

# AIP SUPPLEMENT 011/2024

## UNITED KINGDOM



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07977-429812 (Content - DfT Aviation Policy Division)

### Date Of Publication

8 Feb 2024

### Notes

- (a) All times are UTC.
- (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 2024 - REPLACES 061/2023 AS OF 31 MARCH 2024

(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 summer season 2024 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 2024 and comes into operation at **0100 hours on 31 March 2024**.

### 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 **2200 hours to 0600 hours**;

'night quota period' means the period from **2230 hours to 0500 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 (No 2) 2023(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 2024' means the period beginning on **31 March 2024 at 0100 hours** and ending on **27 October 2024 at 0059 hours**;

'winter season 2023-2024' means the period beginning on **29 October 2023 at 0100 hours** and ending on **31 March 2024 at 0059 hours**;

'previous specified period' means that period being the sum of the night quota periods throughout the winter season 2023-2024;

'specified period' means that period being the sum of the night quota periods throughout the summer season 2024; and

2.2 References in this Notice to a moment in time are to Coordinated Universal Time (UTC).

### 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 8618 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 EPNdB	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 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 (j) inclusive may take off or land during the specified period is as follows:

- a) at Heathrow Airport: 3,250;
- b) at Gatwick Airport: 11,200;
- c) at Stansted Airport: 8,100.

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: 2,735;
- b) at Gatwick Airport: 5,150;
- c) at Stansted Airport: 4,650.

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 in this paragraph 11, 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).

15 December 2023

- 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: 061/2023, which came into operation on 29 October 2023 .
- 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 8618 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 take-off:
    - 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 8618 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 - All times in this Notes section are to Local Time)

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 would make little difference, then the airport may decide to refuse permission for an arrival before 0430 hours.

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

Tel: 03301-383181 during office hours

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: +447921-276549; email: [Michael-lhr.glen@heathrow.com](mailto:Michael-lhr.glen@heathrow.com)) and at other times to the Aircraft Operations Duty Manager (Tel: 020-8745-7373; email: [AODM@heathrow.com](mailto:AODM@heathrow.com)).

London Gatwick: during normal working hours to Kimberley Heather, Airspace & Noise Programme Manager, Airspace Office, Gatwick Airport Ltd. Tel: 01293-501162, +447548-239821; email ([Kimberley.Heather@gatwickairport.com](mailto:Kimberley.Heather@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: +447824-475342); 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 AD2-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):																	
				<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												
	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										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-7RAH1										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 A300B4-622R	PW4158	Mod. 10925									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-7RA1										118.50									
	Airbus A310-222	JT9D-7RAE1										121.50									
	Airbus A310-304	CF6-80C2A2										123.00									
	Airbus A310-308	CF6-80C2A8										123.00									
	Airbus A310-322	JT9D-7RAE1										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 A319-151N	LEAP-1A24						63.90													
	Airbus A319-153N	LEAP-1A26 or LEAP-1A26E1						63.90													
	Airbus A319-153N	LEAP-1A26CJ						63.90													
	Airbus A319-171N	PW1124G-JM						63.90													
	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/G										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									



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 A320-232	V2527-A5	Sharklets				66.00															
Airbus A320-233	V2527E-A5	Mod. 34041 - Lift Improvement Package				66.00															
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 A330-841	RR Trent 7000-72	With and without Engine Mod 208635 - New IPC R1/R2						186.00													
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-68l propeller						58.00													
Antonov 12 BK	Ivchenko AI - 20M							58.00													
Antonov 12 B	Ivchenko AI - 20M	AB-68l 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													



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					
B747-100/200/300	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		
B747-400D	CF6-80C2B1F											270.80		
B747-400F	CF6-80C2B1F	With and without the N1 modifier										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		
B747SRJ-100	CF6-45A2	With -200"GB" nacelles										255.83		
B747SRJ-100/200/300	JT9D-3A	"100CN" nacelle										188.99	208.65	
B747SRJ-100/200/300	JT9D-3A	"200CN" nacelle										199.19	235.87	
B747SRJ-100/200/300	JT9D-7	"100CN" nacelle										198.99	235.87	
B747SRJ-100/200/300	JT9D-7	"200CN" nacelle										208.64	244.94	
B747SRJ-100/200/300	JT9D-7A	"100CN" nacelle										202.19	235.87	
B747SRJ-100/200/300	JT9D-7A	"200CN" nacelle										213.79	255.83	
B747SRJ-100/200/300	JT9D-7F	"100CN" nacelle										188.49	215.46	
B747SRJ-100/200/300	JT9D-7F	"200CN" nacelle										198.39	235.87	
B747SRJ-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	CF6-80C2B7F											126.10	136.08	
B767-200	JT9D-7R4D	Package "A" Eng. Install No.BG700 series										120.00	131.54	

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											
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	With 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/-300F	CF6-80C2B6F	With N1 modifier						147.87												
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											
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											
B777-F	GE90-110B1								260.82											
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	GEhx-1B64G03								172.37											
B787-8	GEhx-1B64G04								172.37											
B787-8	GEhx-1B64G04	With main landing gear plugs						172.37												
B787-8	GEhx-1B70G04								172.37											
B787-8	GEhx-1B70G04	With main landing gear plugs						172.37												
B787-9	Trent 1000-J2								192.78											
B787-9	Trent 1000-K2								192.78											
B787-9	Trent 1000-K3	Including K2, K3 engine intermix						174.63	192.78											
B787-9	GEhx-1B70/P2G01								192.78											
B787-10	Trent 1000-J3								174.63	201.85										
B787-10	GEhx-1B76/P2G01 or 1B76/P2G02								201.85											
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											

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											
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-SR-1H								9.98											
BAe 125-800	TFE-731-SR-1H	With DH Reverser Mod.259283				10.59														
BAe 125-800	TFE-731-SR-1H							10.59												
BAe 125-800A/-800B	TFE-731-SR-1H	with DH Reverser mod.259283				10.59														
BAe 125-800A/-800B	TFE-731-SR-1H							10.59												
BAe 125-800XP	TFE-731-SBR-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											
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 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):																	
				<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												
Beech MU300	JT15D-4			5.99																	
Beech MU300-10	JT15D-5				6.44																
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	PW1519G	CSeries CS100 (Airbus A220-100)			54.66																
Bombardier BD-500-1A10	PW1524G	CSeries CS100 (Airbus A220-100)			52.39																
Bombardier BD-500-1A11	PW1521G-3	CSeries CS300 (Airbus A220-300)			58.74																
Bombardier BD-500-1A11	PW1524G-3	CSeries CS300 (Airbus A220-300)			58.74																
Bombardier BD-700-1A10	BR700-710A2-20	Global Express		35.65																	
Bombardier BD-700-1A10	BR700-710D5-21	Global 6500		35.65																	
Bombardier BD-700-1A11	BR700-710A2-20	Global 5000		35.65																	
Bombardier BD-700-2A12	GE Passport 20-19BB1A	Global 7500		39.74																	
Bombardier CL-600-2E25	CF34-8C5	CRJ1000				36.97															
C-17 Globemaster III	F117-PW-100																				
C-32A	PW2040						E														
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																
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 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 700	AS907-2-1S	Citation Longitude		15.20																	
Cessna 750 Citation X	Allison AE3007A				14.42																
Cirrus SF50	FJ33-5A			2.52																	
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
DC8-71	CFM56-2-C1																				117.03
DC8-71	CFM56-2-C5																				108.86
DC8-72	CFM56-2-C1																				113.40
DC8-72	CFM56-2-C3																				108.86
DC8-73	CFM56-2-C1																				124.74

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											
DC9-30	JT8D-7	ABS Hushkit (STC SA1613GL)					45.81													
DC9-51	JT8D-51A	ABS Partnership Chapter 3 Hushkit					49.90													
DHC-7-101	P&W PT6A-50	Dash 7			18.60															
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															
Embraer ERJ 190-300	PW1919G	E190-E2			49.05															
Embraer ERJ 190-300	PW1922G	E190-E2			49.05															
Embraer ERJ 190-400	PW1921G	E195-E2			54.00															
Embraer ERJ 190-400	PW1923G/PW1923G-A	E195-E2			54.00															
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														
Falcon 10	TFE 731-2				7.80															
Falcon 20	TFE 731-5BR-2C			13.10																
Falcon 20	CF700-20-2									12.38										
Falcon 200	ATF3-8-4C					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-SAR-1C				19.05															
Falcon 900B/900C	TFE 731-5BR-1C				19.05															
Falcon 900EX	TFE 731-60-1C				20.18															
Falcon 7X	Pratt & Whitney PW307A				28.30															
Falcon 7X	Pratt & Whitney PW307D	Falcon 6X (Fuselage stretch modification)			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										







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											
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 A319-151N	LEAP-1A24					75.50														
Airbus A319-153N	LEAP-1A26 or LEAP-1A26E1					75.50														
Airbus A319-153N	LEAP-1A26CJ					78.20														
Airbus A319-171N	PW1124G-JM					75.50														
Airbus A320-111	CFM56-5A1							67.19	77.00											
Airbus A320-211	CFM56-5A1							67.79	78.00											
Airbus A320-212	CFM56-5A3	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													

Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off weight - tonnes								
				Noise Level Band (EPNdB):								
				QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/16
				<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:								
Airbus A320-233	V2527E-A5	Mod. 34041 - Lift Improvement Package				71.50	78.00					
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						75.50	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 combusters					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 A330-841	RR Trent 7000-72						220.00	251.00				
Airbus A330-841	RR Trent 7000-72	Engine Mod 208635 - New IPC R1/R2					238.00	251.00				
Airbus A330-941	RR Trent 7000-72						220.00	251.00				
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 AS385N2	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-681 propeller							61.00			
Antonov 12 BK	Ivchenko AI - 20M								61.00			
Antonov 12 B	Ivchenko AI - 20M	AB-681 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	Noise Level Band (EPNdB):																
				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								
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-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								
B737-8	LEAP-1B25	737 MAX 8										70.31	82.19							
B737-8	LEAP-1B27	737 MAX 8										70.31	82.19							
B737-8	LEAP-1B28 or LEAP-1B28B1	737 MAX 8										70.31	82.19							
B737-8200	LEAP-1B25	737 MAX 200										70.31	82.19							
B737-8200	LEAP-1B27	737 MAX 200										70.31	82.19							
B737-8200	LEAP-1B28 or LEAP-1B28B1	737 MAX 200										70.31	82.19							
B737-900	CFM56-7B26	26000lb SLST										76.88								
B737-900ER	CFM56-7B27	Winglets										85.14								
B737-9	LEAP-1B27	737 MAX 9										71.21	88.31							
B737-9	LEAP-1B28	737 MAX 9										71.21	88.31							

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											
B737-9	LEAP-1B2B81		737 MAX 9		71.21	88.31														
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						
B747-400D	CF6-80C2B1F		With N1 modifier.										313.39	377.80						
B747-400D	CF6-80C2B1F												312.29							
B747-400F	CF6-80C2B1F		With and without the N1 modifier											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						
B747SRJ-100	CF6-45A2		With -200"GB" nacelles										311.60	340.19						
B747SRJ-100/200/300	JT9D-3A		With "100CN" nacelles																	322.05
B747SRJ-100/200/300	JT9D-3A		With "200CN" nacelles																	322.05
B747SRJ-100/200/300	JT9D-7		With "100CN" nacelles																	332.94
B747SRJ-100/200/300	JT9D-7		With "200CN" nacelles																	332.94
B747SRJ-100/200/300	JT9D-7A		With "100CN" nacelles																	332.90
B747SRJ-100/200/300	JT9D-7A		With "200CN" nacelles																	324.59
B747SRJ-100/200/300	JT9D-7F		With "100CN" nacelles																	340.20
B747SRJ-100/200/300	JT9D-7F		With "200CN" nacelles																	340.19
B747SRJ-100/200/300	JT9D-7J		With "200CN" nacelles																	324.69
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													117.83						
B767-200	CF6-80A													154.89	159.21					
B767-200	CF6-80C2B6F		With N1 modifier											138.35	179.17	181.44				
B767-200	CF6-80C2B7F													175.54	181.44					
B767-200	JT9D-7R4D		Package "A" Eng. Install No.BG700 series											138.59	156.50					

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											
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		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					
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					



Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Noise Level Band (EPNdB):																
				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								
Quota Count:	QC/0	QC/0.125	QC/0.25	QC/0.5	QC/1	QC/2	QC/4	QC/8	QC/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	PW1519G	CSeries CS100 (Airbus A220-100)			63.73															
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-700-1A10	BR700-710D5-21	Global 6500		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															
C-17 Globemaster III	F117-PW-100																			
C-32A	PW2040									E										
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 700	AS907-2-1S	Citation Longitude		17.92																
Cessna 750 Citation X	Allison AE3007A			16.19																
Cirrus SF50	FJ33-5A		2.72																	
Convaire 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
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-7-101	P&W PT6A-50	Dash 7 (Full Power)			19.50															







Part 2 - Noise classification according to type - DEPARTURES

DEPARTURES	Aircraft	Engine	Remarks	Maximum certificated take-off 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					
Lockheed L1011-385-3	RB211-524B4									231.32				
Lockheed L1011-50	RB211-22B									204.12				
Lockheed L1011-500	RB211-524B										224.98			
Lockheed L1011-500	RB211-524B3										228.60			
Lockheed L1011-500	RB211-524B4										231.33			
Lockheed 1329-23E (Jetstar)	TFE 731-31E							20.07						
Lockheed L 188A	Allison 501D-13							51.26						
Lockheed L 188C	Allison 501D-13							51.26	52.62					
Lockheed L382G Hercules	Allison 501-D22A		Military version C130						70.31					
MD-11	CF6-80C2D1F								280.30					
MD-11	PW4460								280.30					
MD-11 Freighter	PW4462								285.99					
MD-80	JT8D-209							63.50						
MD-80	JT8D-217							63.50	72.80					
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-OPM						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-CT7-8										12.02			
SN-601 Corvette	JT15D-4					7.00								
Sukhoi RRU-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					
VC-25A	CF6-80C2B1										E			
Yak-40	A1-25							16.00						
Yak-42	D-36		With noise suppressors							54.00				

E - QC estimated