





Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 200 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 506-14**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,D,E Noise suppression kit the certificated noise levels \*

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6180	<b>36,287</b>	<b>32,205</b>	<b>97.7</b>	<b>102.2</b>	<b>91.7</b>	<b>93.5</b>	<b>101.6</b>	<b>102.2</b>
A6181	<b>35,834</b>	<b>31,525</b>	<b>97.7</b>	<b>102.2</b>	<b>91.1</b>	<b>93.4</b>	<b>101.5</b>	<b>102.2</b>
A6182	<b>35,607</b>	<b>31,298</b>	<b>97.7</b>	<b>102.1</b>	<b>90.7</b>	<b>93.3</b>	<b>101.5</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 200 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 506-14**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners the certificated noise levels \*

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6168	<b>36,287</b>	<b>32,205</b>	<b>97.7</b>	<b>102.2</b>	<b>91.4</b>	<b>93.5</b>	<b>98.9</b>	<b>102.2</b>
A6169	<b>35,834</b>	<b>31,525</b>	<b>97.7</b>	<b>102.2</b>	<b>90.8</b>	<b>93.4</b>	<b>98.8</b>	<b>102.2</b>
A6170	<b>35,607</b>	<b>31,298</b>	<b>97.7</b>	<b>102.1</b>	<b>90.4</b>	<b>93.3</b>	<b>98.7</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 200 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 506-14A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \*      PM5320 Parts A,D,E Noise suppression kit

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6183	<b>36,287</b>	<b>32,205</b>	<b>97.7</b>	<b>102.2</b>	<b>91.7</b>	<b>93.5</b>	<b>101.6</b>	<b>102.2</b>
A6184	<b>35,834</b>	<b>31,525</b>	<b>97.7</b>	<b>102.2</b>	<b>91.1</b>	<b>93.4</b>	<b>101.5</b>	<b>102.2</b>
A6185	<b>35,607</b>	<b>31,298</b>	<b>97.7</b>	<b>102.1</b>	<b>90.7</b>	<b>93.3</b>	<b>101.5</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 200 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 506-14A**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners the certificated noise levels \*

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6171	<b>36,287</b>	<b>32,205</b>	<b>97.7</b>	<b>102.2</b>	<b>91.4</b>	<b>93.5</b>	<b>98.9</b>	<b>102.2</b>
A6172	<b>35,834</b>	<b>31,525</b>	<b>97.7</b>	<b>102.2</b>	<b>90.8</b>	<b>93.4</b>	<b>98.8</b>	<b>102.2</b>
A6173	<b>35,607</b>	<b>31,298</b>	<b>97.7</b>	<b>102.1</b>	<b>90.4</b>	<b>93.3</b>	<b>98.7</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 200 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 506-14AW**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,D,E Noise suppression kit the certificated noise levels \*

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6186	<b>36,287</b>	<b>32,205</b>	<b>97.7</b>	<b>102.2</b>	<b>91.7</b>	<b>93.5</b>	<b>101.6</b>	<b>102.2</b>
A6187	<b>35,834</b>	<b>31,525</b>	<b>97.7</b>	<b>102.2</b>	<b>91.1</b>	<b>93.4</b>	<b>101.5</b>	<b>102.2</b>
A6188	<b>35,607</b>	<b>31,298</b>	<b>97.7</b>	<b>102.1</b>	<b>90.7</b>	<b>93.3</b>	<b>101.5</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 200 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 506-14AW**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners the certificated noise levels \*

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6174	<b>36,287</b>	<b>32,205</b>	<b>97.7</b>	<b>102.2</b>	<b>91.4</b>	<b>93.5</b>	<b>98.9</b>	<b>102.2</b>
A6175	<b>35,834</b>	<b>31,525</b>	<b>97.7</b>	<b>102.2</b>	<b>90.8</b>	<b>93.4</b>	<b>98.8</b>	<b>102.2</b>
A6176	<b>35,607</b>	<b>31,298</b>	<b>97.7</b>	<b>102.1</b>	<b>90.4</b>	<b>93.3</b>	<b>98.7</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.



Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 200 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 506-14D**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \*      PM5320 Parts A,D,E Noise suppression kit

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6189	<b>36,287</b>	<b>32,205</b>	<b>97.7</b>	<b>102.2</b>	<b>91.7</b>	<b>93.5</b>	<b>101.6</b>	<b>102.2</b>
A6190	<b>35,834</b>	<b>31,525</b>	<b>97.7</b>	<b>102.2</b>	<b>91.1</b>	<b>93.4</b>	<b>101.5</b>	<b>102.2</b>
A6191	<b>35,607</b>	<b>31,298</b>	<b>97.7</b>	<b>102.1</b>	<b>90.7</b>	<b>93.3</b>	<b>101.5</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 200 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 506-14D**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners the certificated noise levels \*

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6177	<b>36,287</b>	<b>32,205</b>	<b>97.7</b>	<b>102.2</b>	<b>91.4</b>	<b>93.5</b>	<b>98.9</b>	<b>102.2</b>
A6178	<b>35,834</b>	<b>31,525</b>	<b>97.7</b>	<b>102.2</b>	<b>90.8</b>	<b>93.4</b>	<b>98.8</b>	<b>102.2</b>
A6179	<b>35,607</b>	<b>31,298</b>	<b>97.7</b>	<b>102.1</b>	<b>90.4</b>	<b>93.3</b>	<b>98.7</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 200 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 511-14**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,D,E Noise suppression kit  
 the certificated noise levels \*

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6196	<b>35,834</b>	<b>32,205</b>	<b>100.8</b>	<b>102.2</b>	<b>89.5</b>	<b>93.4</b>	<b>101.6</b>	<b>102.2</b>
A6197	<b>35,607</b>	<b>31,298</b>	<b>100.8</b>	<b>102.1</b>	<b>89.1</b>	<b>93.3</b>	<b>101.5</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 200 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 511-14**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners the certificated noise levels \*

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6192	<b>35,834</b>	<b>32,205</b>	<b>100.8</b>	<b>102.2</b>	<b>89.2</b>	<b>93.4</b>	<b>98.9</b>	<b>102.2</b>
A6193	<b>35,607</b>	<b>31,298</b>	<b>100.8</b>	<b>102.1</b>	<b>88.8</b>	<b>93.3</b>	<b>98.7</b>	<b>102.1</b>

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\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 200 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 511-14W**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \*      PM5320 Parts A,D,E Noise suppression kit

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6198	<b>35,834</b>	<b>32,205</b>	<b>100.8</b>	<b>102.2</b>	<b>89.5</b>	<b>93.4</b>	<b>101.6</b>	<b>102.2</b>
A6199	<b>35,607</b>	<b>31,298</b>	<b>100.8</b>	<b>102.1</b>	<b>89.1</b>	<b>93.3</b>	<b>101.5</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 200 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 511-14W**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners the certificated noise levels \*

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6194	<b>35,834</b>	<b>32,205</b>	<b>100.8</b>	<b>102.2</b>	<b>89.2</b>	<b>93.4</b>	<b>98.9</b>	<b>102.2</b>
A6195	<b>35,607</b>	<b>31,298</b>	<b>100.8</b>	<b>102.1</b>	<b>88.8</b>	<b>93.3</b>	<b>98.7</b>	<b>102.1</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 300 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 511-14**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,D,E Noise suppression kit the certificated noise levels \*

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6210	<b>40,597</b>	<b>35,834</b>	<b>99.8</b>	<b>102.5</b>	<b>94.4</b>	<b>94.3</b>	<b>101.7</b>	<b>102.5</b>
A6211	<b>40,143</b>	<b>35,607</b>	<b>99.9</b>	<b>102.5</b>	<b>94.1</b>	<b>94.2</b>	<b>101.6</b>	<b>102.5</b>
A6212	<b>39,689</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.6</b>	<b>94.1</b>	<b>101.6</b>	<b>102.4</b>
A6213	<b>39,463</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.4</b>	<b>94.1</b>	<b>101.6</b>	<b>102.4</b>
A6214	<b>38,555</b>	<b>35,380</b>	<b>100.2</b>	<b>102.4</b>	<b>92.5</b>	<b>93.9</b>	<b>101.6</b>	<b>102.4</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 300 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 511-14**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners the certificated noise levels \*

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6200	<b>40,597</b>	<b>35,834</b>	<b>99.8</b>	<b>102.5</b>	<b>94.1</b>	<b>94.3</b>	<b>99.9</b>	<b>102.5</b>
A6201	<b>40,143</b>	<b>35,607</b>	<b>99.9</b>	<b>102.5</b>	<b>93.8</b>	<b>94.2</b>	<b>99.8</b>	<b>102.5</b>
A6202	<b>39,689</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.3</b>	<b>94.1</b>	<b>99.8</b>	<b>102.4</b>
A6203	<b>39,463</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.1</b>	<b>94.1</b>	<b>99.8</b>	<b>102.4</b>
A6204	<b>38,555</b>	<b>35,380</b>	<b>100.2</b>	<b>102.4</b>	<b>92.2</b>	<b>93.9</b>	<b>99.8</b>	<b>102.4</b>

\* Items so marked shall be included on EASA Form 45.



Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 300 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 511-14W**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,D,E Noise suppression kit

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6215	<b>40,597</b>	<b>35,834</b>	<b>99.8</b>	<b>102.5</b>	<b>94.4</b>	<b>94.3</b>	<b>101.7</b>	<b>102.5</b>
A6216	<b>40,143</b>	<b>35,607</b>	<b>99.9</b>	<b>102.5</b>	<b>94.1</b>	<b>94.2</b>	<b>101.6</b>	<b>102.5</b>
A6217	<b>39,689</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.6</b>	<b>94.1</b>	<b>101.6</b>	<b>102.4</b>
A6218	<b>39,463</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.4</b>	<b>94.1</b>	<b>101.6</b>	<b>102.4</b>
A6219	<b>38,555</b>	<b>35,380</b>	<b>100.2</b>	<b>102.4</b>	<b>92.5</b>	<b>93.9</b>	<b>101.6</b>	<b>102.4</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 300 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 511-14W**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners the certificated noise levels \*

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6205	<b>40,597</b>	<b>35,834</b>	<b>99.8</b>	<b>102.5</b>	<b>94.1</b>	<b>94.3</b>	<b>99.9</b>	<b>102.5</b>
A6206	<b>40,143</b>	<b>35,607</b>	<b>99.9</b>	<b>102.5</b>	<b>93.8</b>	<b>94.2</b>	<b>99.8</b>	<b>102.5</b>
A6207	<b>39,689</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.3</b>	<b>94.1</b>	<b>99.8</b>	<b>102.4</b>
A6208	<b>39,463</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.1</b>	<b>94.1</b>	<b>99.8</b>	<b>102.4</b>
A6209	<b>38,555</b>	<b>35,380</b>	<b>100.2</b>	<b>102.4</b>	<b>92.2</b>	<b>93.9</b>	<b>99.8</b>	<b>102.4</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 400 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 511-14**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,D,E Noise suppression the certificated noise levels \*

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6230	<b>40,597</b>	<b>35,834</b>	<b>99.8</b>	<b>102.5</b>	<b>94.4</b>	<b>94.3</b>	<b>101.7</b>	<b>102.5</b>
A6231	<b>40,143</b>	<b>35,607</b>	<b>99.9</b>	<b>102.5</b>	<b>94.1</b>	<b>94.2</b>	<b>101.6</b>	<b>102.5</b>
A6232	<b>39,689</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.6</b>	<b>94.1</b>	<b>101.6</b>	<b>102.4</b>
A6233	<b>39,463</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.4</b>	<b>94.1</b>	<b>101.6</b>	<b>102.4</b>
A6234	<b>38,555</b>	<b>35,380</b>	<b>100.2</b>	<b>102.4</b>	<b>92.5</b>	<b>93.9</b>	<b>101.6</b>	<b>102.4</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 400 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 511-14**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners the certificated noise levels \*

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6220	<b>40,597</b>	<b>35,834</b>	<b>99.8</b>	<b>102.5</b>	<b>94.1</b>	<b>94.3</b>	<b>99.9</b>	<b>102.5</b>
A6221	<b>40,143</b>	<b>35,607</b>	<b>99.9</b>	<b>102.5</b>	<b>93.8</b>	<b>94.2</b>	<b>99.8</b>	<b>102.5</b>
A6222	<b>39,689</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.3</b>	<b>94.1</b>	<b>99.8</b>	<b>102.4</b>
A6223	<b>39,463</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.1</b>	<b>94.1</b>	<b>99.8</b>	<b>102.4</b>
A6224	<b>38,555</b>	<b>35,380</b>	<b>100.2</b>	<b>102.4</b>	<b>92.2</b>	<b>93.9</b>	<b>99.8</b>	<b>102.4</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 400 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 511-14W**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,D,E Noise suppression the certificated noise levels \*

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6235	<b>40,597</b>	<b>35,834</b>	<b>99.8</b>	<b>102.5</b>	<b>94.4</b>	<b>94.3</b>	<b>101.7</b>	<b>102.5</b>
A6235	<b>40,143</b>	<b>35,607</b>	<b>99.9</b>	<b>102.5</b>	<b>94.1</b>	<b>94.2</b>	<b>101.6</b>	<b>102.5</b>
A6236	<b>39,689</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.6</b>	<b>94.1</b>	<b>101.6</b>	<b>102.4</b>
A6237	<b>39,463</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.4</b>	<b>94.1</b>	<b>101.6</b>	<b>102.4</b>
A6238	<b>38,555</b>	<b>35,380</b>	<b>100.2</b>	<b>102.4</b>	<b>92.5</b>	<b>93.9</b>	<b>101.6</b>	<b>102.4</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 400 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 511-14W**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E (Noise suppression kit including engine intake acoustic liners) the certificated noise levels \*

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6225	<b>40,597</b>	<b>35,834</b>	<b>99.8</b>	<b>102.5</b>	<b>94.1</b>	<b>94.3</b>	<b>99.9</b>	<b>102.5</b>
A6226	<b>40,143</b>	<b>35,607</b>	<b>99.9</b>	<b>102.5</b>	<b>93.8</b>	<b>94.2</b>	<b>99.8</b>	<b>102.5</b>
A6227	<b>39,689</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.3</b>	<b>94.1</b>	<b>99.8</b>	<b>102.4</b>
A6228	<b>39,463</b>	<b>35,380</b>	<b>100.0</b>	<b>102.4</b>	<b>93.1</b>	<b>94.1</b>	<b>99.8</b>	<b>102.4</b>
A6229	<b>38,555</b>	<b>35,380</b>	<b>100.2</b>	<b>102.4</b>	<b>92.2</b>	<b>93.9</b>	<b>99.8</b>	<b>102.4</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 475 Series**

Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 512-14DW**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* **PM5320 Parts A,D,E Noise suppression kit; With water injection**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off * (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A5996	<b>475EZ</b>	<b>44,679</b>	<b>38,102</b>	<b>101.6</b>	<b>102.8</b>	<b>95.9</b>	<b>95.0</b>	<b>101.9</b>	<b>102.8</b>
A5997	<b>476FM</b>	<b>41,730</b>	<b>38,102</b>	<b>102.2</b>	<b>102.6</b>	<b>93.3</b>	<b>94.5</b>	<b>101.9</b>	<b>102.6</b>
A5998	<b>479FU</b>	<b>41,730</b>	<b>39,462</b>	<b>102.2</b>	<b>102.6</b>	<b>93.3</b>	<b>94.5</b>	<b>102.0</b>	<b>102.6</b>
A5999	<b>481FW</b>	<b>41,730</b>	<b>38,102</b>	<b>102.2</b>	<b>102.6</b>	<b>93.3</b>	<b>94.5</b>	<b>101.9</b>	<b>102.6</b>
A6000	<b>485GD</b>	<b>41,730</b>	<b>38,102</b>	<b>102.2</b>	<b>102.6</b>	<b>93.3</b>	<b>94.5</b>	<b>101.9</b>	<b>102.6</b>
A6001	<b>487GK</b>	<b>44,679</b>	<b>38,102</b>	<b>101.6</b>	<b>102.8</b>	<b>95.9</b>	<b>95.0</b>	<b>101.9</b>	<b>102.8</b>
A6002	<b>488GH</b>	<b>44,679</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.9</b>	<b>95.0</b>	<b>102.0</b>	<b>102.8</b>
A6003	<b>492GM</b>	<b>44,679</b>	<b>38,102</b>	<b>101.6</b>	<b>102.8</b>	<b>95.9</b>	<b>95.0</b>	<b>101.9</b>	<b>102.8</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 475 Series**

Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 512-14DW**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners; With water injection

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off * (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6004	<b>475EZ</b>	<b>44,679</b>	<b>38,102</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.0</b>	<b>100.3</b>	<b>102.8</b>
A6005	<b>476FM</b>	<b>41,730</b>	<b>38,102</b>	<b>102.2</b>	<b>102.6</b>	<b>93.0</b>	<b>94.5</b>	<b>100.3</b>	<b>102.6</b>
A6006	<b>479FU</b>	<b>41,730</b>	<b>39,462</b>	<b>102.2</b>	<b>102.6</b>	<b>93.0</b>	<b>94.5</b>	<b>100.6</b>	<b>102.6</b>
A6007	<b>481FW</b>	<b>41,730</b>	<b>38,102</b>	<b>102.2</b>	<b>102.6</b>	<b>93.0</b>	<b>94.5</b>	<b>100.3</b>	<b>102.6</b>
A6008	<b>485GD</b>	<b>41,730</b>	<b>38,102</b>	<b>102.2</b>	<b>102.6</b>	<b>93.0</b>	<b>94.5</b>	<b>100.3</b>	<b>102.6</b>
A6009	<b>487GK</b>	<b>44,679</b>	<b>38,102</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.0</b>	<b>100.3</b>	<b>102.8</b>
A6010	<b>488GH</b>	<b>44,679</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.0</b>	<b>100.6</b>	<b>102.8</b>
A6011	<b>492GM</b>	<b>44,679</b>	<b>38,102</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.0</b>	<b>100.3</b>	<b>102.8</b>

\* Items so marked shall be included on EASA Form 45.



Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 475 Series**

Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 512-14DW**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,D,E Noise suppression kit ;  
Without water injection

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off * (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6012	<b>475EZ</b>	<b>44,679</b>	<b>38,102</b>	<b>101.4</b>	<b>102.8</b>	<b>96.4</b>	<b>95.0</b>	<b>101.9</b>	<b>102.8</b>
A6013	<b>476FM</b>	<b>41,730</b>	<b>38,102</b>	<b>102.1</b>	<b>102.6</b>	<b>94.2</b>	<b>94.5</b>	<b>101.9</b>	<b>102.6</b>
A6014	<b>479FU</b>	<b>41,730</b>	<b>39,462</b>	<b>102.1</b>	<b>102.6</b>	<b>94.2</b>	<b>94.5</b>	<b>102.0</b>	<b>102.6</b>
A6015	<b>481FW</b>	<b>41,730</b>	<b>38,102</b>	<b>102.1</b>	<b>102.6</b>	<b>94.2</b>	<b>94.5</b>	<b>101.9</b>	<b>102.6</b>
A6016	<b>485GD</b>	<b>41,730</b>	<b>38,102</b>	<b>102.1</b>	<b>102.6</b>	<b>94.2</b>	<b>94.5</b>	<b>101.9</b>	<b>102.6</b>
A6017	<b>487GK</b>	<b>44,679</b>	<b>38,102</b>	<b>101.4</b>	<b>102.8</b>	<b>96.4</b>	<b>95.0</b>	<b>101.9</b>	<b>102.8</b>
A6018	<b>488GH</b>	<b>44,679</b>	<b>39,462</b>	<b>101.4</b>	<b>102.8</b>	<b>96.4</b>	<b>95.0</b>	<b>102.0</b>	<b>102.8</b>
A6019	<b>492GM</b>	<b>44,679</b>	<b>38,102</b>	<b>101.4</b>	<b>102.8</b>	<b>96.4</b>	<b>95.0</b>	<b>101.9</b>	<b>102.8</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 475 Series**

Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 512-14DW**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liner; Without water injection

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off * (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6020	<b>475EZ</b>	<b>44,679</b>	<b>38,102</b>	<b>101.4</b>	<b>102.8</b>	<b>96.1</b>	<b>95.0</b>	<b>100.3</b>	<b>102.8</b>
A6021	<b>476FM</b>	<b>41,730</b>	<b>38,102</b>	<b>102.1</b>	<b>102.6</b>	<b>93.9</b>	<b>94.5</b>	<b>100.3</b>	<b>102.6</b>
A6022	<b>479FU</b>	<b>41,730</b>	<b>39,462</b>	<b>102.1</b>	<b>102.6</b>	<b>93.9</b>	<b>94.5</b>	<b>100.6</b>	<b>102.6</b>
A6023	<b>481FW</b>	<b>41,730</b>	<b>38,102</b>	<b>102.1</b>	<b>102.6</b>	<b>93.9</b>	<b>94.5</b>	<b>100.3</b>	<b>102.6</b>
A6024	<b>485GD</b>	<b>41,730</b>	<b>38,102</b>	<b>102.1</b>	<b>102.6</b>	<b>93.9</b>	<b>94.5</b>	<b>100.3</b>	<b>102.6</b>
A6025	<b>487GK</b>	<b>44,679</b>	<b>38,102</b>	<b>101.4</b>	<b>102.8</b>	<b>96.1</b>	<b>95.0</b>	<b>100.3</b>	<b>102.8</b>
A6026	<b>488GH</b>	<b>44,679</b>	<b>39,462</b>	<b>101.4</b>	<b>102.8</b>	<b>96.1</b>	<b>95.0</b>	<b>100.6</b>	<b>102.8</b>
A6027	<b>492GM</b>	<b>44,679</b>	<b>38,102</b>	<b>101.4</b>	<b>102.8</b>	<b>96.1</b>	<b>95.0</b>	<b>100.3</b>	<b>102.8</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 500 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 512-14DW**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,D,E Noise suppression kit; Flight Manual Doc. No. VS 6.8 (Take-off flap 8°);  
 With water injection

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off * (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6038	<b>500EN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6039	<b>501EX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6040	<b>509EW</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6030	<b>515FB</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6041	<b>516FP</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6042	<b>517FE</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6043	<b>518FG</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6044	<b>520FN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6045	<b>521FH</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6046	<b>523FJ</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6047	<b>524FF</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6031	<b>525/1FT</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6032	<b>525FT</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>

\* Items so marked shall be included on EASA Form 45.

A6048	<b>527FK</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6033	<b>528FL</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6034	<b>529FR</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6049	<b>530FX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6050	<b>531FS</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6035	<b>537GF</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6051	<b>539GL</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6052	<b>560RB</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6036	<b>561A RE</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6037	<b>561RC</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 500 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 512-14DW**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners; Flight Manual Doc. No. VS 6.8 (Take-off flap 8°); With water injection

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6084	<b>500EN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6085	<b>501EX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6086	<b>509EW</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6076	<b>515FB</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.2</b>	<b>103.0</b>
A6087	<b>516FP</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6088	<b>517FE</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6089	<b>518FG</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6090	<b>520FN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6091	<b>521FH</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6092	<b>523FJ</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6093	<b>524FF</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6077	<b>525/1FT</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.2</b>	<b>103.0</b>
A6078	<b>525FT</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.2</b>	<b>103.0</b>

\* Items so marked shall be included on EASA Form 45.

A6094	<b>527FK</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6079	<b>528FL</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.2</b>	<b>103.0</b>
A6080	<b>529FR</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.2</b>	<b>103.0</b>
A6095	<b>530FX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6096	<b>531FS</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6081	<b>537GF</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.2</b>	<b>103.0</b>
A6097	<b>539GL</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6098	<b>560RB</b>	<b>45,200</b>	<b>39,462</b>	<b>101.1</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.2</b>	<b>102.8</b>
A6082	<b>561A RE</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.2</b>	<b>103.0</b>
A6083	<b>561RC</b>	<b>47,400</b>	<b>39,462</b>	<b>100.7</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.2</b>	<b>103.0</b>

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 500 Series**

Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 512-14DW**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,D,E Noise suppression kit; Flight Manual Doc. No. VS 6.10 (Take-off flap 6°);  
With water injection

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6061	<b>500EN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6062	<b>501EX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6063	<b>509EW</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6053	<b>515FB</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6064	<b>516FP</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6065	<b>517FE</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6066	<b>518FG</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6067	<b>520FN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6068	<b>521FH</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6069	<b>523FJ</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6070	<b>524FF</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6054	<b>525/1FT</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6055	<b>525FT</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>

\* Items so marked shall be included on EASA Form 45.

A6071	<b>527FK</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6056	<b>528FL</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6057	<b>529FR</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6072	<b>530FX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6073	<b>531FS</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6058	<b>537GF</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6074	<b>539GL</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6075	<b>560RB</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.6</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6059	<b>561A RE</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6060	<b>561RC</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.3</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>



Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 500 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 512-14DW**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners; Flight Manual Doc. No. VS 6.10 (Take-off flap 6°); With water injection

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6107	<b>500EN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6108	<b>501EX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6109	<b>509EW</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6099	<b>515FB</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6110	<b>516FP</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6111	<b>517FE</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6112	<b>518FG</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6113	<b>520FN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6114	<b>521FH</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6115	<b>523FJ</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6116	<b>524FF</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6100	<b>525/1FT</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6101	<b>525FT</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>

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A6117	<b>527FK</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6102	<b>528FL</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6103	<b>529FR</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6118	<b>530FX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6119	<b>531FS</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6104	<b>537GF</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6120	<b>539GL</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6121	<b>560RB</b>	<b>45,200</b>	<b>39,462</b>	<b>101.6</b>	<b>102.8</b>	<b>95.3</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6105	<b>561A RE</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6106	<b>561RC</b>	<b>47,400</b>	<b>39,462</b>	<b>101.0</b>	<b>103.0</b>	<b>97.0</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>

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Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,D,E Noise suppression kit; Flight Manual Doc. No. VS 6.10 (Take-off flap 6°);  
Without water injection

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6130	<b>500EN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6131	<b>501EX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6132	<b>509EW</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6122	<b>515FB</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.7</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6133	<b>516FP</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6134	<b>517FE</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6135	<b>518FG</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6136	<b>520FN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6137	<b>521FH</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6138	<b>523FJ</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6139	<b>524FF</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6123	<b>525/1FT</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.7</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6124	<b>525FT</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.7</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>

\* Items so marked shall be included on EASA Form 45.

A6140	<b>527FK</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6125	<b>528FL</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.7</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6126	<b>529FR</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.7</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6141	<b>530FX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6142	<b>531FS</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6127	<b>537GF</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.7</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6143	<b>539GL</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6144	<b>560RB</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>96.1</b>	<b>95.1</b>	<b>101.7</b>	<b>102.8</b>
A6128	<b>561A RE</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.7</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>
A6129	<b>561RC</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.7</b>	<b>95.4</b>	<b>101.7</b>	<b>103.0</b>

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 500 Series**  
 Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 512-14DW**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners; Flight Manual Doc. No. VS 6.10 (Take-off flap 6°); Without water injection

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6153	<b>500EN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6154	<b>501EX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6155	<b>509EW</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6145	<b>515FB</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.4</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6156	<b>516FP</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6157	<b>517FE</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6158	<b>518FG</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6159	<b>520FN</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6160	<b>521FH</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6161	<b>523FJ</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6162	<b>524FF</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6146	<b>525/1FT</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.4</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6147	<b>525FT</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.4</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>

\* Items so marked shall be included on EASA Form 45.

A6163	<b>527FK</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6148	<b>528FL</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.4</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6149	<b>529FR</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.4</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6164	<b>530FX</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6165	<b>531FS</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6150	<b>537GF</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.4</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6166	<b>539GL</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6167	<b>560RB</b>	<b>45,200</b>	<b>39,462</b>	<b>101.3</b>	<b>102.8</b>	<b>95.8</b>	<b>95.1</b>	<b>100.0</b>	<b>102.8</b>
A6151	<b>561A RE</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.4</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>
A6152	<b>561RC</b>	<b>47,400</b>	<b>39,462</b>	<b>99.8</b>	<b>103.0</b>	<b>97.4</b>	<b>95.4</b>	<b>100.0</b>	<b>103.0</b>

Aircraft Manufacturer \* **British Aircraft Corporation** Aircraft Variant \* **BAC One Eleven 500 Series**

Engine Manufacturer \* **Rolls Royce** Engine Type Designation \* **Spey 512-14E**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels \* PM5320 Parts A,D,E Noise suppression kit

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter \* **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off (kg)	Landing (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6028	<b>510ED</b>	<b>41,950</b>	<b>39,000</b>	<b>101.7</b>	<b>102.6</b>	<b>93.3</b>	<b>94.5</b>	<b>101.7</b>	<b>102.6</b>

\* Items so marked shall be included on EASA Form 45.

Aircraft Manufacturer \*      **British Aircraft Corporation**      Aircraft Variant \*      **BAC One Eleven 500 Series**  
 Engine Manufacturer \*      **Rolls Royce**      Engine Type Designation \*      **Spey 512-14E**

Additional modifications essential to meet the requirements or needed to attain PM5320 Parts A,B,D,E Noise suppression kit including engine intake acoustic liners the certificated noise levels \*

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter \*      **2**

EASA Record No.	Model *	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
		Take-off (kg)	Landing * (kg)	Level *	Limit	Level *	Limit	Level *	Limit
A6029	<b>510ED</b>	<b>41,950</b>	<b>39,000</b>	<b>101.7</b>	<b>102.6</b>	<b>93.0</b>	<b>94.5</b>	<b>100.1</b>	<b>102.6</b>

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\* Items so marked shall be included on EASA Form 45.