

# ***European Aviation Safety Agency***

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**EASA**

## **TYPE-CERTIFICATE DATA SHEET FOR NOISE**

**BAe ATP**

**Type Certificate Holder:  
BAE Systems (Operations) Ltd**

Prestwick International Airport  
Monkton, Ayrshire, Scotland  
KA9 2RW  
United Kingdom

For models : BAe ATP

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Type Certificate Holder\* **BAE Systems (Operations) Ltd**

Aircraft Type Designation\* **BAe ATP**

Engine Manufacturer\* **Pratt & Whitney Canada**

Engine Type Designation\* **PW126**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **Landing flap FL15 not selectable for normal operation**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter\* **5**

EASA Record No.	Propeller Manufacturer*	Propeller Type Designation*	Maximum Mass		Lateral/Full Power EPNL		Flyover EPNL		Approach EPNL	
			Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
B51	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>23.678</b>	<b>23.133</b>	<b>82,2</b>	<b>96,0</b>	<b>81,1</b>	<b>89,0</b>	<b>96,4</b>	<b>98,0</b>
B49	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>22.930</b>	<b>22.250</b>	<b>82,2</b>	<b>96,0</b>	<b>80,4</b>	<b>89,0</b>	<b>97,0</b>	<b>98,0</b>

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			Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
B50	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>22.930</b>	<b>22.250</b>	<b>82,2</b>	<b>96,0</b>	<b>80,4</b>	<b>89,0</b>	<b>97,9</b>	<b>98,0</b>

Applicable to aircraft for which there is the option to select 15 degree flap during landing.

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**JDM 20027A (Recertification to Chapter 4), Landing flap FL15 not selectable for normal operation**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **5 Edition / Amendment 9** Chapter\* **4**

EASA Record No.	Propeller Manufacturer *	Propeller Type Designation *	Maximum Mass		Lateral/Full Power EPNL		Flyover EPNL		Approach EPNL	
			Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
B1163	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>23.678</b>	<b>23.133</b>	<b>82,2</b>	<b>94,0</b>	<b>81,1</b>	<b>89,0</b>	<b>96,4</b>	<b>98,0</b>
B1164	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>22.930</b>	<b>22.250</b>	<b>82,2</b>	<b>94,0</b>	<b>80,4</b>	<b>89,0</b>	<b>97,0</b>	<b>98,0</b>

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Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **5 Edition / Amendment 9** Chapter\* **4**

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			Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
B1167	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>22.930</b>	<b>22.250</b>	<b>82,2</b>	<b>94,0</b>	<b>80,4</b>	<b>89,0</b>	<b>97,9</b>	<b>98,0</b>

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

Chapter\* **5**

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			Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
B55	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>23.678</b>	<b>23.133</b>	<b>82,7</b>	<b>96,0</b>	<b>80,5</b>	<b>89,0</b>	<b>96,4</b>	<b>98,0</b>
B54	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>22.930</b>	<b>22.250</b>	<b>82,7</b>	<b>96,0</b>	<b>79,5</b>	<b>89,0</b>	<b>97,0</b>	<b>98,0</b>

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			Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
B53	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>22.930</b>	<b>22.250</b>	<b>82,7</b>	<b>96,0</b>	<b>79,5</b>	<b>89,0</b>	<b>97,9</b>	<b>98,0</b>

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			Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
B1165	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>23.678</b>	<b>23.133</b>	<b>82,7</b>	<b>94,0</b>	<b>80,5</b>	<b>89,0</b>	<b>96,4</b>	<b>98,0</b>
B1166	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>22.930</b>	<b>22.250</b>	<b>82,7</b>	<b>94,0</b>	<b>79,5</b>	<b>89,0</b>	<b>97,0</b>	<b>98,0</b>

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			Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
B1168	<b>Hamilton Standard</b>	<b>6/5500/F-1</b>	<b>22.930</b>	<b>22.250</b>	<b>82,7</b>	<b>94,0</b>	<b>79,5</b>	<b>89,0</b>	<b>97,9</b>	<b>98,0</b>

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**Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	03 November 2009	Initial Issue
Issue 2	08 October 2010	Introduction of recertification to Chapter 4 via Mod. JDM 20027A