposes of this Notice:

'the Act' means the Civil Aviation Act 1982;

'airport authority' means the person for the time being having the management of Heathrow, Gatwick or Stansted Airport as applicable;

'Annex 16' means Annex 16 (Volume 1 - Aircraft Noise) to the Convention on International Civil Aviation signed on behalf of the United Kingdom at Chicago on 7 December 1944(d);

'appropriate air traffic control unit', has the meaning ascribed to it by the Air Navigation Order 2016(e);

'the London Airports' means London Heathrow Airport; London Gatwick Airport; and London Stansted Airport - and 'a London Airport' is to be construed accordingly;

'maximum certificated landing weight' means the maximum landing weight authorised in the certificate of airworthiness;

'maximum certificated take-off weight' means the maximum take-off weight authorised in the certificate of airworthiness;

'night period' means the period from 2300 hours to 0700 hours;

'night quota period' means the period from 2330 hours to 0600 hours;

an aircraft is deemed to have taken off or landed during the night period or night quota period, as the case may be, if the time recorded by the appropriate air traffic control unit as 'airborne' or 'landed' respectively falls within that period;

'noise classification' means the noise level band in EPNdB, for take-off or landing, as the case may be, for the aircraft in question, as defined in the Schedule to this Notice;

'previous notice' means the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions Notice 2021(f);

'quota' means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the aerodrome in question during any one season in the night quota period;

'quota count' means the amount of the quota assigned to one take-off or to one landing by the aircraft in question, this number being related to its noise classification as specified in paragraph 3.3 of this Notice;

'season' means a period of winter or summer;

'summer' being the "summer-time period" as fixed by the Summer Time Act 1972(g);

'winter' being the period between the end of British Summer Time in one year and the start of British Summer Time in the next;

'summer season 2021' means the period beginning on 28 March 2021 at 0100 hours and ending on 31 October 2021 at 0159 hours;

'winter season 2021-2022' means the period beginning on 31 October 2021 at 0200 hours and ending on 27 March 2022 at 0059 hours;

'previous specified period' means that period being the sum of the night quota periods throughout the summer season 2021;

'specified period' means that period being the sum of the night quota periods throughout the winter season 2021-2022; and

2.2 References in this Notice to a moment in time are to Local Time that is in any period of summer time, to the time fixed by the Summer Time Act 1972(g), and outside that period to Coordinated Universal Time.

### 3 Descriptions of aircraft

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

- a) Exempt aircraft;
- b) Aircraft having a quota count of 0;
- c) Aircraft having a quota count of 0.125;
- d) Aircraft having a quota count of 0.25;
- e) Aircraft having a quota count of 0.5;
- f) Aircraft having a quota count of 1;
- g) Aircraft having a quota count of 2;
- h) Aircraft having a quota count of 4;
- i) Aircraft having a quota count of 8;
- j) Aircraft having a quota count of 16.

3.2 Exempt aircraft for the purposes of paragraph 3.1(a) are light propeller-driven aircraft with a maximum certificated take-off weight not exceeding 8,618 KG, and which are being utilised to undertake essential airport safety checks. The provisions of paragraphs 4, 6, 7, 8, 9 and 10 do not apply to the taking off or landing of such aircraft.

3.3 Subject to paragraph 3.2, the quota count of an aircraft on taking off or landing is to be calculated on the basis of the noise classification for that aircraft on take-off or landing as appropriate as follows:

Noise Classification	Quota Count
Below 81 EPNdB	0
81 - 83.9	0.125
84 - 86.9 EPNdB	0.25
87 - 89.9 EPNdB	0.5
90 - 92.9 EPNdB	1
93 - 95.9 EPNdB	2
96 - 98.9 EPNdB	4
99 - 101.9 EPNdB	8
Greater than 101.9 EPNdB	16

### 4 Prohibitions on taking off or landing

4.1 Subject to paragraph 11, at the London Airports:

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

5 Subject to paragraph 11.1 at the London Airports an aircraft may not take off or be scheduled to land during the night period where the operator of that aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport authority to verify its noise classification and thereby its quota count.

### 6 Maximum number of occasions on which aircraft may take off or land

6.1 Subject to paragraphs 7, 8, 9, 10 and 11 the overall maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3.1(b) to (i) inclusive may take off or land during the specified period is as follows:

- a) at Heathrow Airport: 2,550;
- b) at Gatwick Airport: 3,250;
- c) at Stansted Airport: 5,600.

6.2 Subject to paragraphs 6.1, 7, 8, 9, 10 and 11 in the specified period the quota is as follows:

- a) at Heathrow Airport: 2,415;
- b) at Gatwick Airport: 1,785;
- c) at Stansted Airport: 3,310.

6.3 Subject to paragraph 11, each take-off or landing by an aircraft at a London Airport during each night quota period within the specified period is to count according to its quota count towards the relevant quota specified in paragraph 6.2(a), (b) or (c).

## **7 Carry-over from the previous specified period**

7.1 If the number of occasions on which aircraft of the descriptions specified in paragraphs 3.1(b) to (j) inclusive take off or land at a London Airport during the previous specified period is less than the maximum number of occasions specified in paragraph 6.1 of the previous notice for that aerodrome, the maximum number of occasions on which such aircraft may take off or land at that aerodrome during the specified period may be supplemented by a number of occasions equal to the shortfall, up to a maximum of 10% of the maximum number of occasions specified in paragraph 6.1 of the previous notice.

7.2 If any part of the quota specified in paragraph 6.2 of the previous notice for a London Airport remains unused at the end of the previous specified period, the quota for the specified period at the aerodrome in question may be supplemented by a sum of quota counts equal to the remainder, up to a maximum of 10% of the quota specified in paragraph 6.2 of that previous notice for that aerodrome.

## **8 Overrun of movements in the previous specified period**

8.1 If, in respect of a London Airport, the sum of the maximum number of occasions specified in paragraph 6.1 of the previous notice for that aerodrome and any supplementary number of occasions permitted by paragraph 7.1 of that previous notice, has been exceeded:

- a) by up to 10% of the number of occasions specified in paragraph 6.1 of the previous notice for that aerodrome, the maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3.1(b) to (j) inclusive may take off or land during the specified period at that aerodrome is to be reduced by the same amount; or
- b) by more than 10% of the number of occasions specified in paragraph 6.1 of the previous notice for that aerodrome, the maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3.1(b) to (j) inclusive may take off or land during the specified period at that aerodrome is to be reduced by the amount of the excess up to 10% plus twice the amount of the excess over 10%.

## **9 Overrun of the quota limits in the previous specified period**

9.1 If, in respect of a London Airport, the sum of the quota specified in paragraph 6.2 of the previous notice for that aerodrome and any supplementary sum of quota counts permitted by paragraph 7.2 of that notice, has been exceeded:

- a) by up to 10% of the quota specified in paragraph 6.2 of the previous notice for that aerodrome, the quota for the specified period at that aerodrome is to be reduced by the same amount; or
- b) by more than 10% of the quota specified in paragraph 6.2 of the previous notice for that aerodrome, the quota for the specified period at that aerodrome is to be reduced by the amount of the excess up to 10% plus twice the amount of the excess over 10%.

## **10 Limits to overrun in the specified period**

10.1 The sum of the maximum number of occasions specified in paragraph 6.1 for an aerodrome and any supplementary number of occasions permitted by paragraph 7.1 must not be exceeded in the specified period by more than 20% of the number of occasions specified in paragraph 6.1 for that aerodrome.

10.2 The sum of the quota specified in paragraph 6.2 for an aerodrome and any supplementary sum of quota counts permitted by paragraph 7.2 must not be exceeded in the specified period by more than 20% of the quota specified in paragraph 6.2 for that aerodrome.

## **11 Disregarded movements**

11.1 For the purposes of Section 78(4)(a) of the Act, the following circumstances are specified in relation to the taking off and landing of aircraft at the London airports.

- a) Emergencies, where there is an immediate danger to life or health, whether human or animal;
- b) Widespread and Prolonged Air Traffic Disruption;
- c) Delays as a Result of Disruption leading to Serious Hardship and Congestion at the Airfield or Terminal.

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

2 August 2021

- a) S.I. 1981/651.
- b) 1982 c.16.
- c) S.I. 1978/1303.
- d) 8th Edition published in July 2017 by the International Civil Aviation Organization.
- e) S.I. 2016/765, see Schedule 1.
- f) Published on behalf of the Department for Transport as Supplement AIP: 008/2021, which came into operation on 28 March 2021.
- g) 1972 c.6, as amended by S.I. 2002/262.
- h) Published by the Department for Transport in July 2014. See

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/330354/night-noise-decision.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/330354/night-noise-decision.pdf)

## 12 THE SCHEDULE

### Part 1

- 12.1 The noise classification for an aircraft on take-off or landing as appropriate means
- a) for the purposes of landing:
    - i. in the case of an aircraft certificated to the standards of Chapter 2, 3, 4, 5, or 14 of Annex 16 (or the equivalent standards): the certificated approach noise level of the aircraft at its maximum certificated landing weight, minus 9 EPNdB; and
    - ii. in the case of a light propeller-driven aircraft with a maximum take-off weight not exceeding 8,618 KG: the noise classification will be QC/0; and
    - iii. in the case of any other aircraft not certificated to the standards of Chapter 2, 3, 4, 5, or 14 of Annex 16 (or the equivalent standards): the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the CAA.
  - b) for the purposes of landing:
    - i. where the aircraft is certificated to the standards of Chapter 3, 4, 5, or 14 of Annex 16 (or the equivalent standards): half the sum of the flyover and the sideline noise levels in EPNdB as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight;
    - ii. 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
    - iii. where the aircraft is a light propeller-driven aircraft with a maximum take-off weight not exceeding 8,618 KG: the noise classification will be QC/0; and
    - iv. in the case of any other aircraft not certificated to the standards of Chapter 2, 3, 4, 5, or 14 of Annex 16 (or the equivalent standards): the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the CAA.
- 12.2 Subject to paragraph 1 of this Schedule, the current noise classifications for aircraft on take-off or landing as appropriate are indicated in the tables in Part 2 of this Schedule, which are not exhaustive.
- 12.3 In paragraph 1 of this Schedule, 'the equivalent standards' means:
- a) in the case of Chapter 2 of Annex 16: FAR 36, Stage 2;
  - b) in the case of Chapter 3 of Annex 16: FAR 36, Stage 3;
  - c) in the case of Chapter 4 of Annex 16: FAR 36, Stage 4;
  - d) in the case of Chapter 5 of Annex 16: FAR 36, Stage 2 and 3;
  - e) In the case of Chapter 14 of Annex 16: FAR 36, Stage 5.

### Part 2

**Note:** Aircraft are listed alphabetically in the following arrivals and departures tables according to type. The engine type and any acoustical or other treatment necessary to enable the aircraft to achieve its noise classification are also indicated. Each of the entries in the columns headed QC/0, QC/0.125, QC/0.25, QC/0.5, QC/1, QC/2, QC/4, QC/8 and QC/16 indicates the maximum certificated landing or take-off weight (as appropriate) for that aircraft which will meet the QC rating. For example, a B747-400 with PW4056 engines and no acoustical treatment will be classified for departures as QC/2 if it has a maximum certificated take-off weight of up to and including 292.19 tonnes. However, it will be classified as QC/4 if its maximum certificated take-off weight is more than 292.19 tonnes but not more than 370.57 tonnes; or as QC/8 if its maximum certificated take-off weight is more than 370.57 tonnes but not more than 394.63 tonnes.

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

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

13.2 Airlines should note that, in the light of a voluntary agreement between Heathrow Airport Ltd and the airlines governing the operation of night flights at Heathrow, **it has been agreed that no early morning arrivals will be scheduled to land before 0430 hours**. Accordingly the scheduling committee and Airport Coordination Limited (ACL) have been requested by Heathrow Airport Ltd to take this agreement into account when scheduling movements in the night period. This does not apply to arrivals delayed from the previous day. However, where flights have been subject to such severe delays that a further delay to ensure that they arrive after 0430 hours local would make little difference, then the airport may decide to refuse permission for an arrival before 0430 hours local.

It should also be noted that the voluntary agreement covers the operation of cargo flights where it has further been agreed between Heathrow Airport Ltd and the airlines that **cargo flights will not be scheduled to operate in the night quota period between 2330 and 0600 hours**. Accordingly the scheduling committee and ACL have been similarly requested by Heathrow Airport Ltd to take this agreement into account when scheduling movements in the night period. There is no provision for delayed cargo flights to be scheduled to operate in the night period.

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

Sam White  
Environmental Research and Consultancy Department  
Civil Aviation Authority  
11 Westferry Circus  
London  
E14 4HD

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

13.4 If, due to exceptional circumstances as specified in paragraph 11 of this Notice (other than an emergency as set in paragraph 11.1) if an airline wishes to claim that a movement during the night quota period should be disregarded, or that a movement is required which is prohibited, the facts should be made known to the appropriate airport management before the movement is required. Guidelines on the categories of movements which may be disregarded were published by the Department for Transport in July 2014. See Annex B: Revised guidance on dispensations, Pages 14 - 17 on the following link:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/330354/night-noise-decision.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/330354/night-noise-decision.pdf)

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

London Heathrow: during normal working hours, 0830-1630 Monday to Friday inclusive (excepting Bank Holidays) to Michael Glen, Airspace Noise and ATM Specialist for Heathrow Airport, Compass Centre, Nelson Road, Middlesex, TW6 2GW (Tel: 07921-276549; email: [Michael-Ihr.glen@heathrow.com](mailto:Michael-Ihr.glen@heathrow.com)) and at other times to the Aircraft Operations Duty Manager (Tel: 020-8745 7373; Fax 020-8745 5689; email: [aircraft\\_flow\\_managers@heathrow.com](mailto:aircraft_flow_managers@heathrow.com)).

London Gatwick: during normal working hours to Lee Howes, Airspace & Environmental Performance Manager, Airspace Office, Gatwick Airport Ltd. Tel: 01293-508414, +447917-206106; email ([lee.howes@gatwickairport.com](mailto:lee.howes@gatwickairport.com)) and at other times to the Aerodrome Performance Lead at the Airport (Tel: +447769-642412 (H24); email [apl@gatwickairport.com](mailto:apl@gatwickairport.com)).

London Stansted: during normal working hours to Duncan Smith, Flight Evaluation Unit Manager, Stansted Airport Limited, London Stansted Airport, Essex (Tel: 07824-475342); email [Duncan.smith@magairports.com](mailto:Duncan.smith@magairports.com) and at other times to the Airside Operations Manager at the Airport (Tel: 01279-662378).

13.5 If a flight is made during the night period in an emergency situation the circumstances should be reported to the appropriate airport management (address given above) as soon as possible, if the operator wishes the flight not to count against the movements limit and quota.

13.6 All requests and communications to the appropriate airport management must include the following information:

Aircraft type;  
Engine type;  
Operating weight;  
Maximum certificated landing or take-off weight as appropriate;  
Flight number;  
Aircraft registration mark;  
Destination or airport of origin;  
Type of flight (e.g. freight or passenger);  
Propeller type;  
Noise Certification Basis (e.g. Chapter 3, 4 etc.);  
Noise Certification Levels;

Reasons why the movement is required to take place during the night period;  
In cases of emergency, why the movement was considered necessary.

- 13.7 In instances where the noise certification documentation for an aircraft with a given registration mark contains more than one maximum certificated landing weight or more than one maximum certificated take-off weight, only the highest weights will apply.
- 13.8 Attention is drawn to the statutory noise measures set out in the Noise Abatement Procedures. For London Gatwick, this is available in the UK AIP at AD 2-EGKK-1, for London Heathrow at AD 2-EGLL-1, and for London Stansted at AD 2-EGSS-1. Each infringement of the night noise limits on take-offs will result in a surcharge being levied on the operator by the airport company in accordance with their Conditions of Use.





Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Aircraft	Engine	Remarks	Maximum certificated landing weight - tonnes																	
				Noise Level Band (EPNdB):																	
				Quota Count	<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9								
	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16												
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	CFM56-5B2						80.00														
Airbus A321-131	V2530-A5						80.00														
Airbus A321-211	CFM56-5B3/3		Sharklets						77.80												
Airbus A321-211	CFM56-5B3/P		Engine Mod. 25800 SAC						80.00												
Airbus A321-211	CFM56-5B3/P		Engine Mods. 25800 SAC and 27772						80.00												
Airbus A321-214	CFM56-5B-4		Single or double annular combustors				68.00														
Airbus A321-231	V2533-A5						77.80		80.00												
Airbus A321-232	V2530-A5						77.80														
Airbus A321-251N/NX	LEAP-1A32		161038 Booster Step 2				79.20														
Airbus A321-252N/NX	LEAP-1A30		161038 Booster Step 2				79.20														
Airbus A321-253N/NX	LEAP-1A33		161038 Booster Step 2				79.20														
Airbus A321-253N/NX	LEAP-1A35A		161038 Booster Step 2				79.20														
Airbus A321-271N/NX	PW1133G-JM or GA-JM						79.20														
Airbus A321-271N/NX	PW1133G-JM or GA-JM		160734 Installation of Combustor Block C3				79.20														
Airbus A321-271N/NX	PW1133G-JM, GA-JM or G1-JM		163279 Engine intermix				79.20														
Airbus A321-272N/NX	PW1130G-JM		160734 Installation of Combustor Block C3				79.20														
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 A330-941	RR Trent 7000-72								191.00												
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 A350-1041	RR Trent XWB-97								236.00												
Airbus A380-841	RR Trent 970								395.00												
Airbus A380-842	RR Trent 972								395.00												
Airbus A380-861	EA GP7270 or GP7270E								395.00												
Airbus A400M-180	TP400-D6										121.50										
Airbus Helicopters AS365N2	Arriel 1C2									4.25											
Airbus Helicopters EC155B1	Arriel 2C2								4.92												
Antonov 12 CLUB	Ivchenko AI - 20K		"CLUB" is the NATO designation								61.00										
Antonov 12 A	Ivchenko AI - 20M		AB-681 propeller							58.00											
Antonov 12 BK	Ivchenko AI - 20M									58.00											
Antonov 12 B	Ivchenko AI - 20M		AB-681 propeller							58.00											
Antonov 22	NK-12MA		AV-90 propeller								180.00										
Antonov 26	Ivchenko AI - 24T (-245VT)									24.00											
Antonov 26/26 B	Ivchenko AI-24VT									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									

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Engine	Remarks	Maximum certificated landing weight - tonnes																	
			Noise Level Band (EPNdB)																	
			Quota Count	<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9								
	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16											
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													
B727-300	RR Tay 651-54	Dee Howard QF modification					62.40													
B737-200ADV	JT8D-15 or -15A	NORDAM LGW-H hushkit					46.72													
B737-200/200C(ADV)	JT8D-15/-17 & A engs. at -15 thr.	NORDAM hushkit see STC SA5730NM					48.53													
B737-200/200C(ADV)	JT8D-17 & A engs. at -17 thr.	NORDAM hushkit see STC SA5730NM					48.53													
B737-200/200C(ADV)	JT8D-9/-15/-17 & A engs at -9 thr.	NORDAM hushkit see STC SA5730NM					48.53													
B737-200/200C NON ADV	JT8D-15/-17 & A engs. at -15 thr.	NORDAM hushkit see STC SA5730NM						47.63												
B737-200ADV	JT8D-15 or -15A	NORDAM LDV hushkit (STC ST00131SE)					48.53													
B737-200ADV	JT8D-17	Av Aero Stage 3 Hushkit (STC ST223CH)				48.53														
B737-300	CFM56-3B1							54.43												
B737-300	CFM56-3B2							54.89												
B737-300	CFM56-3C1							52.53												
B737-300	CFM56-3C1	Winglets						51.70												
B737-400	CFM56-3B2/3C1	Treated forward acoustic panel						56.25												
B737-400	CFM56-3B2/3C1	Hardwall forward acoustic panel						56.25												
B737-500	CFM56-3-B1	18500lb SLST						51.71												
B737-500	CFM56-3-B1	20000lb SLST						51.71												
B737-500	CFM56-3-B1(R)							49.90												
B737-500	CFM56-3-B2	18500lb SLST						51.71												
B737-500	CFM56-3-C1	18500lb SLST						51.71												
B737-500	CFM56-3-C1	20000lb SLST						51.71												
B737-600	CFM56-7B20	20000lb SLST			54.66															
B737-700	CFM56-7B20	20000lb SLST			60.78															
B737-700	CFM56-7B22	22000lb SLST			60.78															
B737-700	CFM56-7B24	24000lb SLST			60.78															
B737-700	CFM56-7B27	27000lb SLST			60.78															
B737-700-IGW	CFM56-7B27/B3	Including STC ST 00830SE winglets			60.78															
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with Flaps 40 Degrees			66.36															
B737-800	CFM56-7B24	24000lb SLST			66.36															
B737-800	CFM56-7B26	Winglets			66.36															
B737-800	CFM56-7B26	26000lb SLST			66.36															
B737-800	CFM56-7B27	27000lb SLST			66.36															
B737-800	CFM56-7B27	With Winglets and with Flaps 40 degrees			65.32															
B737-800	CFM56-7B27/B1	Winglets			66.36															
B737-8	LEAP-1B25	737 MAX 8			69.31															
B737-8	LEAP-1B27	737 MAX 8			69.31															
B737-8	LEAP-1B28 or LEAP-1B28B1	737 MAX 8			69.31															
B737-900	CFM56-7B26	26000lb SLST			66.81															
B737-900ER	CFM56-7B27	Winglets			71.35															
B747-100/200/300	JT9D-7R4G2	with -300R nacelles														285.76				
B747-100/200/300	RB211-524B2															265.35				
B747-100/200/300	RB211-524C2															265.35				
B747-100/200/300	RB211-524D4															289.99	302.00			
B747-200	JT9D-70A															285.76				

Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Aircraft	Engine	Remarks	Maximum certificated landing weight - tonnes																
				Noise Level Band (EPNdB)																
				<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9								
Quota Count:	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16											
B747-200	JT9D-7Q										304.48									
B747-200	RB211-524D4-19/22										285.76									
B747-200	RB211-524DX-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									
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	CF6-80C2B6F		With N1 modifier							126.10	136.08									
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										



Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Aircraft	Engine	Remarks	Maximum certificated landing weight - tonnes													
				Noise Level Band (EPNdB):													
				Quota Count	<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9				
	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16								
B Ae 1-11 Series 500	Spey 512-14 DW		With mod.5320 Parts A, B, D & E							39.46							
B Ae 1-11 Series 510	Spey 512-14 E		With mod.5320 Parts A, B, D & E							39.00							
B Ae 125-1000A/-1000B	PW305/PW305B				11.34												
B Ae 125-700A/-700B (HS)	TFE-731-3-1H		Reverse thrust mod.256991						9.98								
B Ae 125-700A/-700B (HS)	TFE-731-3-1H						9.98										
B Ae 125-700B	TFE-731-5R-1H								9.98								
B Ae 125-800	TFE-731-5R-1H		With DH Reverser Mod 259283		10.59												
B Ae 125-800	TFE-731-5R-1H						10.59										
B Ae 125-800A/-800B	TFE-731-5R-1H		with DH Reverser mod.259283		10.59												
B Ae 125-800A/-800B	TFE-731-5R-1H								10.59								
B Ae 125-800XP	TFE-731-5BR-1H								10.59								
B Ae 125 Series 1-(521) (HS)	Viper 521		Flap mod. 252672									8.21					
B Ae 125 Series 1 (HS)	Viper 520		Flap mod. 252672									8.21					
B Ae 125 Series 1A (HS)	TFE-731-3-1H		Mod. 252605						8.87								
B Ae 125 Series 1A (HS)	TFE-731-3-1H		Mod.252606						8.87								
B Ae 125 Series 1B (HS)	Viper 521		Flap mod. 252672									8.87					
B Ae 125 Series 1B/R-522 (HS)	Viper 522		Flap mod. 252672									8.87					
B Ae 125 Series 1B/S-522 (HS)	Viper 522		Flap mod. 252672									8.87					
B Ae 125 Series 1B-522 (HS)	Viper 522		Flap mod. 252672									8.87					
B Ae 125 Series 3A (HS)	TFE-731-3-1H		Mod. 252603						9.07								
B Ae 125 Series 3A/RA (HS)	TFE-731-3-1H		Mod. 252600					9.07									
B Ae 125 Series 3B (HS)	Viper 522		Flap mod. 252672									9.07					
B Ae 125 Series 3B/RA (HS)	Viper 522		Flap mod. 252672									9.07					
B Ae 125 Series 3B/RC (HS)	Viper 522		Flap mod. 252672									9.07					
B Ae 125 Series 400A (HS)	TFE-731-3-1H		Mod. 252550					9.07									
B Ae 125 Series 400B (HS)	Viper 522		Flap mod. 252672									9.07					
B Ae 125 Series 403B (HS)	Viper 522		Flap mod. 252672									9.07					
B Ae 125 Series 600A (HS)	TFE-731-3-1H		Mod. 252468						9.98								
B Ae 125 Series 600A and B (HS)	Viper 601-22		Silencer mod. 252405									9.98					
B Ae 125 Series 600B (HS)	Viper 601-22											9.98					
B Ae 125 Series F3B (HS)	TFE-731-3-1H		Eng. mod.252603						9.07								
B Ae 125 Series F3B/RA	TFE-731-3-1H		Eng. mod.252551					9.07									
B Ae 125 Series F400 (HS)	TFE-731-3-1H		Eng. mod.252551					9.07									
B Ae 125 Series F600B (HS)	TFE-731-3-1H		Eng.mod.252469						9.98								
B Ae 146-100	ALF 502R-3											32.82					
B Ae 146-100	ALF 502R-4											32.82					
B Ae 146-100	ALF 502R-5		Plus option 71/1					33.27									
B Ae 146-100-20	ALF 502R-3		Plus option71/1					33.27									
B Ae 146-100-20	ALF 502R-3								33.27								
B Ae 146-100-20	ALF 502R-3A		Plus option71/1					33.27									
B Ae 146-100-20	ALF 502R-4		Plus option71/1					33.27									
B Ae 146-100-20	ALF 502R-4								33.27								
B Ae 146-100-21	ALF 502R-5								33.27								
B Ae 146-100-31	ALF 502R-5		Plus option71/1						35.15								
B Ae 146-100A	ALF 502R-3A		Plus option71/1						33.27								
B Ae 146-200	ALF 502R-3		Plus option71/1						35.15								
B Ae 146-200	ALF 502R-3A		Plus option71/1						35.15								
B Ae 146-200	ALF 502R-5		Plus option71/1						36.74								
B Ae 146-300	ALF 502R-5		Plus option71/1						38.33								
B Ae 146-300	LF 507-1F or -1H											40.14					
B Ae 146-RJ100	LF 507-1F		(AVRO 146-RJ100)									40.14					
B Ae 146-RJ70	LF 507-1F		(AVRO 146-RJ70)									37.88					
B Ae 146-RJ85	LF 507-1F		(AVRO 146-RJ85)									38.56					
B Ae 748 Series 1 (Avro)	RR Dart 514																E
B Ae 748-2A	RR Dart 532-2																19.51
B Ae 748-2A	RR Dart 534-2		With either BAe mod. 6408 or 6517					19.51									
B Ae 748-2B	RR Dart 534-2, 535-2 or 536-2		With either BAe mod. 6408 or 6517					19.50									
B Ae 748-2B	RR Dart 534-2, 535-2 or 536-2																19.51
B Ae ATP	P&W PW126											22.25					
B Ae ATP	P&W PW126A											22.25					
B Ae ATP	P&W PW 126A		Hamilton 6/5500/F1 props; Mod.10271F									23.13					
B Ae Jetstream 41	TPE331-14GR-801H(L)14HR-801H(R)							10.12									
Beech 400	JT15D-5											6.44					
Beech 400A	JT15D-5											7.12					



Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Aircraft	Engine	Remarks	Maximum certificated landing weight - tonnes																	
				Noise Level Band (EPNdB):																	
				Quota Count	<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9								
	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16												
DHC-7-103	P&W PT6A-50	Dash 7			19.05																
DHC-8-101	UACL P&W PW120 or PW120A	Dash 8						15.38													
DHC-8-102	UACL P&W PW120 or PW120A	Dash 8						15.38													
DHC-8-311	UACL P&W PW123	Dash 8						19.05													
DHC-8-402	P&W 150A	Dash 8						28.01													
Dornier 328-100	PW119B or PW119A				13.23																
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine						13.23													
Dornier 328-300	PW306B				14.39																
Eclipse EA500	PW610F-A				2.54																
EH Industries EH101	GE CT7-6A												14.60								
Embraer EMB-120	P&W PW-115 or -118							10.83													
Embraer EMB-135	Rolls Royce AE3007A1							18.50													
Embraer EMB-135BJ	Rolls Royce AE3007A2	Legacy 650						20.00													
Embraer EMB-135 ER	Rolls Royce AE3007A1/3							18.50													
Embraer EMB-145	Allison AE3007A							18.70													
Embraer EMB-145 LR	Allison AE3007A1							19.30													
Embraer EMB-500	Pratt & Whitney PW617F-E	Phenom 100						4.43													
Embraer EMB-505	Pratt & Whitney PW535E	Phenom 300						7.65													
Embraer EMB-545	Honeywell AS-907-3-1E	Legacy 450						14.75													
Embraer EMB-550	Honeywell AS-907-3-1E	Legacy 500						15.66													
Embraer ERJ 170-100 LR	General Electric CF34-8E5												33.30								
Embraer ERJ 170-200 LR	General Electric CF34-8E5												34.10								
Embraer ERJ 190-100 LR	General Electric CF34-10E5							43.00													
Embraer ERJ 190-200 LR	General Electric CF34-10E5	Winglets and Improved Acoustic Chevron Nozzle (Block 02)						45.00													
Embraer ERJ 190-200 LR	General Electric CF34-10E7							45.00													
Eurocopter AS355F1	Allison 250-C20F																				
Eurocopter AS355N	Arrius 1A												2.54								
Eurocopter BO 105 DB	Allison 250-C20B																				
Eurocopter BO 105 DBS-5	Allison 250-C20B																				
Eurocopter EC135T1	Turbomeca Arrius 2B1																				
Eurocopter EC135T2+	Turbomeca Arrius 2B2																				
Eurocopter EC155B	Turbomeca Arriel 2C1																				
Falcon 10	TFE 731-2																				
Falcon 20	TFE 731-5BR-2C																				
Falcon 20	CF700-20-2																				
Falcon 200	ATF3-6-4C																				
Falcon 2000	CFE 738-1-1B	With Dee Howard TR 6000 thrust reverser																			
Falcon 2000	CFE 738-1-1B																				
Falcon 2000S	P&W PW308C	SF1 Take off performance																			
Falcon 2000EX Easy	P&W PW308C																				
Falcon 50	TFE 731-3																				
Falcon 50	TFE731-3-1C																				
Falcon 50EX	TFE731-40(-1C)																				
Falcon 900	TFE 731-5A																				
Falcon 900	TFE 731-5AR-1C																				
Falcon 900B/900C	TFE 731-5BR-1C																				
Falcon 900EX	TFE 731-60-1C																				
Falcon 7X	Pratt & Whitney PW307A																				
Falcon 7X	Pratt & Whitney PW307D	Falcon 8X (Fuselage stretch modification)																			
Fokker F27 Mk050	Pratt & Whitney 125B																				
Fokker F27 Mk200,400,500,600	RR Dart 500 series	With hushkit mod.1800																			
Fokker F27 Mk.200,400,500,600	RR Dart 500 series																				
Fokker F28 Mk070	RR Tay 620-15																				
Fokker F28 Mk0100	RR Tay 620-15																				
Fokker F28 Mk0100	RR Tay 650-15																				
Fokker F28 Mk1000	Spey Mk555-15	5 chute nozzle plus tailpipe liner																			
Fokker F28 Mk1000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner																			
Fokker F28 Mk2000	Spey Mk555-15	5 chute nozzle plus tailpipe liner																			
Fokker F28 Mk2000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner																			
Fokker F28 Mk3000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner																			
Fokker F28 Mk3000	Spey Mk555-15H	Unsilenced																			
Fokker F28 Mk4000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner																			
Fokker F28 Mk4000	Spey Mk555-15H	Unsilenced																			
Fokker F28 Mk4000	Spey Mk555-15P	5 chute nozzle plus tailpipe liner																			





Part 2 - Noise classification according to type - ARRIVALS

ARRIVALS	Aircraft	Engine	Remarks	Maximum certificated landing weight - tonnes									
				Noise Level Band (EPNdB):		84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9	
				Quota Count:	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
Lockheed L1011-385-1 -15 193T	RB211-22B								162.40				
Lockheed L1011-385-3	RB211-524B4								166.92				
Lockheed L1011-50	RB211-22B								162.39				
Lockheed L1011-500	RB211-524B								166.92				
Lockheed L1011-500	RB211-524B3								166.92				
Lockheed L1011-500	RB211-524B4								166.92				
Lockheed 1329-23E (Jetstar)	TFE 731-31E					16.33							
Lockheed L 188A	Allison 501D-13					43.39							
Lockheed L 188C	Allison 501D-13					44.50							
Lockheed L382G Hercules	Allison 501-D22A	Military version C130				61.24							
MD-11	CF6-80C2D1F								213.87				
MD-11	PW4460								213.87				
MD-11 Freighter	PW4462								218.41				
MD-80	JT8D-209				58.97								
MD-80	JT8D-217					68.00							
MD-80	JT8D-217A					68.00							
MD-80	JT8D-217C					68.00							
MD-82	JT8D-217A				58.06								
MD-82	JT8D-217C					68.00							
MD-82	JT8D-219					68.00							
MD-83	JT8D-219					68.00							
MD-83	JT8D-219	STC EASA.IM.A.S.02331				63.28							
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	Modified inlet and vertical stabiliser control system (VSCS)			2.84								
Pilatus PC-24	FJ44-4A-QPM				7.67								
Puma (ECF) SA330F/G	Turbomeca IVA								E				
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A				5.26								
SAAB SF340A	GE CT7-5A				12.02								
SAAB SF340A	GE CT7-5A2					12.34							
SAAB SF340A	GE CT7-7E				12.02								
SAAB 2000	Allison AE 2100A				22.00								
Sabreliner 65	TFE 731-3R				9.89								
Sabreliner 80	CF700-2D-2							9.98					
Shorts SD330	P&W PT6A-45R				10.25								
Shorts SD360	P&W PT6A-65AR				11.84								
Shorts SD360	P&W PT6A-65R				11.84								
Shorts SD360-300	P&W PT6A-67R					12.02							
Sikorsky S76A	Allison 250-C30S								E				
Sikorsky S76B	P&W PT6B-36A								E				
Sikorsky S76C+	Turbomeca Arriel 2S1							5.31					
Sikorsky S-92A	GE-CT7-8									12.02			
SN-601 Corvette	JT15D-4				6.00								
Sukhoi RRIJ-95B	Sam146-1S17	Superjet 100				41.00							
Transall C160	RR Tyne MK22					47.00							
TU-154M	D-30 Ku-154 (SAM)	With noise suppressors							80.00				
TU-204-100	PS-90A							88.20					
TU-204-120C	RR RB211-535E4					89.50							
TU-204C	PS-90A							91.50					
Yak-40	A1-25							14.70					
Yak-42	D-36	With noise suppressors							50.00				

E - QC estimated.

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES		Noise Level Band (EPNdB):	Maximum certificated take-off weight - tonnes											
			Quota Count:	<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
				QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16		
Aircraft	Engine	Remarks												
Agusta A109S	PW207C						3.17							
Agusta A109A II	Allison 250-C20B						2.60							
Agusta A109E	PW206C							3.00						
Agusta A119	PT6B-37A						2.72							
Agusta AW139	PT6C-67C						6.40	7.00						
Airbus A300B2-1C	CF6-50C,C2R									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 A300B4-622R	PW4158	Mod. 10925							153.00	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 A320-232	V2527-A5	Sharklets				73.50	78.00							
Airbus A320-233	V2527E-A5	Mod. 34041 - Lift Improvement Package					71.50	78.00						

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes																	
				Noise Level Band (EPNdB)																	
				<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9									
Quota Count	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16												
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											
Airbus A321-211	CFM56-5B3/3	Sharklets								93.50											
Airbus A321-211	CFM56-5B3/P	Engine Mod. 25800 SAC								85.00	95.00										
Airbus A321-211	CFM56-5B3/P	Engine Mods. 25800 SAC and 27772								89.00	95.00										
Airbus A321-214	CFM56-5B-4	Single or double annular combustors							75.30	83.00											
Airbus A321-231	V2533-A5								75.00	95.00											
Airbus A321-232	V2530-A5								83.00	93.50											
Airbus A321-251N/NX	LEAP-1A32	161038 Booster Step 2						97.00													
Airbus A321-252N/NX	LEAP-1A30	161038 Booster Step 2						97.00													
Airbus A321-253N/NX	LEAP-1A33	161038 Booster Step 2						97.00													
Airbus A321-253N/NX	LEAP-1A35A	161038 Booster Step 2						97.00													
Airbus A321-271N/NX	PW1133G-JM or GA-JM							93.00	97.00												
Airbus A321-271N/NX	PW1133G-JM or GA-JM	160734 Installation of Combustor Block C3						94.00	97.00												
Airbus A321-271N/NX	PW1133G-JM, GA-JM or G1-JM	163279 Engine intermix						93.00	97.00												
Airbus A321-272N/NX	PW1130G-JM	160734 Installation of Combustor Block C3						93.50	97.00												
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													235.00	242.00						
Airbus A330-302	CF6-80E1A4/B													233.00	242.00						
Airbus A330-302	CF6-80E1A4 or CF6-80E1A4/B	Engine Mod. 200946												242.00							
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 A330-941	RR Trent 7000-72													242.00							
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 A350-1041	RR Trent XWB-97													316.00							
Airbus A380-841	RR Trent 970													490.00	569.00						
Airbus A380-842	RR Trent 972													490.00	569.00						
Airbus A380-861	EA GP7270 or GP7270E													490.00	569.00						
Airbus A400M-180	TP400-D6													137.50							
Airbus Helicopters AS365N2	Arriel 1C2													4.25							
Airbus Helicopters EC155B1	Arriel 2C2													4.92							
Antonov 12 CUB	Ivchenko AI - 20K	"CUB" is the NATO designation												61.00							
Antonov 12 A	Ivchenko AI - 20M	AB-68I propeller												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 26/26 B	Ivchenko AI-24VT													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												

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes																
				Noise Level Band (EPNdB)	<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9							
				Quota Count	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16							
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																	88.41	
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	
B727-300	RR Tay 651-54	Dee Howard QF modification										76.88								
B737-200ADV	JT8D-15 or -15A	NORDAM LGW-H hushkit											54.20							
B737-200/200C NON ADV	JT8D-15 & -15 A at -15 thr.	NORDAM hushkit see STC SA5730NM											54.20							
B737-200/200C(ADV)	JT8D-15/-17 & A engs. at -15 thr.	NORDAM hushkit see STC SA5730NM											56.14	57.70						
B737-200/200C(ADV)	JT8D-17 & A engs. at -17 thr.	NORDAM hushkit see STC SA5730NM											55.91	57.61						
B737-200/200C(ADV)	JT8D-9/-15/-17 & A engs at -9 thr.	NORDAM hushkit see STC SA5730NM											56.08	56.47						
B737-200ADV	JT8D-15 or -15A	NORDAM LGW hushkit (STC ST00131SE)																	56.47	
B737-200ADV	JT8D-17	Av Aero Stage 3 Hushkit (STC ST223CH)																	58.11	
B737-300	CFM56-3B1											62.82								
B737-300	CFM56-3B2											63.28								
B737-300	CFM56-3C1	Engine rated at 20,000 lb										62.82								
B737-300	CFM56-3C1	Winglets										62.82								
B737-400	CFM56-3B2	Engine rated at 22,000 lb										63.80								
B737-400	CFM56-3C1	Treated forward acoustic panel										66.00	68.04							
B737-400	CFM56-3B2/3C1	Hardwall forward acoustic panel										56.88	68.04							
B737-500	CFM56-3-B1	18500Lb SLST											60.24							
B737-500	CFM56-3-B1	20000Lb SLST											63.05							
B737-500	CFM56-3-B1(R)	18500Lb SLST											59.10							
B737-500	CFM56-3-B2	18500Lb SLST											60.24							
B737-500	CFM56-3-C1	18500Lb SLST											60.24							
B737-500	CFM56-3-C1	20000Lb SLST											63.05							
B737-600	CFM56-7B20	20000lb SLST											57.61							
B737-700	CFM56-7B20	20000lb SLST											70.08							
B737-700	CFM56-7B22	22000lb SLST											70.08							
B737-700	CFM56-7B24	24000lb SLST											70.08							
B737-700	CFM56-7B27	27000lb SLST												77.56						
B737-700+GW	CFM56-7B27/3B3	Including STC ST 00830SE winglets												77.56						
B737-800	CFM56-7 at 7B24 Thrust Rating	With Winglets and with cutback												71.44						
B737-800	CFM56-7B24	24000lb SLST											76.67	79.02						
B737-800	CFM56-7B26	Winglets											77.00	79.02						
B737-800	CFM56-7B26	26000lb SLST											74.98	79.02						
B737-800	CFM56-7B27	27000lb SLST											73.10	79.02						
B737-800	CFM56-7B27	With Winglets and with cutback												79.02						
B737-800	CFM56-7B27/B1	Winglets												79.02						
B737-8	LEAP-1B25	737 MAX 8																		
B737-8	LEAP-1B27	737 MAX 8																		
B737-8	LEAP-1B28 or LEAP-1B28B1	737 MAX 8																		
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

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes										
				Noise Level Band (EPNdB)										
				<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
Quota Count	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16					
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
B747-200B	CF6-50E													351.50
B747-200B	RB211-524D4	RRN nacelles												377.84
B747-200F	CF6-50E2													371.90
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			
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									330.00	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	
B747SRV-100	CF6-45A2	With -200"GB" nacelles										311.60	340.19	
B747SRV-100/200/300	JT9D-3A	With "100CN" nacelles												322.05
B747SRV-100/200/300	JT9D-3A	With "200CN" nacelles												322.05
B747SRV-100/200/300	JT9D-7	With "100CN" nacelles												332.94
B747SRV-100/200/300	JT9D-7	With "200CN" nacelles											304.99	332.94
B747SRV-100/200/300	JT9D-7A	With "100CN" nacelles												332.90
B747SRV-100/200/300	JT9D-7A	With "200CN" nacelles											324.59	332.94
B747SRV-100/200/300	JT9D-7F	With "100CN" nacelles												340.20
B747SRV-100/200/300	JT9D-7F	With "200CN" nacelles											326.99	340.19
B747SRV-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	CF6-80C2B6F	With N1 modifier					138.35	179.17	181.44					
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					

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES		Noise Level Band (EPNdB):	Maximum certificated take-off weight - tonnes															
			Quota Count:	<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9						
				QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16						
Aircraft	Engine	Remarks																
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	With 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/-300F	CF6-80C2B6F	With N1 modifier					130.95	172.37	186.88									
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 PHASE III (FB2C)	With noise reduction inlet					149.00	186.88										
B767-300 & -300ER	PW4060 (FB2B)								184.60									
B767-300 & -300ER	PW4060 PHASE III (FB2C)	With noise reduction inlet					144.00	182.50	186.88									
B767-300 & -300ER	PW4062 PHASE III (FB2C)	With noise reduction inlet						174.00	186.88									
B767-300 & -300ER	RB211-524G							170.89	184.61									
B767-300 & -300ER	RB211-524H							170.69	184.61									
B767-400ER	CF6-80C2B8F								204.12									
B777-200	GE90-76B						229.52	242.67										
B777-200	GE90-85B							286.90										
B777-200	GE90-90B								286.90									
B777-200	GE90-94B							263.08										
B777-200	PW4077	At 77,000 sea level static thrust						242.67	246.75									
B777-200	Trent 877								247.21									
B777-200	Trent 884								289.33	294.84								
B777-200	Trent 895								297.56									
B777-200	PW4090							231.97	293.93	297.56								
B777-200	Trent 890								286.90									
B777-300	Trent 892								299.37									
B777-300ER	GE90-115B/115BL								351.53									
B777-F	GE90-110B1							286.90	347.81									
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	254.01										
B787-9	Trent 1000-K2						192.78	254.01										
B787-9	Trent 1000-K3	Including K2, K3 engine intermix				189.96	247.21	254.01										
B787-9	GEnx-1B70/P2G01						238.14	254.01										
B787-10	Trent 1000-J3						247.21	254.01										
B787-10	GEnx-1B76/P2G01 or 1B76/P2G02						235.87	254.01										
BAe 1-11 Series 200	Spey 506-14, A, AW or D	With mod 5320 Parts A,D & E								36.30								

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES			Maximum certificated take-off weight - tonnes									
			Noise Level Band (EPNdB)	<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9
Aircraft	Engine	Remarks	Quota Count	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
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					
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							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Noise Level Band (EPNdB):	Quota Count:	Maximum certificated take-off weight - tonnes														
			<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9						
			QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16						
Aircraft	Engine	Remarks															
BaE Jetstream 41	TPE331-14GR-801H(LY)14HR-801H(R)				10.43												
Beech 400	JT15D-5							7.16									
Beech 400A	JT15D-5							7.39									
Beech MU300	JT15D-4						6.40										
Beech MU300-10	JT15D-5							7.16									
Bell 206B3	Allison 250-C20B or -C20J	JetRanger				E											
Bell 429	PWC207D1						3.18										
Bell 430	Allison 250-C40B							4.21									
Bombardier BD-100-1A10	Honeywell AS907-1-1A	Challenger 300			17.62												
Bombardier BD-100-1A10	Honeywell AS907-2-1A	Challenger 350			18.42												
Bombardier BD-500-1A10	PW1524G	CSeries CS100 (Airbus A220-100)			60.78												
Bombardier BD-500-1A11	PW1521G-3	CSeries CS300 (Airbus A220-300)			61.00	67.59											
Bombardier BD-500-1A11	PW1524G-3	CSeries CS300 (Airbus A220-300)			64.00	67.59											
Bombardier BD-700-1A10	BR700-710A2-20	Global Express				45.13											
Bombardier BD-700-1A11	BR700-710A2-20	Global 5000				39.78											
Bombardier BD-700-2A12	GE Passport 20-19BB1A	Global 7500				52.10											
Bombardier CL-600-2E25	CF34-8C5	CRJ1000				40.00	41.64										
Canadair CL-600	ALF-502L-2						18.71										
Canadair CL-600-2B16	CF34-3A2	Challenger 601-3A			20.57												
Canadair CL-600-2B16	CF34-3B	Challenger 604, 604DX, 605			21.86												
Canadair CL-600-2B19	CF34-3B1	CRJ 100/200		24.04													
Canadair CL-601	CF34-1A				20.46												
Canadair CL-601	CF34-3A				20.46												
Canadair Regional Jet	CF34-3A1				24.04												
CASA C-212-CB	Garret TPE 331-5-251C	Full Power				6.49											
CASA C-212-CC	Garret TPE 331-10-501C	Full Power				7.71											
CASA CN-235	GE CT7-7A	Full Power				14.42											
CASA C-295M	PW127G						23.20										
Cessna 500/501 Citation I	JT15D-1/1A				5.35												
Cessna 501 Citation I	Williams FJ44-2A				5.67												
Cessna 510	PW 615F-A			3.92													
Cessna 525A	Williams FJ44-2C				5.61												
Cessna 525A	Williams FJ44-3A-24			5.67													
Cessna 525B	Williams FJ44-3A				6.29												
Cessna 550 Citation II	JT15D-4				6.40												
Cessna 550 Citation Bravo	PW530A			6.71													
Cessna 560 Citation V	JT15D-5A						7.21										
Cessna 560 Citation Ultra	JT15D-5D						7.39										
Cessna 560 Citation XL	PW 545A			9.07													
Cessna 560 Citation XLS	PW 545B			9.16													
Cessna 560 Citation Encore Plus	PW 535B			7.63													
Cessna 650 Citation VI	TFE731-3B-100S					9.98											
Cessna 650 Citation VII	TFE731-4R-25					10.43											
Cessna 680	PW 306C			13.74													
Cessna 680A	PW 306D	Citation Latitude		13.97													
Cessna 750 Citation X	Allison AE3007A			16.19													
Cirrus SF50	FJ33-5A			2.72													
Convair 580	Allison 501-D13H					26.40											
DC10-10	CF6-6D1A												206.38				
DC10-10/15	CF6-50C2-F												206.40				
DC10-10/15	CF6-6K												206.40				
DC10-30	CF6-50C														259.46		
DC10-30/-30F	CF6-50C1														267.62		
DC10-30/-30F	CF6-50C2														267.60		
DC10-30/-30F	CF6-50C2-R														259.45		
DC10-30/-30F	CF6-50C2B														289.40		
DC10-40	JT9D-20														240.40		
DC10-40	JT9D-20J														E		
DC10-40	JT9D-59A														234.39	259.50	
DC8-71	CFM56-2-C1													148.78			
DC8-71	CFM56-2C5													147.42			
DC8-72	CFM56-2-C1													158.76			
DC8-72	CFM56-2-C3													158.76			
DC8-73	CFM56-2-C1													161.03			



Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES		Noise Level Band (EPNdB)	Maximum certificated take-off weight - tonnes																	
			Quota Count	<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9								
				QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16								
Aircraft	Engine	Remarks																		
DC9-30	JT8D-7	ABS Hushkit (STC SA1613GL)																		47.63
DC9-51	JT8D-17A	ABS Partnership Chapter 3 Hushkit																		54.88
DHC-7-101	P&W PT6A-50	Dash 7 (Full Power)				19.50														
DHC-7-103	P&W PT6A-50	Dash 7 (Full Power)				19.96														
DHC-8-101	UAEL P&W PW120 or PW120A	Dash 8				14.97														
DHC-8-102	UAEL P&W PW120 or PW120A	Dash 8				15.65														
DHC-8-311	UAEL P&W PW123	Dash 8				19.50														
DHC-8-402	P&W 150A	Dash 8				29.26														
Dornier 328-100	PW119A or PW119B					13.64														
Dornier 328-100	PW119B	328-100 with Mod 10 and 2180 SHP engine				13.90														
Dornier 328-300	PW306B					15.66														
Eclipse EA500	PW610F-A				2.72															
EH Industries EH101	GE CT7-6A																			14.60
Embraer EMB-120	P&W PW-115 or -118					11.50														
Embraer EMB-135	Rolls Royce AE3007A1					22.20														
Embraer EMB-135BJ	Rolls Royce AE3007A2	Legacy 650				24.30														
Embraer EMB-135 ER	Rolls Royce AE3007A1/3					18.99														
Embraer EMB-145	Allison AE3007A					20.99														
Embraer EMB-145 LR	Allison AE3007A1					22.00														
Embraer EMB-500	Pratt & Whitney PW617F-E	Phenom 100			4.75															
Embraer EMB-505	Pratt & Whitney PW535E	Phenom 300			8.15															
Embraer EMB-545	Honeywell AS-907-3-1E	Legacy 450			16.22															
Embraer EMB-550	Honeywell AS-907-3-1E	Legacy 500			17.40															
Embraer ERJ 170-100 LR	General Electric CF34-8E5																			38.60
Embraer ERJ 170-200 LR	General Electric CF34-8E5																			40.37
Embraer ERJ 190-100 LR	General Electric CF34-10E5																			50.30
Embraer ERJ 190-200 LR	General Electric CF34-10E5	Winglets and Improved Acoustic Chevron Nozzle (Block 02)																		50.79
Embraer ERJ 190-200 LR	General Electric CF34-10E7																			50.79
Eurocopter AS355F1	Allison 250-C20F																			2.40
Eurocopter AS355N	Arrius 1A																			2.54
Eurocopter BO 105 DB	Allison 250-C20B																			E
Eurocopter BO 105 DBS-5	Allison 250-C20B																			E
Eurocopter EC135T1	Turbomeca Arrius 2B1																			2.84
Eurocopter EC135 T2+	Turbomeca Arrius 2B2																			2.91
Eurocopter EC155B	Turbomeca Arriel 2C1																			4.80
Falcon 10	TFE 731-2																			8.30
Falcon 20	TFE 731-5BR-2C																			13.76
Falcon 20	CF700-20-2																			13.02
Falcon 200	ATF3-6-4C																			14.52
Falcon 2000	CFE 738-1-1B	With Dee Howard TR 6000 thrust reverser																		16.56
Falcon 2000	CFE 738-1-1B																			16.56
Falcon 2000S	P&W PW308C	SF1 Take off performance																		18.60
Falcon 2000EX Easy	P&W PW308C																			19.14
Falcon 50	TFE 731-3																			17.60
Falcon 50	TFE 731-3-1C																			18.50
Falcon 50EX	TFE731-40(-1C)																			18.50
Falcon 900	TFE 731-5A																			20.64
Falcon 900	TFE 731-SAR-1C																			20.64
Falcon 900B/900C	TFE 731-5BR-1C																			21.09
Falcon 900EX	TFE 731-60-1C																			22.23
Falcon 7X	Pratt & Whitney PW307A																			31.75
Falcon 7X	Pratt & Whitney PW307D	Falcon 8X (Fuselage stretch modification)																		33.11
Fokker F27 Mk050	Pratt & Whitney 125B																			20.82
Fokker F27 Mk200,400,500,600	RR Dart 500 series	With hushkit mod.1800																		20.82
Fokker F27 Mk.200,400,500,600	RR Dart 500 series																			20.41
Fokker F28 Mk070	RR Tay 620-15																			41.73
Fokker F28 Mk0100	RR Tay 620-15																			47.17
Fokker F28 Mk0100	RR Tay 650-15																			49.90
Fokker F28 Mk1000	Spey Mk555-15	5 chute nozzle plus tailpipe liner																		30.16
Fokker F28 Mk1000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner																		30.16
Fokker F28 Mk2000	Spey Mk555-15	5 chute nozzle plus tailpipe liner																		30.16
Fokker F28 Mk2000	Spey Mk555-15N/P	5 chute nozzle plus tailpipe liner																		30.16
Fokker F28 Mk3000	Spey Mk555-15H	5 chute nozzle plus tailpipe liner																		33.11
Fokker F28 Mk3000	Spey Mk555-15H	Unsilenced																		33.21

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES		Noise Level Band (EPNdB):	Maximum certificated take-off weight - tonnes															
			Quota Count:	<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9						
				QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16						
Aircraft	Engine	Remarks																
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-IIIB	RR SPEY 511-8	Quiet Technology Stage 3 hush kit (STC 02618AT)							31.62									
Gulfstream G-III / -IIB	RR SPEY 511-8											31.62						
Gulfstream G-III	RR Spey 511-8	Quiet Technology Stage 3 hush kit (STC ST03621AT)						31.62										
Gulfstream G-IV	TAY 610-8			32.52														
Gulfstream G-IV	TAY 611-8			33.20														
Gulfstream G-IV (G450)	TAY 611-8C			33.52														
Gulfstream G-IV SP	TAY 611-8			33.83														
Gulfstream G-V	BR700-710A1-10	ASC 064A, ASC 197 (Reduced MLW and MTOW)		34.02														
Gulfstream G-V	BR700-710A1-10				41.05													
Gulfstream G-V SP (G550)	BR700-710C4-11				41.28													
Gulfstream G-VI (G650)	BR700-725A1-12			45.18														
Gulfstream GVII-G600	PW815GA			42.91														
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	TFE731-5OR			12.70														
Hawker 4000	PW308A			17.92														
Honda HA-420	HF 120-H1A		4.81															
IAI 1124	TFE 731-3-1G				10.50													
IAI Astra SPX	TFE 731-40R-200G				11.18													
IL-18D	IVA1-20M												64.00					
IL-62M	D-30Ku	With noise suppressors												167.00				
IL-62M	D-30Ku																167.00	
IL-76T(TD)	D-30KPI(D-30KP 2 ser.)																170.00	
IL-76TD-90 VD	PS-90A-76										195.00							
IL-96-300	PS-90A												250.00					
Learjet 23	CJ610-1/-4										5.67							
Learjet 24	CJ610-1/-4											5.90						
Learjet 24/24D	CJ610-6										6.12							
Learjet 24D	CJ610-6											6.12						
Learjet 24E	CJ610-6										5.85							
Learjet 24F	CJ610-6										6.12							
Learjet 24F-A	CJ610-6										5.67							
Learjet 25	CJ610-6											6.80						
Learjet 25 B/C/D/F XR	CJ610-6/8A											7.39						
Learjet 28/29	CJ610-8A											6.80						
Learjet 31A	TFE 731-2-3B				7.71													
Learjet 35/36	TFE 731-2-2B				8.16													
Learjet 35A	TFE 731-2-2B			8.04														
Learjet 35A/36A	TFE 731-2-2B			8.30														
Learjet 35A	TFE 731-2C				8.89													
Learjet 45	TFE731-20			9.20														
Learjet 45	TFE731-20R			9.30														
Learjet 45	TFE731-20AR-1B			9.75														
Learjet 45	TFE731-20BR-1B			9.75														
Learjet 45	TFE731-40BR-1B	Learjet 75		9.75														
Learjet 55	TFE 731-3A-2B						9.51											
Learjet 60	PW305A			10.48														
Learjet M55	TFE 731-3A	Std. nozzle					9.75											
Learjet M55	TFE 731-3A	With Aeronca thrust reverser					9.57											
Learjet M55C	TFE 731-3A-3AR	With reverser					9.75											
Learjet M55C	TFE 731-3A-3AR -3B	With reverser					9.75											
Lockheed L1011-1	RB211-22B										195.05							

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes										
				Noise Level Band (EPNdB)										
				<81	81-83.9	84-86.9	87-89.9	90-92.9	93-95.9	96-98.9	99-101.9	>101.9		
Quota Count	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16					
Lockheed L1011-100	RB211-22B											211.37		
Lockheed L1011-200	RB211-524B											211.34		
Lockheed L1011-385-1-14 & -15	RB211-22B(+SB 72-8700)											215.00		
Lockheed L1011-385-1 -15	RB211-22B											211.37		
Lockheed L1011-385-1 -15 193T	RB211-22B									204.10				
Lockheed L1011-385-3	RB211-524B4											231.32		
Lockheed L1011-50	RB211-22B									204.12				
Lockheed L1011-500	RB211-524B											224.98		
Lockheed L1011-500	RB211-524B3											228.60		
Lockheed L1011-500	RB211-524B4											231.33		
Lockheed 1329-23E (Jetstar)	TFE 731-31E								20.07					
Lockheed L 188A	Allison 501D-13								51.26					
Lockheed L 188C	Allison 501D-13								51.26	52.62				
Lockheed L382G Hercules	Allison 501-D22A											70.31		
MD-11	CF6-80C2D1F											280.30		
MD-11	PW4460											280.30		
MD-11 Freighter	PW4462											285.99		
MD-80	JT8D-209								63.50					
MD-80	JT8D-217								63.50	72.80				
MD-80	JT8D-217A								63.50	72.80				
MD-80	JT8D-217C								63.50	72.80				
MD-82	JT8D-217A								66.68					
MD-82	JT8D-217C								67.80					
MD-82	JT8D-219								67.80					
MD-83	JT8D-219								63.50	72.80				
MD-83	JT8D-219	STC EASA.IM.A.S.02331							72.58					
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	Modified inlet and vertical stabiliser control system (VSCS)			2.84									
Pilatus PC-24	FJ44-4A-QPM					8.30								
Puma (ECF) SA-330F/G	Turbomeca IVA										E			
Raytheon 390 Premier 1	Williams-Rolls FJ44-2A				5.67									
SAAB SF340A	GE CT7-5A	Full power				12.25								
SAAB SF340A	GE CT7-5A2				12.93									
SAAB SF340A	GE CT7-7E	Full power			12.25									
SAAB 2000	Allison AE 2100A				23.00									
Sabreliner 65	TFE 731-3R						10.89							
Sabreliner 80	CF700-2D-2								10.60					
Shorts SD330	P&W PT6A-45R					10.39								
Shorts SD360	P&W PT6A-65AR					12.00								
Shorts SD360	P&W PT6A-65R					12.00								
Shorts SD360-300	P&W PT6A-67R				12.29									
Sikorsky S76A	Allison 250-C30S										E			
Sikorsky S76B	P&W PT6B-36A										E			
Sikorsky S76C+	Turbomeca Arriel 2S1								5.31					
Sikorsky S-92A	GE-C17-8											12.02		
SN-601 Corvette	JT15D-4				7.00									
Sukhoi RRRJ-95B	SaM146-1S17	Superjet 100				45.88								
Transall C160	RR Tyne MK22										49.15			
TU-154M	D-30 Ku-154 (SAM)	With noise suppressors										104.00		
TU-204-100	PS-90A									103.00				
TU-204-120C	RR RB211-535E4									103.00				
TU-204C	PS-90A									103.00				
Yak-40	A1-25						16.00							
Yak-42	D-36	With noise suppressors									54.00			

E - QC estimated