



MANIFIESTO DE IMPACTO REGULATORIO PROY-NOM-036-SCT3-2019

ADJUNTO 7.- REGULACIÓN DEL RUIDO DE LAS AERONAVES EN OTROS PAÍSES





U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

Subject:

Date: 8/27/97

AC No: 36-1G

Initiated by: AEE-110

Change:

NOISE LEVELS FOR U.S. CERTIFICATED AND FOREIGN AIRCRAFT

1. PURPOSE. This circular provides noise level data for aircraft certificated under 14 CFR part 36. Noise level data for foreign aircraft certificated to ICAO Annex 16 standards are also provided in a separate appendix for informational purposes. Other appendices list selected configurations of U.S. certificated aircraft and provide listings of noise levels ranked in descending order.
2. CANCELLATION. Advisory Circular 36-1F, Noise Levels for U.S. Certificated and Foreign Aircraft, dated June 5, 1992, is canceled.
3. BACKGROUND. The agency's regulatory program for airplane noise requires the quantification of aircraft noise levels. Progress in the control and abatement of aircraft noise continues to be made to achieve further relief and protection to the public. This updated Advisory Circular, containing certificated aircraft noise levels, will provide both private and public exposure to this progress, as well as offering a common noise level reference for potential future reductions.
4. NOISE LEVELS. Noise levels measured during type certification under 14 CFR part 36 and ICAO Annex 16 are presented in Appendices 1 through 11. Formulas for calculating the appropriate 14 CFR part 36 noise level requirements, as contained in sections C36.5, F36.301, G36.301, H36.305, and J36.305 follow the applicable appendix.

Appendix 1 provides noise levels of turbojet powered airplanes, measured during type certification under 14 CFR part 36, Appendix C. This appendix includes tabulations of engine model, maximum takeoff weights, landing weights, flap settings, the "Stage" with which the airplane complies, and the measured noise in Effective Perceived Noise Level (EPNdB). Data are not presented for all of the maximum certificated takeoff weights for each airplane type. Rather, the data presented generally represent the highest and lowest maximum certificated takeoff weight.

Airplane noise levels are shown as complying with either Stage 2 or Stage 3. A "Stage 2 airplane" means an airplane that has been shown under 14 CFR part 36 to comply with the Stage 2 noise levels prescribed in section C36.5 of Appendix C (including use of the applicable tradeoff provisions) and that does not comply with the requirements for a Stage 3 airplane. A "Stage 3 airplane" means an airplane that has been shown under 14 CFR part 36 to comply with Stage 3 noise levels prescribed in section C36.5 of Appendix C (including use of the applicable tradeoff provisions).

As required by Part 36, certification noise levels for approach are those which are most critical from a noise standpoint, for the airplane configurations used to show compliance with the landing

requirements in the airworthiness regulations constituting the type certification basis of the airplane. Takeoff certification noise levels are presented for takeoff with thrust cutback unless there is an asterisk (*) in the "NOTES" column, in which case full takeoff thrust certification noise levels are presented.

It should be noted that the sideline noise levels are generally presented for the current 450-meter distance. However, some four-engine airplane configurations were certificated to the earlier 650-meter standard; these configurations are denoted with a double asterisk (**) in the "NOTES" column.

Since the original measurement locations and noise test conditions cited in 14 CFR part 36, on November 18, 1969, have been amended through the years, the noise levels contained herein are for the measurement locations and noise test conditions applicable at the time of certification. In each case, the measured data have been corrected to sea level, 77 °F, 70% relative humidity conditions using the procedures outlined in 14 CFR part 36. Specific information providing more detail on either the measurement locations or noise test conditions, if available, are indicated by the notes accompanying each listing. Blank spaces or lack of notes in the report indicate the data were not available.

Appendix 2 provides noise levels of foreign turbojet powered airplanes certificated to ICAO Annex 16, Chapters 2 and 3. These noise levels are provided for informational purposes. Airplanes certificated to both 14 CFR part 36 and ICAO Annex 16 are only listed in Appendix 1.

Appendix 3 provides a listing of U.S. certificated Stage 3 turbojet powered airplanes. These airplanes are also included in Appendix 1.

Appendix 4 and 5 represent selected listings of noise levels for turbojet powered airplanes certificated under 14 CFR part 36, Appendix C. Appendices 4 and 5 provide listings of takeoff and approach noise levels in EPNdB, respectively, in descending order. Representative models of each airplane are listed, using the maximum takeoff weight available. These listings are presented as a convenience in locating noise level data on specific airplane models. For a more detailed listing on variations of a representative model, see Appendix 1.

Appendix 6 contains noise levels of propeller-driven transport category airplanes. Noise levels measured during type certification were obtained under 14 CFR part 36, Appendix C. This appendix includes tabulations of maximum takeoff weights, landing weights, engine type, horsepower, propeller type, propeller diameter, and flap settings. The "Stage" with which the airplane complies is also provided, as well as the Effective Perceived Noise Level (EPNdB).

Appendix 7 lists the certificated airplane noise levels for propeller-driven small airplanes certificated under 14 CFR part 36, Appendix F. This appendix includes a tabulation of maximum takeoff weights, landing weights, engine type, horsepower, propeller type and propeller diameter. The measured A-weighted sound levels (dBA) for flyovers have been corrected to sea level 77 °F, 70% relative humidity conditions where required by 14 CFR part 36, Appendix F.

Appendix 8 lists the certificated airplane noise levels for propeller-driven small airplanes and commuter category airplanes certificated under 14 CFR part 36, Appendix G. This appendix includes a tabulation of maximum takeoff weights, landing weights, engine type, horsepower, propeller type and propeller

diameter, and the noise level in dB(A). Note that the 14 CFR part 36, Appendix G noise certification requirements for propeller-driven small airplanes and commuter category airplanes superseded those of 14 CFR part 36, Appendix F for noise certification tests conducted on or after December 22, 1988.

Appendix 9 contains noise levels for propeller-driven small airplanes certificated under ICAO Annex 16, Chapter 6. These noise levels are listed for informational purposes.

Appendix 10 lists the certificated noise levels for helicopters certificated under 14 CFR part 36, Appendix H. Helicopter noise levels are classified as either Stage 1 or Stage 2. A "Stage 2" helicopter means a helicopter which has been shown under 14 CFR part 36 to comply with the Stage 2 noise levels prescribed in section H36.305 of Appendix H (including use of applicable tradeoff provisions).

Appendix 11 lists the certificated noise levels for helicopters certificated under 14 CFR part 36, Appendix J. Appendix J prescribes alternative (to 14 CFR part 36 Appendix H) noise certification requirements for helicopters in the primary, normal, transport, and restricted categories having maximum certificated takeoff weight of not more than 6,000 pounds.

Appendix 12 defines the abbreviations that are used in this Advisory Circular.

5. Distribution

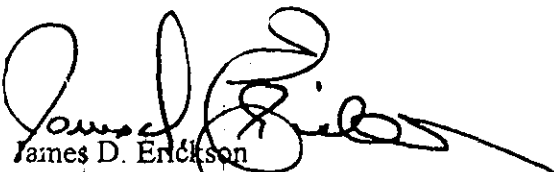
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6. REVISIONS. The airplane noise level listings of this Advisory Circular will be revised and updated periodically.


James D. Erickson
Director, of Environment and Energy

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APPENDIX 1AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
AEROSPATIALE	SN601 CORVETTE	13.90	12.40	JT15D-4	2	2.50	2.50	15	35	80.4	85.4	89.5	3	•
AEROSPATIALE	SN601 CORVETTE	14.60	13.20	JT15D-4	2	2.52	2.50	15	35	74.0	81.0	90.0	3	
AIRBUS	A300 B4-605R	330.40	290.00	CF6-80C2A5F	2	61.5	5.00	0	40	87.4	98.8	99.5	3	
AIRBUS	A300 B4-605R	385.46	319.38	CF6-80C2A5F	2	61.5	5.00	0	40	91.5	98.5	100.0	3	
AIRBUS	A300B2-1C	291.00	268.00	CF6-50C2-R	2	50.4	4.40	0	25	89.9	97.5	102.9	3	
AIRBUS	A300B2-1C	313.00	286.60	CF6-50C2-R	2	50.4	4.40	0	25	91.8	97.4	103.1	3	
AIRBUS	A300B2-203	313.10	286.60	CF6-50-C2	2	51.8	4.31	16	25	91.1	97.9	103.1	3	
AIRBUS	A300B4-103	347.20	295.40	CF6-50-C2	2	51.8	4.31	16	25	93.6	97.7	103.0	3	
AIRBUS	A300B4-203	313.05	286.60	CF6-50C2	2	51.8	4.31	0	25	90.5	97.3	102.4	3	31
AIRBUS	A300B4-203	363.70	299.83	CF6-50-C2	2	51.8	4.31	0	25	94.0	96.9	102.4	3	31
AIRBUS	A300B4-622R	330.00	275.00	PW-4158	2	58.0	4.85	0	40	88.0	98.3	101.3	3	
AIRBUS	A300B4-622R	385.00	304.50	PW-4158	2	58.0	4.85	0	40	93.1	97.9	101.9	3	
AIRBUS	A310-221	305.60	267.90	JT9D-7R4D1	2	48.0	4.50	15	40	90.5	94.8	100.6	3	
AIRBUS	A310-304	275.58	261.25	CF6-80C2A2	2	53.5	5.00	0	40	85.7	96.5	98.5	3	
AIRBUS	A310-304	352.74	286.60	CF6-80C2A2	2	53.5	5.00	0	40	92.9	96.1	98.8	3	
AIRBUS	A310-324	330.69	271.16	PW-4152	2	52.0	4.85	15	40	90.6	97.2	100.2	3	
AIRBUS	A319-112	123.46	121.25	CFM56-5B6 w/SAC	2	23.5	6.00	10	40	78.6	93.3	92.4	3	
AIRBUS	A319-112	158.73	149.91	CFM56-5B6 w/SAC	2	23.5	6.00	10	40	85.4	92.6	93.1	3	

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<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>		<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TQ</u>	<u>AP</u>	<u>TQ</u>	<u>SL</u>	<u>AP</u>		
AIRBUS	A319-113	123.46	121.25	CFM56-5A4	2	22.0	6.00	10	40	80.1	93.9	94.0	3	
AIRBUS	A319-113	158.73	149.91	CFM56-5A4	2	22.0	6.00	10	40	87.5	93.1	94.8	3	
AIRBUS	A319-131	123.46	121.25	V2522-A5	2	21.0	4.90	10	40	79.2	92.5	94.0	3	
AIRBUS	A319-131	158.73	149.91	V2522-A5	2	22.0	4.90	10	40	85.3	91.4	94.5	3	
AIRBUS	A320-211	162.00	142.20	CFM56-5A1	2	25.0	6.00	10	35	87.8	94.3	96.4	3	
AIRBUS	A320-211	149.90	142.20	CFM56-5A1	2	25.0	6.00	10	35	85.3	94.4	96.4	3	
AIRBUS	A320-231	149.90	142.20	V2500.A1	2	25.0	6.00	10	40	84.0	93.0	96.6	3	
AIRBUS	A320-231	162.00	142.20	V2500.A1	2	25.0	6.00	10	40	86.6	92.8	96.6	3	
AIRBUS	A330-301	396.83	361.56	CF6-80E1A2	2	65.8	5.05	14	32	87.0	97.9	98.5	3	
AIRBUS	A330-301	507.06	418.88	CF6-80E1A2	2	65.8	5.05	14	32	94.2	97.2	98.7	3	
AIRBUS	A330-321	396.83	330.69	PW4164	2	64.0	4.85	8	32	88.5	98.0	97.3	3	
AIRBUS	A330-321	507.06	418.88	PW4164	2	64.0	4.85	8	32	95.6	97.5	98.0	3	
AIRBUS	A330-322	396.83	330.69	PW4168	2	68.0	4.85	8	32	87.6	98.6	97.3	3	
AIRBUS	A330-322	507.06	418.88	PW4168	2	68.0	4.85	8	32	94.3	98.3	98.0	3	
AIRBUS	A340-212	485.01	363.76	CFM56-5C3	2	32.5	6.60	17	32	88.1	95.8	97.3	3	
AIRBUS	A340-212	595.25	440.92	CFM56-5C3	2	32.5	6.60	17	32	96.1	95.4	97.2	3	
AIRBUS	A340-312	485.02	363.76	CFM56-5C3	2	32.5	6.60	17	32	88.0	95.8	97.3	3	
AIRBUS	A340-312	595.24	440.92	CFM56-5C3	2	32.5	6.60	17	32	96.2	95.3	97.2	3	

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<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>		<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
AVRO	146-RJ 85	80.00	77.50	LF 507-1F	4	7.00	5.10	18	33	79.0	89.1	96.9	3	
AVRO	146-RJ 85	97.00	85.00	LF 507-1F	4	7.00	5.10	18	33	84.3	88.4	97.3	3	
BAe	1-11 200	80.00	71.00	SPEY 506-14	2	10.4	1.00	3	45	93.3	99.1	97.8	2	12
BAe	1-11 400	87.00	77.20	SPEY511-14/14W	2	11.4	0.70	0	45	94.8	103.4	99.7	2	12
BAe	1-11 400	89.50	79.00	SPEY511-14/14W	2	11.4	0.70	0	45	95.7	103.3	99.9	2	12
BAe	146-100A	76.00	72.35	ALF502R-3	4	6.70	5.90	18	33	80.7	87.2	95.1	3	
BAe	146-100A	76.00	72.35	ALF502R-3A	4	6.97	5.70	18	33	79.0	88.0	94.9	3	
BAe	146-100A	82.25	73.35	ALF502R-3A	4	6.97	5.70	18	33	82.3	87.6	95.2	3	
BAe	146-100A	82.25	73.35	ALF502R-5	4	6.97	5.70	18	33	82.3	87.6	95.2	3	
BAe	146-100A	84.00	77.50	ALF502R-5	4	6.97	5.70	18	33	81.8	87.7	95.6	3	
BAe	146-200A	89.50	77.50	ALF502R-3	4	6.70	5.90	18	33	85.9	86.6	95.6	3	
BAe	146-200A	89.50	77.50	ALF502R-3A	4	6.97	5.70	18	33	84.9	87.3	95.6	3	
BAe	146-200A	89.50	77.50	ALF502R-5	4	6.97	5.70	18	33	84.9	87.3	95.6	3	
BAe	146-200A	93.00	81.00	ALF502R-5	4	6.97	5.70	18	33	85.2	87.3	95.8	3	
BAe	146-300	95.00	83.00	LF 507-1H/-1F	4	7.00	5.10	18	33	84.0	87.9	97.2	3	
BAe	146-300	101.50	88.50	LF 507-1H/-1F	4	7.00	5.10	18	33	86.3	87.6	97.6	3	
BAe	146-300A	95.00	83.00	ALF 502R-5	4	6.97	5.70	18	33	86.0	87.0	96.0	3	
BAe	146-300A	97.50	84.50	ALF502R-5	4	6.97	5.70	18	33	86.5	86.7	95.6	3	

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<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>		<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
BAC	C-29A	28.00	23.35	TFE731-5R-1H	2	4.30	3.30	0	45	81.4	87.3	95.8	3	
BEECH	BEECHJET 400	15.78	14.22	JT15D-5	2	2.88	2.10	10	30	88.6	93.7	91.4	3	°
BOEING	B-707-100B (QNC)	241.30	190.00	JT3D-1	4				30	103.4	102.8	102.8	2	6,**
BOEING	B-707-100B (QNC)	258.00	190.00	JT3D-3B	4				30	103.8	102.7	102.8	2	6,**
BOEING	B-707-120B (SHANNON)	258.00	190.00	JT3D-1	4				30	103.5	97.6	105.3	2	21,**
BOEING	B-707-138B (SHANNON)	258.00	190.00	JT3D-1	4				30	103.2	97.6	105.3	2	21,**
BOEING	B-707-300B ADV/C QNC	335.00	247.50	JT3D-3B	4				25	104.4	98.9	107.9	2	6,**
BOEING	B-707-300B ADV/C SHN	330.00	201.00	JT3D-7	4				25	104.7	99.6	108.3	2	6,**
BOEING	B-707-300B ADV/C SHN	321.00	240.00	JT3D-3B	4				25	104.5	99.2	108.2	2	6,**
BOEING	B-707-300B ADV/C SHN	322.30	247.00	JT3D-1-3B(IC)	4			14	25	105.5	99.3	105.7	2	6,21,**
BOEING	B-720B (QNC)	234.00	175.00	JT3D-1	4				30	102.3	102.9	101.6	2	6,**
BOEING	B-720B (QNC)	234.00	175.00	JT3D-3B	4				30	99.3	103.2	101.6	2	6,**
BOEING	B-720B (SHANNON)	234.00	175.00	JT3D-1	4				30	98.9	98.0	104.7	2	6,**
BOEING	B-720B (SHANNON)	234.00	175.00	JT3D-3B	4				30	97.3	99.5	104.7	2	6,**
BOEING	B-727-100	152.50	135.00	JT8D-7FCD	3	14.0	1.10	5	40	94.4	100.3	104.1	2	3,16
BOEING	B-727-100	160.50	137.50	JT8D-1FCD	3	14.0	1.10	5	40	96.6	99.2	104.3	2	3
BOEING	B-727-100	169.50	137.50	JT8D-1FCD	3	14.0	1.10	5	40	98.5	99.1	104.3	2	3
BOEING	B-727-100	169.50	137.50	JT8D-7FCD	3	14.0	1.10	5	40	97.9	100.0	104.3	2	3,16

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MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-727-100	160.50	137.50	JT8D-9PCD	3	14.5	1.03	5	40	96.1	100.2	105.8	2	3,17
BOEING	B-727-100	169.50	137.50	JT8D-9PCD	3	14.5	1.03	5	40	98.3	100.0	105.8	2	3,17
BOEING	B-727-100 (Dec Howard)	169.50	137.50	TAY 651-54	3	15.4		5	40	92.1	92.3	98.4	3	
BOEING	B-727-100 (Dec Howard)	169.50	142.50	TAY 651-54	3	15.4		5	30	92.1	92.3	95.3	3	
BOEING	B-727-100 (FED EX;STC SA3993NM)	160.50	137.50	JT8D-7 w/BOEING INLET+CHIN CSD	3	14.0	1.10	5	30	92.5	96.6	97.8	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	163.50	137.50	JT8D-7 w/BOEING INLET+FAN CSD	3	14.0	1.10	5	30	93.2	97.4	97.8	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	137.50	JT8D-9 w/BOEING INLET+CHIN CSD	3	14.5	1.03	5	30	93.9	97.5	98.1	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	174.50	142.50	JT8D-7 w/BOEING INLET+CHIN CSD	3	14.0	1.10	5	30	95.7	96.4	97.9	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-7 w/BURBANK INLET+CHIN CSD	3	14.0	1.10	5	30	94.1	96.6	98.2	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-7 w/BURBANK INLET+FAN CSD	3	14.0	1.10	5	30	94.1	97.2	98.2	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-9 w/BOEING INLET+FAN CSD	3	14.5	1.03	5	30	93.9	98.0	98.4	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	174.50	142.50	JT8D-9 w/BURBANK INLET+CHIN CSD	3	14.5	1.03	5	30	94.9	97.1	98.8	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-9 w/BURBANK INLET+CHIN CSD	3	14.5	1.03	5	30	94.0	97.3	98.8	3	35
BOEING	B-727-200	184.20	142.50	JT8D-15QN	3	15.5	1.00	5	40	98.8	102.2	103.2	2	2,18
BOEING	B-727-200	190.50	142.50	JT8D-15QN	3	15.5	1.00	5	40	100.0	102.2	103.2	2	2,18
BOEING	B-727-200	190.50	142.50	JT8D-17QN	3	16.0	1.00	5	40	99.6	103.7	103.2	2	2,19
BOEING	B-727-200	190.50	142.50	JT8D-17RQN	3	17.4	0.97	5	40	98.9	104.7	103.2	2	2,20
BOEING	B-727-200	208.00	142.50	JT8D-17RQN	3	17.4	0.97	5	40	102.4	104.2	103.2	2	2,20

AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
BOEING	B-727-200	172.50	142.50	JT8D-7FCD	3	14.0	1.10	15	40	100.0	100.4	106.3	2	3,16
BOEING	B-727-200	177.60	142.50	JT8D-7FCD	3	14.0	1.10	5	40	99.8	99.8	106.3	2	3,16
BOEING	B-727-200	172.50	142.50	JT8D-7QN	3	14.0	1.10	15	40	100.0	100.4	104.9	2	2,16
BOEING	B-727-200	172.50	142.50	JT8D-9QN	3	14.5	1.03	15	40	99.0	100.4	103.2	2	2,17
BOEING	B-727-200	184.80	142.50	JT8D-9QN	3	14.5	1.03	15	40	101.5	100.2	103.2	2	2,17
BOEING	B-727-200	178.00	150.00	JT8D-9FCD	3	14.5	1.03	5	30	100.7	99.8	105.8	2	3,17
BOEING	B-727-200	203.10	158.00	JT8D-17QN	3	16.0	1.00	5	40	102.0	103.5	104.5	2	2,19
BOEING	B-727-200 (FED EX;STC SA4833NM)	172.60	150.00	JT8D-7 w/BOEING INLET+CHIN CSD	3	14.0	1.10	5	30	96.0	97.4	99.0	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	172.50	150.00	JT8D-7 w/BOEING INLET+FAN CSD	3	14.0	1.10	5	30	95.9	97.0	99.0	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	172.60	150.00	JT8D-7 w/BURBANK INLET+CHIN CSD	3	14.0	1.10	5	30	95.7	96.5	98.9	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	173.88	150.00	JT8D-9 w/BOEING INLET+CHIN CSD	3	14.5	1.03	5	30	95.5	97.4	99.6	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	167.85	150.00	JT8D-9 w/BOEING INLET+FAN CSD	3	14.5	1.03	5	30	94.2	98.3	99.6	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	175.00	150.00	JT8D-9 w/BURBANK INLET+CHIN CSD	3	14.5	1.03	5	30	95.2	97.2	100.2	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	170.48	150.00	JT8D-9 w/BURBANK INLET+FAN CSD	3	14.5	1.03	5	30	94.3	97.8	100.2	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	178.42	154.50	JT8D-7 w/BURBANK INLET+CHIN CSD	3	14.0	1.10	5	30	97.0	96.0	99.1	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	171.44	154.50	JT8D-9 w/BOEING INLET+CHIN CSD	3	14.5	1.03	5	30	94.9	97.6	99.9	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	165.60	154.50	JT8D-9 w/BOEING INLET+FAN CSD	3	14.5	1.03	5	30	93.7	98.4	99.9	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	172.96	154.50	JT8D-9 w/BURBANK INLET+CHIN CSD	3	14.5	1.03	5	30	94.7	97.3	100.5	3	35

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APPENDIX 1AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-727-200 (FED EX;STC SA4833NM)	178.00	161.00	JT8D-7 w/BURBANK INLET+FAN CSD	3	14.0	1.10	5	30	96.9	96.6	99.4	3	35
BOEING	B-727-200 (FED EX;STC SA5839NM)	155.00	150.00	JT8D-9 w/BOEING INLET+CHIN CSD	3	14.5	1.03	5	30	89.2	97.9	97.4	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	155.00	150.00	JT8D-9 w/BOEING INLET+FAN CSD	3	14.5	1.03	5	30	89.2	98.4	97.4	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	155.00	150.00	JT8D-9 w/BURBANK INLET+CHIN CSD	3	14.5	1.03	5	30	88.5	97.6	98.0	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	155.00	150.00	JT8D-9 w/BURBANK INLET+FAN CSD	3	14.5	1.03	5	30	88.5	98.1	98.0	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	160.00	154.50	JT8D-15 w/BOEING INLET+CHIN CSD	3	15.5	1.00	5	30	92.2	98.0	97.6	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	160.00	154.50	JT8D-15 w/BOEING INLET+FAN CSD	3	15.5	1.00	5	30	92.2	98.2	97.6	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	178.90	154.50	JT8D-15 w/BURBANK INLET+FAN CSD	3	15.5	1.00	5	30	94.3	97.3	98.2	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	184.20	154.50	JT8D-17 w/BOEING INLET	3	16.0	1.00	5	30	95.3	98.8	97.6	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	184.20	154.50	JT8D-17 w/BURBANK INLET	3	16.0	1.00	5	30	94.8	98.6	98.2	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	189.20	160.00	JT8D-9 w/BOEING INLET+CHIN CSD	3	14.5	1.03	5	30	97.3	95.9	97.9	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	189.20	160.00	JT8D-9 w/BOEING INLET+FAN CSD	3	14.5	1.03	5	30	97.3	96.5	97.9	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	191.20	160.00	JT8D-9 w/BURBANK INLET+CHIN CSD	3	14.5	1.03	5	30	97.4	95.7	98.5	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	191.20	160.00	JT8D-9 w/BURBANK INLET+FAN CSD	3	14.5	1.03	5	30	97.4	96.3	98.5	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	182.75	161.00	JT8D-15 w/BOEING INLET+CHIN CSD	3	15.5	1.00	5	30	93.9	99.1	97.7	3	28
BOEING	B-727-200 (FED EX;STC SA5839NM)	202.00	164.00	JT8D-17 w/BURBANK INLET	3	16.0	1.00	5	30	97.1	98.8	98.6	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	199.51	166.00	JT8D-15 w/BOEING INLET+CHIN CSD	3	15.5	1.00	5	30	97.6	98.0	97.9	3	28
BOEING	B-727-200 (FED EX;STC SA5839NM)	199.05	166.00	JT8D-15 w/BOEING INLET+CHIN CSD	3	15.5	1.00	5	30	97.6	98.0	98.1	3	27

AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-727-200 (FED EX;STC SA5839NM)	199.05	166.00	JT8D-15 w/BOEING INLET+FAN CSD	3	15.5	1.00	5	30	97.6	98.2	98.1	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	201.00	166.00	JT8D-15 w/BURBANK INLET+FAN CSD	3	15.5	1.00	5	30	97.7	97.6	98.6	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	200.00	166.00	JT8D-17 w/BOEING INLET	3	16.0	1.00	5	30	97.1	99.1	98.1	3	27
BOEING	B-727-200RE(VALSAN)	190.50	148.00	JT8D-15/217C	3				30	91.5	99.3	98.8	3	6,23
BOEING	B-727-200RE(VALSAN)	198.50	159.00	JT8D-17/217C	3				30	92.2	99.5	99.0	3	6,23
BOEING	B-727-200RE(VALSAN)	209.50	159.00	JT8D-17A/217C	3				30	94.5	99.6	99.0	3	6,23
BOEING	B-727-200RE(VALSAN)	203.10	164.00	JT8D-17A/217C	3				30	93.4	99.6	99.3	3	6,23
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	88.00	JT8D-17	2	16.0	1.00	1	40	91.4	97.5	96.7	3	27
BOEING	B-737-200 (AVAERO;STC ST223CH)	117.00	90.00	JT8D-15	2	15.5	1.00	1	40	89.7	96.7	98.1	3	35,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	93.00	JT8D-15	2	15.5	1.00	1	40	92.1	96.5	97.1	3	27,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	100.80	95.00	JT8D-15	2	15.5	1.00	1	40	83.7	96.8	97.2	3	27,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	100.80	95.00	JT8D-9	2	14.5	1.03	1	40	85.2	95.5	97.2	3	27,41
BOEING	B-737-200 (AVAERO;STC ST223CH)	100.50	98.00	JT8D-15	2	15.5	1.00	1	40	84.9	96.9	98.6	3	35,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	100.50	98.00	JT8D-9	2	14.5	1.03	1	40	86.3	95.7	98.6	3	35,41
BOEING	B-737-200 (AVAERO;STC ST223CH)	121.50	107.00	JT8D-15	2	15.5	1.00	1	30	91.3	96.9	96.3	3	35,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	107.00	JT8D-15	2	15.5	1.00	1	30	92.1	96.5	94.8	3	27,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	115.00	107.00	JT8D-17	2	16.0	1.09	1	40	87.6	97.5	98.0	3	27
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	107.00	JT8D-17	2	16.0	1.00	1	30	91.4	97.5	94.8	3	27

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APPENDIX 1AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOISES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-737-200 (AVAERO;STC ST223CH)	118.50	107.00	JT8D-9	2	14.5	1.03	1	30	91.5	94.9	96.3	3	35,41
BOEING	B-737-200 (AVAERO;STC ST223CH)	121.50	107.00	JT8D-9	2	14.5	1.03	1	40	91.5	94.8	98.0	3	27,41
BOEING	B-737-200 (NORDAM;STC ST00131SE)	103.50	98.00	JT8D-15 w/LGW HUSHKIT	2	15.5	1.00	1	30	86.4	97.1	95.9	3	37
BOEING	B-737-200 (NORDAM;STC ST00131SE)	103.50	98.00	JT8D-15 w/LGW-L HUSHKIT	2	15.5	1.00	1	30	85.7	97.1	95.7	3	37
BOEING	B-737-200 (NORDAM;STC ST00131SE)	119.50	103.00	JT8D-15 w/LGW HUSHKIT	2	15.5	1.00	1	30	91.1	97.0	95.8	3	37
BOEING	B-737-200 (NORDAM;STC ST00131SE)	119.50	103.00	JT8D-15 w/LGW-L HUSHKIT	2	15.5	1.00	1	30	90.2	96.8	95.8	3	37
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	119.50	88.00	JT8D-15	2	15.5	1.00	1	40	90.3	96.8	97.7	3	35,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	100.80	95.00	JT8D-15	2	15.5	1.00	1	40	83.7	96.9	96.9	3	27,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	100.80	95.00	JT8D-9	2	14.5	1.03	1	40	85.3	95.7	96.9	3	27,41
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	119.50	95.00	JT8D-9	2	14.5	1.03	1	40	91.7	95.0	98.1	3	35,41
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	100.50	98.00	JT8D-15	2	15.5	1.00	1	40	85.0	97.0	98.3	3	35,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	128.10	98.00	JT8D-15	2	15.5	1.00	1	40	92.1	96.5	97.1	3	27,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	100.50	98.00	JT8D-9	2	14.5	1.03	1	40	86.4	95.8	98.3	3	35,41
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	124.50	107.00	JT8D-15	2	15.5	1.00	1	30	91.8	96.7	96.3	3	35,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	128.10	107.00	JT8D-15	2	15.5	1.00	1	30	92.1	96.5	94.8	3	27,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	125.00	107.00	JT8D-17	2	16.0	1.00	1	40	90.2	97.5	97.7	3	27
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	115.00	107.00	JT8D-17	2	16.0	1.00	1	40	87.5	97.5	97.7	3	27
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	128.10	107.00	JT8D-17	2	16.0	1.00	1	30	91.2	97.7	94.8	3	27

AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)				STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP			
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	119.50	107.00	JT8D-9	2	14.5	1.03	1	30	91.7	95.0	96.3	3	35,41	
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	121.50	107.00	JT8D-9	2	14.5	1.03	1	40	91.5	95.0	97.7	3	27,41	
BOEING	B-737-200 ADV(NORDAM;ST SA5730NM)	110.20	98.00	JT8D-9	2	14.5	1.03	1	40	87.3	94.7	98.2	3	27,41	
BOEING	B-737-200 ADV(NORDAM;ST SA5730NM)	105.60	103.00	JT8D-15	2	15.5	1.00	1	40	84.6	96.3	98.4	3	27,42	
BOEING	B-737-200 ADV(NORDAM;ST SA5730NM)	115.50	103.00	JT8D-17	2	16.0	1.00	1	40	86.8	97.0	98.4	3	27	
BOEING	B-737-200 ADV(NORDAM;ST SA5730NM)	126.70	107.00	JT8D-15	2	15.5	1.00	1	40	91.0	96.0	98.6	3	27,42	
BOEING	B-737-200 ADV(NORDAM;ST SA5730NM)	126.50	107.00	JT8D-17	2	16.0	1.00	1	40	90.0	96.9	98.6	3	27	
BOEING	B-737-200 ADV(NORDAM;ST SA5730NM)	124.50	107.00	JT8D-9	2	14.5	1.03	1	40	91.9	94.4	98.6	3	27,41	
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	100.50	95.00	JT8D-9 w/LGW HUSHKIT	2	14.5	1.03	1	30	86.1	96.7	96.2	3	36	
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	103.50	98.00	JT8D-15 w/LGW HUSHKIT	2	15.5	1.00	1	30	86.4	97.1	96.0	3	37	
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	103.50	98.00	JT8D-15 w/LGW-L HUSHKIT	2	15.5	1.00	1	30	85.7	97.1	95.8	3	37	
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	115.50	98.00	JT8D-17/-17A w/LGW HUSHKIT	2	16.0	1.00	1	30	89.7	97.5	96.0	3		
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	109.00	98.00	JT8D-7 w/LGW-N HUSHKIT	2	14.0	1.10	1	30	89.2	96.3	96.2	3	40	
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	100.50	98.00	JT8D-9 w/LGW-N HUSHKIT	2	14.5	1.03	1	30	86.1	96.9	96.2	3	36	
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	100.50	99.00	JT8D-9 w/LGW-L HUSHKIT	2	14.5	1.03	1	30	86.9	96.5	95.8	3	36	
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	121.60	107.00	JT8D-15 w/LGW HUSHKIT	2	15.5	1.00	1	30	91.7	96.7	95.9	3	37	
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	125.90	107.00	JT8D-15 w/LGW-L HUSHKIT	2	15.5	1.00	1	30	91.8	97.0	95.9	3	37	
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	120.50	107.00	JT8D-17/-17A w/LGW HUSHKIT	2	16.0	1.00	1	30	90.8	97.6	95.9	3		

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UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	M/W	ENGINE MODEL	NO.	THRUST			FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR		TO	AP	TO	SL	AP		
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	117.00	107.00	JT8D-7 w/LGW-N HUSHKIT	2	14.0	1.10		1	30	91.6	95.9	96.2	3	40
BOEING	B-737-200 ADV(NORDAM;S1 ST00131SE)	118.70	107.00	JT8D-9 w/LGW HUSHKIT	2	14.5	1.03		1	30	91.6	96.1	95.9	3	36
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	122.90	107.00	JT8D-9 w/LGW-L HUSHKIT	2	14.5	1.03		1	30	91.8	96.0	95.9	3	36
BOEING	B-737-200 ADV(NORDAM;ST ST00131SE)	118.50	107.00	JT8D-9 w/LGW-N HUSHKIT	2	14.5	1.03		1	30	91.6	96.5	96.2	3	36
BOEING	B-737-200 ADV.	128.10	79.10	JT8D-17QN	2	16.0	1.00		1	40	97.0	104.1	102.8	2	2,19
BOEING	B-737-200 ADV.	128.10	88.00	JT8D-15QN	2	15.5	1.00		1	40	97.7	102.4	103.8	2	2,18
BOEING	B-737-200 ADV.	115.50	95.30	JT8D-17QN	2	16.0	1.00		1	40	93.6	104.4	104.5	2	2,19
BOEING	B-737-200 ADV.	115.50	101.00	JT8D-15QN	2	15.5	1.00		1	40	94.4	103.1	105.0	2	2,18
BOEING	B-737-200 ADV.	115.50	103.00	JT8D-9QN	2	14.5	1.03		1	40	95.3	100.6	105.1	2	2,17
BOEING	B-737-200 ADV.	122.50	105.00	JT8D-9QN	2	14.5	1.03		1	40	96.9	99.9	105.3	2	2,17
BOEING	B-737-200 NON-ADV.	100.50	95.00	JT8D-7QN	2	14.0	1.10		1	40	92.1	101.7	102.1	2	2,16
BOEING	B-737-200 NON-ADV.	109.00	95.00	JT8D-9QN	2	14.5	1.03		1	40	93.2	100.7	104.8	2	2,17
BOEING	B-737-200 NON-ADV.	109.00	98.00	JT8D-7QN	2	14.0	1.10		1	40	94.7	101.3	102.1	2	2,16
BOEING	B-737-200 NON-ADV.	117.00	101.70	JT8D-9QN	2	14.5	1.03		1	40	95.5	100.3	105.3	2	2,17
BOEING	B-737-300	124.50	110.00	CFM56-3 w/HWFAP	2	22.0	5.00		1	40	81.6	91.2	97.4	3	38
BOEING	B-737-300	124.50	110.00	CFM56-3 w/HWFAP	2	22.0	5.00		1	40	81.6	91.2	98.5	3	
BOEING	B-737-300	124.50	110.00	CFM56-3 w/HWFAP	2	20.0	5.00		1	40	82.4	89.7	97.4	3	38
BOEING	B-737-300	124.50	110.00	CFM56-3 w/HWFAP	2	20.0	5.00		1	40	82.4	89.7	98.5	3	

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AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-737-300	124.50	110.00	CFM56-3-B1	2	20.0	5.00	1	40	84.4	90.4	99.6	3	
BOEING	B-737-300	124.50	110.00	CFM56-3B-2	2	22.0	4.90	1	40	82.8	92.2	99.6	3	
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	2	22.0	5.00	1	40	83.9	90.9	98.6	3	
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	2	20.0	5.00	1	40	85.2	89.2	97.6	3	38
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	2	22.0	5.00	1	40	83.9	90.9	97.6	3	38
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	2	20.0	5.00	1	40	85.2	89.2	98.6	3	
BOEING	B-737-300	139.50	121.00	CFM56-3-B1	2	20.0	5.00	1	40	87.5	89.9	100.1	3	
BOEING	B-737-300	139.50	121.00	CFM56-3B-2	2	22.0	4.90	1	40	85.7	91.9	100.1	3	
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	83.8	89.8	98.6	3	
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	83.8	89.8	97.7	3	38
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	23.5	5.00	5	40	82.4	92.1	98.6	3	
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	23.5	5.00	5	40	82.4	92.1	97.7	3	38
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	22.0	5.00	5	40	82.8	91.2	97.7	3	38
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	22.0	5.00	5	40	82.8	91.2	98.6	3	
BOEING	B-737-400	138.50	121.00	CFM56-3-B1	2	20.0	5.00	5	40	87.2	90.0	100.2	3	
BOEING	B-737-400	142.50	121.00	CFM56-3-B1	2	20.0	5.00	5	40	88.9	89.6	100.2	3	
BOEING	B-737-400	138.50	121.00	CFM56-3B-2	2	22.0	4.90	5	40	85.7	92.1	100.2	3	
BOEING	B-737-400	138.50	121.00	CFM56-3C-1	2	23.5	4.90	5	40	85.0	93.2	100.2	3	

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UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	2	22.0	5.00	5	40	86.3	90.7	98.6	3	
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	2	22.0	5.00	5	40	86.3	90.7	97.7	3	38
BOEING	B-737-400	142.50	124.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	86.9	88.9	98.6	3	
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	2	23.5	5.00	5	40	85.9	91.8	98.6	3	
BOEING	B-737-400	142.50	124.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	86.9	88.9	97.7	3	38
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	2	23.5	5.00	5	40	85.9	91.8	97.7	3	38
BOEING	B-737-400	150.00	124.00	CFM56-3B-2	2	22.0	4.90	5	40	87.7	91.7	100.2	3	
BOEING	B-737-400	150.00	124.00	CFM56-3C-1	2	23.5	4.90	5	40	87.1	93.1	100.2	3	
BOEING	B-737-500	108.00	105.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	80.4	90.2	98.4	3	
BOEING	B-737-500	108.00	105.00	CFM56-3 w/HWFAP	2	18.5	5.00	5	40	81.0	89.3	97.2	3	38
BOEING	B-737-500	108.00	105.00	CFM56-3 w/HWFAP	2	18.5	5.00	5	40	81.0	89.3	98.4	3	
BOEING	B-737-500	108.00	105.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	80.4	90.2	97.2	3	38
BOEING	B-737-500	115.50	105.00	CFM56-3-B1	2	20.0	5.00	5	40	82.7	90.8	99.4	3	
BOEING	B-737-500	115.50	105.00	CFM56-3-B1(R)	2	18.5	5.00	5	40	83.6	89.9	99.4	3	
BOEING	B-737-500	139.00	114.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	85.4	89.2	97.6	3	38
BOEING	B-737-500	139.00	114.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	85.4	89.2	98.7	3	
BOEING	B-737-500	132.80	114.00	CFM56-3 w/HWFAP	2	18.5	5.00	5	40	85.4	88.2	97.6	3	38
BOEING	B-737-500	132.80	114.00	CFM56-3 w/HWFAP	2	18.5	5.00	5	40	85.4	88.2	98.7	3	

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AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-737-500	139.00	114.00	CFM56-3-B1	2	20.0	5.00	5	40	87.3	90.0	100.0	3	
BOEING	B-737-500	132.80	114.00	CFM56-3-B1(R)	2	18.5	5.00	5	40	87.7	88.9	100.0	3	
BOEING	B-747-100	710.00	400.00	JT9D-3A	4	43.6	5.10	10	30	105.4	102.1	104.6	3	29
BOEING	B-747-100	750.00	400.00	JT9D-7F	4	48.0	5.10	10	30	104.5	103.5	104.5	3	29
BOEING	B-747-100	734.00	425.00	JT9D-7	4	46.3	5.10	10	30	105.1	102.7	104.6	3	29
BOEING	B-747-100	734.00	460.00	JT9D-7A	4	46.9	5.10	10	30	104.3	102.6	105.3	3	29
BOEING	B-747-100	750.00	520.00	JT9D-7F	4	48.0	5.10	10	25	104.5	103.5	104.5	3	29
BOEING	B-747-100	710.00	540.00	JT9D-3A	4	43.6	5.10	10	25	105.4	102.1	104.6	3	29
BOEING	B-747-100	734.00	540.00	JT9D-7	4	46.3	5.10	10	25	105.1	102.7	104.1	3	29
BOEING	B-747-100	734.00	564.00	JT9D-3A	4	44.2	5.10	10	30	109.4	99.6	107.2	2	* **
BOEING	B-747-100	710.00	564.00	JT9D-3A	4	44.2	5.10	10	30	108.4	99.7	107.2	2	* **
BOEING	B-747-100	710.00	564.00	JT9D-7	4	46.3	5.10	10	30	108.0	100.2	107.4	2	* **
BOEING	B-747-100	750.00	585.00	JT9D-7A	4	47.0	5.10	10	30	107.8	98.8	106.9	2	* **
BOEING	B-747-100	750.00	585.00	JT9D-7F	4	48.0	5.10	10	30	107.7	99.0	107.4	2	* **
BOEING	B-747-100	750.00	585.00	JT9D-7FW	4	50.0	5.10	10	30	107.6	99.4	107.4	2	* **
BOEING	B-747-100	750.00	585.00	JT9D-7WET	4	47.9	5.10	10	30	107.4	99.3	106.9	2	* **
BOEING	B-747-100	750.00	585.00	RB211-524C2	4	51.6	4.50	10	30	104.5	96.9	106.5	2	* **
BOEING	B-747-100	734.00	630.00	JT9D-7A	4	46.9	5.10	10	25	104.3	102.6	105.5	3	29

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APPENDIX 1AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-747-200	770.00	475.00	JT9D-7J	4	50.0	5.10	10	30	103.6	103.0	105.9	3	30
BOEING	B-747-200	710.00	520.00	JT9D-3A	4	43.6	5.10	10	30	104.4	100.8	106.9	3	30
BOEING	B-747-200	750.00	520.00	JT9D-7F	4	48.0	5.10	10	30	103.5	102.0	106.9	3	30
BOEING	B-747-200	734.00	540.00	JT9D-7	4	46.3	5.10	10	30	104.2	101.3	106.7	3	30
BOEING	B-747-200	767.00	564.00	JT9D-3A	4	44.2	5.10	10	30	110.0	98.2	106.5	2	* **
BOEING	B-747-200	770.00	564.00	JT9D-7	4	46.3	5.10	10	30	108.9	98.8	106.7	2	* **
BOEING	B-747-200	734.00	564.00	JT9D-7A	4	46.9	5.10	10	30	103.5	101.2	106.9	3	30
BOEING	B-747-200	775.00	564.00	JT9D-7F	4	48.0	5.10	10	30	108.6	98.9	107.2	2	* **
BOEING	B-747-200	785.00	564.00	JT9D-7R4G2	4	54.7	4.80	10	30	100.1	98.6	105.4	2	**
BOEING	B-747-200	775.00	585.00	CF6-50E	4	52.5	4.10	10	30	100.7	101.1	105.9	3	
BOEING	B-747-200	773.00	585.00	JT9D-3AWET	4	45.8	5.10	10	30	109.1	98.7	106.7	2	* **
BOEING	B-747-200	833.00	585.00	RB211-524C2	4	51.6	4.30	10	30	106.5	99.7	107.0	3	*
BOEING	B-747-200	833.00	600.00	JT9D-7Q	4	53.0	4.90	10	30	103.2	103.5	106.6	3	
BOEING	B-747-200	820.00	630.00	CF6-50E	4	52.5	4.10	10	30	102.5	100.9	107.0	3	
BOEING	B-747-200	833.00	630.00	CF6-50E2	4	52.5	4.10	10	30	102.6	101.7	106.5	3	
BOEING	B-747-200	820.00	630.00	CF6-50E2	4	52.5	4.10	10	30	102.1	101.7	106.5	3	
BOEING	B-747-200	710.00	630.00	JT9D-3A	4	43.6	5.10	10	25	104.4	100.8	105.7	3	30
BOEING	B-747-200	734.00	630.00	JT9D-7	4	46.3	5.10	10	25	104.2	101.3	105.2	3	30

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AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
BOEING	B-747-200	820.00	630.00	JT9D-70A	4	53.0	4.90	10	30	101.1	98.5	106.0	3	
BOEING	B-747-200	734.00	630.00	JT9D-7A	4	46.9	5.10	10	25	103.5	101.2	105.0	3	30
BOEING	B-747-200	785.00	630.00	JT9D-7A	4	47.0	5.10	10	30	109.3	98.7	107.3	2	* **
BOEING	B-747-200	750.00	630.00	JT9D-7F	4	48.0	5.10	10	25	103.5	102.0	106.0	3	30
BOEING	B-747-200	800.00	630.00	JT9D-7F	4	48.0	5.10	10	30	109.7	98.8	107.8	2	* **
BOEING	B-747-200	805.00	630.00	JT9D-7FW	4	50.0	5.10	10	30	109.4	99.2	107.8	2	* **
BOEING	B-747-200	812.00	630.00	JT9D-7FW/-7J	4	50.0	5.10	10	30	109.7	99.2	107.4	2	* **
BOEING	B-747-200	770.00	630.00	JT9D-7J	4	50.0	5.10	10	25	103.6	103.0	106.0	3	30
BOEING	B-747-200	800.00	630.00	JT9D-7J	4	50.0	5.10	10	30	109.3	99.2	107.8	2	* **
BOEING	B-747-200	833.00	630.00	JT9D-7Q	4	53.0	4.90	10	25	103.2	103.5	104.4	3	
BOEING	B-747-200	833.00	630.00	JT9D-7R4G2	4	54.7	4.80	10	30	102.4	97.9	106.6	2	**
BOEING	B-747-200	785.00	630.00	JT9D-7WET	4	47.9	5.10	10	30	108.7	99.1	107.3	2	* **
BOEING	B-747-200	800.00	630.00	RB211-524B/B2	4	50.1	4.30	10	30	105.5	96.0	107.3	2	* **
BOEING	B-747-200	820.00	630.00	RB211-524B/B2	4	50.1	4.30	10	30	105.5	95.6	107.3	2	**
BOEING	B-747-200	833.00	630.00	RB211-524D4	4	53.1	4.20	10	30	103.9	99.7	104.9	3	
BOEING	B-747-300	600.00	564.00	CF6-80C2B1	4	56.7	5.00	10	30	89.8	99.1	102.5	3	
BOEING	B-747-300	775.00	564.00	RB211-524D4	4	53.1	4.20	10	30	101.5	97.1	104.3	2	**
BOEING	B-747-300	800.00	585.00	JT9D-70A	4	53.0	4.90	10	30	99.2	95.8	105.4	2	**

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AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW MLW		ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	10	AP	10	SL	AP		
BOEING	B-747-300	775.00	585.00	RB211-524B2	4	50.1	4.30	10	30	103.3	96.1	106.5	2	**
BOEING	B-747-300	800.00	630.00	CF6-50E2	4	52.5	4.30	10	30	101.6	101.8	106.5	3	
BOEING	B-747-300	820.00	630.00	JT9D-70A	4	53.0	4.90	10	30	100.2	95.5	105.3	2	**
BOEING	B-747-300	833.00	630.00	JT9D-7R4G2	4	54.8	4.80	10	30	102.4	101.3	106.6	3	
BOEING	B-747-300	785.00	630.00	JT9D-7R4G2	4	54.8	4.80	10	30	100.1	101.5	106.6	3	
BOEING	B-747-300	820.00	630.00	RB211-524B2	4	50.1	4.30	10	30	105.5	95.6	107.3	2	**
BOEING	B-747-300	833.00	630.00	RB211-524D4	4	53.1	4.20	10	30	103.9	96.5	104.9	2	**
BOEING	B-747-300	833.00	666.00	CF6-80C2B1	4	56.7	5.00	10	30	99.0	98.2	105.2	3	
BOEING	B-747-400	600.00	564.00	CF6-80C2B1F	4	57.9	5.00	10	30	89.6	99.1	101.7	3	
BOEING	B-747-400	600.00	564.00	PW4056	4	56.7	4.80	10	30	89.5	100.7	103.1	3	
BOEING	B-747-400	600.00	564.00	RB211-524G	4	58.0	4.30	10	30	90.3	98.9	102.4	3	
BOEING	B-747-400	600.00	564.00	RB211-524H	4	60.6	4.10	10	30	89.7	99.7	102.4	3	
BOEING	B-747-400	870.00	652.00	CF6-80C2	4	60.2	5.20		25	99.7	98.3	101.4	3	
BOEING	B-747-400	875.00	652.00	CF6-80C2B1F	4	57.3	5.00	10	30	99.8	98.2	103.8	3	
BOEING	B-747-400	875.00	652.00	CF6-80C2B1F W/N1 MOD	4	57.3	5.00	10	30	99.9	97.9	103.8	3	
BOEING	B-747-400	870.00	652.00	PW4056	4	56.7	4.80	10	30	101.5	99.7	104.7	3	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2B)	4	56.8	4.80	10	30	99.7	98.6	103.6	3	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2C)	4	56.8	4.80	10	30	98.6	98.4	103.0	3	

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UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2C) N	4	56.8	4.80	10	30	97.4	98.1	102.1	3	
BOEING	B-747-400	875.00	652.00	PW4056 PKG A (FB2T)	4	56.8	4.80	10	30	101.6	99.7	104.7	3	
BOEING	B-747-400	875.00	652.00	PW4056 PKG B/PHASE	4	56.8	4.80	10	30	99.3	98.5	103.4	3	
BOEING	B-747-400	875.00	652.00	RB211-524G	4	58.0	4.10	10	30	99.2	98.0	103.8	3	
BOEING	B-747-400	870.00	652.00	RB211-524H	4	60.6	4.10	10	30	99.5	98.8	103.8	3	
BOEING	B-747-400	875.00	652.00	RB211-524H2	4	58.0	4.10	10	30	98.0	98.8	103.8	3	
BOEING	B-747-SP	702.00	410.00	RB211-524D4	4	51.6	4.20	10	30	99.2	99.8	107.0	3	
BOEING	B-747-SP	660.00	450.00	JT9D-7A	4	47.0	5.10	10	30	99.6	101.3	102.5	3	
BOEING	B-747-SP	702.00	450.00	JT9D-7J	4	50.0	5.10	10	30	100.1	103.3	103.2	3	
BOEING	B-747-SP	696.00	450.00	RB211-524B2	4	50.1	4.30	10	30	99.5	99.8	103.2	3	
BOEING	B-747-SP	701.00	465.00	JT9D-7A	4	47.0	5.10	10	30	102.0	101.1	102.9	3	
BOEING	B-747-SP	660.00	475.00	JT9D-7F	4	48.0	5.10	10	30	98.7	102.3	103.8	3	
BOEING	B-747-SP	702.00	475.00	JT9D-7J	4	50.0	5.10	10	30	100.1	103.3	103.8	3	
BOEING	B-747-SP	696.00	475.00	JT9D-7J	4	50.0	5.10	10	30	99.8	103.5	103.8	3	
BOEING	B-747-SR	571.00	564.00	CF6-45A2	4	46.5	4.10	10	30	98.4	93.2	105.4	3	
BOEING	B-747-SR	610.00	564.00	JT9D-7A	4	47.0	5.10	10	30	101.8	101.6	106.9	3	*
BOEING	B-747-SR	570.00	564.00	JT9D-7A	4	47.0	5.10	10	30	100.2	101.8	106.9	2	*
BOEING	B-757-200	220.00	198.00	PW 2037	2	38.2	5.80	5	30	86.2	94.0	97.7	3	

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APPENDIX 1AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
BOEING	B-757-200	220.00	198.00	PW 2040	2	41.7	5.70	5	30	84.6	94.5	97.7	3	
BOEING	B-757-200	220.00	198.00	RB211-535-E4	2	40.1	4.10	5	30	82.2	93.3	95.0	3	
BOEING	B-757-200	220.00	198.00	RB211-535C	2	37.4	4.50	5	30	85.5	94.0	100.3	3	
BOEING	B-757-200	220.00	198.00	RB211-535E4-B	2	43.1	4.10	5	30	81.3	94.4	95.0	3	
BOEING	B-757-200	255.50	210.00	PW 2037	2	38.2	5.80	5	30	91.4	93.7	98.1	3	
BOEING	B-757-200	255.50	210.00	PW 2040	2	41.7	5.70	5	30	89.7	94.2	98.1	3	
BOEING	B-757-200	255.50	210.00	RB211-535-E4	2	40.1	4.10	5	30	86.8	93.0	95.2	3	
BOEING	B-757-200	240.00	210.00	RB211-535C	2	37.4	4.50	5	25	88.1	93.8	99.6	3	
BOEING	B-757-200	255.50	210.00	RB211-535E4-B	2	43.1	4.10	5	30	85.7	94.1	95.2	3	
BOEING	B-767-200	279.90	257.00	CF6-80A	2	48.0	4.60	1	30	84.9	95.5	101.4	3	
BOEING	B-767-200	279.90	257.00	CF6-80A2	2	50.0	4.60	1	30	84.2	97.2	101.4	3	
BOEING	B-767-200	282.00	257.00	JT9D-7R4D(A)	2	48.0	5.00	1	30	87.7	95.7	101.8	3	
BOEING	B-767-200	282.00	257.00	JT9D-7R4D(B)	2	48.0	5.00	1	30	88.4	95.9	101.9	3	
BOEING	B-767-200	282.00	257.00	JT9D-7R4E	2	50.0	5.00	1	30	87.5	96.8	101.9	3	
BOEING	B-767-200	300.00	270.00	CF6-80C2-B2	2	52.5	5.00	1	30	85.2	94.1	95.7	3	
BOEING	B-767-200	351.00	270.00	CF6-80C2-B4	2	57.9	5.00	1	30	87.7	95.3	95.7	3	
BOEING	B-767-200	335.00	270.00	PW4052	2	52.0	4.80	1	30	89.4	95.0	97.8	3	
BOEING	B-767-200	340.00	270.00	PW4056	2	56.7	4.80	1	30	88.5	96.0	97.8	3	

AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-767-200	351.00	285.00	PW4052	2	52.0	4.80	1	30	90.9	94.9	98.2	3	
BOEING	B-767-200	360.00	300.00	CF6-80A	2	48.0	4.60	1	30	92.8	94.8	101.7	3	
BOEING	B-767-200	360.00	300.00	CF6-80A2	2	50.0	4.60	1	30	91.7	96.5	101.7	3	
BOEING	B-767-200	351.00	300.00	CF6-80C2-B2	2	52.5	5.00	1	30	89.5	93.7	96.4	3	
BOEING	B-767-200	387.00	300.00	CF6-80C2-B4	2	57.9	5.00	1	30	90.6	95.0	96.4	3	
BOEING	B-767-200	351.00	300.00	JT9D-7R4D(A)	2	48.0	5.00	1	30	95.1	95.2	102.7	3	
BOEING	B-767-200	360.00	300.00	JT9D-7R4D(B)	2	48.0	5.00	1	30	96.2	95.3	102.6	3	
BOEING	B-767-200	360.00	300.00	JT9D-7R4E	2	50.0	5.00	1	30	95.4	96.2	102.6	3	
BOEING	B-767-200	400.00	300.00	PW 4056	2	56.7	4.80	1	30	93.7	95.5	98.6	3	
BOEING	B-767-200/200ER	300.00	270.00	CF6-80C2B2F	2	52.5	5.00	1	30	85.1	93.8	95.8	3	
BOEING	B-767-200/200ER	300.00	270.00	CF6-80C2B4F	2	57.9	5.00	1	30	83.7	95.2	95.8	3	
BOEING	B-767-200/200ER	299.60	270.00	PW4056 PH3 (FB2C) N	2	56.8	4.80	1	30	81.8	95.1	95.9	3	
BOEING	B-767-200/200ER	340.00	270.00	PW4060	2	60.0	4.80	1	30	87.7	97.3	97.8	3	
BOEING	B-767-200/200ER	299.60	270.00	PW4060 PH3 (FB2C) N	2	60.0	4.80	1	30	81.6	96.4	95.9	3	
BOEING	B-767-200/200ER	360.00	300.00	CF6-80C2B2F	2	52.5	5.00	1	30	90.2	93.4	96.5	3	
BOEING	B-767-200/200ER	360.00	300.00	CF6-80C2B4F	2	57.9	5.00	1	30	88.5	94.8	96.5	3	
BOEING	B-767-200/200ER	387.00	300.00	CF6-80C2B4F W/N1 MOD	2	57.9	5.00	1	30	90.6	94.6	96.5	3	
BOEING	B-767-200/200ER	400.00	300.00	CF6-80C2B6F W/N1 MOD	2	61.5	5.00	1	30	90.5	95.5	96.5	3	

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UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>		<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
BOEING	B-767-200/200ER	395.00	300.00	PW4056 PH3 (FB2C) N	2	56.8	4.80	1	30	89.8	94.5	96.6	3	
BOEING	B-767-200/200ER	387.00	300.00	PW4060	2	60.0	4.80	1	30	91.6	96.9	98.6	3	
BOEING	B-767-200/200ER	395.00	300.00	PW4060 PH3 (FB2C) N	2	60.0	4.80	1	30	89.0	95.9	96.6	3	
BOEING	B-767-300	300.00	280.00	CF6-80A	2	48.0	4.60	5	30	87.5	95.2	101.7	3	
BOEING	B-767-300	300.00	280.00	CF6-80A2	2	50.0	4.60	5	30	86.7	96.9	101.7	3	
BOEING	B-767-300	380.00	280.00	CF6-80C2-B4	2	57.9	5.00	5	30	90.2	95.3	96.5	3	
BOEING	B-767-300	380.00	280.00	CF6-80C2-B6	2	61.5	5.00	5	30	89.2	96.4	96.5	3	
BOEING	B-767-300	288.70	280.00	CF6-80C2B2	2	52.5	5.00	5	30	83.1	94.3	96.5	3	
BOEING	B-767-300	380.00	280.00	CF6-80C2B6F	2	61.5	5.00	5	30	89.1	96.1	96.6	3	
BOEING	B-767-300	300.00	280.00	JT9D-7R4D(B)	2	48.0	5.00	5	30	91.0	95.7	102.3	3	
BOEING	B-767-300	300.00	280.00	JT9D-7R4E	2	50.0	5.00	5	30	90.0	96.5	102.3	3	
BOEING	B-767-300	380.00	280.00	PW 4056	2	56.7	4.80	5	30	92.0	96.0	98.8	3	
BOEING	B-767-300	380.00	280.00	PW4060	2	60.0	4.80	5	30	91.2	97.2	98.8	3	
BOEING	B-767-300	340.00	280.00	RB211-524G	2	58.0	4.30	5	30	89.4	94.3	98.5	3	
BOEING	B-767-300	340.00	280.00	RB211-524H	2	60.6	4.10	5	30	88.7	95.2	98.5	3	
BOEING	B-767-300	351.00	320.00	CF6-80A	2	48.0	4.60	5	30	92.0	94.9	101.7	3	
BOEING	B-767-300	351.00	320.00	CF6-80A2	2	50.0	4.60	5	30	91.2	96.5	101.7	3	
BOEING	B-767-300	407.00	320.00	CF6-80C2-B4	2	57.9	5.00	5	30	92.1	95.2	98.4	3	

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UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-767-300	407.00	320.00	CF6-80C2-B6	2	61.5	5.00	5	30	91.1	96.3	98.4	3	
BOEING	B-767-300	407.00	320.00	CF6-80C2B6F	2	61.5	5.00	5	30	90.9	96.0	98.5	3	
BOEING	B-767-300	351.00	320.00	JT9D-7R4D(B)	2	48.0	5.00	5	30	95.7	95.4	103.0	3	
BOEING	B-767-300	351.00	320.00	JT9D-7R4E	2	50.0	5.00	5	30	95.0	96.2	103.0	3	
BOEING	B-767-300	407.00	320.00	PW 4056	2	56.7	4.80	5	30	94.2	95.7	100.2	3	
BOEING	B-767-300	407.00	320.00	PW 4060	2	60.0	4.80	5	30	93.2	97.0	100.2	3	
BOEING	B-767-300	407.00	320.00	RB211-524G	2	58.0	4.30	5	30	93.8	94.0	99.8	3	
BOEING	B-767-300	407.00	320.00	RB211-524H	2	60.6	4.10	5	30	92.9	94.8	99.8	3	
BOEING	B-767-300/300ER	295.00	280.00	PW4056 PH3 (FB2C) N	2	56.0	4.80	5	30	81.9	95.3	96.6	3	
BOEING	B-767-300/300ER	295.00	280.00	PW4060 PH3 (FB2C) N	2	60.0	4.80	5	30	81.5	96.6	96.6	3	
BOEING	B-767-300/300ER	345.00	280.00	PW4062 PH3 (FB2C) N	2	62.0	4.80	5	30	84.6	98.0	96.6	3	
BOEING	B-767-300/300ER	412.00	320.00	PW4056 PH3 (FB2C) N	2	56.0	4.80	5	30	91.0	94.6	97.6	3	
BOEING	B-767-300/300ER	412.00	320.00	PW4060 PH3 (FB2C) N	2	60.0	4.80	5	30	90.3	95.9	97.9	3	
BOEING	B-767-300/300ER	412.00	320.00	PW4062 (FB2B)	2	62.0	4.80	5	30	92.2	99.0	100.2	3	
BOEING	B-767-300/300ER	412.00	320.00	PW4062 PH3 (FB2C) N	2	62.0	4.80	5	30	89.9	97.6	97.9	3	
BOEING	B-777-200	545.00	445.00	GE90-76B	2	77.0	8.30	5	30	88.8	93.2	97.6	3	
BOEING	B-777-200	506.00	445.00	GE90-76B	2	77.0	8.30	5	30	86.7	93.3	97.6	3	
BOEING	B-777-200	545.00	445.00	PW4077	2	77.0	6.20	5	30	90.6	95.7	99.4	3	

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UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>	<u>BPR</u>	<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>		<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
BOEING	B-777-200	447.50	445.00	PW4077	2	77.0	6.20	5	30	86.8	96.1	99.4	3	
BOEING	B-777-200	506.00	445.00	TRENT875	2	75.0	5.90	5	30	91.7	95.2	99.8	3	
BOEING	B-777-200	545.00	445.00	TRENT875	2	75.0	5.90	5	30	93.7	95.1	99.8	3	
BOEING	B-777-200	506.00	445.00	TRENT877	2	76.9	5.90	5	30	91.1	95.5	99.8	3	
BOEING	B-777-200	545.00	445.00	TRENT877	2	76.9	5.90	5	30	93.1	95.4	99.8	3	
BOEING	B-777-200	632.50	460.00	GE-90-90B	2	90.0	8.30	5	30	90.1	95.0	97.8	3	
BOEING	B-777-200	632.50	460.00	TRENT884	2	86.5		5	30	94.3	96.9	99.4	3	
BOEING	B-777-200	545.00	460.00	TRENT892	2	92.5	5.70	5	30	88.3	98.1	99.4	3	
BOEING	B-777-200	632.50	460.00	TRENT892	2	92.5	5.70	5	30	92.9	97.8	99.4	3	
CANADAIIR	CL-600	36.00	33.00	ALF-502	2	7.50	5.00	20	45	81.6	89.3	91.2	3	*
CANADAIIR	CL-600	40.40	36.00	ALF-502L/L-2/L-2C	2	7.50	5.00	20	45	84.0	87.2	91.6	3	*
CANADAIIR	CL-600	41.25	36.00	ALF-502L/L-2/L-2C	2	7.50	5.00	20	45	84.7	89.5	91.6	3	*
CANADAIIR	CL-600 (WINGLETS)	41.25	36.00	ALF-502L/L-2/L-2C	2	7.50	5.00	20	45	84.8	89.5	91.6	3	
CANADAIIR	CL-601	42.10	36.00	CF34-1A	2	8.65	6.30	20	45	79.4	84.9	89.4	3	*
CANADAIIR	CL-601	43.00	36.00	CF34-1A	2	8.65	6.30	20	45	79.9	84.8	89.4	3	*
CANADAIIR	CL-601-1A	45.10	36.00	CF-34-1A	2	8.65	6.30	20	45	80.5	84.6	90.1	3	*
CANADAIIR	CL-601-3A	43.10	36.00	CF-34-3A	2	8.72	6.30	20	45	79.4	85.9	89.4	3	*
CANADAIIR	CL-601-3A	45.10	36.00	CF-34-3A/-3A2	2	8.72	6.30	20	45	79.8	85.7	90.1	3	*

AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>		<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
CANADAIR	CL-601-3R	45.10	36.00	CF-34-3A1	2	8.72	6.30	20	45	79.8	85.7	90.1	3	*
CANADAIR	CL-604	47.60	38.00	GE CF34-3B	2	8.72	6.30	20	45	80.9	86.2	90.3	3	*
CANADAIR	CL-604	48.20	38.00	GE CF34-3B	2	8.72	6.30	20	45	81.2	86.2	90.3	3	*
CANADAIR	CRJ (CL-600-2B19)	53.00	47.00	CF-34-3A1	2	8.65	6.30	20	45	79.8	82.2	92.1	3	
CANADAIR	CRJ (CL-600-2B19)	53.00	47.00	CF-34-3B1	2			20	45	78.7	82.4	92.1	3	
CESSNA	500 CITATION	10.30	9.90	JT15D-1	2	2.20	3.30	15	40	76.4	86.1	87.7	3	*
CESSNA	500/501 CITATION I	11.80	11.30	JT15D-1/-1A	2	2.20	3.30	15	40	78.0	86.2	87.9	3	*
CESSNA	525 CESSNA JET	10.40	9.70	FJ44-1A	2	3.20	1.90	15	35	73.4	83.7	92.1	3	
CESSNA	550 CITATION II	13.30	12.70	JT15D-4	2	2.50	3.30	15	40	80.1	86.7	90.5	3	*
CESSNA	550 CITATION II	14.10	13.50	JT15D-4	2	2.50	3.30	0	40	71.6	86.4	90.5	3	
CESSNA	551 CITATION II	12.50	12.00	JT15D-4	2	2.50	3.30	15	40	80.1	86.7	90.5	3	*
CESSNA	552	15.50	14.30	JT15D-5	2	2.90	2.10	20	35	89.3	94.7	88.5	3	*
CESSNA	560 CITATION V	15.90	15.20	JT15D-5A	2	2.90	2.10	7	35	83.7	94.7	88.9	3	
CESSNA	560 CITATION V	16.30	15.20	JT15D-5A	2	2.90	2.10	7	35	84.6	94.6	88.9	3	
CESSNA	650 CITATION III	21.00	17.00	TFE731-3B-100S	2	3.65	3.11	20	37	84.9	92.5	92.4	3	
CESSNA	650 CITATION III	22.00	20.00	TFE731-3B-100S	2	3.65	3.11	7	37	80.1	92.4	93.8	3	22
CESSNA	750 CITATION X	35.70	31.80	AE3007C	2	7.20	5.00	15	35	72.3	83.0	90.2	3	
CESSNA	S550 CITATION S/II	14.70	14.00	JT15D-4B	2	2.50	3.30	20	35	87.9	91.6	85.1	3	*

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APPENDIX 1AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>		<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
CESSNA	S550 CITATION S/II	15.10	14.40	JT15D-4B	2	2.50	3.30	7	35	80.0	91.3	86.2	3	
DASSAULT	FALCON 10	18.30	17.20	TFE731-2	2	3.20	2.80	15	52	82.9	86.4	95.3	3	
DASSAULT	FALCON 10	19.30	17.64	TFE731-2-1C	2	2.00	3.23	15	52	82.2	86.2	95.2	3	
DASSAULT	FALCON 20-C/D/E	28.60	27.30	CF700-2D-2	2	4.50	2.00	15	40	90.0	92.3	101.7	2	
DASSAULT	FALCON 20-C/D/E/F	28.60	27.30	CF700-2D-2Q	2	4.50	2.00	0	40	81.9	94.0	99.7	3	
DASSAULT	FALCON 20-C5/D5/E5	29.10	27.76	TFE-731-5BR-2C	2	4.80	3.70	15	40	80.3	90.7	90.7	3	34
DASSAULT	FALCON 20-C5/D5/E5	29.10	27.76	TFE731-5AR-2C	2	4.50	3.70	15	40	82.9	88.4	90.7	3	
DASSAULT	FALCON 20-C5/D5/E5	30.50	28.80	TFE731-5BR-2C	2	4.80	3.70	15	40	82.9	91.9	90.6	3	
DASSAULT	FALCON 20-F	28.60	27.30	CF700-2D-2	2	4.50	2.00	10	40	90.0	92.3	103.0	2	
DASSAULT	FALCON 20-F5	29.10	27.76	TFE-731-5BR-2C	2	4.80	3.70	10	40	79.3	90.9	90.0	3	34
DASSAULT	FALCON 20-F5	29.10	27.76	TFE731-5AR-2C	2	4.50	3.50	10	40	81.8	88.6	90.0	3	
DASSAULT	FALCON 20-F5	30.50	28.80	TFE731-5BR-2C	2	4.80	3.70	10	40	81.9	92.1	90.3	3	
DASSAULT	FALCON 20-G	32.00	27.56	ATF3-6-2C	2	5.40		10	40	87.5	88.3	95.9	3	
DASSAULT	FALCON 200	32.00	27.60	ATF3-6A-4C	2	5.20	2.90	5	40	83.9	89.0	93.9	3	
DASSAULT	FALCON 200	32.00	28.88	ATF3-6A-4C	2	5.20	2.90	5	40	83.9	89.0	94.2	3	
DASSAULT	FALCON 2000	36.50	33.00	CFE738-1-1B	2	5.72	6.00	20	40	79.4	86.4	93.1	3	
DASSAULT	FALCON 50	38.80	35.70	TFE731-3-1C	3	3.70	2.80	20	48	84.3	91.6	97.4	3	
DASSAULT	FALCON 50	40.78	35.71	TFE731-3-1C	3	3.70	2.80	20	48	84.8	91.5	97.1	3	

AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TQ	AP	TQ	SL	AP		
DASSAULT	FALCON 50	40.78	35.71	TFE731-40-1C	3			20	40	83.8	92.0	95.2	3	
DASSAULT	FALCON 900	45.50	42.00	TFE731-5AR-1C	3	4.50	3.50	20	40	81.9	89.5	91.7	3	
DASSAULT	FALCON 900B	46.50	42.00	TFE731-5BR-1C	3	4.75	3.50	20	40	80.7	91.2	91.7	3	
DASSAULT	FALCON 900B	45.50	42.00	TFE731-5BR-1C	3	4.75	3.50	20	40	79.8	91.2	91.7	3	
FOKKER	F100	98.00	88.00	TAY MK650-15	2	14.7	3.00	0	42	81.8	91.7	93.0	3	
FOKKER	F28 MK1000	65.00	59.00	SPEY MK555-15	2	9.39	1.00	6	42	90.0	99.5	101.2	2	
FOKKER	F28 MK2000	65.00		SPEY MK555-15	2	9.90	1.00	6	42	90.0	99.5	101.8	2	*
FOKKER	F28 MK3000	71.00	64.00	SPEY MK555-15H	2	9.77	1.00	6	42	91.0	99.3	99.4	2	
FOKKER	F28 MK4000	73.00	65.80	SPEY MK555-15H	2	9.77	1.00	6	42	91.9	99.2	99.4	2	
FOKKER	F28 MK4000	73.00	69.50	SPEY MK555-15P	2	9.85	1.00	6	42	92.9	101.7	101.4	2	
FOKKER	F70	81.00	75.00	TAY MK620-15	2	13.8	3.00	0	42	76.8	89.9	87.7	3	
FOKKER	F70	92.00	81.00	TAY MK620-15	2	13.8	3.00	0	42	80.1	89.5	88.3	3	
GULFSTREAM	G-II GULFSTREAM	62.00	58.50	SPEY 511-8	2	11.4	0.64	20	39	90.0	102.7	98.2	2	12
GULFSTREAM	G-II GULFSTREAM	65.50	58.50	SPEY 511-8	2	11.4	0.64	10	39	92.5	103.0	98.4	2	12
GULFSTREAM	G-III/G-III	69.70	58.50	SPEY 511-8	2	11.4	0.64	10	39	91.1	103.4	97.3	2	12
GULFSTREAM	G-IV	73.20	58.50	TAY 611-8	2	13.8	3.00	10	39	76.8	87.3	91.0	3	
GULFSTREAM	G-IV GULFSTREAM	71.70	58.50	TAY 610-8	2	12.4		20	39	79.0	86.5	91.0	3	
GULFSTREAM	G-IV GULFSTREAM w/ASC 1	74.60	66.00	TAY 611-8	2	13.8	3.00	10	39	77.5	86.6	92.0	3	

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APPENDIX 1AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW MLW		ENGINE MODEL	NO.	THRUST		F ₄₀ APS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
GULFSTREAM	G-V	90.50	75.30	BR700-710A1-10	2	14.7	4.20	20	39	83.3	89.3	90.9	3	
ISRAEL AIRCRAFT	1124 WESTWIND	22.90	19.00	TFE731-3-1G	2	3.70	2.80	20	40	81.2	88.4	93.0	3	
ISRAEL AIRCRAFT	1124A WESTWIND 2	23.50	19.00	TFE731-3-1G	2	3.70	2.80	20	40	85.4	88.7	92.8	3	*
ISRAEL AIRCRAFT	1125 ASTRA	23.50	20.70	TFE721-3A-200G	2			12	40	82.3	89.8	89.8	3	
ISRAEL AIRCRAFT	1125 ASTRA	24.70	20.70	TFE731-3A-200G	2			12	40	84.1	89.7	89.8	3	
ISRAEL AIRCRAFT	1125 ASTRA SPX	24.65	20.70	TFE731-40R	2			0	40	79.9	89.9	92.3	3	
LEARJET	23 Raisbeck MK II	12.50	11.90	CJ610-1/-4	2	1.34		10		88.0	103.8	98.0	2	
LEARJET	24 Raisbeck MK II	13.00	11.90	CJ610-1/-4	2	1.39		10		89.0	103.8	98.0	2	
LEARJET	24/24D	13.50	11.90	CJ610-6	2	2.95		20	40	91.8	99.3	100.7	2	13
LEARJET	24B/D Raisbeck MK II	13.50	11.88	CJ610	2			10	40	87.6	104.0	98.0	2	
LEARJET	24D	13.50	11.90	CJ610-6	2	2.95		20	40	91.8	99.3	101.7	2	14
LEARJET	24D	13.50	11.90	CJ610-6	2	2.95		20	40	91.9	104.0	96.7	2	
LEARJET	24E	12.90	11.90	CJ610-6	2	2.95		8	40	84.3	103.9	95.3	2	
LEARJET	24F	13.50	11.90	CJ610-6	2	2.95		8	40	85.8	103.7	95.3	2	
LEARJET	24F-A	12.50	11.90	CJ610-6	2	2.95		8	40	83.6	103.9	95.3	2	
LEARJET	25	16.00	13.30	CJ610-6	2			10	40	93.5	103.9	99.0	2	
LEARJET	25	15.00	13.30	CJ610-6	2	2.95				94.0	99.3	100.8	2	
LEARJET	25/25B/C Raisb MK II	15.00	13.30	CJ610	2			10	40	91.0	103.8	99.0	2	

AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>		<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
LEARJET	25B/C/D/F XR Dee Hwd	16.30	13.30	CJ610-6/8A		2.95		10	40	93.5	103.9	99.0	2	
LEARJET	25C	15.00	13.30	CJ610-6	2	2.95		20	40	94.0	99.3	100.8	2	13
LEARJET	25D	15.00	13.30	CJ610-6	2	2.95		20	40	94.0	99.3	102.7	2	14
LEARJET	25D/25F	15.00	13.30	CJ610-6/8A	2	2.95		8	40	90.9	103.7	95.2	2	
LEARJET	28/29	15.00	14.30	CJ610-8A	2	2.95		8	40	87.0	99.7	101.7	2	
LEARJET	31	16.50	15.30	TFE731-2-3B	2	3.50		8	40	81.0	87.0	92.6	3	°
LEARJET	31	15.50	15.30	TFE731-2-3B	2	3.50		8	40	79.6	87.2	92.6	3	°
LEARJET	35/36	18.00	14.30	TFE731-2-2B	2	3.50	2.64	20	40	84.5	87.9	92.2	3	°
LEARJET	35/36	17.00	14.30	TFE731-2-2B	2	3.50	2.64	20	40	84.0	86.9	92.2	3	°
LEARJET	35A	18.00	14.30	TFE731-2-2B	2	3.50	2.64	8	40	83.6	87.4	91.3	3	°
LEARJET	35A/36A	18.00	14.30	TFE731-2-2B	2	3.50	2.64	8	40	78.7	87.4	91.3	3	
LEARJET	35A/36A	18.30	15.30	TFE731-2-2B	2	3.50	2.64	8	40	79.2	86.7	91.4	3	
LEARJET	36A	18.30	15.30	TFE731-2-2B	2	3.50	2.64	20	40	83.9	87.8	91.4	3	°
LEARJET	55	21.00	17.00	TFE731-3A-2B	2	3.70		8	40	85.5	90.7	90.6	3	°
LEARJET	55	19.50	17.00	TFE731-3A-2B	2	3.70		8	40	84.2	90.9	90.6	3	°
LEARJET	55B	21.50	18.00	TFE731-3A-2B	2	3.70		20	40	86.3	90.7	91.0	3	°
LEARJET	55C	21.50	18.00	TFE731-3AR-2B	2	3.90	2.90	20	40	86.7	90.9	92.4	3	°
LEARJET	55C	21.00	18.00	TFE731-3AR-2B	2	3.90	2.90	20	40	86.2	91.0	92.4	3	°

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UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW MLW		ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
LEARJET	60	23.10	19.50	PW305A	2			8	40	70.8	83.1	87.7	3	
LEARJET	M55C	21.50	17.00	TFE731-3AR-3B	2			20	40	87.0	91.4	92.4	3	*
LEARJET	M55C	21.00	17.00	TFE731-3AR-3B	2			20	40	86.7	91.5	92.4	3	*
LOCKHEED	1329-23 (AIRESEARCH)	43.80		TFE731-3-1E	4	3.70	2.80	20	59	92.7	88.1	96.9	2	**
LOCKHEED	1329-23A/D/E w/STAR 3 STC (ST00258SE)	44.25	36.00	TFE731-3-1R	4	3.70	2.80	20	59	85.2	90.7	96.9	3	
LOCKHEED	1329-25 (AIRESEARCH)	44.50	36.00	TFE731-3	4	3.70	2.80			93.1	88.1	96.9	2	**
LOCKHEED	1329-25 w/STAR 3 STC# ST00259SE	44.50	36.00	TFE731-3-1R	4	3.70	2.80	20	59	85.4	90.7	96.9	3	
LOCKHEED	L-1011	430.00	358.00	RB211-22B	3	41.0	4.70	14	42	95.9	95.1	102.8	3	5 *
LOCKHEED	L-1011-1	430.00	358.00	RB211-22B	3	41.0	4.70	10	42	96.0	95.0	102.8	3	5 *
LOCKHEED	L-1011-100	466.00	368.00	RB211-22B	3	41.0	4.70	10	42	98.5	94.9	102.8	3	5 *
LOCKHEED	L-1011-200	466.00	368.00	RB211-524B	3	50.0	4.50	10	33	98.1	97.9	101.4	3	5 *
LOCKHEED	L-1011-500	496.00	368.00	RB211-524B	3	50.0	4.50	14	33	98.4	97.8	101.5	3	5 *
LOCKHEED	L-1011-500	504.00	368.00	RB211-524B3	3	50.0	4.50	22	33	98.0	96.9	100.2	3	5 *
LOCKHEED	L-1011-500	496.00	368.00	RB211-524B3	3	50.0	4.50	14	33	97.4	96.7	100.3	3	5 *
LOCKHEED	L-1011-500	510.00	368.00	RB211-524B4	3	50.0	4.50	10	33	99.3	96.4	102.0	3	*
LOCKHEED	L1011-385-1-14/15	474.00	368.00	RB211-22B	3	41.0	4.70	4	42	98.6	94.1	102.8	3	
LOCKHEED	L1011-385-1-14/15	466.00	368.00	RB211-524B4	3	50.0	4.50	10	42	97.9	95.9	103.3	3	*
MCDONNELL DOUGLAS	DC-08-51 (QNC QN)	276.00	199.50	JT3D-3B	4			15	25	99.9	103.1	104.5	2	6**

AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	DC-08-51 (QNC QN)	276.00	199.50	JT3D-3B	4			15	25	99.3	103.1	104.2	2	6,26,**
MCDONNELL DOUGLAS	DC-08-51 (QNC QN)	286.00	207.00	JT3D-3B	4			15	25	101.3	103.0	104.6	2	6,26,**
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	276.00	199.50	JT3D-1	4				35	101.9	99.9	107.1	2	6,**
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	276.00	199.50	JT3D-3B	4				35	99.1	101.5	107.0	2	6,26,**
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	276.00	199.50	JT3D-3B	4				35	99.5	101.5	107.1	2	6,**
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	286.00	207.00	JT3D-3B	4				35	100.7	101.4	107.1	2	6,26,**
MCDONNELL DOUGLAS	DC-08-51 W/BAC QN	276.00	199.50	JT3D-1	4				50	99.5	101.2	107.8	2	6,**
MCDONNELL DOUGLAS	DC-08-51 W/BAC QN	286.00	199.50	JT3D-3B	4				50	98.4	101.5	107.8	2	6,**
MCDONNELL DOUGLAS	DC-08-51 W/BAC QN	276.00	199.50	JT3D-3B	4			15	50	97.0	101.5	107.8	2	6,**
MCDONNELL DOUGLAS	DC-08-52 (QNC QN)	300.00	202.00	JT3D-3B	4			15	25	104.2	102.9	104.7	2	6,**
MCDONNELL DOUGLAS	DC-08-52 (QNC QN)	300.00	202.00	JT3D-3B	4			15	25	103.7	102.9	104.3	2	6,26,**
MCDONNELL DOUGLAS	DC-08-52 QNC PLS QN	300.00	202.00	JT3D-3B	4				35	103.2	101.3	107.2	2	6,**
MCDONNELL DOUGLAS	DC-08-52 QNC PLS QN	300.00	202.00	JT3D-3B	4				35	102.9	101.3	107.0	2	6,26,**
MCDONNELL DOUGLAS	DC-08-52 W/BAC QN	305.00	201.90	JT3D-3B	4			15	50	100.9	101.4	108.0	2	6,**
MCDONNELL DOUGLAS	DC-08-53 (QNC QN)	306.80	207.00	JT3D	4			15	25	105.2	102.8	105.0	2	6,**
MCDONNELL DOUGLAS	DC-08-53 (QNC QN)	315.00	207.00	JT3D-3B	4				35	104.9	101.2	107.1	2	6,**
MCDONNELL DOUGLAS	DC-08-53 (QNC QN)	309.80	207.00	JT3D-3B	4			15	25	105.2	102.8	104.6	2	6,26,**
MCDONNELL DOUGLAS	DC-08-53 QNC PLS QN	318.00	207.00	JT3D-3B	4				35	105.3	101.1	107.1	2	6,26,**

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UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	DC-08-53 W/BAC QN	315.00	203.30	JT3D-3B	4			15	50	102.3	101.3	108.1	2	6,**
MCDONNELL DOUGLAS	DC-08-54 W/BAC QN	315.00	217.00	JT3D-3B	4			15	35	102.3	101.3	105.1	2	6,**
MCDONNELL DOUGLAS	DC-08-54 W/BAC QN	315.00	240.00	JT3D-3B	4				50	102.3	101.3	107.9	2	6,**
MCDONNELL DOUGLAS	DC-08-55 (QNC QN)	309.80	217.00	JT3D-3B	4			15	25	105.2	102.8	105.2	2	6,26,**
MCDONNELL DOUGLAS	DC-08-55 QNC PLS QN	320.30	217.00	JT3D-3B	4				35	105.5	101.1	107.2	2	6,26,**
MCDONNELL DOUGLAS	DC-08-55 W/BAC QN	325.00	204.70	JT3D-3B	4			15	50	103.7	101.2	108.2	2	6,**
MCDONNELL DOUGLAS	DC-08-55 W/BAC QN	325.00	240.00	JT3D-3B	4			15	35	103.7	101.2	107.9	2	6,**
MCDONNELL DOUGLAS	DC-08-61 (QNC QN)	270.00	240.00	JT3D-3B	4			15	25	98.1	103.1	106.5	2	6,26,**
MCDONNELL DOUGLAS	DC-08-61 (QNC QN)	309.80	240.00	JT3D-3B	4			15	25	105.2	102.8	106.5	2	6,26,**
MCDONNELL DOUGLAS	DC-08-61 QNC PLS QN	320.30	240.00	JT3D-3B	4				35	105.5	101.1	107.2	2	6,**
MCDONNELL DOUGLAS	DC-08-61 QNC PLS QN	270.00	240.00	JT3D-3B	4				35	98.6	101.5	107.2	2	6,26,**
MCDONNELL DOUGLAS	DC-08-61 W/BAC QN	325.00	240.00	JT3D-3B	4			15	35	103.7	101.2	107.9	2	6,**
MCDONNELL DOUGLAS	DC-08-61F (QNC QN)	309.80	248.00	JT3D-3B	4			15	25	105.2	102.8	106.9	2	6,26,**
MCDONNELL DOUGLAS	DC-08-62 (BAC R-1)	350.00	240.00	JT3D-3B	4			12	35	100.5	101.2	100.2	3	6
MCDONNELL DOUGLAS	DC-08-62 (BAC/MGM)	348.00	240.00	JT3D-3B	4			12	35	100.5	101.2	100.7	3	6
MCDONNELL DOUGLAS	DC-08-62 W/ADC QN	335.00	240.00	JT3D-3B	4			12	50	102.5	98.2	108.3	2	6,**
MCDONNELL DOUGLAS	DC-08-62 W/ADC QN	335.00	240.00	JT3D-7	4			12	50	101.6	98.8	108.3	2	6,**
MCDONNELL DOUGLAS	DC-08-62 W/ADC QN	350.00	250.00	JT3D-3B	4			12	50	104.3	98.1	108.3	2	6,**

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MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	DC-08-62 W/ADC QN	350.00	250.00	JT3D-7	4			12	50	103.4	98.5	108.3	2	6,**
MCDONNELL DOUGLAS	DC-08-62 W/TNC QN	335.00	240.00	JT3D-3B	4			12	50	102.0	99.3	107.8	2	6,**
MCDONNELL DOUGLAS	DC-08-62 W/TNC QN	350.00	250.00	JT3D-3B	4			12	50	103.9	98.9	107.9	2	6,**
MCDONNELL DOUGLAS	DC-08-62 W/TNC QN	335.00	250.00	JT3D-7	4			12	35	101.6	101.7	106.4	2	6,**
MCDONNELL DOUGLAS	DC-08-62 W/TNC QN	355.00	275.00	JT3D-7	4			12	35	102.7	100.7	107.6	2	6,**
MCDONNELL DOUGLAS	DC-08-63 (BAC R-1)	355.00	275.00	JT3D-7	4			12	35	98.9	101.4	103.0	3	6
MCDONNELL DOUGLAS	DC-08-63 (BAC/MGM)	353.00	275.00	JT3D-7	4			12	35	98.9	101.4	103.0	3	6
MCDONNELL DOUGLAS	DC-08-63 W/ADC QN	355.00	245.00	JT3D-3B	4			12	50	104.8	98.1	108.3	2	6,**
MCDONNELL DOUGLAS	DC-08-63 W/ADC QN	355.00	245.00	JT3D-7	4			12	50	104.1	98.4	108.3	2	6,**
MCDONNELL DOUGLAS	DC-08-63 W/ADC QN	355.00	275.00	JT3D-3B	4			12	50	104.8	98.1	108.5	2	6,**
MCDONNELL DOUGLAS	DC-08-63 W/ADC QN	355.00	275.00	JT3D-7	4			12	50	104.1	98.4	108.4	2	6,**
MCDONNELL DOUGLAS	DC-08-63 W/TNC QN	335.00	240.00	JT 33	4			12	50	101.7	99.1	107.8	2	6,**
MCDONNELL DOUGLAS	DC-08-63 W/TNC QN	350.00	250.00	JT3D-3B	4			12	50	103.9	98.9	107.9	2	6,**
MCDONNELL DOUGLAS	DC-08-63 W/TNC QN	335.00	250.00	JT3D-7	4			12	35	100.7	101.0	106.5	2	6,**
MCDONNELL DOUGLAS	DC-08-63 W/TNC QN	355.00	275.00	JT3D-7	4			12	35	103.8	101.3	107.3	2	6,**
MCDONNELL DOUGLAS	DC-08-71	325.00	240.00	CFM-56-2C5	4	22.0	6.00			94.3	92.9	98.3	3	*
MCDONNELL DOUGLAS	DC-08-71	325.00	240.00	CFM56-2-C1	4	22.0	6.00	15	50	94.3	92.9	98.3	3	*
MCDONNELL DOUGLAS	DC-08-71	328.00	258.00	CFM56-2-C1	4	22.0	6.00	15	50	94.5	92.9	98.6	3	*

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MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	DC-08-72	335.00	240.00	CFM56-2-C1	4	22.0	6.00	12	50	94.4	92.9	98.1	3	*
MCDONNELL DOUGLAS	DC-08-72	350.00	250.00	CFM56-2-C1	4	22.0	6.00	12	50	95.2	92.8	98.2	3	*
MCDONNELL DOUGLAS	DC-08-73	355.00	258.00	CFM56-2-C1	4	22.0	6.00	12	50	95.7	92.8	98.3	3	*
MCDONNELL DOUGLAS	DC-08-73	355.00	275.00	CFM56-2-C1	4	22.0	6.00	12	50	95.7	92.8	98.5	3	*
MCDONNELL DOUGLAS	DC-08F-54 (QNC QN)	309.80	207.00	JT3D-3B	4			15	25	105.2	102.8	104.6	2	6,26,**
MCDONNELL DOUGLAS	DC-08F-54 (QNC QN)	306.80	207.00	JT3D-3B	4			15	25	105.2	102.8	105.0	2	6,**
MCDONNELL DOUGLAS	DC-08F-54 (QNC QN)	306.80	217.00	JT3D-3B	4			15	25	105.2	102.8	105.6	2	6,**
MCDONNELL DOUGLAS	DC-08F-54 (QNC QN)	309.80	240.00	JT3D-3B	4			15	25	105.2	102.8	106.5	2	6,26,**
MCDONNELL DOUGLAS	DC-08F-54 QNC PLS QN	315.00	217.00	JT3D-3B	4				35	105.2	101.1	107.3	2	6,**
MCDONNELL DOUGLAS	DC-08F-54 QNC PLS QN	315.00	217.00	JT3D-3B	4				35	104.9	101.2	107.2	2	6,26,**
MCDONNELL DOUGLAS	DC-08F-54 QNC PLS QN	315.00	240.00	JT3D-3B	4				35	104.9	101.2	107.4	2	6,26,**
MCDONNELL DOUGLAS	DC-08F-55 (QNC QN)	309.80	240.00	JT3D-3B	4			15	25	105.2	102.8	106.5	2	6,26,**
MCDONNELL DOUGLAS	DC-08F-55 QNC PLS QN	317.80	240.00	JT3D-3B	4				35	105.2	101.1	107.4	2	6,26,**
MCDONNELL DOUGLAS	DC-09-10	90.70	81.70	JT8D-7	2	14.0	1.10	10	50	91.4	100.8	103.1	2	24
MCDONNELL DOUGLAS	DC-09-10	90.70	81.70	JT8D-7/7A	2	14.0	1.10	10	50	91.4	101.4	100.4	2	1
MCDONNELL DOUGLAS	DC-09-10 (ABS)	90.70	81.70	JT8D-7/7A/7B	2			10	40	87.2	96.4	95.0	3	6
MCDONNELL DOUGLAS	DC-09-20 (ABS;STC SA1613G	100.00	93.40	JT8D-9/9A	2			0	40	88.8	96.9	95.7	3	
MCDONNELL DOUGLAS	DC-09-30	98.00	93.40	JT8D-15	2	15.5	1.03	0	50	91.2	101.1	98.4	2	1

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MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	DC-09-30	103.00	95.30	JT8D-7	2	14.0		0	50	95.3	99.3	103.5	2	16,24
MCDONNELL DOUGLAS	DC-09-30	103.00	98.10	JT8D-17	2	16.0	1.02	0	50	92.7	103.5	101.1	2	1
MCDONNELL DOUGLAS	DC-09-30	108.00	98.10	JT8D-17	2	16.0	1.02	0	50	94.3	103.7	101.1	2	1
MCDONNELL DOUGLAS	DC-09-30	108.00	99.00	JT8D-7A	2	14.0	1.10	0	50	95.1	97.3	97.3	2	1
MCDONNELL DOUGLAS	DC-09-30	103.00	99.00	JT8D-9	2	14.5	1.04	0	50	94.3	99.0	99.0	2	1
MCDONNELL DOUGLAS	DC-09-30	108.00	99.00	JT8D-9	2	14.5	1.00	0	50	96.4	100.3	103.7	2	24
MCDONNELL DOUGLAS	DC-09-30	110.00	101.00	JT8D-7	2	14.0	1.10	0	50	95.9	97.1	97.3	2	1
MCDONNELL DOUGLAS	DC-09-30	110.00	101.00	JT8D-7	2	14.0		0	50	97.5	99.0	104.3	2	16,24
MCDONNELL DOUGLAS	DC-09-30	110.00	101.00	JT8D-9	2	14.5	1.00	0	50	97.0	100.3	104.3	2	24
MCDONNELL DOUGLAS	DC-09-30	114.00	102.00	JT8D-15	2	15.5	1.03	0	50	95.8	100.5	99.0	2	1
MCDONNELL DOUGLAS	DC-09-30	114.00	102.00	JT8D-9	2	14.5	1.04	0	50	97.1	99.0	99.4	2	1
MCDONNELL DOUGLAS	DC-09-30 (ABS)	111.00	101.00	JT8D-11	2			0	40	90.3	97.3	96.0	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA16136L)	103.00	99.00	JT8D-9/9A	2			0	40	89.7	96.8	96.0	3	12
MCDONNELL DOUGLAS	DC-09-30 (ABS/STC SA1613G)	107.00	101.00	JT8D-9/9A	2			0	40	90.1	97.1	96.0	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS)	111.00	101.00	JT8D-11	2			0	40	90.3	97.3	96.0	3	12
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA1613GL)	103.00	99.00	JT8D-7/7A/7B	2			0	40	90.3	95.9	96.0	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA1613GL)	105.00	101.00	JT8D-7/7A/7B	2			0	40	91.0	95.8	96.0	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA1613GL)	105.00	101.00	JT8D-9/9A	2			0	40	90.3	96.7	96.1	3	

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MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1785GL)	103.00	99.00	JT8D-7/7A/7B	2			0	40	90.4	95.9	96.0	3	
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1785GL)	103.00	99.00	JT8D-9/9A	2			0	40	89.7	96.8	96.0	3	
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1785GL)	107.00	101.00	JT8D-7/7A/7B	2			0	40	91.0	96.2	96.0	3	
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1785GL)	107.00	101.00	JT8D-9/9A	2			0	40	90.1	97.1	96.0	3	
MCDONNELL DOUGLAS	DC-09-31/32/32F/33F(ABS;STC SA1613GL)	103.00	99.00	JT8D-7/7A/7B	2			0	40	90.3	95.9	96.0	3	
MCDONNELL DOUGLAS	DC-09-31/32/32F/33F(ABS;STC SA1613GL)	107.00	101.00	JT8D-7/7A/7B	2			0	40	91.0	96.2	96.0	3	
MCDONNELL DOUGLAS	DC-09-34	110.00	101.00	JT8D-9	2	14.5	1.00	0	50	96.1	98.8	99.1	2	1
MCDONNELL DOUGLAS	DC-09-34	121.00	110.00	JT8D-15	2	15.5	1.03	0	50	97.8	102.1	101.4	2	1
MCDONNELL DOUGLAS	DC-09-34	121.00	110.00	JT8D-17	2	16.0	1.02	0	50	98.0	103.0	101.9	2	1
MCDONNELL DOUGLAS	DC-09-40	114.00	102.00	JT8D-11	2	15.0	1.04	0	50	96.8	99.5	99.4	2	1
MCDONNELL DOUGLAS	DC-09-40	114.00	102.00	JT8D-15	2	15.5	1.03	0	50	95.8	100.5	99.4	2	1
MCDONNELL DOUGLAS	DC-09-50	115.00	104.00	JT8D-17	2	16.0	1.00	0	50	96.4	103.4	101.6	2	1
MCDONNELL DOUGLAS	DC-09-50	121.00	110.00	JT8D-15	2	15.5	1.03	0	50	97.8	102.2	101.9	2	1
MCDONNELL DOUGLAS	DC-09-50	115.00	110.00	JT8D-15	2	15.5	1.00	0	50	96.1	102.4	101.9	2	1
MCDONNELL DOUGLAS	DC-09-50	121.00	110.00	JT8D-17	2	16.0	1.02	0	50	98.1	103.2	101.9	2	1
MCDONNELL DOUGLAS	DC-10-10	410.00	347.80	CF6-6D	3	39.3	5.70	14	50	97.4	97.0	104.9	3	*
MCDONNELL DOUGLAS	DC-10-10	410.00	347.80	CF6-6K	3	39.3	5.90	14	50	96.8	96.3	103.3	3	*
MCDONNELL DOUGLAS	DC-10-10	430.00	347.80	CF6-6K2	3	40.9	5.90	11	50	97.4	96.5	103.3	3	*

AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D	3	39.3	5.70	0	50	101.8	96.0	105.5	3	*
MCDONNELL DOUGLAS	DC-10-10	430.00	363.50	CF6-6D1	3	40.3	5.80	11	50	98.1	97.0	105.5	3	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D1	3	40.3	5.80	4	50	100.2	96.6	105.5	3	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D1A	3	40.9	5.80	4	50	100.2	96.6	105.5	3	*
MCDONNELL DOUGLAS	DC-10-10	430.00	363.50	CF6-6D1A	3	40.9	5.80	11	50	98.1	97.0	105.5	3	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6K	3	39.3	5.90	0	50	100.9	95.5	103.8	3	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6K2	3	40.9	5.90	4	50	99.3	96.1	103.8	3	*
MCDONNELL DOUGLAS	DC-10-15	455.00	363.50	CF6-50C2-F	3	45.6	4.60	5	50	93.8	95.6	103.1	3	
MCDONNELL DOUGLAS	DC-10-30	555.00	403.00	CF6-50A	3			5	50	101.8	101.3	106.3	2	*
MCDONNELL DOUGLAS	DC-10-30	555.00	403.00	CF6-50C/H	3	50.4	4.30	10	50	101.6	97.5	106.3	3	
MCDONNELL DOUGLAS	DC-10-30	572.00	403.00	CF6-50C1	3	51.8	4.20	10	50	102.1	98.3	106.3	3	
MCDONNELL DOUGLAS	DC-10-30	555.00	403.00	CF6-50C2	3	51.8	4.30	5	50	96.8	97.8	105.0	3	
MCDONNELL DOUGLAS	DC-10-30	555.00	403.00	CF6-50C2-B	3	53.2	4.30	5	50	96.1	98.4	105.0	3	
MCDONNELL DOUGLAS	DC-10-30	555.00	403.00	CF6-50C2-R	3	50.4	4.40	10	50	97.5	97.2	105.0	3	
MCDONNELL DOUGLAS	DC-10-30	565.00	411.00	CF6-50A	3			5	50	102.7	101.4	106.6	2	*
MCDONNELL DOUGLAS	DC-10-30	572.00	411.00	CF6-50C/H	3	50.4	4.30	10	50	102.3	97.5	106.6	3	
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C1	3	51.8	4.20	10	50	103.0	98.0	106.6	3	
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C2	3	51.8	4.30	15	50	99.0	97.9	105.3	3	

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MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C2-B	3	53.2	4.30	15	50	98.7	98.5	105.3	3	
MCDONNELL DOUGLAS	DC-10-30	572.00	421.00	CF6-50C2-R	3	50.4	4.40	10	50	98.4	97.3	105.8	3	
MCDONNELL DOUGLAS	DC-10-30	555.00	424.00	CF6-50C2	3	51.8	4.30	5	50	96.8	97.8	106.0	3	15
MCDONNELL DOUGLAS	DC-10-30	572.00	424.00	CF6-50C2-B	3	53.2	4.30	10	50	97.4	98.5	106.0	3	15
MCDONNELL DOUGLAS	DC-10-30	555.00	424.00	CF6-50C2-B	3	53.2	4.30	5	50	96.1	98.4	106.0	3	15
MCDONNELL DOUGLAS	DC-10-30	590.00	436.00	CF6-50C2	3	51.8	4.30	15	50	99.0	97.7	106.4	3	15
MCDONNELL DOUGLAS	DC-10-40	530.00	403.00	JT9D-20D	3	44.5	5.00	10	50	100.8	95.2	105.7	3	*
MCDONNELL DOUGLAS	DC-10-40	555.00	403.00	JT9D-59A	3	51.7	4.90	10	50	101.4	98.0	106.4	3	*
MCDONNELL DOUGLAS	MD-11	602.50	430.00	CF6-80C2	3	61.5	5.30	10	50	92.8	96.3	103.6	3	
MCDONNELL DOUGLAS	MD-11	602.50	430.00	CF6-80C2D1F	3	61.5	5.30	10	50	92.8	96.3	103.6	3	
MCDONNELL DOUGLAS	MD-11	602.50	430.00	PW4460	3	60.0	5.00	10	50	93.7	96.3	103.8	3	
MCDONNELL DOUGLAS	MD-11	602.50	430.00	PW4462	3	62.0	5.00	10	50	93.1	96.6	103.8	3	
MCDONNELL DOUGLAS	MD-11	618.00	471.50	CF6-80C2	3	61.5	5.30	10	50	93.9	96.3	104.3	3	
MCDONNELL DOUGLAS	MD-11	630.50	481.50	PW4460	3	60.0	5.00	10	50	95.8	96.1	104.4	3	
MCDONNELL DOUGLAS	MD-11	630.50	481.50	PW4462	3	62.0	5.00	10	50	95.0	96.5	104.4	3	
MCDONNELL DOUGLAS	MD-11 A-1	602.50	430.00	CF6-80C2D1F	3	61.5	5.30	10	50	92.8	96.4	103.6	3	
MCDONNELL DOUGLAS	MD-11 A-1	602.50	430.00	PW4460 (-3)	3	60.0	5.00	10	50	93.9	96.2	103.4	3	
MCDONNELL DOUGLAS	MD-11 A-1	602.50	430.00	PW4462 (-3)	3	62.0	5.00	10	50	93.3	96.6	103.4	3	

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MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TQ	AP	TQ	SL	AP		
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	CF6-80C2D1F	3	61.5	5.30	10	50	94.5	96.3	104.5	3	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	PW4460 (-3)	3	60.0	5.00	10	50	95.6	98.0	104.4	3	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	PW4462 (-3)	3	62.0	5.00	10	50	95.0	96.5	104.4	3	
MCDONNELL DOUGLAS	MD-80	140.00	128.00	JT8D-209	2	19.2	1.83	0	40	88.9	94.7	92.8	3	10
MCDONNELL DOUGLAS	MD-80	140.00	128.00	JT8D-219	2	21.7	1.70	0	40	86.7	97.3	92.8	3	10
MCDONNELL DOUGLAS	MD-80	149.50	130.00	JT8D-209	2	19.2	1.83	0	40	91.1	94.5	92.9	3	10
MCDONNELL DOUGLAS	MD-80	142.00	130.00	JT8D-217	2	20.8	1.80	0	40	88.2	96.1	92.9	3	10
MCDONNELL DOUGLAS	MD-80	149.50	130.00	JT8D-217	2	20.8	1.80	0	40	89.7	95.8	92.9	3	10
MCDONNELL DOUGLAS	MD-80	149.50	130.00	JT8D-219	2	21.7	1.70	0	40	88.6	97.1	92.9	3	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-217A	2	20.8	1.80	2	40	92.0	95.9	93.7	3	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-217C	2	20.8	1.70	2	40	91.5	96.3	93.7	3	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-219	2	21.7	1.70	2	40	90.8	97.2	93.7	3	10
MCDONNELL DOUGLAS	MD-87	125.00	120.00	JT8D-217A	2	20.8	1.80	0	40	84.3	96.4	92.9	3	10
MCDONNELL DOUGLAS	MD-87	125.00	120.00	JT8D-217C	2	20.8	1.70	0	40	84.1	96.5	92.9	3	10
MCDONNELL DOUGLAS	MD-87	140.00	128.00	JT8D-219	2	21.7	1.70	0	40	86.5	97.1	93.3	3	10
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-217A	2	20.8	1.80	1	40	89.7	95.9	93.3	3	10
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-217C	2	20.8	1.70	1	40	89.2	96.2	93.3	3	10
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-219	2	21.7	1.70	1	40	88.5	97.1	93.3	3	10

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APPENDIX 1AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	MD-90-30	135.00	130.00	V2525-D5	2	25.0	4.80	5	40	78.3	89.2	91.7	3	
MCDONNELL DOUGLAS	MD-90-30	135.00	130.00	V2528-D5	2	28.0	4.80	5	40	77.2	91.4	91.7	3	
MCDONNELL DOUGLAS	MD-90-30	166.00	142.00	V2525-D5	2	25.0	4.80	5	40	84.2	88.7	91.8	3	
MCDONNELL DOUGLAS	MD-90-30	166.00	142.00	V2528-D5	2	28.0	4.80	5	40	82.6	90.9	91.8	3	
MITSUBISHI	MU-300 (DIAMOND I)	14.10	13.20	JT15D-4	2	2.68	2.50	10	30	86.3	88.0	85.8	3	*
MITSUBISHI	MU-300 (DIAMOND I)	15.50	13.20	JT15D-4D	2	2.68	2.50	0	30	81.2	88.4	85.8	3	
MITSUBISHI	MU-300-10 (DIAM. II)	15.78	14.22	JT15D-5	2	2.88	2.10	10	30	88.6	93.7	91.4	3	*
RAYTHEON	HAWKER 125- 1A	21.20	19.60	TFE731-3-1H	2	3.70	2.70	0	45	83.4	90.1	96.0	3	
RAYTHEON	HAWKER 125- 1A	21.70	19.60	TFE731-3-1H	2	3.70	2.70	0	45	84.2	90.0	96.0	3	
RAYTHEON	HAWKER 125- 3A	21.70	20.00	TFE731-3-1H	2	3.70	2.70	0	45	84.2	90.0	96.3	3	
RAYTHEON	HAWKER 125- 3A/RA	23.60	20.00	TFE731-3-1H	2	3.70	2.70	0	45	85.5	89.8	95.7	3	
RAYTHEON	HAWKER 125- 400A	23.60	20.00	TFE731-3-1H	2	3.70	2.70	0	45	85.5	89.8	95.7	3	
RAYTHEON	HAWKER 125- 600A	25.50	22.00	TFE731-3-1H	2	3.70	2.70	0	45	88.0	89.2	96.3	3	
RAYTHEON	HAWKER 125- 600A	25.50	22.00	VIPER 601-22	2	3.65	0.00	0	45	92.3	99.2	102.9	2	12
RAYTHEON	HAWKER 125- 700A	25.50	22.00	TFE731-3-1H	2	3.70	2.70	0	45	91.6	92.1	96.0	2	25,33
RAYTHEON	HAWKER 125- 700A	25.50	22.00	TFE731-3-1H	2	3.70	2.70	0	45	88.0	89.2	96.3	3	33
RAYTHEON	HAWKER 125- 800	27.40	23.35	TFE731-5R-1H	2	4.30	3.30	0	45	80.9	87.2	96.5	3	
RAYTHEON	HAWKER 125- 800A	27.40	23.35	TFE731-5R-1H	2	4.30	3.30	0	45	80.9	89.6	96.5	3	25

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AIRCRAFT NOISE DATA FOR
UNITED STATES CERTIFICATED TURBOJET POWERED AIRPLANES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>		<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
RAYTHEON	HAWKER 125-1000	31.00	25.00	PW305	2	5.20	4.50	0	25	81.8	85.9	91.6	3	
RAYTHEON	HAWKER 125-1000	35.50	28.50	PW305	2	5.20	4.50	0	25	85.7	85.3	92.0	3	
SABRELINER	SABRELINER 40	17.50	14.00	JT12A-8	2	3.30		0	25	89.7	100.4	97.5	2	
SABRELINER	SABRELINER 40	20.20	17.50	JT12A-8	2	3.30		0	25	94.5	100.1	98.4	2	
SABRELINER	SABRELINER 60	20.20		JT12A-8	2	3.30			24	95.0	100.3	98.5	2	*
SABRELINER	SABRELINER 60A/60SC	22.70	20.60	JT12A-8	2	3.30		0		94.4	100.0	102.2	2	
SABRELINER	SABRELINER 65	24.00	21.80	TFE731-3R	2	3.70	2.80			84.0	93.0	90.6	3	*
SABRELINER	SABRELINER 65	22.70	21.80	TFE731-3R	2	3.70	2.80	0	36	82.3	93.1	90.6	3	*
SABRELINER	SABRELINER 75A	23.00		CF700-2D-2	2	4.30	2.00	15	25	90.7	91.3	100.2	2	*
SABRELINER	SABRELINER 80	23.30	22.00	CF700-2D-2	2	4.32	2.00			90.7	91.3	100.2	2	*
SABRELINER	SABRELINER 80A/80SC	25.50	22.00	CF700-2D-2	2	4.30	2.00	0		91.2	91.4	101.1	2	*

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Appendix 1

Appendix 1 Notes

- 1 Engines Equipped With P-36 Acoustical Treatment (McDonnell Douglas Aircraft).
- 2 Quiet Nacelle And Fan Case Double Acoustic Treatment (Boeing Aircraft).
- 3 Fan Case Double Acoustic Treatment (Boeing Aircraft).
- 5 Direct Lift Control Used On Approach.
- 6 Engine Acoustic Treatment Installed Per Appropriate STC.
- 10 DC-9-80 Normal Takeoff Power.
- 12 Equipped With Standard Hushkit.
- 13 Equipped With Learavia Engine Suppressor Nozzle (Gates Learjet).
- 14 Equipped With Learavia With ECR 936 (Gates Learjet).
- 15 Revised Forward Center Of Gravity On Approach.
- 16 Data Also Applies To JT8D-7A And JT8D-7B Engines.
- 17 Data Also Applies To JT8D-9A.
- 18 Data Also Applies To JT8D-15A.
- 19 Data Also Applies To JT8D-17A.
- 20 Data Also Applies To JT8D-17AR.
- 21 Data Also Applies To JT3D-3B Derated To JT3D-1 Thrust.
- 22 Increased Takeoff Thrust Rating.
- 23 Equipped With JT8D-217C Outboard Engines.
- 24 Equipped With Fan Duct Acoustic Treatment (McDonnell Douglas).
- 25 Equipped With Thrust Reversers.
- 26 Equipped With 4% Leading Edge Extension.
- 27 Equipped With Heavyweight Hushkit
- 28 Equipped With Heavyweight Hushkit, Including 3% Nozzle Area Increase
- 29 Equipped With -100 "CN" Nacelle.
- 30 Equipped With -200 "CN" Nacelle.
- 31 Equipped With Modifications 2450 (Short Nozzle), 3305, And 3373.
- 33 Data Also Applies TFE731-3R-1H.
- 34 Equipped With Modification M3530.
- 35 Equipped With Lightweight Hushkit.
- 36 Date also applies to JT8D-9A/-15/-15A/-17/-17A Engines Derated To JT8D-9 Thrust.
- 37 Data also applies to JT8D-15A/-17/-17A Engines Derated To JT8D-15 Thrust.
- 38 Configuration APU With APS2000 , GTCP36-280(B), Or GTCP85-129 With Boeing Service Bulletin 737-49-1109 (Without APU Surge Bleed).

Appendix I Notes - continued

- 40 Date Also Applies To JT8D-7A/-9/-9A/-15/-15A/-17/-17A Engines Derated To JT8D-7 Thrust.
- 41 Data Also Applies To JT8D-15/-17 Engines Derated To JT8D-9 Thrust.
- 42 Data Also Applies To JT8D-17 Engine Derated to JT8D-15 Thrust.
- * Full Power Takeoff.
- ** 650 Meter Sideline.

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Appendix 1

EQUATIONS FOR THE CALCULATION OF NOISE CERTIFICATION LIMITS AT TAKEOFF, SIDELINE, AND APPROACH

STAGE 2

	Takeoff Limits (EPNdB)	Sideline Limits (EPNdB)	Approach Limits (EPNdB)
Up To And Including 75,000 lb.	93	102	102
Over 75,000 lb. To 600,000 lb.	$93 + 5 \left\{ \frac{\log \frac{W}{75,000}}{\log 2} \right\}$	$102 + 2 \left\{ \frac{\log \frac{W}{75,000}}{\log 2} \right\}$	$102 + 2 \left\{ \frac{\log \frac{W}{75,000}}{\log 2} \right\}$
Over 600,000 lb.	108	108	108

EQUATIONS FOR THE CALCULATION OF NOISE CERTIFICATION LIMITS AT TAKEOFF

STAGE 3-TAKEOFF (EPNdB)

4 ENGINES OR MORE

Up To And Including 44,673 lb.

89

Over 44,673 lb. To 850,000 lb.

$$89 + 4 \left\{ \frac{\log \frac{W}{44,673}}{\log 2} \right\}$$

Over 850,000 lb.

106

3 ENGINES

Up To And Including 63,177 lb.

89

Over 63,177 To 850,000 lb.

$$89 + 4 \left\{ \frac{\log \frac{W}{63,177}}{\log 2} \right\}$$

Over 850,000 lb.

104

2 ENGINES OR LESS

Up To And Including 106,250 lb.

89

Over 106,250 To 850,000 lb.

$$89 + 4 \left\{ \frac{\log \frac{W}{106,250}}{\log 2} \right\}$$

Over 850,000 lb.

101

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**EQUATION FOR THE CALCULATION OF NOISE CERTIFICATION LIMITS
AT SIDELINE AND APPROACH**

**STAGE 3-SIDELINE
(EPNdB)**

Up To And Including 77,200 lb.

94

Over 77,200 lb. To 882,000 lb.

$$94 + 2.56 \left\{ \frac{\log \frac{W}{77,200}}{\log 2} \right\}$$

Over 882,000 lb.

103

**STAGE 3-APPROACH
(EPNdB)**

Up To And Including 77,200 lb.

98

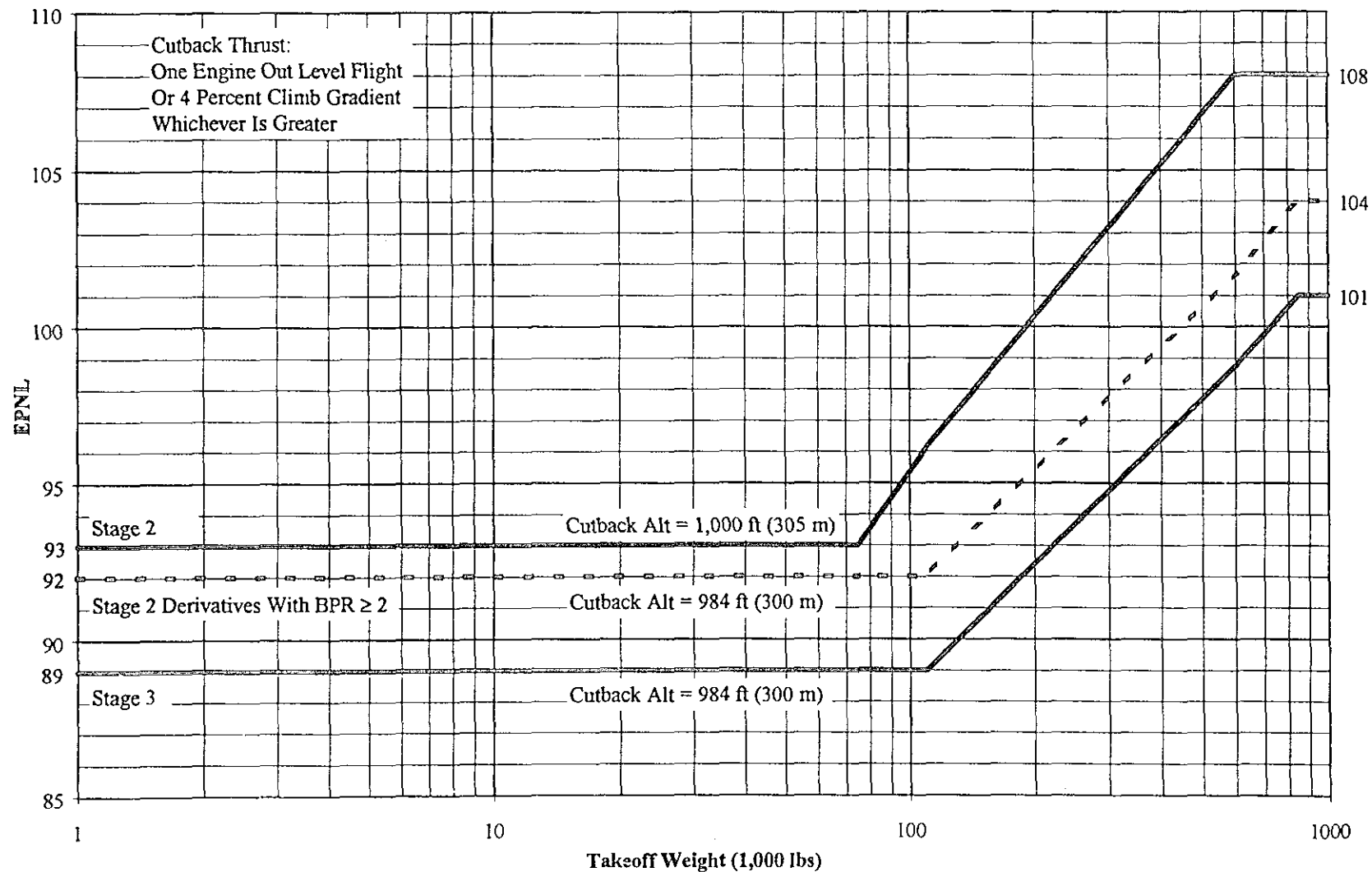
Over 77,200 To 617,300 lb.

$$98 + 2.33 \left\{ \frac{\log \frac{W}{77,200}}{\log 2} \right\}$$

Over 617,300 lb.

105

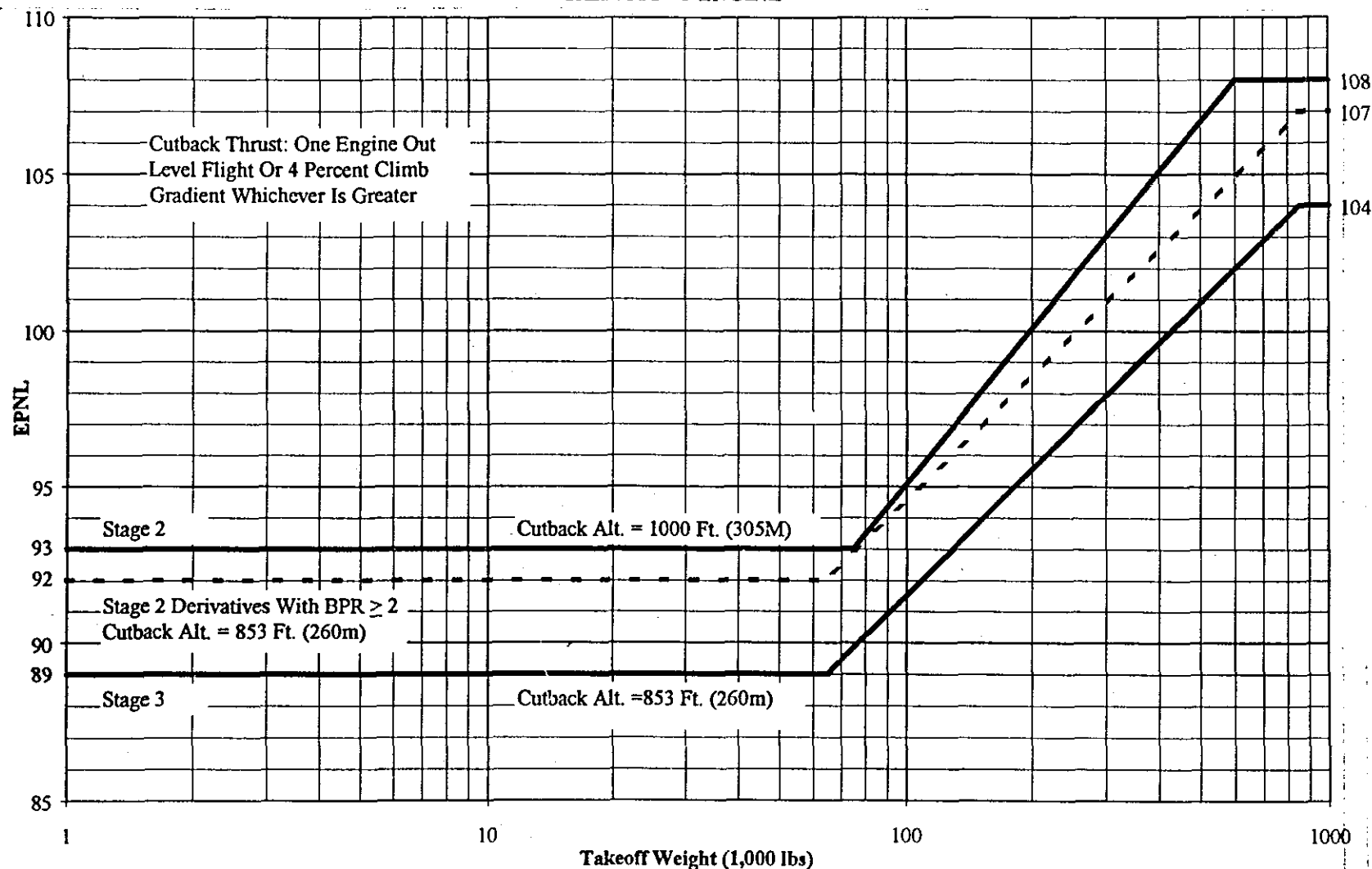
NOISE CERTIFICATION REQUIREMENTS - JET AND TRANSPORT AIRPLANES TAKEOFF - 2 ENGINE



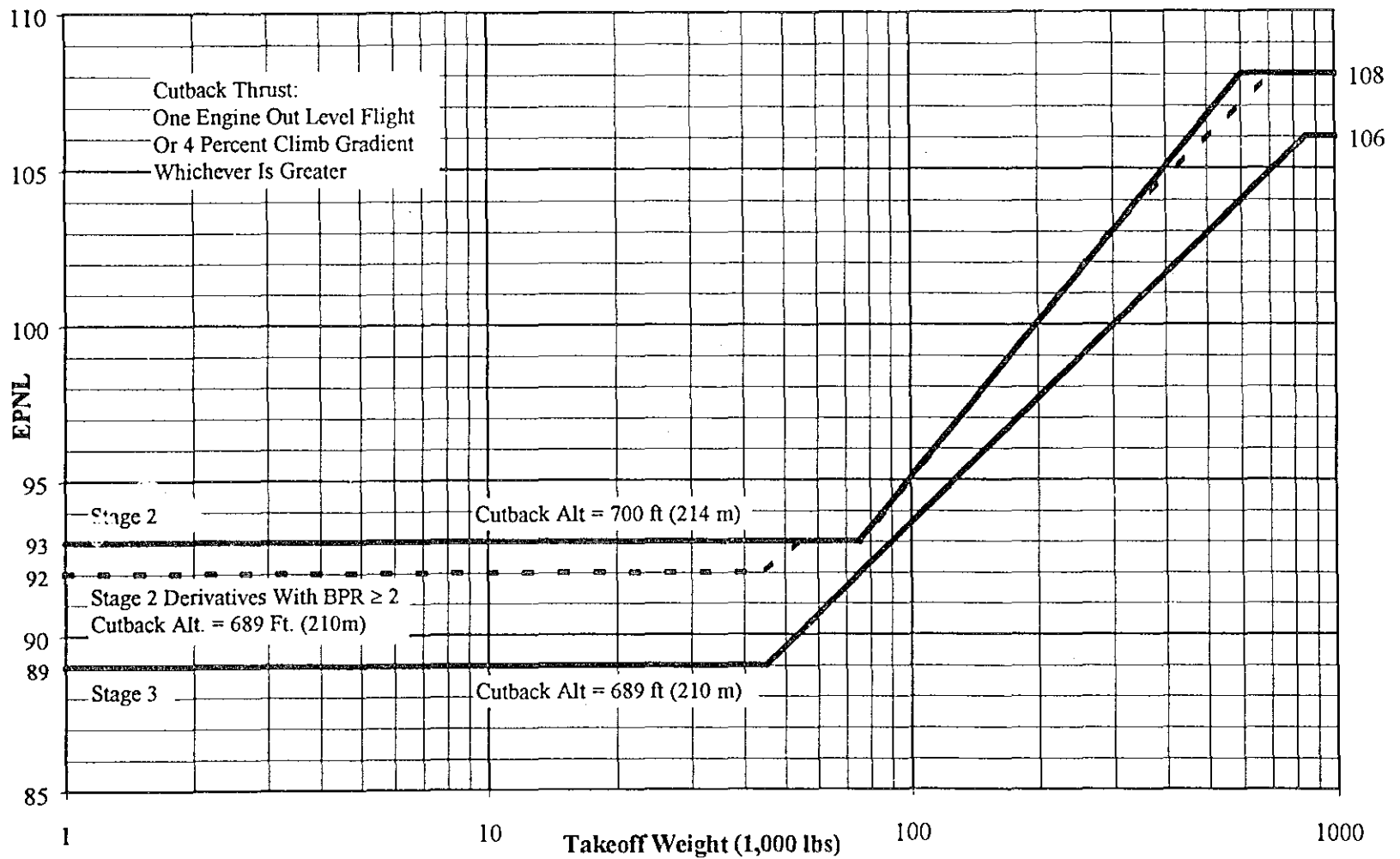
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Appendix 1

NOISE CERTIFICATION REQUIREMENTS - JET AND TRANSPORT AIRPLANES **TAKEOFF - 3 ENGINE**



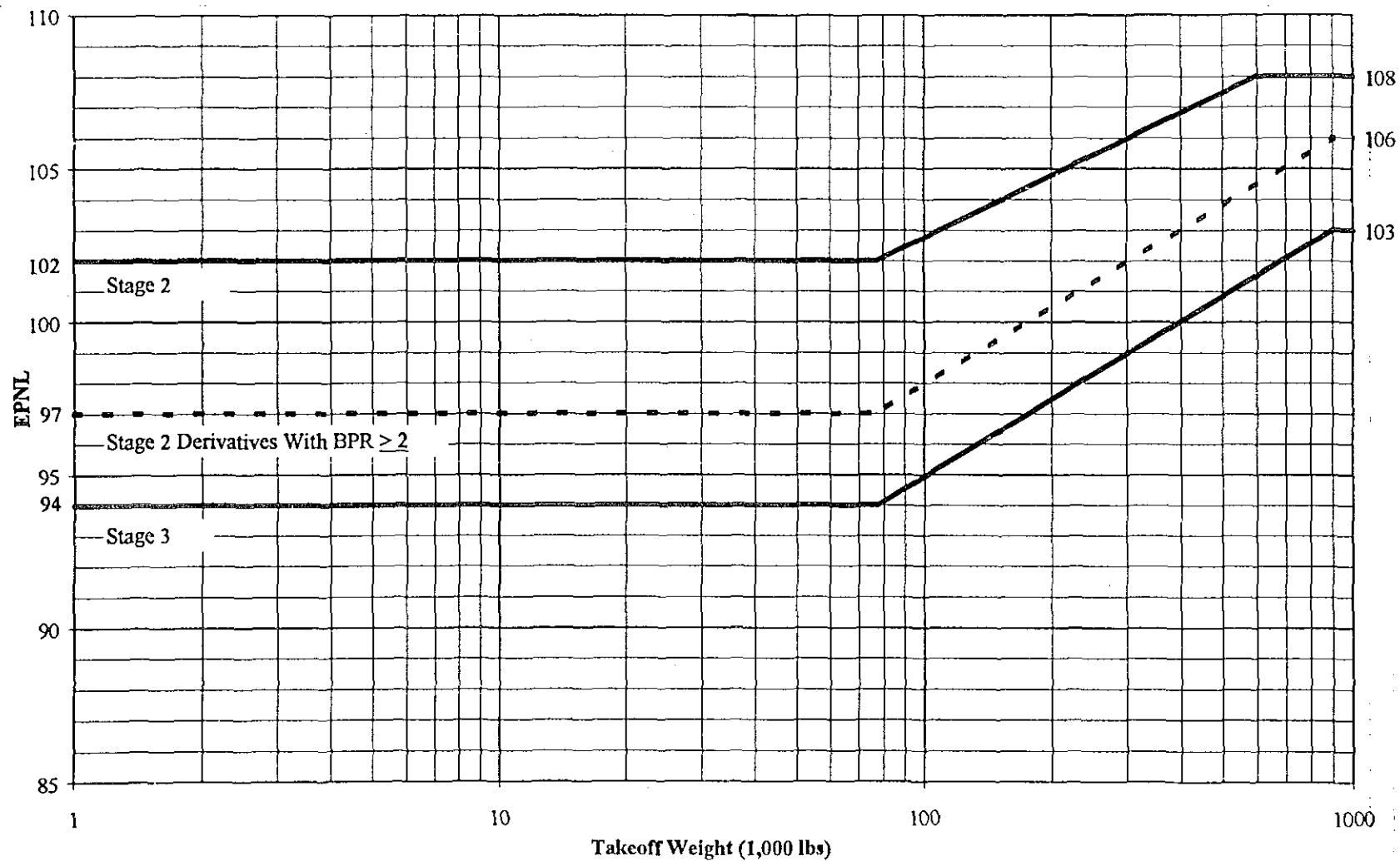
NOISE CERTIFICATION REQUIREMENTS - JET AND TRANSPORT AIRPLANES
TAKEOFF - 4 ENGINE



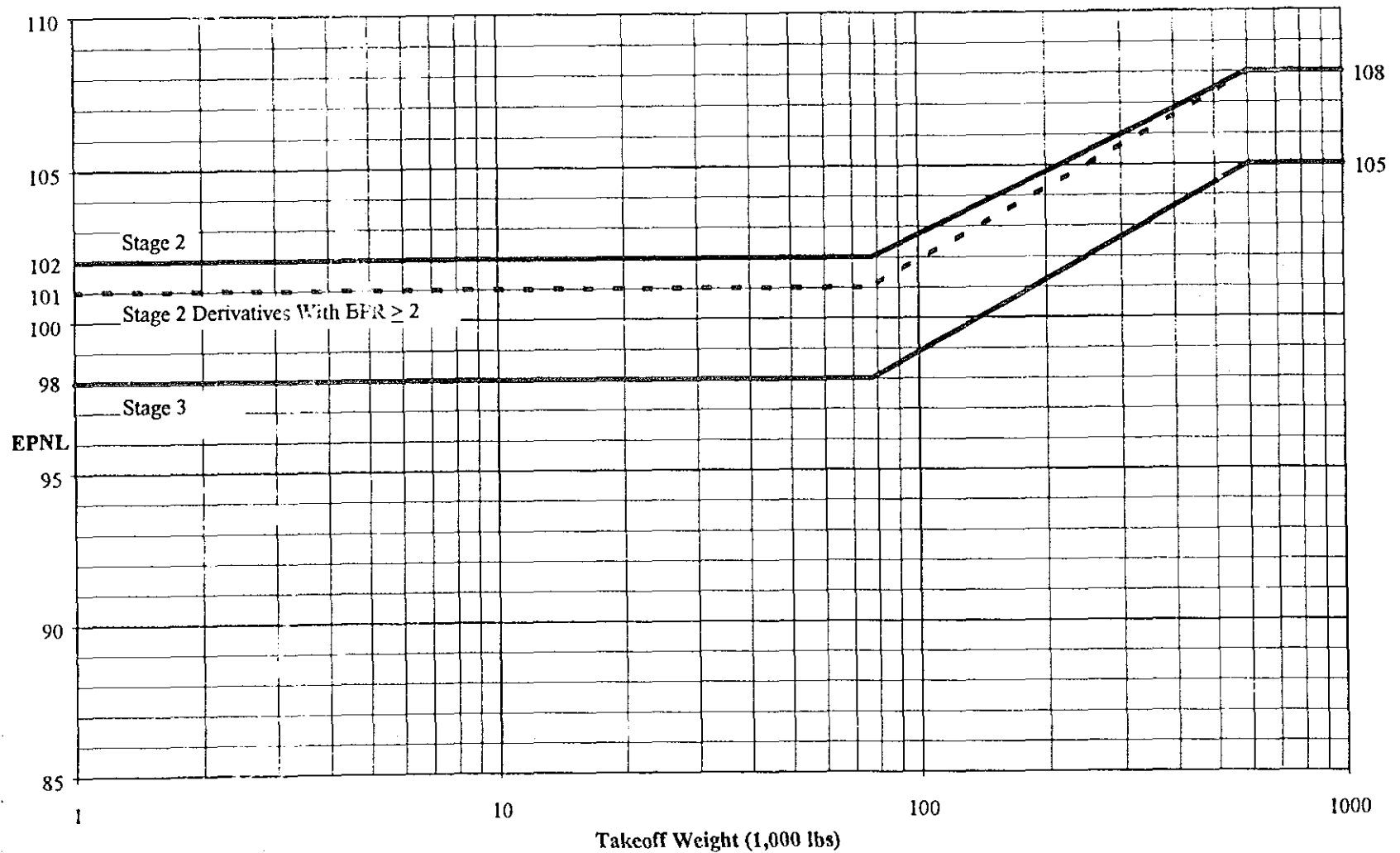
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Appendix 1

NOISE CERTIFICATION REQUIREMENTS - JET AND TRANSPORT AIRPLANES SIDELINE



NOISE CERTIFICATION REQUIREMENTS - JET AND TRANSPORT AIRPLANES APPROACH



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AIRCRAFT NOISE DATA FOR
FOREIGN CERTIFICATED TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAP		NOISE LEVEL (EPNdB)			CHAPTER	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
AEROSPATIALE	CARAVELLE 10-B1R	119.00	109.00	JT8D-7	2	14.0	1.10	5	35	93.7	98.1	105.1	2	
AEROSPATIALE	CARAVELLE 10-B1R	114.50	109.00	JT8D-7	2	14.0	1.10	5	35	92.3	98.2	105.1	2	
AEROSPATIALE	CARAVELLE 10-B3	119.00	109.00	JT8D-7	2	14.0	1.10	5	45	94.4	97.7	106.2	2	
AEROSPATIALE	CARAVELLE 10-B3	125.60	109.00	JT8D-9	2	14.2	1.10	5	45	95.7	98.2	106.2	2	
AEROSPATIALE	CARAVELLE 11R	114.50	109.00	JT8D-7	2	14.0	1.10	5	35	92.3	97.9	105.1	2	
AEROSPATIALE	CARAVELLE 12	119.00	109.00	JT8D-9	2	14.2	1.10	5	45	94.0	98.4	105.9	2	
AEROSPATIALE	CARAVELLE 12	123.40	109.00	JT8D-9	2	14.2	1.10	5	45	95.3	98.3	105.9	2	
AEROSPATIALE	CARAVELLE 12	127.00	109.00	JT8D-9	2	14.2	1.10	5	45	96.6	98.2	105.9	2	
AIRBUS	A300B1	302.03	268.96	CF6-50C2R	2	50.4	4.30	0	25	90.8	97.4	102.9	3	
AIRBUS	A300B1	302.10	269.00	CF6-50A	2	48.4	4.60		25	87.9	90.7	101.1	2	
AIRBUS	A300B2 K3C	313.10	286.70	CF6-50C	2	50.4	4.30		25	87.0	92.6	101.7	2	
AIRBUS	A300B2-1A	302.10	281.10	CF6-50A	2	48.3	4.60		25	87.9	90.7	101.1	2	
AIRBUS	A300B2-1C	291.01	268.96	CF6-50C	2	50.4	4.30	0	25	89.9	97.5	102.9	3	
AIRBUS	A300B2-1C	313.05	286.70	CF6-50C	2	50.4	4.30	0	25	91.8	97.4	103.1	3	
AIRBUS	A300B2-202	313.00	287.00	CF6-50C1	2	51.7	4.60	0	25	89.3	93.5	102.0	3	
AIRBUS	A300B2-320	330.80	293.30	JT9D-59A	2	50.3	4.90	8	15	90.3	98.5	100.5	3	
AIRBUS	A300B4-102	347.30	294.80	CF6-50C1	2	51.7	4.60		25	90.1	93.3	101.9	2	
AIRBUS	A300B4-120	313.07	286.60	JT9D-59A	2			0	25	90.0	98.0	101.9	3	
AIRBUS	A300B4-120	363.78	295.43	JT9D-59A	2			0	25	93.5	97.6	103.2	3	2
AIRBUS	A300B4-120	347.24	295.43	JT9D-59A	2			0	25	92.2	97.7	103.2	3	2
AIRBUS	A300B4-120	363.78	299.84	JT9D-59A	2			0	25	93.6	97.5	102.3	3	
AIRBUS	A300B4-203	302.04	275.59	CF650.C2	2			0	25	89.9	98.3	102.4	3	

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STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES	
		1000#	1000#			1000#	BPR	TO	AP	TO	SL			AP
AEROSPATIALE	SN601 CORVETTE	13.90	12.40	JT15D-4	2	2.50	2.50	15	35	80.4	85.4	89.5	3	*
AEROSPATIALE	SN601 CORVETTE	14.60	13.20	JT15D-4	2	2.52	2.50	15	35	74.0	81.0	90.0	3	
AIRBUS	A300 B4-605R	330.40	290.00	CF6-80C2A5F	2			0	40	87.4	98.8	99.5	3	
AIRBUS	A300 B4-605R	385.46	319.38	CF6-80C2A5F	2			0	40	91.5	98.5	100.0	3	
AIRBUS	A300B2-1C	291.00	268.00	CF6-50C/2R	2			0	25	89.9	97.5	102.9	3	
AIRBUS	A300B2-1C	313.00	286.60	CF6-50C/2R	2			0	25	91.8	97.4	103.1	3	
AIRBUS	A300B2-203	313.10	286.60	CF6-50-C2	2	51.8	4.31	16	25	91.1	97.9	103.1	3	
AIRBUS	A300B4-103	347.20	295.40	CF6-50-C2	2	51.8	4.31	16	25	93.6	97.7	103.0	3	
AIRBUS	A300B4-203	313.05	286.60	CF6-50C2	2	51.8	4.31	0	25	90.5	97.3	102.4	3	31
AIRBUS	A300B4-203	363.70	299.83	CF6-50-C2	2	51.8	4.31	0	25	94.0	96.9	102.4	3	31
AIRBUS	A300B4-622R	330.00	275.00	PW-4158	2	58.0		0	40	88.0	98.3	101.3	3	
AIRBUS	A300B4-622R	385.00	304.50	PW-4158	2	58.0		0	40	93.1	97.9	101.9	3	
AIRBUS	A310-221	305.60	267.90	JT9D-7R4D1	2	48.0	4.50	15	40	90.5	94.8	100.6	3	
AIRBUS	A310-304	275.58	261.25	CF6-80C2A2	2	53.5		0	40	85.7	96.5	98.5	3	
AIRBUS	A310-304	352.74	286.60	CF6-80C2A2	2	53.5		0	40	92.9	96.1	98.8	3	
AIRBUS	A310-324	330.69	271.16	PW-4152	2	52.0		15	40	90.6	97.2	100.2	3	
AIRBUS	A319-112	123.46	121.25	CFM56-5B6 w/SAC	2	23.5	6.00	10	40	78.6	93.3	92.4	3	
AIRBUS	A319-112	158.73	149.91	CFM56-5B6 w/SAC	2	23.5	6.00	10	40	85.4	92.6	93.1	3	
AIRBUS	A319-113	123.46	121.25	CFM56-5A4	2	22.0	6.00	10	40	80.1	93.9	94.0	3	
AIRBUS	A319-113	158.73	149.91	CFM56-5A4	2	22.0	6.00	10	40	87.5	93.1	94.8	3	
AIRBUS	A319-131	123.46	121.25	V2522-A5	2	22.0	4.90	10	40	79.2	92.5	94.0	3	

STAGE 3
TURBOJET POWERED AIRPLANES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>	<u>BPR</u>	<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>		<u>TQ</u>	<u>AP</u>	<u>TQ</u>	<u>SL</u>	<u>AP</u>		
AIRBUS	A319-131	158.73	149.91	V2522-A5	2	22.0	4.90	10	40	85.3	91.4	94.5	3	
AIRBUS	A320-211	149.90	142.20	CFM56-5A1	2	25.0			35	85.3	94.4	96.4	3	
AIRBUS	A320-211	162.00	142.20	CFM56-5A1	2	25.0			35	87.8	94.3	96.4	3	
AIRBUS	A320-231	162.00	142.20	V2500.A1	2	25.0			40	86.6	92.8	96.6	3	
AIRBUS	A320-231	149.90	142.20	V2500.A1	2	25.0			40	84.0	93.0	96.6	3	
AIRBUS	A330-301	396.83	361.56	CF6-80E1A2	2					87.0	97.9	98.5	3	
AIRBUS	A330-301	507.06	418.88	CF6-80E1A2	2					94.2	97.2	98.7	3	
AIRBUS	A330-321	396.83	330.69	PW4164	2					88.5	98.0	97.3	3	
AIRBUS	A330-321	507.06	418.88	PW4164	2					95.6	97.5	98.0	3	
AIRBUS	A330-322	396.83	330.69	PW4168	2					87.6	98.6	97.3	3	
AIRBUS	A330-322	507.06	418.88	PW4168	2					94.3	98.3	98.0	3	
AIRBUS	A340-212	485.01	363.76	CFM56-5C3	2					88.1	95.8	97.3	3	
AIRBUS	A340-212	595.25	440.92	CFM56-5C3	2					96.1	95.4	97.2	3	
AIRBUS	A340-312	485.02	363.76	CFM56-5C3	2					88.0	95.8	97.3	3	
AIRBUS	A340-312	595.24	440.92	CFM56-5C3	2					96.2	95.3	97.2	3	
AVRO	146-RJ 85	80.00	77.50	LF 507-1F	4			18	33	79.0	89.1	96.9	3	
AVRO	146-RJ 85	97.00	85.00	LF 507-1F	4			18	33	84.3	88.4	97.3	3	
BAe	146-100A	76.00	72.35	ALF502R-3	4	6.70	5.90	18	33	80.7	87.2	95.1	3	
BAe	146-100A	76.00	72.35	ALF502R-3A	4	6.97	5.70	18	33	79.0	88.0	94.9	3	
BAe	146-100A	82.25	73.35	ALF502R-3A	4	6.97	5.70	18	33	82.3	87.6	95.2	3	
BAe	146-100A	82.25	73.35	ALF502R-5	4	6.97	5.70	18	33	82.3	87.6	95.2	3	
BAe	146-100A	84.00	77.50	ALF502R-5	4	6.97	5.70	18	33	81.8	87.7	95.6	3	

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STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BAe	146-200A	89.50	77.50	ALF502R-3	4	6.70	5.90	18	33	85.9	86.6	95.6	3	
BAe	146-200A	89.50	77.50	ALF502R-3A	4	6.97	5.70	18	33	84.9	87.3	95.6	3	
BAe	146-200A	89.50	77.50	ALF502R-5	4	6.97	5.70	18	33	84.9	87.3	95.6	3	
BAe	146-200A	93.00	81.00	ALF502R-5	4	6.97	5.70	18	33	85.2	87.3	95.8	3	
BAe	146-300	95.00	83.00	LF 507-1HV-1F	4			18	33	84.0	87.9	97.2	3	
BAe	146-300	101.50	88.50	LF 507-1HV-1F	4			18	33	86.3	87.6	97.6	3	
BAe	146-300A	95.00	83.00	ALF 502R-5	4	6.97	5.70	18	33	86.0	87.0	96.0	3	
BAe	146-300A	97.50	84.50	ALF502R-5	4	6.97	5.70	18	33	86.5	86.7	95.6	3	
BAe	C-29A	28.00	23.35	TFE731-5R-1H	2	4.30	3.30	0	45	81.4	87.3	95.8	3	
BEECH	BEECHJET 400	15.78	14.22	JT15D-5	2	2.88		10	30	88.6	93.7	91.4	3	*
BOEING	B-727-100 (Dec Howard)	169.50	137.50	TAY 651-54	3			5	40	92.1	92.3	98.4	3	
BOEING	B-727-100 (Dec Howard)	169.50	142.50	TAY 651-54	3			5	30	92.1	92.3	95.3	3	
BOEING	B-727-100 (FED EX;STC SA3993NM)	160.50	137.50	JT8D-7 w/BOEING INLET+CHIN CSD	3				30	92.5	96.6	97.8	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	163.50	137.50	JT8D-7 w/BOEING INLET+FAN CSD	3				30	93.2	97.4	97.8	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	137.50	JT8D-9 w/BOEING INLET+CHIN CSD	3				30	93.9	97.5	98.1	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	174.50	142.50	JT8D-7 w/BOEING INLET+CHIN CSD	3				30	95.7	96.4	97.9	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-7 w/BURBANK INLET+CHIN CSD	3				30	94.1	96.6	98.2	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-7 w/BURBANK INLET+FAN CSD	3				30	94.1	97.2	98.2	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-9 w/BOEING INLET+FAN CSD	3				30	93.9	98.0	98.4	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	174.50	142.50	JT8D-9 w/BURBANK INLET+CHIN CSD	3				30	94.9	97.1	98.8	3	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-9 w/BURBANK INLET+CHIN CSD	3				30	94.0	97.3	98.8	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	172.60	150.00	JT8D-7 w/BOEING INLET+CHIN CSD	3				30	96.0	97.4	99.0	3	35

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TQ	AP	TQ	SL	AP		
BOEING	B-727-200 (FED EX;STC SA4833NM)	172.50	150.00	JT8D-7 w/BOEING INLET+FAN CSD	3				30	95.9	97.0	99.0	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	172.60	150.00	JT8D-7 w/BURBANK INLET+CHIN CSD	3				30	95.7	96.5	98.9	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	173.88	150.00	JT8D-9 w/BOEING INLET+CHIN CSD	3				30	95.5	97.4	99.6	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	167.85	150.00	JT8D-9 w/BOEING INLET+FAN CSD	3				30	94.2	98.3	99.6	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	175.00	150.00	JT8D-9 w/BURBANK INLET+CHIN CSD	3				30	95.2	97.2	100.2	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	170.48	150.00	JT8D-9 w/BURBANK INLET+FAN CSD	3				30	94.3	97.8	100.2	3	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	172.96	154.50	JT8D-9 w/BURBANK INLET+CHIN CSD	3				30	94.7	97.3	100.5	3	35
BOEING	B-727-200 (FED EX;STC SA5839NM)	155.00	150.00	JT8D-9 w/BOEING INLET+CHIN CSD	3				30	89.2	97.9	97.4	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	155.00	150.00	JT8D-9 w/BOEING INLET+FAN CSD	3				30	89.2	98.4	97.4	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	155.00	150.00	JT8D-9 w/BURBANK INLET+CHIN CSD	3				30	88.5	97.6	98.0	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	155.00	150.00	JT8D-9 w/BURBANK INLET+CHIN CSD	3				30	88.5	98.1	98.0	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	160.00	154.50	JT8D-15 w/BOEING INLET+CHIN CSD	3				30	92.2	98.0	97.6	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	160.00	154.50	JT8D-15 w/BOEING INLET+FAN CSD	3				30	92.2	98.2	97.6	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	178.90	154.50	JT8D-15 w/BURBANK INLET	3				30	94.3	97.3	98.2	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	184.20	154.50	JT8D-17 w/BOEING INLET	3				30	95.3	98.8	97.6	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	184.20	154.50	JT8D-17 w/BURBANK INLET	3				30	94.8	98.6	98.2	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	189.20	160.00	JT8D-9 w/BOEING INLET+CHIN CSD	3				30	97.3	95.9	97.9	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	189.20	160.00	JT8D-9 w/BOEING INLET+FAN CSD	3				30	97.3	96.5	97.9	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	182.75	161.00	JT8D-15 w/BOEING INLET+CHIN CSD	3				30	93.9	99.1	97.7	3	28
BOEING	B-727-200 (FED EX;STC SA5839NM)	199.05	166.00	JT8D-15 w/BOEING INLET+CHIN CSD	3				30	97.6	98.0	98.1	3	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	199.51	166.00	JT8D-15 w/BOEING INLET+CHIN CSD	3				30	97.6	98.0	97.9	3	28
BOEING	B-727-200 (FED EX;STC SA5839NM)	199.05	166.00	JT8D-15 w/BOEING INLET+FAN CSD	3				30	97.6	98.2	98.1	3	27

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APPENDIX 3***STAGE 3***
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-727-200RE(VALSAN)	190.50	148.00	JT8D-15/217C	3				30	91.5	99.3	98.8	3	6,23
BOEING	B-727-200RE(VALSAN)	209.50	159.00	JT8D-17A/217C	3				30	94.5	99.6	99.0	3	6,23
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	88.00	JT8D-17	2			1	40	91.4	97.5	96.7	3	27
BOEING	B-737-200 (AVAERO;STC ST223CH)	100.80	95.00	JT8D-15	2			1	40	83.7	96.8	97.2	3	27,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	100.80	95.00	JT8D-9	2			1	40	85.2	95.5	97.2	3	27,41
BOEING	B-737-200 (AVAERO;STC ST223CH)	100.50	98.00	JT8D-15	2			1	40	84.9	96.9	98.6	3	35,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	100.50	98.00	JT8D-9	2			1	40	86.3	95.7	98.6	3	35,41
BOEING	B-737-200 (AVAERO;STC ST223CH)	121.50	107.00	JT8D-15	2			1	30	91.3	96.9	96.3	3	35,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	107.00	JT8D-17	2			1	30	91.4	97.5	94.8	3	27
BOEING	B-737-200 (AVAERO;STC ST223CH)	118.50	107.00	JT8D-9	2			1	30	91.5	94.9	96.3	3	35,41
BOEING	B-737-200 (AVAERO;STC ST223CH)	121.50	107.00	JT8D-9	2			1	40	91.5	94.8	98.0	3	27,41
BOEING	B-737-200 (NORDAM;STC ST00131SE)	119.50	103.00	JT8D-15 w/LGW HUSHKIT	2			1	30	91.1	97.0	95.8	3	37
BOEING	B-737-200 (NORDAM;STC ST00131SE)	119.50	103.00	JT8D-15 w/LGW-L HUSHKIT	2			1	30	90.2	96.8	95.8	3	37
BOEING	B-737-200 ADV(AVAERO;STC	100.80	95.00	JT8D-15	2			1	40	83.7	96.9	96.9	3	27,42
BOEING	B-737-200 ADV(AVAERO;STC	100.80	95.00	JT8D-9	2			1	40	85.3	95.7	96.9	3	27,41
BOEING	B-737-200 ADV(AVAERO;STC	100.50	98.00	JT8D-9	2			1	40	86.4	95.8	98.3	3	35,41
BOEING	B-737-200 ADV(AVAERO;STC	124.50	107.00	JT8D-15	2			1	30	91.8	96.7	96.3	3	35,42
BOEING	B-737-200 ADV(AVAERO;STC	128.10	107.00	JT8D-17	2			1	30	91.2	97.7	94.8	3	27
BOEING	B-737-200 ADV(AVAERO;STC	121.50	107.00	JT8D-9	2			1	40	91.5	95.0	97.7	3	27,41
BOEING	B-737-200 ADV(NORDAM;STC	110.20	98.00	JT8D-9	2			1	40	87.3	94.7	98.2	3	27,41
BOEING	B-737-200 ADV(NORDAM;STC	105.60	103.00	JT8D-15	2			1	40	84.6	96.3	98.4	3	27,42
BOEING	B-737-200 ADV(NORDAM;STC	115.50	103.00	JT8D-17	2			1	40	86.8	97.0	98.4	3	27

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	IQ	AP	IQ	SL	AP		
BOEING	B-737-200 ADV(NORDAM,STC	124.50	107.00	JT8D-9	2			1	40	91.9	94.4	98.6	3	27,41
BOEING	B-737-200 ADV(NORDAM,STC	100.50	95.00	JT8D-9 w/LGW HUSHKIT	2			1	30	86.1	96.7	96.2	3	36
BOEING	B-737-200 ADV(NORDAM,STC	109.00	98.00	JT8D-7 w/LGW-N HUSHKIT	2			1	30	89.2	96.3	96.2	3	40
BOEING	B-737-200 ADV(NORDAM,STC	100.50	98.00	JT8D-9 w/LGW-N HUSHKIT	2			1	30	86.1	96.9	96.2	3	36
BOEING	B-737-200 ADV(NORDAM,STC	100.50	99.00	JT8D-9 w/LGW-L HUSHKIT	2			1	30	86.9	96.5	95.8	3	36
BOEING	B-737-200 ADV(NORDAM,STC	121.60	107.00	JT8D-15 w/LGW HUSHKIT	2			1	30	91.7	96.7	95.9	3	37
BOEING	B-737-200 ADV(NORDAM,STC	118.70	107.00	JT8D-9 w/LGW HUSHKIT	2			1	30	91.6	96.1	95.9	3	36
BOEING	B-737-200 ADV(NORDAM,STC	122.90	107.00	JT8D-9 w/LGW-L HUSHKIT	2			1	30	91.8	96.0	95.9	3	36
BOEING	B-737-200 ADV(NORDAM,STC	118.50	107.00	JT8D-9 w/LGW-N HUSHKIT	2			1	30	91.6	96.5	96.2	3	36
BOEING	B-737-300	124.50	110.00	CFM56-3 w/HWFAP	2	20.0	5.00	1	40	82.4	89.7	98.5	3	
BOEING	B-737-300	124.50	110.00	CFM56-3 w/HWFAP	2	22.0	5.00	1	40	81.6	91.2	97.4	3	38
BOEING	B-737-300	124.50	110.00	CFM56-3 w/HWFAP	2	22.0	5.00	1	40	81.6	91.2	98.5	3	
BOEING	B-737-300	124.50	110.00	CFM56-3 w/HWFAP	2	20.0	5.00	1	40	82.4	89.7	97.4	3	38
BOEING	B-737-300	124.50	110.00	CFM56-3-B1	2	20.0	5.00	1	40	84.4	90.4	99.6	3	
BOEING	B-737-300	124.50	110.00	CFM56-3B-2	2	22.0	4.90	1	40	82.8	92.2	99.6	3	
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	2	20.0	5.00	1	40	85.2	89.2	98.6	3	
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	2	22.0	5.00	1	40	83.9	90.9	97.6	3	38
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	2	22.0	5.00	1	40	83.9	90.9	98.6	3	
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	2	20.0	5.00	1	40	85.2	89.2	97.6	3	38
BOEING	B-737-300	139.50	121.00	CFM56-3-B1	2	20.0	5.00	1	40	87.5	89.9	100.1	3	
BOEING	B-737-300	139.50	121.00	CFM56-3B-2	2	22.0	4.90	1	40	85.7	91.9	100.1	3	
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	83.8	89.8	98.6	3	

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APPENDIX 3***STAGE 3***
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	23.5	5.00	5	40	82.4	92.1	98.6	3	
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	22.0	5.00	5	40	82.8	91.2	97.7	3	38
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	22.0	5.00	5	40	82.8	91.2	98.6	3	
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	23.5	5.00	5	40	82.4	92.1	97.7	3	38
BOEING	B-737-400	130.00	121.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	83.8	89.8	97.7	3	38
BOEING	B-737-400	142.50	121.00	CFM56-3-B1	2	20.0	5.00	5	40	88.9	89.6	100.2	3	
BOEING	B-737-400	138.50	121.00	CFM56-3-B1	2	20.0	5.00	5	40	87.2	90.0	100.2	3	
BOEING	B-737-400	138.50	121.00	CFM56-3B-2	2	22.0	4.90	5	40	85.7	92.1	100.2	3	
BOEING	B-737-400	138.50	121.00	CFM56-3C-1	2	23.5	4.90	5	40	85.0	93.2	100.2	3	
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	2	23.5	5.00	5	40	85.9	91.8	97.7	3	38
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	2	23.5	5.00	5	40	85.9	91.8	98.6	3	
BOEING	B-737-400	142.50	124.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	86.9	88.9	97.7	3	38
BOEING	B-737-400	142.50	124.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	86.9	88.9	98.6	3	
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	2	22.0	5.00	5	40	86.3	90.7	97.7	3	38
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	2	22.0	5.00	5	40	86.3	90.7	98.6	3	
BOEING	B-737-400	150.00	124.00	CFM56-3B-2	2	22.0	4.90	5	40	87.7	91.7	100.2	3	
BOEING	B-737-400	150.00	124.00	CFM56-3C-1	2	23.5	4.90	5	40	87.1	93.1	100.2	3	
BOEING	B-737-500	108.00	105.00	CFM56-3 w/HWFAP	2	18.5	5.00	5	40	81.0	89.3	98.4	3	
BOEING	B-737-500	108.00	105.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	80.4	90.2	98.4	3	
BOEING	B-737-500	108.00	105.00	CFM56-3 w/HWFAP	2	18.5	5.00	5	40	81.0	89.3	97.2	3	38
BOEING	B-737-500	108.00	105.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	80.4	90.2	97.2	3	38
BOEING	B-737-500	115.50	105.00	CFM56-3-B1	2	20.0	5.00	5	40	82.7	90.8	99.4	3	

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
BOEING	B-737-500	115.50	105.00	CFM56-3-B1(R)	2	18.5	5.00	5	40	83.6	89.9	99.4	3	
BOEING	B-737-500	139.00	114.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	85.4	89.2	97.6	3	38
BOEING	B-737-500	132.80	114.00	CFM56-3 w/HWFAP	2	18.5	5.00	5	40	85.4	88.2	97.6	3	38
BOEING	B-737-500	132.80	114.00	CFM56-3 w/HWFAP	2	18.5	5.00	5	40	85.4	88.2	98.7	3	
BOEING	B-737-500	139.00	114.00	CFM56-3 w/HWFAP	2	20.0	5.00	5	40	85.4	89.2	98.7	3	
BOEING	B-737-500	139.00	114.00	CFM56-3-B1	2	20.0	5.00	5	40	87.3	90.0	100.0	3	
BOEING	B-737-500	132.80	114.00	CFM56-3-B1(R)	2	18.5	5.00	5	40	87.7	88.9	100.0	3	
BOEING	B-747-100	710.00	400.00	JT9D-3A	4	43.6	5.10	10	30	105.4	102.1	104.6	3	29
BOEING	B-747-100	750.00	400.00	JT9D-7F	4	48.0	5.10	10	30	104.5	103.5	104.5	3	29
BOEING	B-747-100	734.00	425.00	JT9D-7	4	46.3	5.10	10	30	105.1	102.7	104.6	3	29
BOEING	B-747-100	734.00	460.00	JT9D-7A	4	46.9	5.10	10	30	104.3	102.6	105.3	3	29
BOEING	B-747-100	750.00	520.00	JT9D-7F	4	48.0	5.10	10	25	104.5	103.5	104.5	3	29
BOEING	B-747-100	710.00	540.00	JT9D-3A	4	43.6	5.10	10	25	105.4	102.1	104.6	3	29
BOEING	B-747-100	734.00	540.00	JT9D-7	4	46.3	5.10	10	25	105.1	102.7	104.1	3	29
BOEING	B-747-100	734.00	630.00	JT9D-7A	4	46.9	5.10	10	25	104.3	102.6	105.5	3	29
BOEING	B-747-200	770.00	475.00	JT9D-7J	4	50.0	5.10	10	30	103.6	103.0	105.9	3	30
BOEING	B-747-200	710.00	520.00	JT9D-3A	4	43.6	5.10	10	30	104.4	100.8	106.9	3	30
BOEING	B-747-200	750.00	520.00	JT9D-7F	4	48.0	5.10	10	30	103.5	102.0	106.9	3	30
BOEING	B-747-200	734.00	540.00	JT9D-7	4	46.3	5.10	10	30	104.2	101.3	106.7	3	30
BOEING	B-747-200	734.00	564.00	JT9D-7A	4	46.9	5.10	10	30	103.5	101.2	106.9	3	30
BOEING	B-747-200	775.00	585.00	CF6-50E	4	52.5	4.10	10	30	100.7	101.1	105.9	3	
BOEING	B-747-200	833.00	585.00	RB211-524C2	4	51.6	4.30	10	30	106.5	99.7	107.0	3	*

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APPENDIX 3***STAGE 3***
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE NOTES
		1000#	1000#			1020#		TO	AP	TO	SL	AP	
BOEING	B-747-200	833.00	600.00	JT9D-7Q	4	53.0	4.90	10	30	103.2	103.5	106.6	3
BOEING	B-747-200	820.00	630.00	CF6-50E	4	52.5	4.10	10	30	102.5	100.9	107.0	3
BOEING	B-747-200	833.00	630.00	CF6-50E2	4	52.5	4.10	10	30	102.6	101.7	106.5	3
BOEING	B-747-200	820.00	630.00	CF6-50E2	4	52.5	4.10	10	30	102.1	101.7	106.5	3
BOEING	B-747-200	710.00	630.00	JT9D-3A	4	43.6	5.10	10	25	104.4	100.8	105.7	3 30
BOEING	B-747-200	734.00	630.00	JT9D-7	4	46.3	5.10	10	25	104.2	101.3	105.2	3 30
BOEING	B-747-200	820.00	630.00	JT9D-70A	4	53.0	4.90	10	30	101.1	98.5	106.0	3
BOEING	B-747-200	734.00	630.00	JT9D-7A	4	46.9	5.10	10	25	103.5	101.2	105.0	3 30
BOEING	B-747-200	750.00	630.00	JT9D-7F	4	48.0	5.10	10	25	103.5	102.0	106.0	3 30
BOEING	B-747-200	770.00	630.00	JT9D-7J	4	50.0	5.10	10	25	103.6	103.0	106.0	3 30
BOEING	B-747-200	833.00	630.00	JT9D-7Q	4	53.0	4.90	10	25	103.2	103.5	104.4	3
BOEING	B-747-200	833.00	630.00	RB211-524D4	4	53.1	4.20	10	30	103.9	99.7	104.9	3
BOEING	B-747-300	600.00	564.00	CF6-80C2B1	4	56.7	5.00	10	30	89.8	99.1	102.5	3
BOEING	B-747-300	800.00	630.00	CF6-50E2	4	52.5	4.30	10	30	101.6	101.8	106.5	3
BOEING	B-747-300	785.00	630.00	JT9D-7R4G2	4	54.8	4.80	10	30	100.1	101.5	106.6	3
BOEING	B-747-300	833.00	630.00	JT9D-7R4G2	4	54.8	4.80	10	30	102.4	101.3	106.6	3
BOEING	B-747-300	833.00	666.00	CF6-80C2B1	4	56.7	5.00	10	30	99.0	98.2	105.2	3
BOEING	B-747-400	600.00	564.00	CF6-80C2B1F	4	57.9	5.00	10	30	89.6	99.1	101.7	3
BOEING	B-747-400	600.00	564.00	PW4056	4	56.7	4.80	10	30	89.5	100.7	103.1	3
BOEING	B-747-400	600.00	564.00	RB211-524G	4	59.0	4.30	10	30	90.3	98.9	102.4	3
BOEING	B-747-400	600.00	564.00	RB211-524H	4	60.6	4.10	10	30	89.7	99.7	102.4	3
BOEING	B-747-400	870.00	652.00	CF6-80C2	4	60.2	5.20		25	99.7	98.3	101.4	3

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
BOEING	B-747-400	875.00	652.00	CF6-80C2B1F	4	57.3	5.00	10	30	99.8	98.2	103.8	3	
BOEING	B-747-400	875.00	652.00	CF6-80C2B1F W/N1 MOD	4	57.3	5.00	10	30	99.9	97.9	103.8	3	
BOEING	B-747-400	870.00	652.00	PW 4056	4	56.7	4.80	10	30	101.5	99.7	104.7	3	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2B)	4	56.8	4.80	10	30	99.7	98.6	103.6	3	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2C)	4	56.8	4.80	10	30	98.6	98.4	103.0	3	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2C) NR	4	56.8	4.80	10	30	97.4	98.1	102.1	3	
BOEING	B-747-400	875.00	652.00	PW4056 PKG A (FB2T)	4	56.8	4.80	10	30	101.6	99.7	104.7	3	
BOEING	B-747-400	875.00	652.00	PW4056 PKG B/PHASE I	4	56.8	4.80	10	30	99.3	98.5	103.4	3	
BOEING	B-747-400	875.00	652.00	RB211-524G	4	58.0	4.10	10	30	99.2	98.0	103.8	3	
BOEING	B-747-400	870.00	652.00	RB211-524H	4	60.6	4.10	10	30	99.5	98.8	103.8	3	
BOEING	B-747-400	875.00	652.00	RB211-524H2	4	58.0	4.10	10	30	98.0	98.8	103.8	3	
BOEING	B-747-SP	702.00	410.00	RB211-524D4	4	51.6	4.20	10	30	99.2	99.8	107.0	3	
BOEING	B-747-SP	660.00	450.00	JT9D-7A	4	47.0	5.10	10	30	99.6	101.3	102.5	3	
BOEING	B-747-SP	702.00	450.00	JT9D-7J	4	50.0	5.10	10	30	100.1	103.3	103.2	3	
BOEING	B-747-SP	696.00	450.00	RB211-524B2	4	50.1	4.30	10	30	99.5	99.8	103.2	3	
BOEING	B-747-SP	701.00	465.00	JT9D-7A	4	47.0	5.10	10	30	102.0	101.1	102.9	3	
BOEING	B-747-SP	660.00	475.00	JT9D-7F	4	48.0	5.10	10	30	98.7	102.3	103.8	3	
BOEING	B-747-SP	702.00	475.00	JT9D-7J	4	50.0	5.10	10	30	100.1	103.3	103.8	3	
BOEING	B-747-SP	696.00	475.00	JT9D-7J	4	50.0	5.10	10	30	99.8	103.5	103.8	3	
BOEING	B-747-SR	571.00	564.00	CF6-45A2	4	46.5	4.10	10	30	98.4	93.2	105.4	3	
BOEING	B-747-SR	610.00	564.00	JT9D-7A	4	47.0	5.10	10	30	101.8	101.6	106.9	3	*
BOEING	B-757-200	220.00	198.00	PW 2037	2	38.2	5.80	5	30	86.2	94.0	97.7	3	

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STAGE 3
TURBOJET POWERED AIRPLANES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>	<u>FLAPS</u>			<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
BOEING	B-757-200	220.00	198.00	PW 2040	2	41.7	5.70	5	30	84.6	94.5	97.7	3	
BOEING	B-757-200	220.00	198.00	RB211-535-E4	2	40.1	4.10	5	30	82.2	93.3	95.0	3	
BOEING	B-757-200	220.00	198.00	RB211-535C	2	37.4	4.50	5	30	85.5	94.0	100.3	3	
BOEING	B-757-200	220.00	198.00	RB211-535E4-B	2	43.1	4.10	5	30	81.3	94.4	95.0	3	
BOEING	B-757-200	255.50	210.00	PW 2037	2	38.2	5.80	5	30	91.4	93.7	98.1	3	
BOEING	B-757-200	255.50	210.00	PW 2040	2	41.7	5.70	5	30	89.7	94.2	98.1	3	
BOEING	B-757-200	255.50	210.00	RB211-535-E4	2	40.1	4.10	5	30	86.8	93.0	95.2	3	
BOEING	B-757-200	240.00	210.00	RB211-535C	2	37.4	4.50	5	25	88.1	93.8	99.6	3	
BOEING	B-757-200	255.50	210.00	RB211-535E4-B	2	43.1	4.10	5	30	85.7	94.1	95.2	3	
BOEING	B-767-200	279.90	257.00	CF6-80A	2	48.0	4.60	1	30	84.9	95.5	101.4	3	
BOEING	B-767-200	279.90	257.00	CF6-80A2	2	50.0	4.60	1	30	84.2	97.2	101.4	3	
BOEING	B-767-200	282.00	257.00	JT9D-7R4D(A)	2	48.0	5.00	1	30	87.7	95.7	101.8	3	
BOEING	B-767-200	282.00	257.00	JT9D-7R4D(B)	2	48.0	5.00	1	30	88.4	95.9	101.9	3	
BOEING	B-767-200	282.00	257.00	JT9D-7R4E	2	50.0	5.00	1	30	87.5	96.8	101.9	3	
BOEING	B-767-200	300.00	270.00	CF6-80C2-B2	2	52.5	5.00	1	30	85.2	94.1	95.7	3	
BOEING	B-767-200	351.00	270.00	CF6-80C2-B4	2	57.9	5.00	1	30	87.7	95.3	95.7	3	
BOEING	B-767-200	335.00	270.00	PW4052	2	52.0	4.80	1	30	89.4	95.0	97.8	3	
BOEING	B-767-200	340.00	270.00	PW4056	2	56.7	4.80	1	30	88.5	96.0	97.8	3	
BOEING	B-767-200	351.00	285.00	PW4052	2	52.0	4.80	1	30	90.9	94.9	98.2	3	
BOEING	B-767-200	360.00	300.00	CF6-80A	2	48.0	4.60	1	30	92.8	94.8	101.7	3	
BOEING	B-767-200	360.00	300.00	CF6-80A2	2	50.0	4.60	1	30	91.7	96.5	101.7	3	
BOEING	B-767-200	351.00	300.00	CF6-80C2-B2	2	52.5	5.00	1	30	89.5	93.7	96.4	3	

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
BOEING	B-767-200	387.00	300.00	CF6-80C2-B4	2	57.9	5.00	1	30	90.6	95.0	96.4	3	
BOEING	B-767-200	351.00	300.00	JT9D-7R4D(A)	2	48.0	5.00	1	30	95.1	95.2	102.7	3	
BOEING	B-767-200	360.00	300.00	JT9D-7R4D(B)	2	48.0	5.00	1	30	96.2	95.3	102.6	3	
BOEING	B-767-200	360.00	300.00	JT9D-7R4E	2	50.0	5.00	1	30	95.4	96.2	102.6	3	
BOEING	B-767-200	400.00	300.00	PW 4056	2	56.7	4.80	1	30	93.7	95.5	98.6	3	
BOEING	B-767-200/200ER	300.00	270.00	CF6-80C2B2F	2	52.5	5.00	1	30	85.1	93.8	95.8	3	
BOEING	B-767-200/200ER	300.00	270.00	CF6-80C2B4F	2	57.9	5.00	1	30	83.7	95.2	95.8	3	
BOEING	B-767-200/200ER	299.60	270.00	PW4056 PH3 (FB2C)	2	56.8	4.80	1	30	81.8	95.1	95.9	3	
BOEING	B-767-200/200ER	340.00	270.00	NRI PW4060	2	60.0	4.80	1	30	87.7	97.3	97.8	3	
BOEING	B-767-200/200ER	299.60	270.00	PW4060 PH3 (FB2C)	2	60.0	4.80	1	30	81.6	96.4	95.9	3	
BOEING	B-767-200/200ER	360.00	300.00	NRI CF6-80C2B2F	2	52.5	5.00	1	30	90.2	93.4	96.5	3	
BOEING	B-767-200/200ER	360.00	300.00	CF6-80C2B4F	2	57.9	5.00	1	30	88.5	94.8	96.5	3	
BOEING	B-767-200/200ER	387.00	300.00	CF6-80C2B4F W/N1	2	57.9	5.00	1	30	90.6	94.6	96.5	3	
BOEING	B-767-200/200ER	400.00	300.00	MOD CF6-80C2B6F W/N1	2	61.5	5.00	1	30	90.5	95.5	96.5	3	
BOEING	B-767-200/200ER	395.00	300.00	MOD PW4056 PH3 (FB2C)	2	56.8	4.80	1	30	89.8	94.5	96.6	3	
BOEING	B-767-200/200ER	387.00	300.00	NRI PW4060	2	60.0	4.80	1	30	91.6	96.9	98.6	3	
BOEING	B-767-200/200ER	395.00	300.00	PW4060 PH3 (FB2C)	2	60.0	4.80	1	30	89.0	95.9	96.6	3	
BOEING	B-767-300	300.00	280.00	NRI CF6-80A	2	48.0	4.60	5	30	87.5	95.2	101.7	3	
BOEING	B-767-300	300.00	280.00	CF6-80A2	2	50.0	4.60	5	30	86.7	96.9	101.7	3	
BOEING	B-767-300	380.00	280.00	CF6-80C2-B4	2	57.9	5.00	5	30	90.2	95.3	96.5	3	
BOEING	B-767-300	380.00	280.00	CF6-80C2-B6	2	61.5	5.00	5	30	89.2	96.4	96.5	3	
BOEING	B-767-300	288.70	280.00	CF6-80C2B2	2	52.5	5.00	5	30	83.1	94.3	96.5	3	

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APPENDIX 3

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-767-300	380.00	280.00	CF6-80C2B6F	2	61.5	5.00	5	30	89.1	96.1	96.6	3	
BOEING	B-767-300	300.00	280.00	JT9D-7R4D(B)	2	48.0	5.00	5	30	91.0	95.7	102.3	3	
BOEING	B-767-300	300.00	280.00	JT9D-7R4E	2	50.0	5.00	5	30	90.0	96.5	102.3	3	
BOEING	B-767-300	380.00	280.00	PW 4056	2	56.7	4.80	5	30	92.0	96.0	98.8	3	
BOEING	B-767-300	380.00	280.00	PW4060	2	60.0	4.80	5	30	91.2	97.2	98.8	3	
BOEING	B-767-300	340.00	280.00	RB211-524G	2	58.0	4.30	5	30	89.4	94.3	98.5	3	
BOEING	B-767-300	340.00	280.00	RB211-524H	2	60.6	4.10	5	30	88.7	95.2	98.5	3	
BOEING	B-767-300	351.00	320.00	CF6-80A	2	48.0	4.60	5	30	92.0	94.9	101.7	3	
BOEING	B-767-300	351.00	320.00	CF6-80A2	2	50.0	4.60	5	30	91.2	96.5	101.7	3	
BOEING	B-767-300	407.00	320.00	CF6-80C2-B4	2	57.9	5.00	5	30	92.1	95.2	98.4	3	
BOEING	B-767-300	407.00	320.00	CF6-80C2-B6	2	61.5	5.00	5	30	91.1	96.3	98.4	3	
BOEING	B-767-300	407.00	320.00	CF6-80C2B6F	2	61.5	5.00	5	30	90.9	96.0	98.5	3	
BOEING	B-767-300	351.00	320.00	JT9D-7R4D(B)	2	48.0	5.00	5	30	95.7	95.4	103.0	3	
BOEING	B-767-300	351.00	320.00	JT9D-7R4E	2	50.0	5.00	5	30	95.0	96.2	103.0	3	
BOEING	B-767-300	407.00	320.00	PW 4056	2	56.7	4.80	5	30	94.2	95.7	100.2	3	
BOEING	B-767-300	407.00	320.00	PW 4060	2	60.0	4.80	5	30	93.2	97.0	100.2	3	
BOEING	B-767-300	407.00	320.00	RB211-524G	2	58.0	4.30	5	30	93.8	94.0	99.8	3	
BOEING	B-767-300	407.00	320.00	RB211-524H	2	60.6	4.10	5	30	92.9	94.8	99.8	3	
BOEING	B-767-300/300ER	295.00	280.00	PW4056 PH3 (FB2C) NRI	2	56.0	4.80	5	30	81.9	95.3	96.6	3	
BOEING	B-767-300/300ER	295.00	280.00	PW4060 PH3 (FB2C) NRI	2	60.0	4.80	5	30	81.5	96.6	96.6	3	
BOEING	B-767-300/300ER	345.00	280.00	PW4062 PH3 (FB2C) NRI	2	62.0	4.80	5	30	84.6	98.0	96.6	3	
BOEING	B-767-300/300ER	412.00	320.00	PW4056 PH3 (FB2C) NRI	2	56.0	4.80	5	30	91.0	94.6	97.6	3	

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST		FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
BOEING	B-767-300/300ER	412.00	320.00	PW4060 PH3 (FB2C)	2	60.0	4.80	5	30	90.3	93.9	97.9	3	
BOEING	B-767-300/300ER	412.00	320.00	NRI PW4062 (FB2B)	2	62.0	4.80	5	30	92.2	99.0	100.2	3	
BOEING	B-767-300/300ER	412.00	320.00	PW4062 PH3 (FB2C)	2	62.0	4.80	5	30	89.9	97.6	97.9	3	
BOEING	B-777-200	545.00	445.00	NRI GE90-76B	2	77.0	8.30	5	30	88.8	93.2	97.6	3	
BOEING	B-777-200	506.00	445.00	GE90-76B	2	77.0	8.30	5	30	86.7	93.3	97.6	3	
BOEING	B-777-200	545.00	445.00	PW4077	2	77.0	6.20	5	30	90.6	95.7	99.4	3	
BOEING	B-777-200	447.50	445.00	PW4077	2	77.0	6.20	5	30	86.8	96.1	99.4	3	
BOEING	B-777-200	545.00	445.00	TRENT875	2	75.0	5.90	5	30	93.7	95.1	99.8	3	
BOEING	B-777-200	506.00	445.00	TRENT875	2	75.0	5.90	5	30	91.7	95.2	99.8	3	
BOEING	B-777-200	506.00	445.00	TRENT877	2	76.9	5.90	5	30	91.1	95.5	99.8	3	
BOEING	B-777-200	545.00	445.00	TRENT877	2	76.9	5.90	5	30	93.1	95.4	99.8	3	
BOEING	B-777-200	632.50	460.00	GE-90-90B	2	90.0	8.30	5	30	90.1	95.0	97.8	3	
BOEING	B-777-200	632.50	460.00	TRENT884	2			5	30	94.3	96.9	99.4	3	
BOEING	B-777-200	632.50	460.00	TRENT892	2			5	30	92.9	97.8	99.4	3	
BOEING	B-777-200	545.00	460.00	TRENT892	2			5	30	88.3	98.1	99.4	3	
CANADAI	CL-600	36.00	33.00	ALF-502	2	7.50	5.00	20	45	81.6	89.3	91.2	3	*
CANADAI	CL-600	40.40	36.00	ALF 502L/L-2/L-2C	2			20	45	84.0	87.2	91.6	3	*
CANADAI	CL-600	41.25	36.00	ALF-502L/L-2/L-2C	2			20	45	84.7	89.5	91.6	3	*
CANADAI	CL-600 (WINGLETS)	41.25	36.00	ALF-502L/L-2/L-2C	2			20	45	84.8	89.5	91.6	3	
CANADAI	CL-601	42.10	36.00	CF34-1A	2	8.65	6.30	20	45	79.4	84.9	89.4	3	*
CANADAI	CL-601	43.00	36.00	CF34-1A	2			20	45	79.9	84.8	89.4	3	*
CANADAI	CL-601-1A	45.10	36.00	CF-34-1A	2			20	45	80.5	84.6	90.1	3	*

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STAGE 3
TURBOJET POWERED AIRPLANES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>		<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
CANADAIR	CL-601-3A	43.10	36.00	CF-34-3A	2			20	45	79.4	85.9	89.4	3	*
CANADAIR	CL-601-3A	45.10	36.00	CF-34-3A/-3A2	2			20	45	79.8	85.7	90.1	3	*
CANADAIR	CL-601-3R	45.10	36.00	CF-34-3A1	2			20	45	79.8	85.7	90.1	3	*
CANADAIR	CL-604	47.60	38.00	GE CF34-3B	2			20	45	80.9	86.2	90.3	3	*
CANADAIR	CL-604	48.20	38.00	GE CF34-3B	2			20	45	81.2	86.2	90.3	3	*
CANADAIR	CRJ (CL-600-2B19)	53.00	47.00	CF-34-3A1	2			20	45	79.8	82.2	92.1	3	
CANADAIR	CRJ (CL-600-2B19)	53.00	47.00	CF-34-3B1	2			20	45	78.7	82.4	92.1	3	
CESSNA	500 CITATION	10.30	9.900	JT15D-1	2	2.20	3.30	15	40	76.4	86.1	87.7	3	*
CESSNA	500/501 CITATION I	11.80	11.30	JT15D-1/-1A	2	2.20	3.30	15	40	78.0	86.2	87.9	3	*
CESSNA	525 CESSNA JET	10.40	9.700	FJ44-1A	2	3.20	1.90	15	35	73.4	83.7	92.1	3	
CESSNA	550 CITATION II	13.30	12.70	JT15D-4	2	2.50	3.30	15	40	80.1	86.7	90.5	3	*
CESSNA	550 CITATION II	14.10	13.50	JT15D-4	2	2.50	3.30	0	40	71.6	86.4	90.5	3	
CESSNA	551 CITATION II	12.50	12.00	JT15D-4	2	2.50	3.30	15	40	80.1	86.7	90.5	3	*
CESSNA	552	15.50	14.30	JT15D-5	2	2.90	2.10	20	35	89.3	94.7	88.5	3	*
CESSNA	560 CITATION V	15.90	15.20	JT15D-5A	2	2.90	2.10	7	35	83.7	94.7	88.9	3	
CESSNA	560 CITATION V	16.30	15.20	JT15D-5A	2	2.90	2.10	7	35	84.6	94.6	88.9	3	
CESSNA	650 CITATION III	21.00	17.00	TFE731-3B-100S	2	3.65	3.11	20	37	84.9	92.5	92.4	3	
CESSNA	650 CITATION III	22.00	20.00	TFE731-3B-100S	2	3.65	3.11	7	37	80.1	92.4	93.8	3	22
CESSNA	750 CITATION X	35.70	31.80	AE3607C	2			15	35	72.3	83.0	90.2	3	
CESSNA	S550 CITATION S/II	14.70	14.00	JT15D-4B	2	2.50	3.30	20	35	87.9	91.6	85.1	3	*
CESSNA	S550 CITATION S/II	15.10	14.40	JT15D-4B	2	2.50	3.30	7	35	80.0	91.3	86.2	3	
DASSAULT	FALCON 10	18.30	17.20	TFE731-2	2	3.20	2.80	15	52	82.9	86.4	95.3	3	

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1003#	1000#			1000#		TO	AP	TO	SL	AP		
DASSAULT	FALCON 10	19.30	17.64	TFE731-2-1C	2	2.00	3.23	15	52	82.2	86.2	95.2	3	
DASSAULT	FALCON 20-C/D/E/F	28.60	27.30	CF700-2D-2Q	2	4.50	2.00	0	40	81.9	94.0	99.7	3	
DASSAULT	FALCON 20-C5/D5/E5	29.10	27.76	TFE-731-5BR-2C	2	4.80	3.70	15	40	80.3	90.7	90.7	3	34
DASSAULT	FALCON 20-C5/D5/E5	29.10	27.76	TFE731-5AR-2C	2	4.50	3.70	15	40	82.9	88.4	90.7	3	
DASSAULT	FALCON 20-C5/D5/E5	30.50	28.80	TFE731-5BR-2C	2	4.80	3.70	15	40	82.9	91.9	90.6	3	
DASSAULT	FALCON 20-F5	29.10	27.76	TFE-731-5BR-2C	2	4.80	3.70	10	40	79.3	90.9	90.0	3	34
DASSAULT	FALCON 20-F5	29.10	27.76	TFE731-5AR-2C	2	4.50	3.50	10	40	81.8	88.6	90.0	3	
DASSAULT	FALCON 20-F5	30.50	28.80	TFE731-5BR-2C	2	4.80	3.70	10	40	81.9	92.1	90.3	3	
DASSAULT	FALCON 20-G	32.00	27.56	ATF3-6-2C	2	5.40		10	40	87.5	88.3	95.9	3	
DASSAULT	FALCON 200	32.00	27.60	ATF3-6A-4C	2	5.20	2.90	5	40	83.9	89.0	93.9	3	
DASSAULT	FALCON 200	32.00	28.88	ATF3-6A-4C	2	5.20	2.90	5	40	83.9	89.0	94.2	3	
DASSAULT	FALCON 2000	36.50	33.00	CFE738-1-1B	2	5.72	6.00	20	40	79.4	86.4	93.1	3	
DASSAULT	FALCON 50	38.80	35.70	TFE731-3-1C	3	3.70	2.80	20	48	84.3	91.6	97.4	3	
DASSAULT	FALCON 50	40.78	35.71	TFE731-3-1C	3			20	48	84.8	91.5	97.1	3	
DASSAULT	FALCON 50	40.78	35.71	TFE731-40-1C	3			20	40	83.8	92.0	95.2	3	
DASSAULT	FALCON 900	45.50	42.00	TFE731-5AR-1C	3	4.50	3.50	20	40	81.9	89.5	91.7	3	
DASSAULT	FALCON 900B	46.50	42.00	TFE731-5BR-1C	3	4.75	3.50	20	40	80.7	91.2	91.7	3	
DASSAULT	FALCON 900B	45.50	42.00	TFE731-5BR-1C	3	4.75	3.50	20	40	79.8	91.2	91.7	3	
FOKKER	F100	98.00	88.00	TAY MK650-15	2	14.7	3.00	0	42	81.8	91.7	93.0	3	
FOKKER	F70	81.00	75.00	TAY MK620-15	2	13.8	3.00	0	42	76.8	89.9	87.7	3	
FOKKER	F70	92.00	81.00	TAY MK620-15	2	13.8	3.00	0	42	80.1	89.5	88.3	3	
GULFSTREAM	G-IV	73.20	58.50	TAY 611-8	2	13.8		10	39	76.8	87.3	91.0	3	

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APPENDIX 3

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
GULFSTREAM	G-IV GULFSTREAM	71.70	58.50	TAY 610-8	2	12.4		20	39	79.0	86.5	91.0	3	
GULFSTREAM	G-IV GULFSTREAM w/ASC	74.60	66.00	TAY 611-8	2			10	39	77.5	86.6	92.0	3	
GULFSTREAM	190 G-V	90.50	75.30	BR700-710A1-10	2			20	39	83.3	89.3	90.9	3	
ISRAEL AIRCRAFT	1124 WESTWIND	22.90	19.00	TFE731-3-1G	2	3.70	2.80	20	40	81.2	88.4	93.0	3	
ISRAEL AIRCRAFT	1124A WESTWIND 2	23.50	19.00	TFE731-3-1G	2	3.70	2.80	20	40	85.4	88.7	92.8	3	*
ISRAEL AIRCRAFT	1125 ASTRA	24.70	20.70	TFE731-3A-200G	2			12	40	84.1	89.7	89.8	3	
ISRAEL AIRCRAFT	1125 ASTRA	23.50	20.70	TFE731-3A-200G	2			12	40	82.3	89.8	89.8	3	
ISRAEL AIRCRAFT	1125 ASTRA SPX	24.65	20.70	TFE731-40R	2			0	40	79.9	89.9	92.3	3	
LEARJET	31	16.50	15.30	TFE731-2-3B	2	3.50		8	40	81.0	87.0	92.6	3	*
LEARJET	31	15.50	15.30	TFE731-2-3B	2	3.50		8	40	79.6	87.2	92.6	3	*
LEARJET	35/36	18.00	14.30	TFE731-2-2B	2	3.50		20	40	84.5	87.9	92.2	3	*
LEARJET	35/36	17.00	14.30	TFE731-2-2B	2	3.50	2.00	20	40	84.0	86.9	92.2	3	*
LEARJET	35A	18.00	14.30	TFE731-2-2B	2	3.50		8	40	83.6	87.4	91.3	3	*
LEARJET	35A/36A	18.00	14.30	TFE731-2-2B	2	3.50		8	40	78.7	87.4	91.3	3	
LEARJET	35A/36A	18.30	15.30	TFE731-2-2B	2	3.50		8	40	79.2	86.7	91.4	3	
LEARJET	36A	18.30	15.30	TFE731-2-2B	2	3.50		20	40	83.9	87.8	91.4	3	*
LEARJET	55	19.50	17.00	TFE731-3A-2B	2	3.70		8	40	84.2	90.9	90.6	3	*
LEARJET	55	21.00	17.00	TFE731-3A-2B	2	3.70		8	40	85.5	90.7	90.6	3	*
LEARJET	55B	21.50	18.00	TFE731-3A-2B	2	3.70		20	40	86.3	90.7	91.0	3	*
LEARJET	55C	21.00	18.00	TFE731-3AR-2B	2	3.90	2.90	20	40	86.2	91.0	92.4	3	*
LEARJET	55C	21.50	18.00	TFE731-3AR-2B	2	3.90	2.90	20	40	86.7	90.9	92.4	3	*
LEARJET	60	23.10	19.50	PW305A	2			8	40	70.8	83.1	87.7	3	

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
LEARJET	M55C	21.00	17.00	TFE731-3AR-3B	2			20	40	86.7	91.5	92.4	3	*
LEARJET	M55C	21.50	17.00	TFE731-3AR-3B	2			20	40	87.0	91.4	92.4	3	*
LOCKHEED	1329-23A/D/E w/STAR 3 STC	44.25	36.00	TFE731-3-1R	4	3.70	2.80	20	59	85.2	90.7	96.9	3	
LOCKHEED	(ST00258SE)													
LOCKHEED	1329-25 w/STAR 3 STC#	44.50	36.00	TFE731-3-1R	4	3.70	2.80	20	59	85.4	90.7	96.9	3	
LOCKHEED	ST00259SE													
LOCKHEED	L-1011	430.00	358.00	RB211-22B	3	41.0		14	42	95.9	95.1	102.8	3	5 *
LOCKHEED	L-1011-1	430.00	358.00	RB211-22B	3	42.0		10	42	96.0	95.0	102.8	3	5 *
LOCKHEED	L-1011-100	466.00	368.00	RB211-22B	3	42.0		10	42	98.5	94.9	102.8	3	5 *
LOCKHEED	L-1011-200	466.00	368.00	RB211-524B	3	50.0		10	33	98.1	97.9	101.4	3	5 *
LOCKHEED	L-1011-500	496.00	368.00	RB211-524B	3	50.0		14	33	98.4	97.8	101.5	3	5 *
LOCKHEED	L-1011-500	504.00	368.00	RB211-524B3	3	50.0		22	33	98.0	96.9	100.2	3	5 *
LOCKHEED	L-1011-500	496.00	368.00	RB211-524B3	3	50.0		14	33	97.4	96.7	100.3	3	5 *
LOCKHEED	L-1011-500	510.00	368.00	RB211-524B4	3	50.0		10	33	99.3	96.4	102.0	3	*
LOCKHEED	L1011-385-1-14/15	474.00	368.00	RB211-22B	3	42.0		4	42	98.6	94.1	102.8	3	
LOCKHEED	L1011-385-1-14/15	466.00	368.00	RB211-524B4	3	50.0		10	42	97.9	95.9	103.3	3	*
MCDONNELL DOUGLAS	DC-08-62 (BAC R-1)	350.00	240.00	JT3D-3B	4			12	35	100.5	101.2	100.2	3	6
MCDONNELL DOUGLAS	DC-08-62 (BAC/MGM)	348.00	240.00	JT3D-3B	4			12	35	100.5	101.2	100.7	3	6
MCDONNELL DOUGLAS	DC-08-63 (BAC R-1)	355.00	275.00	JT3D-7	4			12	35	98.9	101.4	103.0	3	6
MCDONNELL DOUGLAS	DC-08-63 (BAC/MGM)	353.00	275.00	JT3D-7	4			12	35	98.9	101.4	103.0	3	6
MCDONNELL DOUGLAS	DC-08-71	325.00	240.00	CFM-56-2C5	4	22.0				94.3	92.9	98.3	3	*
MCDONNELL DOUGLAS	DC-08-71	325.00	240.00	CFM56-2-C1	4	22.0	6.00	15	50	94.3	92.9	98.3	3	*
MCDONNELL DOUGLAS	DC-08-71	328.00	258.00	CFM56-2-C1	4	22.0	6.00	15	50	94.5	92.9	98.6	3	*
MCDONNELL DOUGLAS	DC-08-72	335.00	240.00	CFM56-2-C1	4	22.0	6.00	12	50	94.4	92.9	98.1	3	*

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APPENDIX 3***STAGE 3***
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPN4B)			STAGE	NOTES
		1000#	1000#			1000#		IQ	AP	IQ	SL	AP		
MCDONNELL DOUGLAS	DC-08-72	350.00	250.00	CFM56-2-C1	4	22.0	6.00	12	50	95.2	92.8	98.2	3	*
MCDONNELL DOUGLAS	DC-08-73	355.00	258.00	CFM56-2-C1	4	22.0	6.00	12	50	95.7	92.8	98.3	3	*
MCDONNELL DOUGLAS	DC-08-73	355.00	275.00	CFM56-2-C1	4	22.0	6.00	12	50	95.7	92.8	98.5	3	*
MCDONNELL DOUGLAS	DC-09-10 (ABS)	90.70	81.70	JT8D-7/7A/7B	2			10	40	87.2	96.4	95.0	3	6
MCDONNELL DOUGLAS	DC-09-20 (ABS;STC SA1613GL)	100.00	93.40	JT8D-9/9A	2			0	40	88.8	96.9	95.7	3	
MCDONNELL DOUGLAS	DC-09-20 (ABS)	100.00	93.40	JT8D-9/9A	2			0	40	88.8	96.9	95.7	3	12,17
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA16136L)	103.00	99.00	JT8D-9/9A	2			0	40	89.7	96.8	96.0	3	12
MCDONNELL DOUGLAS	DC-09-30 (ABS;STC SA1613GL)	107.00	101.00	JT8D-9/9A	2			0	40	90.1	97.1	96.0	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA1613GL)	103.00	99.00	JT8D-7/7A/7B	2			0	40	90.3	95.9	96.0	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA1613GL)	105.00	101.00	JT8D-7/7A/7B	2			0	40	91.0	95.8	96.0	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA1613GL)	105.00	101.00	JT8D-9/9A	2			0	40	90.3	96.7	96.1	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA1785GL)	103.00	99.00	JT8D-7/7A/7B	2			0	40	90.4	95.9	96.0	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA1785GL)	103.00	99.00	JT8D-9/9A	2			0	40	89.7	96.8	96.0	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA1785GL)	107.00	101.00	JT8D-7/7A/7B	2			0	40	91.0	96.2	96.0	3	
MCDONNELL DOUGLAS	DC-09-30 (ABS/SA1785GL)	107.00	101.00	JT8D-9/9A	2			0	40	90.1	97.1	96.0	3	
MCDONNELL DOUGLAS	DC-09-31/32/32F/33F (ABS;STC DC-09-31/32/32F/33F (ABS;STC	103.00	99.00	JT8D-7/7A/7B	2			0	40	90.3	95.9	96.0	3	
MCDONNELL DOUGLAS	DC-10-10	410.00	347.80	CF6-6D	3	39.3	5.70	14	50	97.4	97.0	104.9	3	*
MCDONNELL DOUGLAS	DC-10-10	410.00	347.80	CF6-6K	3	39.3	5.90	14	50	96.8	96.3	103.3	3	*
MCDONNELL DOUGLAS	DC-10-10	430.00	347.80	CF6-6K2	3	40.9	5.90	11	50	97.4	96.5	103.3	3	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D	3	39.3	5.70	0	50	101.8	96.0	105.5	3	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D1	3	40.3	5.80	4	50	100.2	96.6	105.5	3	*

STAGE 3
TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	FLAPS			NOISE LEVEL (EPNdB)			STAGE NOTES	
		1000#	1000#			1000#	BPR	TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	DC-10-10	430.00	363.50	CF6-6D1	3	40.3	5.80	11	50	98.1	97.0	105.5	3	*
MCDONNELL DOUGLAS	DC-10-10	430.00	363.50	CF6-6D1A	3	40.9	5.80	11	50	98.1	97.0	105.5	3	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D1A	3	40.9	5.80	4	50	100.2	96.6	105.5	3	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6K	3	39.3	5.90	0	50	100.9	95.5	103.8	3	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6K2	3	40.9	5.90	4	50	99.3	96.1	103.8	3	*
MCDONNELL DOUGLAS	DC-10-15	455.00	363.50	CF6-50C2-F	3	45.6	4.60	5	50	93.8	95.6	103.1	3	
MCDONNELL DOUGLAS	DC-10-30	555.00	403.00	CF6-50C/H	3	50.4	4.30	10	50	101.6	97.5	106.3	3	
MCDONNELL DOUGLAS	DC-10-30	572.00	403.00	CF6-50C1	3	51.8	4.20	10	50	102.1	98.3	106.3	3	
MCDONNELL DOUGLAS	DC-10-30	555.00	403.00	CF6-50C2	3	51.8	4.30	5	50	96.8	97.8	105.0	3	
MCDONNELL DOUGLAS	DC-10-30	555.00	403.00	CF6-50C2-B	3	53.2	4.30	5	50	96.1	98.4	105.0	3	
MCDONNELL DOUGLAS	DC-10-30	555.00	403.00	CF6-50C2-R	3	50.4	4.40	10	50	97.5	97.2	105.0	3	
MCDONNELL DOUGLAS	DC-10-30	572.00	411.00	CF6-50C/H	3	50.4	4.30	10	50	102.3	97.5	106.6	3	
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C1	3	51.8	4.20	10	50	103.0	98.0	106.6	3	
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C2	3	51.8	4.30	15	50	99.0	97.9	105.3	3	
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C2-B	3	53.2	4.30	15	50	98.7	98.5	105.3	3	
MCDONNELL DOUGLAS	DC-10-30	572.00	421.00	CF6-50C2-R	3	50.4	4.40	10	50	98.4	97.3	105.8	3	
MCDONNELL DOUGLAS	DC-10-30	555.00	424.00	CF6-50C2	3	51.8	4.30	5	50	96.8	97.8	106.0	3	15
MCDONNELL DOUGLAS	DC-10-30	572.00	424.00	CF6-50C2-B	3	53.2	4.30	10	50	97.4	98.5	106.0	3	15
MCDONNELL DOUGLAS	DC-10-30	555.00	424.00	CF6-50C2-B	3	53.2	4.30	5	50	96.1	98.4	106.0	3	15
MCDONNELL DOUGLAS	DC-10-30	590.00	436.00	CF6-50C2	3	51.8	4.30	15	50	99.0	97.7	106.4	3	15
MCDONNELL DOUGLAS	DC-10-40	530.00	403.00	JT9D-20D	3	44.5	5.00	10	50	100.8	95.2	105.7	3	*
MCDONNELL DOUGLAS	DC-10-40	555.00	403.00	JT9D-59A	3	51.7	4.90	10	50	101.4	98.0	106.4	3	*

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TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW	MLW	ENGINE MODEL	NO.	THRUST	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE	NOTES
		1000#	1000#			1000#		TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	MD-11	602.50	430.00	CF6-80C2	3	61.5	5.30	10	50	92.8	96.3	103.6	3	
MCDONNELL DOUGLAS	MD-11	602.50	430.00	CF6-80C2D1F	3	61.5	5.30	10	50	92.8	96.3	103.6	3	
MCDONNELL DOUGLAS	MD-11	602.50	430.00	PW4460	3	60.0	5.00	10	50	93.7	96.3	103.8	3	
MCDONNELL DOUGLAS	MD-11	602.50	430.00	PW4462	3	62.0	5.00	10	50	93.1	96.6	103.8	3	
MCDONNELL DOUGLAS	MD-11	618.00	471.50	CF6-80C2	3	61.5	5.30	10	50	93.9	96.3	104.3	3	
MCDONNELL DOUGLAS	MD-11	630.50	481.50	PW4460	3	60.0	5.00	10	50	95.8	96.1	104.4	3	
MCDONNELL DOUGLAS	MD-11	630.50	481.50	PW4462	3	62.0	5.00	10	50	95.0	96.5	104.4	3	
MCDONNELL DOUGLAS	MD-11 A-1	602.50	430.00	CF6-80C2D1F	3	61.5	5.30	10	50	92.8	96.4	103.6	3	
MCDONNELL DOUGLAS	MD-11 A-1	602.50	430.00	PW4460 (-3)	3	60.0	5.00	10	50	93.9	96.2	103.4	3	
MCDONNELL DOUGLAS	MD-11 A-1	602.50	430.00	PW4462 (-3)	3	62.0	5.00	10	50	93.3	96.6	103.4	3	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	CF6-80C2D1F	3	61.5	5.30	10	50	94.5	96.3	104.5	3	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	PW4460 (-3)	3	60.0	5.00	10	50	95.6	98.0	104.4	3	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	PW4462 (-3)	3	62.0	5.00	10	50	95.0	96.5	104.4	3	
MCDONNELL DOUGLAS	MD-80	140.00	128.00	JT8D-209	2	19.2	1.83	0	40	88.9	94.7	92.8	3	10
MCDONNELL DOUGLAS	MD-80	140.00	128.00	JT8D-219	2	21.7	1.70	0	40	86.7	97.3	92.8	3	10
MCDONNELL DOUGLAS	MD-80	149.50	130.00	JT8D-209	2	19.2	1.83	0	40	91.1	94.5	92.9	3	10
MCDONNELL DOUGLAS	MD-80	149.50	130.00	JT8D-217	2	20.8	1.80	0	40	89.7	95.8	92.9	3	10
MCDONNELL DOUGLAS	MD-80	142.00	130.00	JT8D-217	2	20.8	1.80	0	40	88.2	96.1	92.9	3	10
MCDONNELL DOUGLAS	MD-80	149.50	130.00	JT8D-219	2	21.7	1.70	0	40	88.6	97.1	92.9	3	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-217A	2	20.8	1.80	2	40	92.0	95.9	93.7	3	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-217C	2	20.8	1.70	2	40	91.5	96.3	93.7	3	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-219	2	21.7	1.70	2	40	90.8	97.2	93.7	3	10

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STAGE 3

TURBOJET POWERED AIRPLANES

MANUFACTURER	MODEL	MTOW 1000#	MLW 1000#	ENGINE MODEL	NO.	THRUST 1000#	BPR	FLAPS		NOISE LEVEL (EPNdB)			STAGE NOTES	
								TO	AP	TO	SL	AP		
MCDONNELL DOUGLAS	MD-87	125.00	120.00	JT8D-217A	2	20.8	1.80	0	40	84.3	96.4	92.9	3	10
MCDONNELL DOUGLAS	MD-87	125.00	120.00	JT8D-217C	2	20.8	1.70	0	40	84.1	96.5	92.9	3	10
MCDONNELL DOUGLAS	MD-87	140.00	128.00	JT8D-219	2	21.7	1.70	0	40	86.5	97.1	93.3	3	10
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-217A	2	20.8	1.80	1	40	89.7	95.9	93.3	3	10
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-217C	2	20.8	1.70	1	40	89.2	96.2	93.3	3	10
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-219	2	21.7	1.70	1	40	88.5	97.1	93.3	3	10
MCDONNELL DOUGLAS	MD-90-30	135.00	130.00	V2525-D5	2	25.0	4.80	5	40	78.3	89.2	91.7	3	
MCDONNELL DOUGLAS	MD-90-30	135.00	130.00	V2528-D5	2	28.0	4.80	5	40	77.2	91.4	91.7	3	
MCDONNELL DOUGLAS	MD-90-30	166.00	142.00	V2525-D5	2	25.0	4.80	5	40	84.2	88.7	91.8	3	
MCDONNELL DOUGLAS	MD-90-30	166.00	142.00	V2528-D5	2	28.0	4.80	5	40	82.6	90.9	91.8	3	
MITSUBISHI	MU-300 (DIAMOND I)	14.10	13.20	JT15D-4	2	2.50		10	30	86.3	88.0	85.8	3	*
MITSUBISHI	MU-300 (DIAMOND I)	15.50	13.20	JT15D-4D	2			0	30	81.2	88.4	85.8	3	
MITSUBISHI	MU-300-10 (DIAM. II)	15.78	14.22	JT15D-5	2	2.88		10	30	88.6	93.7	91.4	3	*
RAYTHEON	HAWKER 125- 1A	21.20	19.60	TFE731-3-1H	2	3.70	2.70	0	45	83.4	90.1	96.0	3	
RAYTHEON	HAWKER 125- 1A	21.70	19.60	TFE731-3-1H	2	3.70	2.70	0	45	84.2	90.0	96.0	3	
RAYTHEON	HAWKER 125- 3A	21.70	20.00	TFE731-3-1H	2	3.70	2.70	0	45	84.2	90.0	96.3	3	
RAYTHEON	HAWKER 125- 3A/RA	23.60	20.00	TFE731-3-1H	2	3.70	2.70	0	45	85.5	89.8	95.7	3	
RAYTHEON	HAWKER 125- 400A	23.60	20.00	TFE731-3-1H	2	3.70	2.70	0	45	85.5	89.8	95.7	3	
RAYTHEON	HAWKER 125- 600A	25.50	22.00	TFE731-3-1H	2	3.70	2.70	0	45	88.0	89.2	96.3	3	
RAYTHEON	HAWKER 125- 700A	25.50	22.00	TFE731-3-1H	2	3.70	2.70	0	45	88.0	89.2	96.3	3	33
RAYTHEON	HAWKER 125- 800	27.40	23.35	TFE731-5R-1H	2	4.30	3.30	0	45	80.9	87.2	96.5	3	
RAYTHEON	HAWKER 125- 800A	27.40	23.35	TFE731-5R-1H	2	4.30	3.30	0	45	80.9	89.6	96.5	3	25

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APPENDIX 3***STAGE 3***
TURBOJET POWERED AIRPLANES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW</u>	<u>MLW</u>	<u>ENGINE MODEL</u>	<u>NO.</u>	<u>THRUST</u>		<u>FLAPS</u>		<u>NOISE LEVEL (EPNdB)</u>			<u>STAGE</u>	<u>NOTES</u>
		<u>1000#</u>	<u>1000#</u>			<u>1000#</u>	<u>BPR</u>	<u>TO</u>	<u>AP</u>	<u>TO</u>	<u>SL</u>	<u>AP</u>		
RAYTHEON	HAWKER 125-1000	31.00	25.00	PW305	2	5.20	4.50	0	25	81.8	85.9	91.6	3	
RAYTHEON	HAWKER 125-1000	35.50	28.50	PW305	2	5.20	4.50	0	25	85.7	85.3	92.0	3	
SABRELINER	SABRELINER 65	24.00	21.80	TFE731-3R	2	3.70	2.80			84.0	93.0	90.6	3	*
SABRELINER	SABRELINER 65	22.70	21.80	TFE731-3R	2	3.70	2.80	0	36	82.3	93.1	90.6	3	*

Refer to Appendix J for Note Explanations

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
AEROSPATIALE	SN601 CORVETTE	14.60	13.20	JT15D-4	15	74.0	
AIRBUS	A300 B4-605R	385.46	319.38	CF6-80C2A5F	0	91.5	
AIRBUS	A300B2-1C	313.00	286.60	CF6-50C2-R	0	91.8	
AIRBUS	A300B2-203	313.10	286.60	CF6-50-C2	16	91.1	
AIRBUS	A300B4-103	347.20	295.40	CF6-50-C2	16	93.6	
AIRBUS	A300B4-203	363.70	299.83	CF6-50-C2	0	94.0	31
AIRBUS	A300B4-622R	330.00	275.00	PW-4158	0	88.0	
AIRBUS	A310-221	305.60	267.90	JT9D-7R4D1	15	90.5	
AIRBUS	A310-304	352.74	286.60	CF6-80C2A2	0	92.9	
AIRBUS	A310-324	330.69	271.16	PW-4152	15	90.6	
AIRBUS	A319-112	158.73	149.91	CFM56-5B6 w/SAC	10	85.4	
AIRBUS	A319-113	158.73	149.91	CFM56-5A4	10	87.5	
AIRBUS	A319-131	158.73	149.91	V2522-A5	10	85.3	
AIRBUS	A320-211	162.00	142.20	CFM56-5A1	10	87.8	
AIRBUS	A320-231	162.00	142.20	V2500.A1	10	86.6	
AIRBUS	A330-301	507.06	418.88	CF6-80E1A2	14	94.2	
AIRBUS	A330-321	507.06	418.88	PW4164	8	95.6	
AIRBUS	A330-322	507.06	418.88	PW4168	8	94.1	
AIRBUS	A340-212	595.25	440.92	CFM56-5C3	17	96.1	

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
AIRBUS	A340-312	595.24	440.92	CFM56-5C3	17	96.2	
AVRO	146-RJ 85	97.00	85.00	LF 507-1F	18	84.3	
BAe	1-11 200	80.00	71.00	SPEY 506-14	3	93.3	12
BAe	1-11 400	87.00	77.20	SPEY511-14/14W	0	94.8	12
BAe	1-11 400	89.50	79.00	SPEY511-14/14W	0	95.7	12
BAe	146-100A	76.00	72.35	ALF502R-3	18	80.7	
BAe	146-100A	82.25	73.35	ALF502R-3A	18	82.3	
BAe	146-100A	84.00	77.50	ALF502R-5	18	81.8	
BAe	146-200A	89.50	77.50	ALF502R-3	18	85.9	
BAe	146-200A	89.50	77.50	ALF502R-3A	18	84.9	
BAe	146-200A	93.00	81.00	ALF502R-5	18	85.2	
BAe	146-300	101.50	88.50	LF 507-1H/-1F	18	86.3	
BAe	146-300A	97.50	84.50	ALF502R-5	18	86.5	
BAe	C-29A	28.00	23.35	TFE731-5R-1H	0	81.4	
BEECH	BEECHJET 400	15.78	14.22	JT15D-5	10	88.6	*
BOEING	B-707-100B (QNC)	241.30	190.00	JT3D-1		103.4	6,**
BOEING	B-707-100B (QNC)	258.00	190.00	JT3D-3B		103.8	6,**
BOEING	B-707-120B (SHANNON)	258.00	190.00	JT3D-1		103.5	21,**
BOEING	B-707-138B (SHANNON)	258.00	190.00	JT3D-1		103.2	21,**
BOEING	B-707-300B ADV/C QNC	335.00	247.50	JT3D-3B		104.4	6,**

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APPENDIX 4

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-707-300B ADV/C SHN	330.00	201.00	JT3D-7		104.7	6,**
BOEING	B-707-300B ADV/C SHN	321.00	240.00	JT3D-3B		104.5	6,**
BOEING	B-707-300B ADV/C SHN	322.30	247.00	JT3D-1-3B(IC)	14	105.5	6,21,**
BOEING	B-720B (QNC)	234.00	175.00	JT3D-1		102.3	6,**
BOEING	B-720B (QNC)	234.00	175.00	JT3D-3B		99.3	6,**
BOEING	B-720B (SHANNON)	234.00	175.00	JT3D-1		98.9	6,**
BOEING	B-720B (SHANNON)	234.00	175.00	JT3D-3B		97.3	6,**
BOEING	B-727-100	169.50	137.50	JT8D-1FCD	5	98.5	3
BOEING	B-727-100	169.50	137.50	JT8D-7FCD	5	97.9	3,16
BOEING	B-727-100	169.50	137.50	JT8D-9FCD	5	98.3	3,17
BOEING	B-727-100 (Dec Howard)	169.50	137.50	TAY 651-54	5	92.1	
BOEING	B-727-100 (FED EX;STC SA3993NM)	163.50	137.50	JT8D-7 w/BOEING INLET+FAN CSD	5	93.2	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	137.50	JT8D-9 w/BOEING INLET+CHIN CSD	5	93.9	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	174.50	142.50	JT8D-7 w/BOEING INLET+CHIN CSD	5	95.7	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-7 w/BURBANK INLET+CHIN CSD	5	94.1	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-7 w/BURBANK INLET+FAN CSD	5	94.1	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-9 w/BOEING INLET+FAN CSD	5	93.9	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	174.50	142.50	JT8D-9 w/BURBANK INLET+CHIN CSD	5	94.9	35
BOEING	B-727-200	190.50	142.50	JT8D-15QN	5	100.0	2,18
BOEING	B-727-200	208.00	142.50	JT8D-17RQN	5	102.4	2,20

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-727-200	177.60	142.50	JT8D-7FCD	5	99.8	3,16
BOEING	B-727-200	172.50	142.50	JT8D-7QN	15	100.0	2,16
BOEING	B-727-200	184.80	142.50	JT8D-9QN	15	101.5	2,17
BOEING	B-727-200	178.00	150.00	JT8D-9FCD	5	100.7	3,17
BOEING	B-727-200	203.10	158.00	JT8D-17QN	5	102.0	2,19
BOEING	B-727-200 (FED EX;STC SA4833NM	172.60	150.00	JT8D-7 w/BOEING INLET+CHIN CSD	5	96.0	35
BOEING	B-727-200 (FED EX;STC SA4833NM	172.50	150.00	JT8D-7 w/BOEING INLET+FAN CSD	5	95.9	35
BOEING	B-727-200 (FED EX;STC SA4833NM	173.88	150.00	JT8D-9 w/BOEING INLET+CHIN CSD	5	95.5	35
BOEING	B-727-200 (FED EX;STC SA4833NM	167.85	150.00	JT8D-9 w/BOEING INLET+FAN CSD	5	94.2	35
BOEING	B-727-200 (FED EX;STC SA4833NM	175.00	150.00	JT8D-9 w/BURBANK INLET+CHIN CSD	5	95.2	35
BOEING	B-727-200 (FED EX;STC SA4833NM	170.48	150.00	JT8D-9 w/BURBANK INLET+FAN CSD	5	94.3	35
BOEING	B-727-200 (FED EX;STC SA4833NM	178.42	154.50	JT8D-7 w/BURBANK INLET+CHIN CSD	5	97.0	35
BOEING	B-727-200 (FED EX;STC SA4833NM	178.00	161.00	JT8D-7 w/BURBANK INLET+FAN CSD	5	96.9	35
BOEING	B-727-200 (FED EX;STC SA5839NM	189.20	160.00	JT8D-9 w/BOEING INLET+CHIN CSD	5	97.3	27
BOEING	B-727-200 (FED EX;STC SA5839NM	189.20	160.00	JT8D-9 w/BOEING INLET+FAN CSD	5	97.3	27
BOEING	B-727-200 (FED EX;STC SA5839NM	191.20	160.00	JT8D-9 w/BURBANK INLET+CHIN CSD	5	97.4	27
BOEING	B-727-200 (FED EX;STC SA5839NM	191.20	160.00	JT8D-9 w/BURBANK INLET+FAN CSD	5	97.4	27
BOEING	B-727-200 (FED EX;STC SA5839NM	202.00	164.00	JT8D-17 w/BURBANK INLET	5	97.1	27
BOEING	B-727-200 (FED EX;STC SA5839NM	199.51	166.00	JT8D-15 w/BOEING INLET+CHIN CSD	5	97.6	28
BOEING	B-727-200 (FED EX;STC SA5839NM	199.05	166.00	JT8D-15 w/BOEING INLET+CHIN CSD	5	97.6	27

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-727-200 (FED EX;STC SA5839NM	199.05	166.00	JT8D-15 w/BOEING INLET+FAN CSD	5	97.6	27
BOEING	B-727-200 (FED EX;STC SA5839NM	201.00	166.00	JT8D-15 w/BURBANK	5	97.7	27
BOEING	B-727-200 (FED EX;STC SA5839NM	200.00	166.00	JT8D-17 w/BOEING INLET	5	97.1	27
BOEING	B-727-200RE(VALSAN)	190.50	148.00	JT8D-15/217C		91.5	6,23
BOEING	B-727-200RE(VALSAN)	198.50	159.00	JT8D-17/217C		92.2	6,23
BOEING	B-727-200RE(VALSAN)	209.50	159.00	JT8D-17A/217C		94.5	6,23
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	88.00	JT8D-17	1	91.4	27
BOEING	B-737-200 (AVAERO;STC ST223CH)	117.00	90.00	JT8D-15	1	89.7	35,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	93.00	JT8D-15	1	92.1	27,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	107.00	JT8D-17	1	91.4	27
BOEING	B-737-200 (AVAERO;STC ST223CH)	118.50	107.00	JT8D-9	1	91.5	35,41
BOEING	B-737-200 (AVAERO;STC ST223CH)	121.50	107.00	JT8D-9	1	91.5	27,41
BOEING	B-737-200 (NORDAM;STC ST00131SE)	119.50	103.00	JT8D-15 w/LGW HUSHKIT	1	91.1	27
BOEING	B-737-200 (NORDAM;STC ST00131SE)	119.50	103.00	JT8D-15 w/LGW-L HUSHKIT	1	90.2	27
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	119.50	88.00	JT8D-15	1	90.3	35,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	119.50	95.00	JT8D-9	1	91.7	35,41
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	128.10	98.00	JT8D-15	1	92.1	27,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	128.10	107.00	JT8D-15	1	92.1	27,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	124.50	107.00	JT8D-15	1	91.8	35,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	125.00	107.00	JT8D-17	1	90.2	27

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	128.10	107.00	JT8D-17	1	91.2	27
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	119.50	107.00	JT8D-9	1	91.7	35,41
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	121.50	107.00	JT8D-9	1	91.5	27,41
BOEING	B-737-200 ADV(NORDAM;STC SA5730NM)	126.70	107.00	JT8D-15	1	91.0	27,42
BOEING	B-737-200 ADV(NORDAM;STC SA5730NM)	126.50	107.00	JT8D-17	1	90.0	27
BOEING	B-737-200 ADV(NORDAM;STC SA5730NM)	124.50	107.00	JT8D-9	1	91.9	27,41
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	121.60	107.00	JT8D-15 w/LGW HUSHKIT	1	91.7	37
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	125.90	107.00	JT8D-15 w/LGW-L HUSHKIT	1	91.8	37
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	120.50	107.00	JT8D-17/-17A w/LG HUSHKIT	1	90.8	
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	117.00	107.00	JT8D-7 w/LGW-N HUSHKIT	1	91.6	40
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	118.70	107.00	JT8D-9 w/LGW HUSHKIT	1	91.6	36
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	122.90	107.00	JT8D-9 w/LGW-L HUSHKIT	1	91.8	36
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	118.50	107.00	JT8D-9 w/LGW-N HUSHKIT	1	91.6	36
BOEING	B-737-200 ADV.	128.10	79.10	JT8D-17QN	1	97.0	2,19
BOEING	B-737-200 ADV.	128.10	88.00	JT8D-15QN	1	97.7	2,18
BOEING	B-737-200 ADV.	122.50	105.00	JT8D-9QN	1	96.9	2,17
BOEING	B-737-200 NON-ADV.	109.00	98.00	JT8D-7QN	1	94.7	2,16
BOEING	B-737-200 NON-ADV.	117.00	101.70	JT8D-9QN	1	95.5	2,17
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	1	85.2	38
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	1	85.2	

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	1	83.9	
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFAP	1	83.9	38
BOEING	B-737-300	139.50	121.00	CFM56-3-B1	1	87.5	
BOEING	B-737-300	139.50	121.00	CFM56-3B-2	1	85.7	
BOEING	B-737-400	142.50	121.00	CFM56-3-B1	5	88.9	
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	5	85.9	
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	5	85.9	38
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	5	86.3	
BOEING	B-737-400	142.50	124.00	CFM56-3 w/HWFAP	5	86.9	38
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFAP	5	86.3	38
BOEING	B-737-400	142.50	124.00	CFM56-3 w/HWFAP	5	86.9	
BOEING	B-737-400	150.00	124.00	CFM56-3B-2	5	87.7	
BOEING	B-737-400	150.00	124.00	CFM56-3C-1	5	87.1	
BOEING	B-737-500	139.00	114.00	CFM56-3 w/HWFAP	5	85.4	
BOEING	B-737-500	139.00	114.00	CFM56-3 w/HWFAP	5	85.4	38
BOEING	B-737-500	132.80	114.00	CFM56-3 w/HWFAP	5	85.4	
BOEING	B-737-500	132.80	114.00	CFM56-3 w/HWFAP	5	85.4	38
BOEING	B-737-500	139.00	114.00	CFM56-3-B1	5	87.3	
BOEING	B-737-500	132.80	114.00	CFM56-3-B1(R)	5	87.7	
BOEING	B-747-100	750.00	520.00	JT9D-7F	10	104.5	29

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-747-100	710.00	540.00	JT9D-3A	10	105.4	29
BOEING	B-747-100	734.00	540.00	JT9D-7	10	105.1	29
BOEING	B-747-100	734.00	564.00	JT9D-3A	10	109.4	* **
BOEING	B-747-100	710.00	564.00	JT9D-7	10	108.0	* **
BOEING	B-747-100	750.00	585.00	JT9D-7A	10	107.8	* **
BOEING	B-747-100	750.00	585.00	JT9D-7F	10	107.7	* **
BOEING	B-747-100	750.00	585.00	JT9D-7FW	10	107.6	* **
BOEING	B-747-100	750.00	585.00	JT9D-7WET	10	107.4	* **
BOEING	B-747-100	750.00	585.00	RB211-524C2	10	104.5	* **
BOEING	B-747-100	734.00	630.00	JT9D-7A	10	104.3	29
BOEING	B-747-200	767.00	564.00	JT9D-3A	10	110.0	* **
BOEING	B-747-200	770.00	564.00	JT9D-7	10	108.9	* **
BOEING	B-747-200	773.00	585.00	JT9D-3AWET	10	109.1	* **
BOEING	B-747-200	833.00	585.00	RB211-524C2	10	105.5	*
BOEING	B-747-200	820.00	630.00	CF6-50E	10	102.5	
BOEING	B-747-200	833.00	630.00	CF6-50E2	10	102.6	
BOEING	B-747-200	710.00	630.00	JT9D-3A	10	104.4	30
BOEING	B-747-200	734.00	630.00	JT9D-7	10	104.2	30
BOEING	B-747-200	820.00	630.00	JT9D-70A	10	101.1	
BOEING	B-747-200	734.00	630.00	JT9D-7A	10	103.5	30

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-747-200	785.00	630.00	JT9D-7A	10	109.3	* **
BOEING	B-747-200	800.00	630.00	JT9D-7F	10	109.7	* **
BOEING	B-747-200	750.00	630.00	JT9D-7F	10	103.5	30
BOEING	B-747-200	805.00	630.00	JT9D-7FW	10	109.4	* **
BOEING	B-747-200	812.00	630.00	JT9D-7FW/-7J	10	109.7	* **
BOEING	B-747-200	770.00	630.00	JT9D-7J	10	103.6	30
BOEING	B-747-200	800.00	630.00	JT9D-7J	10	109.3	* **
BOEING	B-747-200	833.00	630.00	JT9D-7Q	10	103.2	
BOEING	B-747-200	833.00	630.00	JT9D-7R4G2	10	102.4	**
BOEING	B-747-200	785.00	630.00	JT9D-7WET	10	108.7	* **
BOEING	B-747-200	820.00	630.00	RB211-524B/B2	10	105.5	**
BOEING	B-747-200	833.00	630.00	RB211-524D4	10	103.9	
BOEING	B-747-300	800.00	630.00	CF6-50E2	10	101.6	
BOEING	B-747-300	820.00	630.00	JT9D-70A	10	100.2	**
BOEING	B-747-300	833.00	630.00	JT9D-7R4G2	10	102.4	
BOEING	B-747-300	820.00	630.00	RB211-524B2	10	105.5	**
BOEING	B-747-300	833.00	630.00	RB211-524D4	10	103.9	**
BOEING	B-747-300	833.00	666.00	CF6-80C2B1	10	99.0	
BOEING	B-747-400	600.00	564.00	PW4056	10	89.5	
BOEING	B-747-400	870.00	652.00	CF6-80C2		99.7	

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-747-400	875.00	652.00	CF6-80C2B1F	10	99.8	
BOEING	B-747-400	875.00	652.00	CF6-80C2B1F W/N1 MOD	10	99.9	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2B)	10	99.7	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2C)	10	98.6	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2C) NR	10	97.4	
BOEING	B-747-400	875.00	652.00	PW4056 PKG A (FB2T)	10	101.6	
BOEING	B-747-400	875.00	652.00	PW4056 PKG B/PHASE I	10	99.3	
BOEING	B-747-400	875.00	652.00	RB211-524G	10	99.2	
BOEING	B-747-400	870.00	652.00	RB211-524H	10	99.5	
BOEING	B-747-400	875.00	652.00	RB211-524H2	10	98.0	
BOEING	B-747-SP	702.00	410.00	RB211-524D4	10	99.2	
BOEING	B-747-SP	696.00	450.00	RB211-524B2	10	99.5	
BOEING	B-747-SP	701.00	465.00	JT9D-7A	10	102.0	
BOEING	B-747-SP	660.00	475.00	JT9D-7F	10	98.7	
BOEING	B-747-SP	702.00	475.00	JT9D-7J	10	100.1	
BOEING	B-747-SR	571.00	564.00	CF6-45A2	10	98.4	
BOEING	B-747-SR	610.00	564.00	JT9D-7A	10	101.8	
BOEING	B-757-200	255.50	210.00	PW 2037	5	91.4	
BOEING	B-757-200	255.50	210.00	PW 2040	5	89.7	
BOEING	B-757-200	255.50	210.00	RB211-535-E4	5	86.8	

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-757-200	240.00	210.00	RB211-535C	5	88.1	
BOEING	B-757-200	255.50	210.00	RB211-535E4-B	5	85.7	
BOEING	B-767-200	351.00	285.00	PW4052	1	90.9	
BOEING	B-767-200	360.00	300.00	CF6-80A	1	92.8	
BOEING	B-767-200	360.00	300.00	CF6-80A2	1	91.7	
BOEING	B-767-200	351.00	300.00	CF6-80C2-B2	1	89.5	
BOEING	B-767-200	387.00	300.00	CF6-80C2-B4	1	90.6	
BOEING	B-767-200	351.00	300.00	JT9D-7R4D(A)	1	95.1	
BOEING	B-767-200	360.00	300.00	JT9D-7R4D(B)	1	96.2	
BOEING	B-767-200	360.00	300.00	JT9D-7R4E	1	95.4	
BOEING	B-767-200	400.00	300.00	PW 4056	1	93.7	
BOEING	B-767-200/200ER	360.00	300.00	CF6-80C2B2F	1	90.2	
BOEING	B-767-200/200ER	360.00	300.00	CF6-80C2B4F	1	88.5	
BOEING	B-767-200/200ER	387.00	300.00	CF6-80C2B4F W/N1 MOD	1	90.6	
BOEING	B-767-200/200ER	400.00	300.00	CF6-80C2B6F W/N1 MOD	1	90.5	
BOEING	B-767-200/200ER	395.00	300.00	PW4056 PH3 (FB2C) NRI	1	89.8	
BOEING	B-767-200/200ER	387.00	300.00	PW4060	1	91.6	
BOEING	B-767-200/200ER	395.00	300.00	PW4060 PH3 (FB2C) NRI	1	89.0	
BOEING	B-767-300	288.70	280.00	CF6-80C2B2	5	83.1	
BOEING	B-767-300	351.00	320.00	CF6-80A	5	92.0	

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-767-300	351.00	320.00	CF6-80A2	5	91.2	
BOEING	B-767-300	407.00	320.00	CF6-80C2-B4	5	92.1	
BOEING	B-767-300	407.00	320.00	CF6-80C2-B6	5	91.1	
BOEING	B-767-300	407.00	320.00	CF6-80C2B6F	5	90.9	
BOEING	B-767-300	351.00	320.00	JT9D-7R4E	5	95.0	
BOEING	B-767-300	407.00	320.00	PW 4056	5	94.2	
BOEING	B-767-300	407.00	320.00	PW 4060	5	93.2	
BOEING	B-767-300	407.00	320.00	RB211-524G	5	93.8	
BOEING	B-767-300	407.00	320.00	RB211-524T	5	92.9	
BOEING	B-767-300/300ER	412.00	320.00	PW4056 PH3 (FB2C) NRI	5	91.0	
BOEING	B-767-300/300ER	412.00	320.00	PW4060 PH3 (FB2C) NRI	5	90.3	
BOEING	B-767-300/300ER	412.00	320.00	PW4062 (FB2B)	5	92.2	
BOEING	B-767-300/300ER	412.00	320.00	PW4062 PH3 (FB2C) NRI	5	89.9	
BOEING	B-777-200	545.00	445.00	GE90-76B	5	88.8	
BOEING	B-777-200	545.00	445.00	PW4077	5	90.6	
BOEING	B-777-200	545.00	445.00	TRENT875	5	93.7	
BOEING	B-777-200	545.00	445.00	TRENT877	5	93.1	
BOEING	B-777-200	632.50	460.00	GE-90-90B	5	90.1	
BOEING	B-777-200	632.50	460.00	TRENT884	5	94.3	
BOEING	B-777-200	632.50	460.00	TRENT892	5	92.9	

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APPENDIX 4

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
CANADAI R	CL-600	36.00	33.00	ALF-502	20	81.6	*
CANADAI R	CL-600	40.40	36.00	ALF 502L/L-2/L-2C	20	84.0	*
CANADAI R	CL-600	41.25	36.00	ALF-502L/L-2/L-2C	20	84.7	*
CANADAI R	CL-600 (WINGLETS)	41.25	36.00	ALF-502L/L-2/L-2C	20	84.8	
CANADAI R	CL-601	43.00	36.00	CF34-1A	20	79.9	*
CANADAI R	CL-601-1A	45.10	36.00	CF-34-1A	20	80.5	*
CANADAI R	CL-601-3A	43.10	36.00	CF-34-3A	20	79.4	*
CANADAI R	CL-601-3A	45.10	36.00	CF-34-3A/-3A2	20	79.8	*
CANADAI R	CL-601-3R	45.10	36.00	CF-34-3A1	20	79.8	*
CANADAI R	CL-604	48.20	38.00	GE CF34-3B	20	81.2	*
CANADAI R	CRJ (CL-600-2B19)	53.00	47.00	CF-34-3A1	20	79.8	
CANADAI R	CRJ (CL-600-2B19)	53.00	47.00	CF-34-3B1	20	78.7	
CESSNA	500 CITATION	10.30	9.900	JT15D-1	15	76.4	*
CESSNA	500/501 CITATION I	11.80	11.30	JT15D-1/-1A	15	78.0	*
CESSNA	525 CESSNA JET	10.40	9.700	FJ44-1A	15	73.4	
CESSNA	550 CITATION II	14.10	13.50	JT15D-4	0	71.6	
CESSNA	551 CITATION II	12.50	12.00	JT15D-4	15	80.1	*
CESSNA	552	15.50	14.30	JT15D-5	20	89.3	*
CESSNA	560 CITATION V	16.30	15.20	JT15D-5A	7	84.6	
CESSNA	650 CITATION III	22.00	20.00	TFE731-3B-100S	7	80.1	22

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
CESSNA	750 CITATION X	35.70	31.80	AE3007C	15	72.3	
CESSNA	S550 CITATION S/II	15.10	14.40	JT15D-4B	7	80.0	
DASSAULT	FALCON 10	18.30	17.20	TFE731-2	15	82.9	
DASSAULT	FALCON 10	19.30	17.64	TFE731-2-1C	15	82.2	
DASSAULT	FALCON 20-C/D/E	28.60	27.30	CF700-2D-2	15	90.0	
DASSAULT	FALCON 20-C/D/E/F	28.60	27.30	CF700-2D-2Q	0	81.9	
DASSAULT	FALCON 20-C5/D5/E5	29.10	27.76	TFE-731-5BR-2C	15	80.3	34
DASSAULT	FALCON 20-C5/D5/E5	29.10	27.76	TFE731-5AR-2C	15	82.9	
DASSAULT	FALCON 20-C5/D5/E5	30.50	28.80	TFE731-5BR-2C	15	82.9	
DASSAULT	FALCON 20-F	28.60	27.30	CF700-2D-2	10	90.0	
DASSAULT	FALCON 20-F5	29.10	27.76	TFE-731-5BR-2C	10	79.3	34
DASSAULT	FALCON 20-F5	29.10	27.76	TFE731-5AR-2C	10	81.8	
DASSAULT	FALCON 20-F5	30.50	28.80	TFE731-5BR-2C	10	81.9	
DASSAULT	FALCON 20-G	32.00	27.56	ATF3-6-2C	10	87.5	
DASSAULT	FALCON 200	32.00	28.88	ATF3-5A-4C	5	83.9	
DASSAULT	FALCON 2000	36.50	33.00	CFE738-1-1B	20	79.4	
DASSAULT	FALCON 50	40.78	35.71	TFE731-3-1C	20	84.8	
DASSAULT	FALCON 50	40.78	35.71	TFE731-40-1C	20	83.8	
DASSAULT	FALCON 900	45.50	42.00	TFE731-5AR-1C	20	81.9	
DASSAULT	FALCON 900B	46.50	42.00	TFE731-5BR-1C	20	80.7	

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APPENDIX 4

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
FOKKER	F100	98.00	88.00	TAY MK650-15	0	81.8	
FOKKER	F28 MK1000	65.00	59.00	SPEY MK555-15	6	90.0	
FOKKER	F28 MK2000	65.00		SPEY MK555-15	6	90.0	*
FOKKER	F28 MK3000	71.00	64.00	SPEY MK555-15H	6	91.0	
FOKKER	F28 MK4000	73.00	65.80	SPEY MK555-15H	6	91.9	
FOKKER	F28 MK4000	73.00	69.50	SPEY MK555-15P	6	92.9	
FOKKER	F70	92.00	81.00	TAY MK620-15	0	80.1	
GULFSTREAM	G-II GULFSTREAM	65.50	58.50	SPEY 511-8	10	92.5	12
GULFSTREAM	G-IIB/G-III	69.70	58.50	SPEY 511-8	10	91.1	12
GULFSTREAM	G-IV	73.20	58.50	TAY 611-8	10	76.8	
GULFSTREAM	G-IV GULFSTREAM	71.70	58.50	TAY 610-8	20	79.0	
GULFSTREAM	G-IV GULFSTREAM w/ASC 190	74.60	66.00	TAY 611-8	10	77.5	
GULFSTREAM	G-V	90.50	75.30	BK700-710A1-10	20	83.3	
ISRAEL AIRCRAFT	1124 WESTWIND	22.90	19.00	TFE731-3-1G	20	81.2	
ISRAEL AIRCRAFT	1124A WESTWIND 2	23.50	19.00	TFE731-3-1G	20	85.4	*
ISRAEL AIRCRAFT	1125 ASTRA	24.70	20.70	TFE731-3A-200G	12	84.1	
ISRAEL AIRCRAFT	1125 ASTRA SPX	24.65	20.70	TFE731-40R	0	79.9	
LEARJET	23 Raisbeck MK II	12.50	11.90	CJ610-1/-4	10	88.0	
LEARJET	24 Raisbeck MK II	13.00	11.90	CJ610-1/-4	10	89.0	
LEARJET	24/24D	13.50	11.90	CJ610-6	20	91.8	13

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
LEARJET	24B/D Rainbeck MK II	13.50	11.88	CJ610	10	87.6	
LEARJET	24D	13.50	11.90	CJ610-6	20	91.9	
LEARJET	24D	13.50	11.90	CJ610-6	20	91.8	14
LEARJET	24E	12.90	11.90	CJ610-6	8	84.3	
LEARJET	24F	13.50	11.90	CJ610-6	8	85.8	
LEARJET	24F-A	12.50	11.90	CJ610-6	8	83.6	
LEARJET	25	16.00	13.30	CJ610-6	10	93.5	
LEARJET	25/25B/C Rainb MK II	15.00	13.30	CJ610	10	91.0	
LEARJET	25B/C/D/F XR Dec Hwd	16.30	13.30	CJ610-6/8A	10	93.5	
LEARJET	25C	15.00	13.30	CJ610-6	20	94.0	13
LEARJET	25D	15.00	13.30	CJ610-6	20	94.0	14
LEARJET	25D/25F	15.00	13.30	CJ610-6/8A	8	90.9	
LEARJET	28/29	15.00	14.30	CJ610-8A	8	87.0	
LEARJET	31	16.50	15.30	TFE731-2-3B	8	81.0	*
LEARJET	35/36	18.00	14.30	TFE731-2-2B	20	84.5	*
LEARJET	35A	18.00	14.30	TFE731-2-2B	8	83.6	*
LEARJET	35A/36A	18.30	15.30	TFE731-2-2B	8	79.2	
LEARJET	36A	18.30	15.30	TFE731-2-2B	20	83.9	*
LEARJET	55	21.00	17.00	TFE731-3A-2B	8	85.5	*
LEARJET	55B	21.50	18.00	TFE731-3A-2B	20	86.3	*

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MANUFACTURER	MODEL	MTOW 1000#	MLW 1000#	ENGINE MODEL	TO FLAPS	TO NOISE LEVEL (EPNdB)	NOTES
LEARJET	55C	21.50	18.00	TFE731-3AR-2B	20	86.7	*
LEARJET	60	23.10	19.50	PW305A	8	70.8	
LEARJET	M55C	21.50	17.00	TFE731-3AR-3B	20	87.0	*
LOCKHEED	1329-23 (AIRESEARCH)	43.80		TFE731-3-1E	20	92.7	* **
LOCKHEED	1329-23A/D/E w/STAR 3 STC (ST00258SE)	44.25	36.00	TFE731-3-1R	20	85.2	
LOCKHEED	1329-25 (AIRESEARCH)	44.50	36.00	TFE731-3		93.1	* **
LOCKHEED	1329-25 w/STAR 3 STC# ST00259SE	44.50	36.00	TFE731-3-1R	20	85.4	
LOCKHEED	L-1011	430.00	358.00	RB211-22B	14	95.9	5 *
LOCKHEED	L-1011-1	430.00	358.00	RB211-22B	10	96.0	5 *
LOCKHEED	L-1011-100	466.00	368.00	RB211-22B	10	98.5	5 *
LOCKHEED	L-1011-200	466.00	368.00	RB211-524B	10	98.1	5 *
LOCKHEED	L-1011-500	496.00	368.00	RB211-524B	14	98.4	5 *
LOCKHEED	L-1011-500	504.00	368.00	RB211-524B3	22	98.0	5 *
LOCKHEED	L-1011-500	510.00	368.00	RB211-524B4	10	99.3	*
LOCKHEED	L1011-385-1-14/15	474.00	368.00	RB211-22B	4	98.6	
LOCKHEED	L1011-385-1-14/15	466.00	368.00	RB211-524B4	10	97.9	*
MCDONNELL DOUGLAS	DC-08-51 (QNC QN)	276.00	199.50	JT3D-3B	15	99.3	6,26,**
MCDONNELL DOUGLAS	DC-08-51 (QNC QN)	276.00	199.50	JT3D-3B	15	99.9	6,**
MCDONNELL DOUGLAS	DC-08-51 (QNC QN)	286.00	207.00	JT3D-3B	15	101.3	6,26,**
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	276.00	199.50	JT3D-1		101.9	6,**

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

MANUFACTURER	MODEL	MTOW 1000#	MLW 1000#	ENGINE MODEL	TO FLAPS	TO NOISE LEVEL (EPNdB)	NOTES
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	276.00	199.50	JT3D-3B		99.1	6,26,**
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	276.00	199.50	JT3D-3B		99.5	6,**
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	286.00	207.00	JT3D-3B		100.7	6,26,**
MCDONNELL DOUGLAS	DC-08-51 W/BAC QN	276.00	199.50	JT3D-1		99.5	6,**
MCDONNELL DOUGLAS	DC-08-51 W/BAC QN	276.00	199.50	JT3D-3B	15	97.0	6,**
MCDONNELL DOUGLAS	DC-08-51 W/BAC QN	286.00	199.50	JT3D-3B		98.4	6,**
MCDONNELL DOUGLAS	DC-08-52 (QNC QN)	300.00	202.00	JT3D-3B	15	101.7	6,26,**
MCDONNELL DOUGLAS	DC-08-52 (QNC QN)	300.00	202.00	JT3D-3B	15	104.2	6,**
MCDONNELL DOUGLAS	DC-08-52 QNC PLS QN	300.00	202.00	JT3D-3B		102.9	6,26,**
MCDONNELL DOUGLAS	DC-08-52 QNC PLS QN	300.00	202.00	JT3D-3B		103.2	6,**
MCDONNELL DOUGLAS	DC-08-52 W/BAC QN	305.00	201.90	JT3D-3B	15	100.9	6,**
MCDONNELL DOUGLAS	DC-08-53 (QNC QN)	306.80	207.00	JT3D	15	105.2	6,**
MCDONNELL DOUGLAS	DC-08-53 (QNC QN)	315.00	207.00	JT3D-3B		104.9	6,**
MCDONNELL DOUGLAS	DC-08-53 (QNC QN)	309.80	207.00	JT3D-3B	15	105.2	6,26,**
MCDONNELL DOUGLAS	DC-08-53 QNC PLS QN	318.00	207.00	JTD3D-3B		105.3	6,26,**
MCDONNELL DOUGLAS	DC-08-53 W/BAC QN	315.00	203.30	JT3D-3B	15	102.3	6,**
MCDONNELL DOUGLAS	DC-08-54 W/BAC QN	315.00	240.00	JT3D-3B		102.3	6,**
MCDONNELL DOUGLAS	DC-08-55 (QNC QN)	309.80	217.00	JT3D-3B	15	105.2	6,26,**
MCDONNELL DOUGLAS	DC-08-55 QNC PLS QN	320.30	217.00	JT3D-3B		105.5	6,26,**
MCDONNELL DOUGLAS	DC-08-55 W/BAC QN	325.00	240.00	JT3D-3B	15	103.7	6,**

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TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	DC-08-61 (QNC QN)	309.80	240.00	JT3D-3B	15	105.2	6,26.**
MCDONNELL DOUGLAS	DC-08-61 QNC PLS QN	270.00	240.00	JT3D-3B		98.6	6,26.**
MCDONNELL DOUGLAS	DC-08-61 QNC PLS QN	320.30	240.00	JT3D-3B		105.5	6.**
MCDONNELL DOUGLAS	DC-08-61 W/BAC QN	325.00	240.00	JT3D-3B	15	103.7	6.**
MCDONNELL DOUGLAS	DC-08-61F (QNC QN)	309.80	248.00	JT3D-3B	15	105.2	6,26.**
MCDONNELL DOUGLAS	DC-08-62 (BAC R-1)	350.00	240.00	JT3D-3B	12	100.5	6
MCDONNELL DOUGLAS	DC-08-62 (BAC/MGM)	348.00	240.00	JT3D-3B	12	100.5	6
MCDONNELL DOUGLAS	DC-08-62 W/ADC QN	350.00	250.00	JT3D-3B	12	104.3	6.**
MCDONNELL DOUGLAS	DC-08-62 W/ADC QN	350.00	250.00	JT3D-7	12	103.4	6.**
MCDONNELL DOUGLAS	DC-08-62 W/TNC QN	350.00	250.00	JT3D-3B	12	103.9	6.**
MCDONNELL DOUGLAS	DC-08-62 W/TNC QN	355.00	275.00	JT3D-7	12	102.7	6.**
MCDONNELL DOUGLAS	DC-08-63 (BAC R-1)	355.00	275.00	JT3D-7	12	98.9	6
MCDONNELL DOUGLAS	DC-08-63 (BAC/MGM)	353.00	275.00	JT3D-7	12	98.9	6
MCDONNELL DOUGLAS	DC-08-63 W/ADC QN	355.00	275.00	JT3D-3B	12	104.8	6.**
MCDONNELL DOUGLAS	DC-08-63 W/ADC QN	355.00	275.00	JT3D-7	12	104.1	6.**
MCDONNELL DOUGLAS	DC-08-63 W/TNC QN	350.00	250.00	JT3D-3B	12	103.9	6.**
MCDONNELL DOUGLAS	DC-08-63 W/TNC QN	355.00	275.00	JT3D-7	12	103.8	6.**
MCDONNELL DOUGLAS	DC-08-71	325.00	240.00	CFM-56-2C5		94.3	•
MCDONNELL DOUGLAS	DC-08-71	328.00	258.00	CFM56-2-C1	15	94.5	•
MCDONNELL DOUGLAS	DC-08-72	350.00	250.00	CFM56-2-C1	12	95.2	•

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

---TAKEOFF---

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	DC-08-73	355.00	275.00	CFM56-2-C1	12	95.7	*
MCDONNELL DOUGLAS	DC-08F-54 (QNC QN)	309.80	240.00	JT3D-3B	15	105.2	6,26,**
MCDONNELL DOUGLAS	DC-08F-54 QNC PLS QN	315.00	217.00	JT3D-3B		105.2	6,**
MCDONNELL DOUGLAS	DC-08F-54 QNC PLS QN	315.00	240.00	JT3D-3B		104.9	6,26,**
MCDONNELL DOUGLAS	DC-08F-55 (QNC QN)	309.80	240.00	JT3D-3B	15	105.2	6,26,**
MCDONNELL DOUGLAS	DC-08F-55 QNC PLS QN	317.80	240.00	JT3D-3B		105.2	6,26,**
MCDONNELL DOUGLAS	DC-09-10	90.70	81.70	JT8D-7	10	91.4	24
MCDONNELL DOUGLAS	DC-09-10	90.70	81.70	JT8D-7-7A	10	91.4	1
MCDONNELL DOUGLAS	DC-09-10 (ABS)	90.70	81.70	JT8D-7-7A-7B	10	87.2	6
MCDONNELL DOUGLAS	DC-09-20 (ABS;STC SA1613GL)	100.00	93.40	JT8D-9-9A	0	88.8	
MCDONNELL DOUGLAS	DC-09-30	108.00	98.10	JT8D-17	0	94.3	1
MCDONNELL DOUGLAS	DC-09-30	108.00	99.00	JT8D-7A	0	95.1	1
MCDONNELL DOUGLAS	DC-09-30	110.00	101.00	JT8D-7	0	97.5	16,24
MCDONNELL DOUGLAS	DC-09-30	110.00	101.00	JT8D-7	0	95.9	1
MCDONNELL DOUGLAS	DC-09-30	110.00	101.00	JT8D-9	0	97.0	24
MCDONNELL DOUGLAS	DC-09-30	114.00	102.00	JT8D-15	0	95.8	1
MCDONNELL DOUGLAS	DC-09-30	114.00	102.00	JT8D-9	0	97.1	1
MCDONNELL DOUGLAS	DC-09-30 (ABS)	111.00	101.00	JT8D-11	0	90.3	
MCDONNELL DOUGLAS	DC-09-30 (ABS;STC SA1613GL)	107.00	101.00	JT8D-9-9A	0	90.1	
MCDONNELL DOUGLAS	DC-09-30 (ABS)	111.00	101.00	JT8D-11	0	90.3	12

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TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1613GL)	105.00	101.00	JT8D-77A/7B	0	91.0	
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1613GL)	105.00	101.00	JT8D-99A	0	90.3	
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1785GL)	107.00	101.00	JT8D-77A/7B	0	91.0	
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1785GL)	107.00	101.00	JT8D-99A	0	90.1	
MCDONNELL DOUGLAS	DC-09-31/32/32F/33F(ABS,STC SA1613GL)	107.00	101.00	JT8D-77A/7B	0	91.0	
MCDONNELL DOUGLAS	DC-09-34	110.00	101.00	JT8D-9	0	96.1	1
MCDONNELL DOUGLAS	DC-09-34	121.00	110.00	JT8D-15	0	97.8	1
MCDONNELL DOUGLAS	DC-09-34	121.00	110.00	JT8D-17	0	98.0	1
MCDONNELL DOUGLAS	DC-09-40	114.00	102.00	JT8D-11	0	96.8	1
MCDONNELL DOUGLAS	DC-09-40	114.00	102.00	JT8D-15	0	95.8	1
MCDONNELL DOUGLAS	DC-09-50	121.00	110.00	JT8D-15	0	97.8	1
MCDONNELL DOUGLAS	DC-09-50	121.00	110.00	JT8D-17	0	98.1	1
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D	0	101.8	•
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D1	4	100.2	•
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D1A	4	100.2	•
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6K	0	100.9	•
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6K2	4	99.3	•
MCDONNELL DOUGLAS	DC-10-15	455.00	363.50	CF6-50C2-F	5	93.8	
MCDONNELL DOUGLAS	DC-10-30	565.00	411.00	CF6-50A	5	102.7	•
MCDONNELL DOUGLAS	DC-10-30	572.00	411.00	CF6-50C/H	10	102.3	

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C1	10	103.0	
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C2	15	99.0	
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C2-B	15	98.7	
MCDONNELL DOUGLAS	DC-10-30	572.00	421.00	CF6-50C2-R	10	98.4	
MCDONNELL DOUGLAS	DC-10-30	572.00	424.00	CF6-50C2-B	10	97.4	15
MCDONNELL DOUGLAS	DC-10-30	590.00	436.00	CF6-50C2	15	99.0	15
MCDONNELL DOUGLAS	DC-10-40	530.00	403.00	JT9D-20D	10	100.8	•
MCDONNELL DOUGLAS	DC-10-40	555.00	403.00	JT9D-59A	10	101.4	•
MCDONNELL DOUGLAS	MD-11	602.50	430.00	CF6-80C2D1F	10	92.8	
MCDONNELL DOUGLAS	MD-11	618.00	471.50	CF6-80C2	10	93.9	
MCDONNELL DOUGLAS	MD-11	630.50	481.50	PW4460	10	95.8	
MCDONNELL DOUGLAS	MD-11	630.50	481.50	PW4462	10	95.0	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	CF6-80C2D1F	10	94.5	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	PW4460 (-3)	10	95.6	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	PW4462 (-3)	10	95.0	
MCDONNELL DOUGLAS	MD-80	149.50	130.00	JT8D-209	0	91.1	10
MCDONNELL DOUGLAS	MD-80	149.50	130.00	JT8D-217	0	89.7	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-217A	2	92.0	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-217C	2	91.5	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-219	2	90.8	10

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APPENDIX 4

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-217A	1	89.7	10
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-217C	1	89.2	10
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-219	1	88.5	10
MCDONNELL DOUGLAS	MD-90-30	166.00	142.00	V2525-D5	5	84.2	
MCDONNELL DOUGLAS	MD-90-30	166.00	142.00	V2528-D5	5	82.6	
MTSUBISHI	MU-300 (DIAMOND I)	14.10	13.20	JT15D-4	10	86.3	°
MTSUBISHI	MU-300 (DIAMOND I)	15.50	13.20	JT15D-4D	0	81.2	
MTSUBISHI	MU-300-10 (DIAM. II)	15.78	14.22	JT15D-5	10	88.6	°
RAYTHEON	HAWKER 125- 1A	21.70	19.60	TFE731-3-1H	0	84.2	
RAYTHEON	HAWKER 125- 3A	21.70	20.00	TFE731-3-1H	0	84.2	
RAYTHEON	HAWKER 125- 3A/RA	23.60	20.00	TFE731-3-1H	0	85.5	
RAYTHEON	HAWKER 125- 400A	23.60	20.00	TFE731-3-1H	0	85.5	
RAYTHEON	HAWKER 125- 600A	25.50	22.00	TFE731-3-1H	0	88.0	
RAYTHEON	HAWKER 125- 600A	25.50	22.00	VIPER 601-22	0	92.3	12
RAYTHEON	HAWKER 125- 700A	25.50	22.00	TFE731-3-1H	0	91.6	25,33
RAYTHEON	HAWKER 125- 700A	25.50	22.00	TFE731-3-1H	0	88.0	33
RAYTHEON	HAWKER 125- 800	27.40	23.35	TFE731-5R-1H	0	80.9	
RAYTHEON	HAWKER 125- 800A	27.40	23.35	TFE731-5R-1H	0	80.9	25
RAYTHEON	HAWKER 125-1000	35.50	28.50	PW305	0	85.7	
SABRELINER	SABRELINER 40	20.20	17.50	JT12A-8	0	94.5	

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

TAKEOFF

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>TO FLAPS</u>	<u>TO NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
SABRELINER	SABRELINER 60	20.20		JT12A-8		95.0	•
SABRELINER	SABRELINER 60A/60SC	22.70	20.60	JT12A-8	0	94.4	
SABRELINER	SABRELINER 65	24.00	21.80	TFE731-3R		84.0	•
SABRELINER	SABRELINER 75A	23.00		CF700-2D-2	15	90.7	•
SABRELINER	SABRELINER 80	23.30	22.00	CF700-2D-2		90.7	•
SABRELINER	SABRELINER 80A/80SC	25.50	22.00	CF700-2D-2	0	91.2	•

Refer to Appendix 1 for Note Explanations

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APPENDIX 5

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
AEROSPATIALE	SN601 CORVETTE	14.60	13.20	JT15D-4	35	90.0	
AIRBUS	A300 B4-605R	385.46	319.38	CF6-80C2A5F	40	100.0	
AIRBUS	A300B2-1C	313.00	286.60	CF6-50C2-R	25	103.1	
AIRBUS	A300B2-203	313.10	286.60	CF6-50-C2	25	103.1	
AIRBUS	A300B4-103	347.20	295.40	CF6-50-C2	25	103.0	
AIRBUS	A300B4-203	363.70	299.83	CF6-50-C2	25	102.4	31
AIRBUS	A300B4-622R	330.00	275.00	PW-4158	40	101.3	
AIRBUS	A310-221	305.60	267.90	JT9D-7R4D1	40	100.6	
AIRBUS	A310-304	352.74	286.60	CF6-80C2A2	40	98.8	
AIRBUS	A310-324	330.69	271.16	PW-4152	40	100.2	
AIRBUS	A319-112	158.73	149.91	CFM56-5B6 w/SAC	40	93.1	
AIRBUS	A319-113	158.73	149.91	CFM56-5A4	40	94.8	
AIRBUS	A319-131	158.73	149.91	V2522-A5	40	94.5	
AIRBUS	A320-211	162.00	142.20	CFM56-5A1	35	96.4	
AIRBUS	A320-231	162.00	142.20	V2500.A1	40	96.6	
AIRBUS	A330-301	507.06	418.88	CF6-80E1A2	32	98.7	
AIRBUS	A330-321	507.06	418.88	PW4164	32	98.0	
AIRBUS	A330-322	507.06	418.88	PW4168	32	98.0	
AIRBUS	A340-212	595.25	440.92	CFM56-5C3	32	97.2	

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APPENDIX 5

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
AIRBUS	A340-312	595.24	440.92	CFM56-5C3	32	97.2	
AVRO	146-RJ 85	97.00	85.00	LF 507-1F	33	97.3	
BAe	1-11 200	80.00	71.00	SPEY 506-14	45	97.8	12
BAe	1-11 400	87.00	77.20	SPEY511-14/14W	45	99.7	12
BAe	1-11 400	89.50	79.00	SPEY511-14/14W	45	99.9	12
BAe	146-100A	76.00	72.35	ALF502R-3	33	95.1	
BAe	146-100A	82.25	73.35	ALF502R-3A	33	95.2	
BAe	146-100A	84.00	77.50	ALF502R-5	33	95.6	
BAe	146-200A	89.50	77.50	ALF502R-3	33	95.6	
BAe	146-200A	89.50	77.50	ALF502R-3A	33	95.6	
BAe	146-200A	93.00	81.00	ALF502R-5	33	95.8	
BAe	146-300	101.50	88.50	LF 507-1H/-1F	33	97.6	
BAe	146-300A	97.50	84.50	ALF502R-5	33	95.6	
BAe	C-29A	28.00	23.35	TFE731-5R-1H	45	95.8	
BEECH	BEECHJET 400	15.78	14.22	JT15D-5	30	91.4	
BOEING	B-707-100B (QNC)	241.30	190.00	JT3D-1	30	102.8	6,**
BOEING	B-707-100B (QNC)	258.00	190.00	JT3D-3B	30	102.8	6,**
BOEING	B-707-120B (SHANNON)	258.00	190.00	JT3D-1	30	105.3	21,**
BOEING	B-707-138B (SHANNON)	258.00	190.00	JT3D-1	30	105.3	21,**
BOEING	B-707-300B ADV/C QNC	335.00	247.50	JT3D-3B	25	107.9	6,**

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-707-300B ADV/C SHN	330.00	201.00	JT3D-7	25	108.3	6.**
BOEING	B-707-300B ADV/C SHN	321.00	240.00	JT3D-3B	25	108.2	6.**
BOEING	B-707-300B ADV/C SHN	322.30	247.00	JT3D-1-3B(7C)	25	105.7	6,21.**
BOEING	B-720B (QNC)	234.00	175.00	JT3D-1	30	101.6	6.**
BOEING	B-720B (QNC)	234.00	175.00	JT3D-3B	30	101.6	6.**
BOEING	B-720B (SHANNON)	234.00	175.00	JT3D-1	30	104.7	6.**
BOEING	B-720B (SHANNON)	234.00	175.00	JT3D-3B	30	104.7	6.**
BOEING	B-727-100	169.50	137.50	JT8D-1FCD	40	104.3	3
BOEING	B-727-100	169.50	137.50	JT8D-7FCD	40	104.3	3,16
BOEING	B-727-100	169.50	137.50	JT8D-9FCD	40	105.8	3,17
BOEING	B-727-100 (Dee Howard)	169.50	137.50	TAY 651-54	40	98.4	
BOEING	B-727-100 (FED EX;STC SA3993NM)	163.50	137.50	JT8D-7 w/BOEING INLET+FAN CSD	30	97.8	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	137.50	JT8D-9 w/BOEING INLET+CHIN CSD	30	98.1	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	174.50	142.50	JT8D-7 w/BOEING INLET+CHIN CSD	30	97.9	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-7 w/BURBANK	30	98.2	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-7 w/BURBANK	30	98.2	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	169.50	142.50	JT8D-9 w/BOEING INLET+FAN CSD	30	98.4	35
BOEING	B-727-100 (FED EX;STC SA3993NM)	174.50	142.50	JT8D-9 w/BURBANK	30	98.8	35
BOEING	B-727-200	190.50	142.50	JT8D-15QN	40	103.2	2,18
BOEING	B-727-200	208.00	142.50	JT8D-17RQN	40	103.2	2,20

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

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<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-727-200	177.60	142.50	JT8D-7FCD	40	106.3	3.16
BOEING	B-727-200	172.50	142.50	JT8D-7QN	40	104.9	2.16
BOEING	B-727-200	184.80	142.50	JT8D-9QN	40	103.2	2.17
BOEING	B-727-200	178.00	150.00	JT8D-9FCD	30	105.8	3.17
BOEING	B-727-200	203.10	158.00	JT8D-17QN	40	104.5	2.19
BOEING	B-727-200 (FED EX;STC SA4833NM)	172.60	150.00	JT8D-7 w/BOEING INLET+CHIN CSD	30	99.0	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	172.50	150.00	JT8D-7 w/BOEING INLET+FAN CSD	30	99.0	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	173.88	150.00	JT8D-9 w/BOEING INLET+CHIN CSD	30	99.6	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	167.85	150.00	JT8D-9 w/BOEING INLET+FAN CSD	30	99.6	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	175.00	150.00	JT8D-9 w/BURBANK	30	100.2	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	170.48	150.00	JT8D-9 w/BURBANK	30	100.2	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	178.42	154.50	JT8D-7 w/BURBANK	30	99.1	35
BOEING	B-727-200 (FED EX;STC SA4833NM)	178.00	161.00	JT8D-7 w/BURBANK	30	99.4	35
BOEING	B-727-200 (FED EX;STC SA5839NM)	189.20	160.00	JT8D-9 w/BOEING INLET+CHIN CSD	30	97.9	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	189.20	160.00	JT8D-9 w/BOEING INLET+FAN CSD	30	97.9	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	191.20	160.00	JT8D-9 w/BURBANK	30	98.5	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	191.20	160.00	JT8D-9 w/BURBANK	30	98.5	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	202.00	164.00	JT8D-17 w/BURBANK	30	98.6	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	199.51	166.00	JT8D-15 w/BOEING	30	97.9	28
BOEING	B-727-200 (FED EX;STC SA5839NM)	199.05	166.00	JT8D-15 w/BOEING	30	98.1	27

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APPROACH

MANUFACTURER	MODEL	MTOW 1000#	MLW 1000#	ENGINE MODEL	AP FLAPS	AP NOISE LEVEL (EPNdB)	NOTES
BOEING	B-727-200 (FED EX;STC SA5839NM)	199.05	166.00	JT8D-15 w/BOEING	30	98.1	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	201.00	166.00	JT8D-15 w/BURBANK	30	98.6	27
BOEING	B-727-200 (FED EX;STC SA5839NM)	200.00	166.00	JT8D-17 w/BOEING INLET	30	98.1	27
BOEING	B-727-200RE(VALSAN)	190.50	148.00	JT8D-15/217C	30	98.8	6,23
BOEING	B-727-200RE(VALSAN)	198.50	159.00	JT8D-17/217C	30	99.0	6,23
BOEING	B-727-200RE(VALSAN)	209.50	159.00	JT8D-17A/217C	30	99.0	6,23
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	88.00	JT8D-17	40	96.7	27
BOEING	B-737-200 (AVAERO;STC ST223CH)	117.00	90.00	JT8D-15	40	98.1	35,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	93.00	JT8D-15	40	97.1	27,42
BOEING	B-737-200 (AVAERO;STC ST223CH)	128.10	107.00	JT8D-17	30	94.8	27
BOEING	B-737-200 (AVAERO;STC ST223CH)	118.50	107.00	JT8D-9	30	96.3	35,41
BOEING	B-737-200 (AVAERO;STC ST223CH)	121.50	107.00	JT8D-9	40	98.0	27,41
BOEING	B-737-200 (NORDAM;STC ST00131S)	119.50	103.00	JT8D-15 w/LGW HUSHKIT	30	95.8	37
BOEING	B-737-200 (NORDAM;STC ST00131S)	119.50	103.00	JT8D-15 w/LGW-L HUSHKIT	30	95.8	37
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	119.50	88.00	JT8D-15	40	97.7	35,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	119.50	95.00	JT8D-9	40	98.1	35,41
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	128.10	98.00	JT8D-15	40	97.1	27,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	128.10	107.00	JT8D-15	30	94.8	27,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	124.50	107.00	JT8D-15	30	96.3	35,42
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	125.00	107.00	JT8D-17	40	97.7	27

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	128.10	107.00	JT8D-17	30	94.8	27
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	119.50	107.00	JT8D-9	30	96.3	35,41
BOEING	B-737-200 ADV(AVAERO;STC ST223CH)	121.50	107.00	JT8D-9	40	97.7	27,41
BOEING	B-737-200 ADV(NORDAM;STC SA5730NM)	126.70	107.00	JT8D-15	40	98.6	27,42
BOEING	B-737-200 ADV(NORDAM;STC SA5730NM)	126.50	107.00	JT8D-17	40	98.6	27
BOEING	B-737-200 ADV(NORDAM;STC SA5730NM)	124.50	107.00	JT8D-9	40	98.6	27,41
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	121.60	107.00	JT8D-15 w/LGW HUSHKIT	30	95.9	37
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	125.90	107.00	JT8D-15 w/LGW-L HUSHKIT	30	95.9	37
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	120.50	107.00	JT8D-17/-17A w/LGW HUSHKIT	30	95.9	
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	117.00	107.00	JT8D-7 w/LGW-N HUSHKIT	30	96.2	40
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	118.70	107.00	JT8D-9 w/LGW HUSHKIT	30	95.9	36
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	122.90	107.00	JT8D-9 w/LGW-L HUSHKIT	30	95.9	36
BOEING	B-737-200 ADV(NORDAM;STC ST00131SE)	118.50	107.00	JT8D-9 w/LGW-N HUSHKIT	30	96.2	36
BOEING	B-737-200 ADV	128.10	79.10	JT8D-17QN	40	102.8	2,19
BOEING	B-737-200 ADV	128.10	88.00	JT8D-15QN	40	103.8	2,18
BOEING	B-737-200 ADV	122.50	105.00	JT8D-9QN	40	105.3	2,17
BOEING	B-737-200 NON-ADV	109.00	98.00	JT8D-7QN	40	102.1	2,16
BOEING	B-737-200 NON-ADV	117.00	101.70	JT8D-9QN	40	105.3	2,17
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFA	40	97.6	38
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFA	40	98.6	

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFA	40	98.6	
BOEING	B-737-300	139.50	121.00	CFM56-3 w/HWFA	40	97.6	38
BOEING	B-737-300	139.50	121.00	CFM56-3-B1	40	100.1	
BOEING	B-737-300	139.50	121.00	CFM56-3B-2	40	100.1	
BOEING	B-737-400	142.50	121.00	CFM56-3-B1	40	100.2	
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFA	40	98.6	
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFA	40	97.7	38
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFA	40	98.6	
BOEING	B-737-400	142.50	124.00	CFM56-3 w/HWFA	40	97.7	38
BOEING	B-737-400	150.00	124.00	CFM56-3 w/HWFA	40	97.7	38
BOEING	B-737-400	142.50	124.00	CFM56-3 w/HWFA	40	98.6	
BOEING	B-737-400	150.00	124.00	CFM56-3B-2	40	100.2	
BOEING	B-737-400	150.00	124.00	CFM56-3C-1	40	100.2	
BOEING	B-737-500	139.00	114.00	CFM56-3 w/HWFA	40	98.7	
BOEING	B-737-500	139.00	114.00	CFM56-3 w/HWFA	40	97.6	38
BOEING	B-737-500	132.80	114.00	CFM56-3 w/HWFA	40	98.7	
BOEING	B-737-500	132.80	114.00	CFM56-3 w/HWFA	40	97.6	38
BOEING	B-737-500	139.00	114.00	CFM56-3-B1	40	100.0	
BOEING	B-737-500	132.80	114.00	CFM56-3-B1(R)	40	100.0	
BOEING	B-747-100	750.00	520.00	JT9D-7F	25	104.5	29

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-747-100	710.00	540.00	JT9D-3A	25	104.6	29
BOEING	B-747-100	734.00	540.00	JT9D-7	25	104.1	29
BOEING	B-747-100	734.00	564.00	JT9D-3A	30	107.2	* **
BOEING	B-747-100	710.00	564.00	JT9D-7	30	107.4	* **
BOEING	B-747-100	750.00	585.00	JT9D-7A	30	106.9	* **
BOEING	B-747-100	750.00	585.00	JT9D-7F	30	107.4	* **
BOEING	B-747-100	750.00	585.00	JT9D-7FW	30	107.4	* **
BOEING	B-747-100	750.00	585.00	JT9D-7WET	30	106.9	* **
BOEING	B-747-100	750.00	585.00	RB211-524C2	30	106.5	* **
BOEING	B-747-100	734.00	630.00	JT9D-7A	25	105.5	29
BOEING	B-747-200	767.00	564.00	JT9D-3A	30	106.5	* **
BOEING	B-747-200	770.00	564.00	JT9D-7	30	106.7	* **
BOEING	B-747-200	773.00	585.00	JT9D-3AWET	30	106.7	* **
BOEING	B-747-200	833.00	585.00	RB211-524C2	30	107.0	*
BOEING	B-747-200	820.00	630.00	CF6-50E	30	107.0	
BOEING	B-747-200	833.00	630.00	CF6-50E2	30	106.5	
BOEING	B-747-200	710.00	630.00	JT9D-3A	25	105.7	30
BOEING	B-747-200	734.00	630.00	JT9D-7	25	105.2	30
BOEING	B-747-200	820.00	630.00	JT9D-70A	30	106.0	
BOEING	B-747-200	734.00	630.00	JT9D-7A	25	105.0	30

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-747-200	785.00	630.00	JT9D-7A	30	107.3	• ••
BOEING	B-747-200	800.00	630.00	JT9D-7F	30	107.8	• ••
BOEING	B-747-200	750.00	630.00	JT9D-7F	25	106.0	30
BOEING	B-747-200	805.00	630.00	JT9D-7FW	30	107.8	• ••
BOEING	B-747-200	812.00	630.00	JT9D-7FW/-71	30	107.4	• ••
BOEING	B-747-200	770.00	630.00	JT9D-7J	25	106.0	30
BOEING	B-747-200	800.00	630.00	JT9D-7J	30	107.8	• ••
BOEING	B-747-200	833.00	630.00	JT9D-7Q	25	104.4	
BOEING	B-747-200	833.00	630.00	JT9D-7R4G2	30	106.6	••
BOEING	B-747-200	785.00	630.00	JT9D-7WET	30	107.3	• ••
BOEING	B-747-200	820.00	630.00	RB211-524B/B2	30	107.3	••
BOEING	B-747-200	833.00	630.00	RB211-524D4	30	104.9	
BOEING	B-747-300	800.00	630.00	CF6-50E2	30	106.5	
BOEING	B-747-300	820.00	630.00	JT9D-70A	30	105.3	••
BOEING	B-747-300	833.00	630.00	JT9D-7R4G2	30	106.6	
BOEING	B-747-300	820.00	630.00	RB211-524B2	30	107.3	••
BOEING	B-747-300	833.00	630.00	RB211-524D4	30	104.9	••
BOEING	B-747-300	833.00	666.00	CF6-80C2B1	30	105.2	
BOEING	B-747-400	600.00	564.00	PW4056	30	103.1	
BOEING	B-747-400	870.00	652.00	CF6-80C2	25	101.4	

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-747-400	875.00	652.00	CF6-80C2B1F	30	103.8	
BOEING	B-747-400	875.00	652.00	CF6-80C2B1F W/N1 MOD	30	103.8	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2B)	30	103.6	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2C)	30	103.0	
BOEING	B-747-400	875.00	652.00	PW4056 PH3 (FB2C) NR	30	102.1	
BOEING	B-747-400	875.00	652.00	PW4056 PKG A (FB2T)	30	104.7	
BOEING	B-747-400	875.00	652.00	PW4056 PKG B/PHASE I	30	103.4	
BOEING	B-747-400	875.00	652.00	RB211-524G	30	103.8	
BOEING	B-747-400	870.00	652.00	RB211-524H	30	103.8	
BOEING	B-747-400	875.00	652.00	RB211-524H2	30	103.8	
BOEING	B-747-SP	702.00	410.00	RB211-524D4	30	107.0	
BOEING	B-747-SP	696.00	450.00	RB211-524B2	30	103.2	
BOEING	B-747-SP	701.00	465.00	JT9D-7A	30	102.9	
BOEING	B-747-SP	660.00	475.00	JT9D-7F	30	103.8	
BOEING	B-747-SP	702.00	475.00	JT9D-7J	30	103.8	
BOEING	B-747-SR	571.00	564.00	CF6-45A2	30	105.4	
BOEING	B-747-SR	610.00	564.00	JT9D-7A	30	106.9	*
BOEING	B-757-200	255.50	210.00	PW 2037	30	98.1	
BOEING	B-757-200	255.50	210.00	PW 2040	30	98.1	
BOEING	B-757-200	255.50	210.00	RB211-535-E4	30	95.2	

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-757-200	240.00	210.00	RB211-535C	25	99.6	
BOEING	B-757-200	255.50	210.00	RB211-535E4-B	30	95.2	
BOEING	B-767-200	351.00	285.00	PW4052	30	98.2	
BOEING	B-767-200	360.00	300.00	CF6-80A	30	101.7	
BOEING	B-767-200	360.00	300.00	CF6-80A2	30	101.7	
BOEING	B-767-200	351.00	300.00	CF6-80C2-B2	30	96.4	
BOEING	B-767-200	387.00	300.00	CF6-80C2-B4	30	96.4	
BOEING	B-767-200	351.00	300.00	JT9D-7R4D(A)	30	102.7	
BOEING	B-767-200	360.00	300.00	JT9D-7R4D(B)	30	102.6	
BOEING	B-767-200	360.00	300.00	JT9D-7R4E	30	102.6	
BOEING	B-767-200	400.00	300.00	PW 4056	30	98.6	
BOEING	B-767-200/200ER	360.00	300.00	CF6-80C2B2F	30	96.5	
BOEING	B-767-200/200ER	360.00	300.00	CF6-80C2B4F	30	96.5	
BOEING	B-767-200/200ER	387.00	300.00	CF6-80C2B4F W/N1 MOD	30	96.5	
BOEING	B-767-200/200ER	400.00	300.00	CF6-80C2B6F W/N1 MOD	30	96.5	
BOEING	B-767-200/200ER	395.00	300.00	PW4056 PH3 (FB2C) NRI	30	96.6	
BOEING	B-767-200/200ER	387.00	300.00	PW4060	30	98.6	
BOEING	B-767-200/200ER	395.00	300.00	PW4060 PH3 (FB2C) NRI	30	96.6	
BOEING	B-767-300	288.70	280.00	CF6-80C2B2	30	96.5	
BOEING	B-767-300	351.00	320.00	CF6-80A	30	101.7	

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
BOEING	B-767-300	351.00	320.00	CF6-80A2	30	101.7	
BOEING	B-767-300	407.00	320.00	CF6-80C2-B4	30	98.4	
BOEING	B-767-300	407.00	320.00	CF6-80C2-B6	30	98.4	
BOEING	B-767-300	407.00	320.00	CF6-80C2B6F	30	98.5	
BOEING	B-767-300	351.00	320.00	JT9D-7R4E	30	103.0	
BOEING	B-767-300	407.00	320.00	PW 4056	30	100.2	
BOEING	B-767-300	407.00	320.00	PW 4060	30	100.2	
BOEING	B-767-300	407.00	320.00	RB211-524G	30	99.8	
BOEING	B-767-300	407.00	320.00	RB211-524H	30	99.8	
BOEING	B-767-300/300ER	412.00	320.00	PW4056 PH3 (FB2C) NRI	30	97.6	
BOEING	B-767-300/300ER	412.00	320.00	PW4060 PH3 (FB2C) NRI	30	97.9	
BOEING	B-767-300/300ER	412.00	320.00	PW4062 (FB2B)	30	100.2	
BOEING	B-767-300/300ER	412.00	320.00	PW4062 PH3 (FB2C) NRI	30	97.9	
BOEING	B-777-200	545.00	445.00	GE90-76B	30	97.6	
BOEING	B-777-200	545.00	445.00	PW4077	30	99.4	
BOEING	B-777-200	545.00	445.00	TRENT875	30	99.8	
BOEING	B-777-200	545.00	445.00	TRENT877	30	99.8	
BOEING	B-777-200	632.50	460.00	GE-90-90B	30	97.8	
BOEING	B-777-200	632.50	460.00	TRENT884	30	99.4	
BOEING	B-777-200	632.50	460.00	TRENT892	30	99.4	

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
CANADAIR	CL-600	36.00	33.00	ALF-502	45	91.2	*
CANADAIR	CL-600	40.40	36.00	ALF 502L/L-2/L-2C	45	91.6	*
CANADAIR	CL-600	41.25	36.00	ALF-502L/L-2/L-2C	45	91.6	*
CANADAIR	CL-600 (WINGLETS)	41.25	36.00	ALF-502L/L-2/L-2C	45	91.6	*
CANADAIR	CL-601	43.00	36.00	CF34-1A	45	89.4	*
CANADAIR	CL-601-1A	45.10	36.00	CF-34-1A	45	90.1	*
CANADAIR	CL-601-3A	43.10	36.00	CF-34-3A	45	89.4	*
CANADAIR	CL-601-3A	45.10	36.00	CF-34-3A/3A2	45	90.1	*
CANADAIR	CL-601-3R	45.10	36.00	CF-34-3A1	45	90.1	*
CANADAIR	CL-604	48.20	38.00	GE CF34-3B	45	90.3	*
CANADAIR	CRJ (CL-600-2B19)	53.00	47.00	CF-34-3A1	45	92.1	*
CANADAIR	CRJ (CL-600-2B19)	53.00	47.00	CF-34-3B1	45	92.1	*
CESSNA	500 CITATION	10.30	9.90	JT15D-1	40	87.7	*
CESSNA	500/501 CITATION I	11.80	11.30	JT15D-1/-1A	40	87.9	*
CESSNA	525 CESSNA JET	10.40	9.70	FJ44-1A	35	92.1	*
CESSNA	550 CITATION II	14.10	13.50	JT15D-4	40	90.5	*
CESSNA	551 CITATION II	12.50	12.00	JT15D-4	40	90.5	*
CESSNA	552	15.50	14.30	JT15D-5	35	88.5	*
CESSNA	560 CITATION V	16.30	15.20	JT15D-5A	35	88.9	*
CESSNA	650 CITATION III	22.00	20.00	TFE731-3B-100S	37	93.8	22

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
CESSNA	750 CITATION X	35.70	31.80	AE3007C	35	90.2	
CESSNA	S550 CITATION S/II	15.10	14.40	JT15D-4B	35	86.2	
DASSAULT	FALCON 10	18.30	17.20	TFE731-2	52	95.3	
DASSAULT	FALCON 10	19.30	17.64	TFE731-2-1C	52	95.2	
DASSAULT	FALCON 20-C/D/E	28.60	27.30	CF700-2D-2	40	101.7	
DASSAULT	FALCON 20-C/D/E/F	28.60	27.30	CF700-2D-2Q	40	99.7	
DASSAULT	FALCON 20-C5/D5/E5	29.10	27.76	TFE-731-5BR-2C	40	90.7	34
DASSAULT	FALCON 20-C5/D5/E5	29.10	27.76	TFE731-5AR-2C	40	90.7	
DASSAULT	FALCON 20-C5/D5/E5	30.50	28.80	TFE731-5BR-2C	40	90.6	
DASSAULT	FALCON 20-F	28.60	27.30	CF700-2D-2	40	103.0	
DASSAULT	FALCON 20-F5	29.10	27.76	TFE-731-5BR-2C	40	90.0	34
DASSAULT	FALCON 20-F5	29.10	27.76	TFE731-5AR-2C	40	90.0	
DASSAULT	FALCON 20-F5	30.50	28.80	TFE731-5BR-2C	40	90.3	
DASSAULT	FALCON 20-G	32.00	27.56	ATF3-6-2C	40	95.9	
DASSAULT	FALCON 200	32.00	28.88	ATF3-6A-4C	40	94.2	
DASSAULT	FALCON 2000	36.50	33.00	CFE738-1-1B	40	93.1	
DASSAULT	FALCON 50	40.78	35.71	TFE731-3-1C	48	97.1	
DASSAULT	FALCON 50	40.78	35.71	TFE731-40-1C	40	95.2	
DASSAULT	FALCON 900	45.50	42.00	TFE731-5AR-1C	40	91.7	
DASSAULT	FALCON 900B	46.50	42.00	TFE731-5BR-1C	40	91.7	

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
FOKKER	F100	98.00	88.00	TAY MK650-15	42	93.0	
FOKKER	F28 MK1000	65.00	59.00	SPEY MK555-15	42	101.2	
FOKKER	F28 MK2000	65.00		SPEY MK555-15	42	101.8	*
FOKKER	F28 MK3000	71.00	64.00	SPEY MK555-15H	42	99.4	
FOKKER	F28 MK4000	73.00	65.80	SPEY MK555-15H	42	99.4	
FOKKER	F28 MK4000	73.00	69.50	SPEY MK555-15P	42	101.4	
FOKKER	F70	92.00	81.00	TAY MK620-15	42	88.3	
GULFSTREAM	G-II GULFSTREAM	65.50	58.50	SPEY 511-8	39	98.4	12
GULFSTREAM	G-IIB/G-III	69.70	58.50	SPEY 511-8	39	97.3	12
GULFSTREAM	G-IV	73.20	58.50	TAY 611-8	39	91.0	
GULFSTREAM	G-IV GULFSTREAM	71.70	58.50	TAY 610-8	39	91.0	
GULFSTREAM	G-IV GULFSTREAM w/ASC 190	74.60	66.00	TAY 611-8	39	92.0	
GULFSTREAM	G-V	90.50	75.30	BR700-710A1-10	39	90.9	
ISRAEL AIRCRAFT	1124 WESTWIND	22.90	19.00	TFE731-3-1G	40	93.0	
ISRAEL AIRCRAFT	1124A WESTWIND 2	23.50	19.00	TFE731-3-1G	40	92.8	*
ISRAEL AIRCRAFT	1125 ASTRA	24.70	20.70	TFE731-3A-200G	40	89.8	
ISRAEL AIRCRAFT	1125 ASTRA SPX	24.65	20.70	TFE731-40R	40	92.3	
LEARJET	23 Raisbeck MK II	12.50	11.90	CJ610-1/-4		98.0	
LEARJET	24 Raisbeck MK II	13.00	11.90	CJ610-1/-4		98.0	
LEARJET	24/24D	13.50	11.90	CJ610-6	40	100.7	13

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
LEARJET	24B/D Raisbeck MK II	13.50	11.88	CJ610	40	98.0	
LEARJET	24D	13.50	11.90	CJ610-6	40	96.7	
LEARJET	24D	13.50	11.90	CJ610-6	40	101.7	14
LEARJET	24E	12.90	11.90	CJ610-6	40	95.3	
LEARJET	24F	13.50	11.90	CJ610-6	40	95.3	
LEARJET	24F-A	12.50	11.90	CJ610-6	40	95.3	
LEARJET	25	16.00	13.30	CJ610-6	40	99.0	
LEARJET	25/25B/C Raisb MK II	15.00	13.30	CJ610	40	99.0	
LEARJET	25B/C/D/F XR Dec Hwd	16.30	13.30	CJ610-6/8A	40	99.0	
LEARJET	25C	15.00	13.30	CJ610-6	40	100.8	13
LEARJET	25D	15.00	13.30	CJ610-6	40	102.7	14
LEARJET	25D/25F	15.00	13.30	CJ610-6/8A	40	95.2	
LEARJET	28/29	15.00	14.30	CJ610-8A	40	101.7	
LEARJET	31	16.50	15.30	TFE731-2-3B	40	92.6	*
LEARJET	35/36	18.00	14.30	TFE731-2-2B	40	92.2	*
LEARJET	35A	18.00	14.30	TFE731-2-2B	40	91.3	*
LEARJET	35A/36A	18.30	15.30	TFE731-2-2B	40	91.4	
LEARJET	36A	18.30	15.30	TFE731-2-2B	40	91.4	*
LEARJET	55	21.00	17.00	TFE731-3A-2B	40	90.6	*
LEARJET	55B	21.50	18.00	TFE731-3A-2B	40	91.0	*

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AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
LEARJET	55C	21.50	18.00	TFE731-3AR-2B	40	92.4	*
LEARJET	60	23.10	19.50	PW305A	40	87.7	
LEARJET	M55C	21.50	17.00	TFE731-3AR-3B	40	92.4	*
LOCKHEED	1329-23 (AIRESEARCH)	43.80		TFE731-3-1E	59	96.9	* **
LOCKHEED	1329-23A/D/E w/STAR 3 STC (ST00258SE)	44.25	36.00	TFE731-3-1R	59	96.9	
LOCKHEED	1329-25 (AIRESEARCH)	44.50	36.00	TFE731-3		96.9	* **
LOCKHEED	1329-25 w/STAR 3 STC# ST00259SE	44.50	36.00	TFE731-3-1R	59	96.9	
LOCKHEED	L-1011	430.00	358.00	RB211-22B	42	102.8	5 *
LOCKHEED	L-1011-1	430.00	358.00	RB211-22B	42	102.8	5 *
LOCKHEED	L-1011-100	466.00	368.00	RB211-22B	42	102.8	5 *
LOCKHEED	L-1011-200	466.00	368.00	RB211-524B	33	101.4	5 *
LOCKHEED	L-1011-500	496.00	368.00	RB211-524B	33	101.5	5 *
LOCKHEED	L-1011-500	504.00	368.00	RB211-524B3	33	100.2	5 *
LOCKHEED	L-1011-500	510.00	368.00	RB211-524B4	33	102.0	*
LOCKHEED	L1011-385-1-14/15	474.00	368.00	RB211-22B	42	102.8	
LOCKHEED	L1011-385-1-14/15	466.00	368.00	RB211-524B4	42	103.3	*
MCDONNELL DOUGLAS	DC-08-51 (QNC QN)	276.00	199.50	JT3D-3B	25	104.2	6,26,**
MCDONNELL DOUGLAS	DC-08-51 (QNC QN)	276.00	199.50	JT3D-3B	25	104.5	6,**
MCDONNELL DOUGLAS	DC-08-51 (QNC QN)	286.00	207.00	JT3D-3B	25	104.6	6,26,**
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	276.00	199.50	JT3D-1	35	107.1	6,**

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<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	276.00	199.50	JT3D-3B	35	107.0	6,26,**
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	276.00	199.50	JT3D-3B	35	107.1	6,**
MCDONNELL DOUGLAS	DC-08-51 QNC PLS QN	286.00	207.00	JT3D-3B	35	107.1	6,26,**
MCDONNELL DOUGLAS	DC-08-51 W/BAC QN	276.00	199.50	JT3D-1	50	107.8	6,**
MCDONNELL DOUGLAS	DC-08-51 W/BAC QN	276.00	199.50	JT3D-3B	50	107.8	6,**
MCDONNELL DOUGLAS	DC-08-51 W/BAC QN	286.00	199.50	JT3D-3B	50	107.8	6,**
MCDONNELL DOUGLAS	DC-08-52 (QNC QN)	300.00	202.00	JT3D-3B	25	104.3	6,26,**
MCDONNELL DOUGLAS	DC-08-52 (QNC QN)	300.00	202.00	JT3D-3B	25	104.7	6,**
MCDONNELL DOUGLAS	DC-08-52 QNC PLS QN	300.00	202.00	JT3D-3B	35	107.0	6,26,**
MCDONNELL DOUGLAS	DC-08-52 QNC PLS QN	300.00	202.00	JT3D-3B	35	107.2	6,**
MCDONNELL DOUGLAS	DC-08-52 W/BAC QN	305.00	201.90	JT3D-3B	50	108.0	6,**
MCDONNELL DOUGLAS	DC-08-53 (QNC QN)	306.80	207.00	JT3D	25	105.0	6,**
MCDONNELL DOUGLAS	DC-08-53 (QNC QN)	315.00	207.00	JT3D-3B	35	107.1	6,**
MCDONNELL DOUGLAS	DC-08-53 (QNC QN)	309.80	207.00	JT3D-3B	25	104.6	6,26,**
MCDONNELL DOUGLAS	DC-08-53 QNC PLS QN	318.00	207.00	JTD3D-3B	35	107.1	6,26,**
MCDONNELL DOUGLAS	DC-08-53 W/BAC QN	315.00	203.30	JT3D-3B	50	108.1	6,**
MCDONNELL DOUGLAS	DC-08-54 W/BAC QN	315.00	240.00	JT3D-3B	50	107.9	6,**
MCDONNELL DOUGLAS	DC-08-55 (QNC QN)	309.80	217.00	JT3D-3B	25	105.2	6,26,**
MCDONNELL DOUGLAS	DC-08-55 QNC PLS QN	320.30	217.00	JT3D-3B	35	107.2	6,26,**
MCDONNELL DOUGLAS	DC-08-55 W/BAC QN	325.00	240.00	JT3D-3B	35	107.9	6,**

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---APPROACH---

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	DC-08-61 (QNC QN)	309.80	240.00	JT3D-3B	25	106.5	6,26,**
MCDONNELL DOUGLAS	DC-08-61 QNC PLS QN	270.00	240.00	JT3D-3B	35	107.2	6,26,**
MCDONNELL DOUGLAS	DC-08-61 QNC PLS QN	320.30	240.00	JT3D-3B	35	107.2	6,**
MCDONNELL DOUGLAS	DC-08-61 W/BAC QN	325.00	240.00	JT3D-3B	35	107.9	6,**
MCDONNELL DOUGLAS	DC-08-61F (QNC QN)	309.80	248.00	JT3D-3B	25	106.9	6,26,**
MCDONNELL DOUGLAS	DC-08-62 (BAC R-1)	350.00	240.00	JT3D-3B	35	100.2	6
MCDONNELL DOUGLAS	DC-08-62 (BAC/MGM)	348.00	240.00	JT3D-3B	35	100.7	6
MCDONNELL DOUGLAS	DC-08-62 W/ADC QN	350.00	250.00	JT3D-3B	50	108.3	6,**
MCDONNELL DOUGLAS	DC-08-62 W/ADC QN	350.00	250.00	JT3D-7	50	108.3	6,**
MCDONNELL DOUGLAS	DC-08-62 W/TNC QN	350.00	250.00	JT3D-3B	50	107.9	6,**
MCDONNELL DOUGLAS	DC-08-62 W/TNC QN	355.00	275.00	JT3D-7	35	107.6	6,**
MCDONNELL DOUGLAS	DC-08-63 (BAC R-1)	355.00	275.00	JT3D-7	35	103.0	6
MCDONNELL DOUGLAS	DC-08-63 (BAC/MGM)	353.00	275.00	JT3D-7	35	103.0	6
MCDONNELL DOUGLAS	DC-08-63 W/ADC QN	355.00	275.00	JT3D-3B	50	108.5	6,**
MCDONNELL DOUGLAS	DC-08-63 W/ADC QN	355.00	275.00	JT3D-7	50	108.4	6,**
MCDONNELL DOUGLAS	DC-08-63 W/TNC QN	350.00	250.00	JT3D-3B	50	107.9	6,**
MCDONNELL DOUGLAS	DC-08-63 W/TNC QN	355.00	275.00	JT3D-7	35	107.3	6,**
MCDONNELL DOUGLAS	DC-08-71	325.00	240.00	CFM-56-2C5		98.3	*
MCDONNELL DOUGLAS	DC-08-71	328.00	258.00	CFM56-2-C1	50	98.6	*
MCDONNELL DOUGLAS	DC-08-72	350.00	250.00	CFM56-2-C1	50	98.2	*

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

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<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	DC-08-73	355.00	275.00	CFM56-2-C1	50	98.5	*
MCDONNELL DOUGLAS	DC-08F-54 (QNC QN)	309.80	240.00	JT3D-3B	25	106.5	6,26,**
MCDONNELL DOUGLAS	DC-08F-54 QNC PLS QN	315.00	217.00	JT3D-3B	35	107.3	6,**
MCDONNELL DOUGLAS	DC-08F-54 QNC PLS QN	315.00	240.00	JT3D-3B	35	107.4	6,26,**
MCDONNELL DOUGLAS	DC-08F-55 (QNC QN)	309.80	240.00	JT3D-3B	25	106.5	6,26,**
MCDONNELL DOUGLAS	DC-08F-55 QNC PLS QN	317.80	240.00	JT3D-3B	35	107.4	6,26,**
MCDONNELL DOUGLAS	DC-09-10	90.70	81.70	JT8D-7	50	103.1	24
MCDONNELL DOUGLAS	DC-09-10	90.70	81.70	JT8D-7/-7A	50	100.4	1
MCDONNELL DOUGLAS	DC-09-10 (ABS)	90.70	81.70	JT8D-7/7A/7B	40	95.0	6
MCDONNELL DOUGLAS	DC-09-20 (ABS;STC SA1613GL)	100.00	93.40	JT8D-9/9A	40	95.7	
MCDONNELL DOUGLAS	DC-09-30	108.00	98.10	JT8D-17	50	101.1	1
MCDONNELL DOUGLAS	DC-09-30	108.00	99.00	JT8D-7A	50	97.3	1
MCDONNELL DOUGLAS	DC-09-30	110.00	101.00	JT8D-7	50	104.3	16,24
MCDONNELL DOUGLAS	DC-09-30	110.00	101.00	JT8D-7	50	97.3	1
MCDONNELL DOUGLAS	DC-09-30	110.00	101.00	JT8D-9	50	104.3	24
MCDONNELL DOUGLAS	DC-09-30	114.00	102.00	JT8D-15	50	99.0	1
MCDONNELL DOUGLAS	DC-09-30	114.00	102.00	JT8D-9	50	99.4	1
MCDONNELL DOUGLAS	DC-09-30 (ABS)	111.00	101.00	JT8D-11	40	96.0	
MCDONNELL DOUGLAS	DC-09-30 (ABS;STC SA1613GL)	107.00	101.00	JT8D-9/9A	40	96.0	
MCDONNELL DOUGLAS	DC-09-30(ABS)	111.00	101.00	JT8D-11	40	96.0	12

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APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1613GL)	105.00	101.00	JT8D-7/7A/7B	40	96.0	
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1613GL)	105.00	101.00	JT8D-9/9A	40	96.1	
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1785GL)	107.00	101.00	JT8D-7/7A/7B	40	96.0	
MCDONNELL DOUGLAS	DC-09-30(ABS/SA1785GL)	107.00	101.00	JT8D-9/9A	40	96.0	
MCDONNELL DOUGLAS	DC-09-31/32/32F/33F(ABS;STC SA1613GL)	107.00	101.00	JT8D-7/7A/7B	40	96.0	
MCDONNELL DOUGLAS	DC-09-34	110.00	101.00	JT8D-9	50	99.1	1
MCDONNELL DOUGLAS	DC-09-34	121.00	110.00	JT8D-15	50	101.4	1
MCDONNELL DOUGLAS	DC-09-34	121.00	110.00	JT8D-17	50	101.9	1
MCDONNELL DOUGLAS	DC-09-40	114.00	102.00	JT8D-11	50	99.4	1
MCDONNELL DOUGLAS	DC-09-40	114.00	102.00	JT8D-15	50	99.4	1
MCDONNELL DOUGLAS	DC-09-50	121.00	110.00	JT8D-15	50	101.9	1
MCDONNELL DOUGLAS	DC-09-50	121.00	110.00	JT8D-17	50	101.9	1
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D	50	105.5	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D1	50	105.5	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6D1A	50	105.5	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6K	50	103.8	*
MCDONNELL DOUGLAS	DC-10-10	455.00	363.50	CF6-6K2	50	103.8	*
MCDONNELL DOUGLAS	DC-10-15	455.00	363.50	CF6-50C2-F	50	103.1	
MCDONNELL DOUGLAS	DC-10-30	565.00	411.00	CF6-50A	50	106.6	*
MCDONNELL DOUGLAS	DC-10-30	572.00	411.00	CF6-50C/H	50	106.6	

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<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C1	50	106.6	
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C2	50	105.3	
MCDONNELL DOUGLAS	DC-10-30	590.00	411.00	CF6-50C2-B	50	105.3	
MCDONNELL DOUGLAS	DC-10-30	572.00	421.00	CF6-50C2-R	50	105.8	
MCDONNELL DOUGLAS	DC-10-30	572.00	424.00	CF6-50C2-B	50	106.0	15
MCDONNELL DOUGLAS	DC-10-30	590.00	436.00	CF6-50C2	50	106.4	15
MCDONNELL DOUGLAS	DC-10-40	530.00	403.00	JT9D-20D	50	105.7	*
MCDONNELL DOUGLAS	DC-10-40	555.00	403.00	JT9D-59A	50	106.4	*
MCDONNELL DOUGLAS	MD-11	602.50	430.00	CF6-80C2D1F	50	103.6	
MCDONNELL DOUGLAS	MD-11	618.00	471.50	CF6-80C2	50	104.3	
MCDONNELL DOUGLAS	MD-11	630.50	481.50	PW4460	50	104.4	
MCDONNELL DOUGLAS	MD-11	630.50	481.50	PW4462	50	104.4	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	CF6-80C2D1F	50	104.5	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	PW4460 (-3)	50	104.4	
MCDONNELL DOUGLAS	MD-11 A-1	630.50	481.50	PW4462 (-3)	50	104.4	
MCDONNELL DOUGLAS	MD-80	149.50	130.00	JT8D-209	40	92.9	10
MCDONNELL DOUGLAS	MD-80	149.50	130.00	JT8D-217	40	92.9	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-217A	40	93.7	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-217C	40	93.7	10
MCDONNELL DOUGLAS	MD-80	160.00	150.00	JT8D-219	40	93.7	10

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APPENDIX 5

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-217A	40	93.3	10
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-217C	40	93.3	10
MCDONNELL DOUGLAS	MD-87	149.50	130.00	JT8D-219	40	93.3	10
MCDONNELL DOUGLAS	MD-90-30	166.00	142.00	V2525-D5	40	91.8	
MCDONNELL DOUGLAS	MD-90-30	166.00	142.00	V2528-D5	40	91.8	
MITSUBISHI	MU-300 (DIAMOND I)	14.10	13.20	JT15D-4	30	85.8	*
MITSUBISHI	MU-300 (DIAMOND I)	15.50	13.20	JT15D-4D	30	85.8	
MITSUBISHI	MU-300-10 (DIAM. II)	15.78	14.22	JT15D-5	30	91.4	*
RAYTHEON	HAWKER 125- 1A	21.70	19.60	TFE731-3-1H	45	96.0	
RAYTHEON	HAWKER 125- 3A	21.70	20.00	TFE731-3-1H	45	96.3	
RAYTHEON	HAWKER 125- 3A/RA	23.60	20.00	TFE731-3-1H	45	95.7	
RAYTHEON	HAWKER 125- 400A	23.60	20.00	TFE731-3-1H	45	95.7	
RAYTHEON	HAWKER 125- 600A	25.50	22.00	TFE731-3-1H	45	96.3	
RAYTHEON	HAWKER 125- 600A	25.50	22.00	VIPER 601-22	45	102.9	12
RAYTHEON	HAWKER 125- 700A	25.50	22.00	TFE731-3-1H	45	96.0	25,33
RAYTHEON	HAWKER 125- 700A	25.50	22.00	TFE731-3-1H	45	96.3	33
RAYTHEON	HAWKER 125- 800	27.40	23.35	TFE731-5R-1H	45	96.5	
RAYTHEON	HAWKER 125- 800A	27.40	23.35	TFE731-5R-1H	45	96.5	25
RAYTHEON	HAWKER 125-1000	35.50	28.50	PW305	25	92.0	
SABRELINER	SABRELINER 40	20.20	17.50	JT12A-8	25	98.4	

AIRCRAFT NOISE CERTIFICATION LEVELS IN DESCENDING EPNdB FOR U.S. CERTIFICATED TURBOJET POWERED AIRPLANES

APPROACH

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>MTOW 1000#</u>	<u>MLW 1000#</u>	<u>ENGINE MODEL</u>	<u>AP FLAPS</u>	<u>AP NOISE LEVEL (EPNdB)</u>	<u>NOTES</u>
SABRELINER	SABRELINER 60	20.20		JT12A-8	24	98.5	*
SABRELINER	SABRELINER 60A/60SC	22.70	20.60	JT12A-8		102.2	
SABRELINER	SABRELINER 65	24.00	21.80	TFE731-3R		90.6	*
SABRELINER	SABRELINER 75A	23.00		CF700-2D-2	25	100.2	*
SABRELINER	SABRELINER 80	23.30	22.00	CF700-2D-2		100.2	*
SABRELINER	SABRELINER 80A/80SC	25.50	22.00	CF700-2D-2		101.1	*

Refer to Appendix 1 for Note Explanations

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APPENDIX 6AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN
AIRPLANES IN THE TRANSPORT CATEGORY

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER MFR. MODEL	DIAM (IN)	BLADES PITCH	FLAPS		NOISE LEVEL (EPNdB)				NOTES
		MFR. MODEL	NO.	SHP	RPM				TO	AP	TO	SL	AP	STAGE	
AEROSPATIALE ATR42-200	34.70	PRATT&WHITNEY	2	2000	1200	HAMILTON STD	156	4	15	30	82.1	83.8	96.8	3	
	34.20	PW 120				14SF-1		V							
AEROSPATIALE ATR42-300	35.60	PRATT&WHITNEY	2	2000	1200	HAMILTON STD	156	4	15	30	82.6	83.8	96.8	3	
	35.30	PW 120				14SF-5		V							
AEROSPATIALE ATR42-300	37.30	PRATT&WHITNEY	2	2000	1200	HAMILTON STD	156	4	15	30	83.3	83.7	96.7	3	
	36.20	PW 120				14SF-5		V							
AEROSPATIALE ATR42-320	35.60	PRATT&WHITNEY	2	2100	1200	HAMILTON STD	156	4	15	30	82.2	83.9	96.8	3	
	35.30	PW 121				14SF-5		V							
AEROSPATIALE ATR42-320	37.30	PRATT&WHITNEY	2	2100	1200	HAMILTON STD	156	4	15	30	83.0	83.9	96.7	3	
	36.20	PW 121				14SF-5		V							
AEROSPATIALE ATR42-400	39.50	PRATT&WHITNEY	2	2200	1200	HAMILTON STD	155	6	15	35	77.2	80.9	93.1	3	
	38.80	PW 121A				568F		V							
AEROSPATIALE ATR42-400	40.10	PRATT&WHITNEY	2	2200	1200	HAMILTON STD	155	6	15	35	77.6	80.9	93.0	3	
	39.50	PW 121A				568F		V							
AEROSPATIALE ATR42-500	41.00	PRATT&WHITNEY	2	2400	1200	HAMILTON STD	155	6	15	35	76.6	80.7	92.4	3	
	40.30	PW 127E				568F		V							
AEROSPATIALE ATR42-500	44.05	PRATT&WHITNEY	2	2400	1200	HAMILTON STD	155	6	15	35	78.5	80.7	92.2	3	
	42.95	PW 127E				568F		V							
AEROSPATIALE ATR72-100	44.10	PRATT&WHITNEY	2	2400	1200	HAMILTON STD	156	4	15	30	85.2	84.8	94.1	3	
	43.90	PW 124				14SF11		V							
AEROSPATIALE ATR72-200	48.50	PRATT&WHITNEY	2	2400	1200	HAMILTON STD	156	4	15	30	86.9	84.7	91.1	3	
	47.10	PW 124				14SF11		V							
AEROSPATIALE ATR72-200	47.40	PRATT&WHITNEY	2	2400	1200	HAMILTON STD	156	4	15	30	86.5	84.7	94.1	3	
	47.10	PW 124				14SF11		V							
AEROSPATIALE ATR72-210	47.30	PRATT&WHITNEY	2	2450	1200	HAMILTON STD	156	4	15	33	86.1	86.1	94.2	3	
	47.10	PW 127				14SF11		V							

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN
AIRPLANES IN THE TRANSPORT CATEGORY

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES		FLAPS		NOISE LEVEL (EPNdB)				STAGE	NOTES
		MFR. MODEL	NO.	SHP	RPM	MFR. MODEL			PITCH	TO	AP	TO	SL	AP				
AEROSPATIALE ATR72-210	47.40	PRATT & WHITNEY	2	2450	1200	HAMILTON STD		156	4	15	33	80.2	84.8	92.7		3		
	47.10	PW 127				247F			V									
AEROSPATIALE ATR72-210	48.50	PRATT & WHITNEY	2	2450	1200	HAMILTON STD		156	4	15	33	86.5	86.0	94.2		3		
	48.20	PW 127				14SF11			V									
AEROSPATIALE ATR72-210	50.66	PRATT & WHITNEY	2		1200	HAMILTON STD.		156	4	15	33	82.2	84.7	92.4		3		
	49.56	PW127				247F			V									
BAe 748-2A	44.50	ROLLS-ROYCE	2	2470	1394	DOWTY ROTOL		144	4	15	28	92.5	96.8	103.8		2		
	43.00	DART 532-2				CR212/4-30-4/22			V									
BAe 748-2B	46.00	ROLLS ROYCE	2	2470	1394	DOWTY ROTOL		144	4	15	28	92.5	96.8	103.4		2		
	43.00	DART 535-2				CR212/4-30-4/22			V									
BAe 748-2B	46.00	ROLLS ROYCE	2	2470	1394	DOWTY ROTOL		144	4	8	28	88.7	93.3	92.8		3		1
	43.00	DART 536-2				CR212/4-30-4/22			V									
BAe ATP	50.55	PRATT & WHITNEY	2	2160	1200	HAMILTON STD.		165	6	7	22	80.7	82.1	96.5		3		
	49.05	PW124A				6/5500/F			V									
BAe ATP	50.55	PRATT & WHITNEY	2		1200	HAMILTON STD.		165	6	7	15	79.5	82.7	97.9		3		
	49.05	PW126A				6/5500/F.1			V									
CASA C-212-CB	14.33	ALLIEDSIGNAL	2	750	1591	HARTZELL		107	4	10	20	87.3	84.0	91.2		3		*
	13.80	TPE 331-5-251C				HC-B4TN-5CL/LT10282H			V									
CASA C-212-CC	17.00	ALLIEDSIGNAL	2	900	1591	HARTZELL		110	4	10	15	85.9	85.1	90.9		3		*
	16.40	TPE 331-10/10R-501C/5				HC-B4MN-5AL			V									
CASA C-212-CD/CE	16.98	ALLIEDSIGNAL	2	900	1591	DOWTY-ROTOL		110	4	10	40	82.9	83.0	93.2		3		*
	16.42	TPE331-10R-502C/512C				(C)R.334/4-82-F/13			V									
CASA C-212-CF	16.98	ALLIEDSIGNAL	2	900	1591	HARTZELL		110	4	10	15	85.9	85.1	90.9		3		*
	14.42	TPE 331-10R-501C/511				HC-B4MN-5AL			V									
CASA C-212-DE	16.97	PRATT & WHITNEY	2	1000	1700	MCCAULEY		106	4	10	40	84.1	84.7	88.0		3		*
	16.42	PT6A-65B				4HFR34C756			V									

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APPENDIX 6AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN
AIRPLANES IN THE TRANSPORT CATEGORY

MANUFACTURER	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES	FLAPS		NOISE LEVEL (EPNdB)					
MODEL		MFR. MODEL	NO.	SHF	RPM	MFR. MODEL			PITCH	TQ	AP	TQ	SL	AP	STAGE	NOTES	
CASA C-212-DF	16.98 16.42	ALLIEDSIGNAL TPE331-10R-502C/512C	2	900	1591	DOWTY-ROTOL (C)R 334/4-82-F/13	110		4 V	10	40	82.9	83.0	93.2	3	*	
CASA CN-235	31.80 31.30	GENERAL ELECTRIC CT7-7A	2	1700	1384	HAMILTON STD. 14RF-21	132		4 V	8	23	84.5	86.5	87.2	3	*	
CASA CN-235-100	31.80 31.30	GENERAL ELECTRIC CT7-9C	2	1750	1384	HAMILTON STANDARD 14RF-21	132		4 V	10	23	84.8	86.7	87.2	3	*	
CASA CN-235-100	33.29 32.85	GENERAL ELECTRIC CT7-9C	2	1750	1384	HAMILTON STANDARD 14RF-21	132		4 V	10	23	85.3	87.8	87.2	3	*	
CASA CN-235-200	34.83 34.39	GENERAL ELECTRIC CT7-9C	2	1750	1384	HAMILTON STANDARD 14RF-21	132		4 V	10	23	80.5	87.4	92.4	3	*	
CONVAIR 580 (Aeroprod.)	58.15 52.00	ALLISON 501-D13H	2	3460	1020	AEROPRODUCTS A6441FN-606A	162		4 V	10	28	87.4	91.1	98.3	3		
DEHAVILLAND DHC-7-101	43.00 41.01	PRATT&WHITNEY PT6A-50	4	1017	1210	HAMILTON STD. 24PF-305	135		4 V	25	25	80.1	83.3	91.6	3	*	
DEHAVILLAND DHC-7-103	44.00 42.00	PRATT&WHITNEY PT6A-50	4	1120	1210	HAMILTON STD. 24PF-305	135		4 V	25	25	80.5	84.0	91.4	3	*	
DEHAVILLAND DHC-8	33.00 32.40	PRATT&WHITNEY PW 120	2	1800		HAMILTON STD. 14SF-1	156		4 V	15	35	80.7	86.3	95.1	3		
DEHAVILLAND DHC-8-102	34.50 33.90	PRATT&WHITNEY PW 120	2	1800	1150	HAMILTON STD 14SF-7	156		4 V	15	35	80.8	86.3	90.7	3		
DEHAVILLAND DHC-8-102	34.50 33.90	PRATT&WHITNEY PW 120	2	1800	1200	HAMILTON STD 14SF-7	156		4 V	15	35	80.8	86.3	94.8	3		
DEHAVILLAND DHC-8-103	34.50 33.90	PRATT&WHITNEY PW 121	2	1945	1150	HAMILTON STD 14SF-7	156		4 V	15	35	79.8	85.3	90.7	3		
DEHAVILLAND DHC-8-103	34.50 33.90	PRATT&WHITNEY PW 121	2	1945	1200	HAMILTON STD 14SF-7	156		4 V	15	35	79.8	86.1	94.8	3		

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN
AIRPLANES IN THE TRANSPORT CATEGORY

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA			PROPELLER		DIAM (IN)	BLADES PITCH	FLAPS		NOISE LEVEL (EPNdB)				NOTES
		MFR. MODEL	NO.	SHP	RPM	MFR. MODEL			TQ	AP	TQ	SL	AP	STAGE	
DEHAVILLAND DHC-8-103	34.50 33.90	PRATT & WHITNEY PW 121	2	1945	1100	HAMILTON STD 14SF-7	156	4 V	15	35	77.8	82.9	91.0	3	
DEHAVILLAND DHC-8-106	36.30 33.90	PRATT & WHITNEY PW 121	2	1945	1200	HAMILTON STD 14SF-7	156	4 V	15	35	80.5	85.6	94.8	3	
DEHAVILLAND DHC-8-106	36.30 33.90	PRATT & WHITNEY PW 121	2	1945	1100	HAMILTON STD 14SF-7	156	4 V	15	35	79.9	84.0	94.8	3	
DEHAVILLAND DHC-8-201	36.30 33.90	PRATT & WHITNEY PW 123	2	1945	1200	HAMILTON STD 14SF-7	156	4 V	15	35	80.5	85.6	94.8	3	
DEHAVILLAND DHC-8-201	36.30 33.90	PRATT & WHITNEY PW 123	2	1945	1100	HAMILTON STD 14SF-7	156	4 V	15	35	79.9	84.0	94.8	3	
DEHAVILLAND DHC-8-202	36.30 33.90	PRATT & WHITNEY PW 123	2	1945	1200	HAMILTON STD 14SF-7	156	4 V	15	35	80.5	85.6	94.8	3	
DEHAVILLAND DHC-8-202	36.30 33.90	PRATT & WHITNEY PW 123	2	1945	1100	HAMILTON STD 14SF-7	156	4 V	15	35	79.9	84.0	94.8	3	
DEHAVILLAND DHC-8-300	41.10 40.00	PRATT & WHITNEY PW123	2		1200	HAMILTON STD. 14SF-15	156	4 V	5	15	84.3	87.4	98.9	3	
DEHAVILLAND DHC-8-311	41.10 40.00	PRATT & WHITNEY PW123	2	2142		HAMILTON STANDARD 14SF-15	156	4 V	5	35	79.5	87.0	93.3	3	
DEHAVILLAND DHC-8-311	43.00 42.00	PRATT & WHITNEY PW 123	2	2142	1200	HAMILTON STD 14SF-15	156	4 V	5	35	80.0	86.8	93.3	3	
DEHAVILLAND DHC-8-314	41.10 40.00	PRATT & WHITNEY PW123	2	2249	1100	HAMILTON STANDARD 14SF-15	156	4 V	5	35	80.7	84.7	93.3	3	
DEHAVILLAND DHC-8-314	41.10 40.00	PRATT & WHITNEY PW123	2	2249	1200	HAMILTON STANDARD 14SF-15	156	4 V	5	35	79.9	87.3	93.3	3	
DEHAVILLAND DHC-8-314	43.00 42.00	PRATT & WHITNEY PW123	2	2249	1100	HAMILTON STANDARD 14SF-15	156	4 V	5	35	81.7	84.6	93.2	3	

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APPENDIX 6AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN
AIRPLANES IN THE TRANSPORT CATEGORY

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	FLAPS		NOISE LEVEL (EPNdB)					STAGE	NOTES
		MFR. MODEL	NO.	SHP	RPM	MFR. MODEL				TO	AP	TO	SL	AP				
DEHAVILLAND DHC-8-314	43.00 42.00	PRATT & WHITNEY PW123	2	2249	1200	HAMILTON STANDARD 14SF-15	156		4 V	5	35	80.7	87.2	93.3			3	
DEHAVILLAND DHC-8-315	41.10 40.00	PRATT & WHITNEY PW123E	2	2142	1200	HAMILTON STANDARD 14SF-15	156		4 V	5	35	79.5	87.0	93.3			3	
DEHAVILLAND DHC-8-315	43.00 42.00	PRATT & WHITNEY PW123E	2	2142	1200	HAMILTON STANDARD 14SF-15	156		4 V	5	35	80.0	86.9	93.3			3	
DORNIER 328-100/MOD 10	30.84 29.16	PRATT & WHITNEY PW119B	2	2180		HARTZELL HD-E6C-3B	142		6 V	12	32	82.1	83.8	94.8			3	*
EMBRAER EMB-120	21.17 21.17	PRATT & WHITNEY PW 115	2	1500		HAMILTON STD. 14RF-9	126		4 V	15	25	76.6	81.6	92.5			3	
EMBRAER EMB-120	25.40 24.80	PRATT & WHITNEY PW118	2			HAMILTON STD. 14RF-9	126		4 V	15	25	81.2	83.5	92.3			3	*
FOKKER 50	45.85 41.82	PRATT & WHITNEY 125B	2							8	26	81.0	85.0	96.8			3	
FOKKER F27 MK500	45.00 42.00	ROLLS ROYCE DART 7/MK535-7R	2			DOWTY ROTOL R193-4-30-4	138		4 V	0	40	90.6	92.2	100.3			2	
FOKKER F27 MK500	45.00 43.50	ROLLS ROYCE DART 7/MK535-7	2			DOWTY ROTOL R193-4-30-4	138		4 V	0	40	86.9	90.1	94.3			3	1
FOKKER F27 MK500	45.00 43.50	ROLLS ROYCE DART 7/MK535-7R	2			DOWTY ROTOL R193-4-30-4	138		4 V	0	40	87.4	89.8	94.3			3	1
FOKKER F27 MK500	45.90 43.50	ROLLS ROYCE DART 7/MK551-7R	2			DOWTY ROTOL R193-4-30-4	138		4 V	0	40	87.6	89.8	94.3			3	1
FOKKER F27 MK500/600	45.00 41.00	ROLLS ROYCE DART 7/MK552-7R	2	2307		DOWTY ROTOL R193-4-30-4	138		4 V	0	40	87.4	89.8	94.1			3	1
FOKKER F27 MK500/600	45.90 43.50	ROLLS ROYCE DART 7/MK552-7R	2	2307		DOWTY ROTOL R193-4-30-4	138		4 V	0	40	87.6	89.8	94.3			3	1

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN
AIRPLANES IN THE TRANSPORT CATEGORY

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA			RPM	PROPELLER		DIAM (IN)	BLADES PITCH	FLAPS		NOISE LEVEL (EPNdB)				STAGE	NOTES
		MFR. MODEL	NO.	SHp		MFR. MODEL				TO	AP	TO	SL	AP			
FOKKER F27 MK600	45.00	ROI LS ROYCE	2			DOWTY ROTOL		138	4	0	40	90.6	92.2	100.3		2	
	42.00	DART7 MK532-7R				R193-4-30-4			V								
JETSTREAM JETSTREAM 4100	23.00	ALLIEDSIGNAL	2	1500	1552	MCCAULEY		114	5	9	15	85.8	83.5	87.8		3	*
	22.30	TPE-331-14				B/C5JFR36C1101/2L114G			V								
LOCKHEED L382G	155.00	ALLISON	4	4050	1020	HAMILTON STD.		162	4	18	35	94.8	96.7	98.1		3	***
	135.00	S01-D22A				54H60			V								
MCDONNELL DOUGLAS DC3C (BTC STC)	28.75	PRATT&WHITNEY	2			HARTZELL		115	5	0	45	82.4	84.4	91.9		3	
	28.75	PT6A-67R				HC-B5MA-3/M11276			V								
SAAB 2000(w/PECS mod)	50.20	ALLISON	2			DOWTY ROTOL				15	35	78.4	87.5	87.9		3	
	48.50	AE2100A				R381/6-123-F/5											
SAAB 340B	28.50	GENERAL ELECTRIC	2		1384	HAMILTON STD.		132	4	15	20	77.7	86.1	90.1		3	
	28.00	CT7-9B				14RF-19			V								
SAAB 340B	28.50	GENERAL ELECTRIC	2		1384	DOWTY ROTOL		132	4	15	20	78.0	85.9	91.6		3	
	28.00	CT7-9B				R375/4-123-F/21			V								
SAAB 340B	28.50	GENERAL ELECTRIC	2		1384	DOWTY ROTOL		132	4	15	20	78.0	85.9	91.6		3	
	28.00	CT7-9B				R354/4-123-F/13/20			V								
SAAB SF340A	28.00	GENERAL ELECTRIC	2		1384	DOWTY ROTOL		132	4	15	20	78.2	85.8	84.4		3	
	27.20	CT7-5A2				R375/4-123-F/21			V								
SAAB SF340A	28.00	GENERAL ELECTRIC	2		1384	DOWTY ROTOL		132	4	15	20	78.2	85.8	84.4		3	
	27.20	CT7-5A2				R354/4-123-F/13/20			V								
SAAB FAIRCHILD 340	27.00	GENERAL ELECTRIC	2	1210		DOWTY ROTOL		126	4	15	35	79.3	87.6	89.6		3	
	26.50	CT7-5A				R320/4-123-F/1			V								
SAAB FAIRCHILD 340	27.00	GENERAL ELECTRIC	2	1210		DOWTY ROTOL		126	4	15	35	79.5	87.4	89.6		3	
	26.50	CT7-7E				R320/4-123-F/1			V								
SAAB-SCANIA 340A W/APU	27.27	GENERAL ELECTRIC	2	1735		DOWTY ROTOL		132	4		35	77.5	86.2	86.3		3	
	26.50	CT7-5A2				R354/4-123-F13			V								

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APPENDIX 6AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN
AIRPLANES IN THE TRANSPORT CATEGORY

MANUFACTURER	MTOW MLW	ENGINE DATA					PROPELLER	DIAM	BLADES	FLAPS	NOISE LEVEL (EPNdB)				
MODEL	1000#	MFR. MODEL	NO.	SHP	RPM	MFR. MODEL	(IN)	PITCH	TO	AP	TO	SL	AP	STAGE	NOTES
SHORT BROS. SD3-30	22.00 21.61	PRATT & WHITNEY PT6A-45	2	1120	1675	HARTZELL HC-35MP-34/M10282B-6	111	5 V	8	35	88.5	83.9	92.8	3	°
SHORT BROS. SD3-60	26.00 25.70	PRATT & WHITNEY PT6A-65R	2	1327		HARTZELL HC-B5MP-3C/M10876K	111	5 V	5	30	84.4	83.7	89.9	3	**
SHORT BROS. SD3-60-300	27.10 25.70	PRATT & WHITNEY PT6A-67R	2		1700	HARTZELL HC-A6A-3/A1046E	108	6 V	15	15	80.0	82.7	94.3	3	

Appendix 6 Notes

- 1 Equipped With Standard Hushkit
 - * Full Thrust Takeoff
 - ** 650 Meter Sideline
- See Appendix 1 For Charts And Equations For The Calculation Of Noise Certification Limits

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APPENDIX 7AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL			MdBA	PC	CdBA	
AEROTECH/AUST. N22S	9.10	ALLISON 250-B17E	2				HARTZELL HC-A3VF-7B/V10133N-	91	3	78.0	-2.1	75.9	
ANDERSON GREEN WOOD 51	3.15	AVCO LYCOMING	1	250	2575	3	HARTZELL HC-E2YR-1S/8465-7R	77	2	75.2	-1.5	73.7	
	3.15	O-540-A4D5							V				
BEECH (200)	12.50	PRATT & WHITNEY	2	847	2000	1	HARTZELL HC-B3TN-3G/T10178H	98	3	82.8	-3.6	79.2	
	12.50	PT6A-41							V				
BEECH 1900/1900C	16.60	PRATT & WHITNEY	2	1100	1700	2	HARTZELL HCB4MP-3A/M10877K	110	4	80.5	3.0	77.4	1
	16.10	PT6A-65B							V				
BEECH 2000	14.40	PRATT & WHITNEY XPT6A-67	2	1200	1700		McCAULEY D-L104DSZ-O	104	5	84.3	-5.5	79.3	
									V				
BEECH 58/58A	5.50	TCM	2	300	2700		MCCAULEY 3AF32C512/82-NEA-5	77	3	80.7	-3.3	77.4	
	5.40	IO-550-C							V				
BEECH A36	3.60	TELEDYNE	1	260	2700	5	MCCAULEY 3A32C760/82 NB-2	80	3	78.8	-0.6	78.2	
	3.60	IO-520-B							V				
BEECH A36	3.60	TELEDYNE	1	228	2550	5	MCCAULEY 2A36C23/84B-0	84	2	78.0	-0.6	77.4	
	3.60	IO-520-N							V				
BEECH A36	3.65	TCM	1	300	2700		MCCAULEY 3A32C406/82NDB-2	80	3	78.2	-1.6	76.7	
	3.65	IO-550-B							V				
BEECH A36TC	3.65	TELEDYNE	1	300	2700	5	MCCAULEY 3A32C760/82 NB-2	80	3	79.5	-0.3	79.2	
	3.65	TS10-520-U							V				
BEECH B100	11.80	AIRESEARCH	2	715	2000	1	HARTZELL HC-B4TN-5C/T10173F	90	4	80.2	-2.9	77.3	
	11.20	TPE331-6-252B							V				
BEECH B200	12.50	PRATT & WHITNEY	2	845	2000	1	HARTZELL HC-B3TN-3G/T10178H	99	3	82.8	-3.6	79.2	
	12.50	PT6A-41							V				
BEECH B200/B200C	12.50	PRATT & WHITNEY	2	850	2000	1	HARTZELL HC-B3TN-3G/T10178H	98	3	82.8	-3.6	79.2	
	12.50	PT6A-42							V				

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER	MTOW MLW 1000#	ENGINE DATA					PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
MODEL		MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL				MdBA	PC	CdBA	
BEECH B200/B200C	12.50	PRATT&WHITNEY	2	850	2000	2	MCCAULEY	98	3	79.3	-3.9	75.4		
	12.50	PT6A-42					3GFR34C702/100LA-2		V					
BEECH B200/B200C/C12F	12.50	PRATT&WHITNEY	2	850	2000		MCCAULEY	94	4	80.7	-3.9	76.8		
	12.50	PT6A-42					4HFR34C754/94LA-0		V					
BEECH B200CT	12.50	PRATT&WHITNEY	2	845	2000	1	HARTZELL	99	3	82.8	-3.3	79.5		
	12.50	PT6A-42					HC-B3TN-3G/T10178H		V					
BEECH B200T/B200CT	12.50	PRATT&WHITNEY	2	850	2000	1	MCCAULEY	98	3	79.3	-3.8	75.5		
	12.50	PT6A-42					3GFR34C702/100LA-Z							
BEECH B200T/B200CT	12.50	PRATT&WHITNEY	2	850	2000		MCCAULEY	94	4	80.7	-3.8	76.8		
	12.50	PT6A-42					4HFR34C754/94LA-O		V					
BEECH B300	15.00	PRATT&WHITNEY	2	1050	1700	2	HARTZELL	105	4	75.9	-3.8	72.1	1	
		PT6A-60A					HC-B4MP-3/M10476K							
BEECH B36TC	3.86	TELEDYNE	1	293	2700		MCCAULEY	78	3	78.7	0.5	79.2		
	3.86	TS10-520-U					82NDA-4		V					
BEECH B55	5.10	TELEDYNE	2	221	2550	2	HARTZELL	76	3	77.7	-3.0	74.7		
	5.10	IO-470-L					PHC-C3YF-2/FC7663-2		V					
BEECH B55	5.10	TELEDYNE	2	223	2550	2	HARTZELL	78	2	81.0	-3.0	78.0		
	5.10	IO-470-L					BHC-C2YF-2CH/FC846		V					
BEECH B58	5.40	TELEDYNE	2	254	2550	2	HARTZELL	78	2	82.0	-3.1	78.9		
	5.40	IO-520-C					BHC-J2YF-2C/FC8475-		V					
BEECH B58	5.40	TELEDYNE	2	256	2650	2	HARTZELL	76	3	81.9	-3.1	78.8		
	5.40	IO-520-C					PHC-J3YF-2/FC7663-D		V					
BEECH B58	5.50	TCM	2	300	2700		HARTZELL		4	78.5	-3.1	75.4		
	5.40	IO-550-C4B					FC-7063Q		V					
BEECH B58P	6.10	TELEDYNE	2	301	2600	2	HARTZELL	78	3	80.6	-1.5	79.1		
	6.10	TSIO-520-L					PHC-J3YF-2/FC7663-D		V					

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AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL			MdBA	PC	CdBA	
BEECH B58P	6.20 6.20	CONTINENTAL TS10-520-WB	2	294	2600	4	HARTZELL PHC-J3YF-2UF/FC7663	78	3 V	78.2	-2.1	76.1	
BEECH B58TC	6.10 6.10	TELEDYNE TS10-520-WB	2	294	2600	4	HARTZELL PHC-J3YF-2UF/FC7663	78	3 V	78.2	-2.1	76.1	
BEECH B58TC	6.20 6.20	CONTINENTAL TS10-520-L	2	301	2600	2	HARTZELL PHC-J3Y-2F/FC7663-D	78	3 V	80.6	-1.5	79.1	
BEECH B60	6.78 6.78	LYCOMING TIO-541-E1C4	2	296	2750	2	HARTZELL HC-F3YR-2UF/FC7479	74	3 V	82.1	-2.5	79.6	
BEECH B65-90	9.02 8.55	PRATT & WHITNEY PT6A-135	2	700	1900	4	HARTZELL HC-B3TN-2(B)/T10173	93	3 V	76.2	-5.8	70.4	
BEECH B76	3.98	LYCOMING O-360-A1G6D	2	165	2700	1	HARTZELL HC-M2YR-2CLUF/FC7	76	2 V	79.5	-2.3	77.2	
BEECH B76	3.90 3.90	LYCOMING O-360-A1G6D	2	165	2700	2	HARTZELL HC-M2YR-2CEUF/FC7	76	2 V	80.2	-1.5	78.7	
BEECH B77	1.68 1.68	LYCOMING O-235-L2C	1	115	2700	8	SENSENIH 72CK512-0-52	72	2 F	65.1	-1.3	63.8	
BEECH B95-C55	5.30 5.30	TCM IO-550-C	2	300	2700	2	HARTZELL FC-7063Q	74	4 V	78.5	-3.1	75.4	
BEECH C23	2.45 2.45	LYCOMING O-360-A4J	1	163	2700	2	SENSENIH 76EM8S5-0-60	76	2 F	73.3	0.0	73.3	
BEECH C24R	2.75 2.75	LYCOMING O-360-A1B6	1	202	2700	2	HARTZELL HC-M2YR-1BF/FC7666	76	2 V	73.0	-1.3	71.7	
BEECH C90	9.66 9.17	PRATT & WHITNEY PT6A-21	2	550	2200		HARTZELL HC-B3TN-2B/T10173B-	93	3 V	78.7	-4.4	74.3	
BEECH C90A	10.10	PRATT & WHITNEY PT6A-21		550	2200	4	HARTZELL HC-B3TN-2(B)	93	3	78.7	-4.4	74.3	

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER	MTOW MLW 1000#	ENGINE DATA					PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
MODEL		MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL			MdBA	PC	CdBA		
BEECH C99	11.30 11.30	PRATT&WHITNEY PT6A-34	2	715	2200		HARTZELL HC-B3TN-3/T10173B-8	93	3 V	79.3	-3.4	75.9		
BEECH D55	5.30 5.30	TCM IO-550-C	2	300	2700	2	HARTZELL FC-7063Q	74	4 V	78.5	-3.4	75.0		
BEECH E55	5.30 5.30	TELEDYNE IO-520-C	2	256	2650	2	HARTZELL PHC-J3Y-2F/FC7663-2R	76	3 V	81.9	-3.2	78.7		
BEECH E55	5.30 5.30	TELEDYNE IO-520-C	2	254	2550	2	HARTZELL DHC-C23P-2C/FC8475-	78	2 V	82.0	-3.2	78.8		
BEECH E55	5.30 5.30	TCM IO-550-C	2	300	2700	2	HARTZELL FC-7063Q	74	4 V	78.5	-3.4	75.0		
BEECH E55	5.30 5.30	TCM IO-550-C	2	300	2700	V	HARTZELL FC-7063Q	74	4 V	78.5	-3.4	75.0		
BEECH E55	5.30 5.30	TCM IO-550-C	2	300	2700	V	HARTZELL FC-7063Q	74	4 V	78.5	-3.4	75.0		
BEECH E90	10.10 9.70	PRATT&WHITNEY PT6A-28	2	550	2200		HARTZELL HC-B3TN-2B/T10173B-	93	3 V	79.0	-4.0	75.0		
BEECH F33 A/C	3.40 3.40	TELEDYNE IO-520-B	1	260	2700	5	MCCAULEY 3A32C76/82NB-2	80	3 V	78.3	-1.4	76.9		
BEECH F33 A/C	3.40 3.40	TELEDYNE IO-520-BA	1	228	2550	5	MCCAULEY 2A36C23/84 B-0	84	2 V	78.1	-1.5	76.6		
BEECH F90 SUPER	10.95 10.95	PRATT&WHITNEY PT6A-135	2	754	1900	1	HARTZELL HC-B4TN-3B/T10173F	92	4 V	77.9	-5.0	72.9		
BEECH V35B	3.40 3.40	TELEDYNE IO-520-B	1	260	2700	5	MCCAULEY 3A32C76/82 NB-2	80	3 V	78.8	-2.0	76.8		
BEECH V35B	3.40 3.40	TELEDYNE IO-520-BA	1	228	2550	5	MCCAULEY 2A36C23/84B-0	84	2 V	78.1	-1.5	76.6		

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APPENDIX 7AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL			MdBA	PC	CdBA	
BELLANCA 17-30A	3.20 3.20	CONTINENTAL IO-520-K	1	225	2550	8	MCCAULEY D3A34C401/90DFA-12	78	3 F	79.4	-1.9	77.5	
BELLANCA 7ECA	1.65 1.65	LYCOMING O-235-K2C	1	115	2700	2	SENSENICH 74DM6S8-1-56	72	2 F	71.5	-2.7	68.8	
BELLANCA 7GCAA	1.65 1.65	LYCOMING O-320-A2B/-A2D	1	150	2700	2	SENSENICH 74DM6S8-1-56	73	2 F	71.5	-4.7	66.8	
BELLANCA 7GCBC	1.65 1.65	LYCOMING O-320-A2B/A2D	1	150	2700	2	SENSENICH 74DM6S8-1-56	73	2 F	71.5	-4.6	66.9	
BELLANCA 7GCBC SEAPLANE	1.80 1.80	LYCOMING O-320	1	150	2700	2	MCCAULEY 1A175GMA/8040	80	2 F	68.4	1.9	70.3	
BELLANCA 8GCBC	2.15 2.15	LYCOMING O-360-C1A/-C1E	1	180	2700	2	HARTZELL HC-C2YR-1BF/F7666A	76	2 F	76.3	-3.4	72.9	
BELLANCA 8GCBC	2.15 2.15	LYCOMING O-360-C2A/-C2E	1	149	2700	2	MCCAULEY 1A200/HFA	80	2 F	76.3	-3.5	72.8	
BELLANCA 8KCAB	1.80 1.80	LYCOMING AEIO-320-E1B	1	150	2700	2	HARTZELL HC-C2YL-4F/FC7663-4	72	2 V	72.2	-2.2	70.0	
BELLANCA 8KCAB	1.80 1.80	LYCOMING AEIO-320-E2B	1	150	2700	2	SENSENICH 74DM6S8-0	74	2 F	72.2	-3.0	69.2	
BELLANCA 8KCAB	1.80 1.80	LYCOMING AEIO-360-H1A	1	180	2700	2	HARTZELL HC-C2YR-4CF/FC7666	74	2 V	72.2	-5.0	67.2	
CESSNA 152	1.67 1.67	LYCOMING O-235-L2C	1	110	2550	8	MCCAULEY 1A102/TCM6955	69	2 F	65.8	-1.0	64.8	
CESSNA 152/A152	1.67 1.67	LYCOMING O-235-L2C	1	110	2550	8	MCCAULEY 1A103/TCM6958	69	2 F	66.7	-0.4	66.3	
CESSNA 172N (LAND)	2.30 2.30	LYCOMING O-370-H2AD	1	160	2700	8	MCCAULEY 1C160/DTM 7557	75	2 F	74.3	-0.5	73.8	

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AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER	MTOW MLW 1000#	ENGINE DATA					PROPELLER	DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
MODEL	MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL				MdBA	PC	CdBA	
CESSNA 172N (SEA)	2.20	LYCOMING	1	160	2700	8	MCCAULEY	80	2	73.6	-1.4	72.2	
	2.18	O-320-H2AD					IA175/ETM8042		F				
CESSNA 172P	2.40	LYCOMING	1	160	2700	8	MCCAULEY	75	2	74.3	-0.5	73.8	
		O-320-D25					IC160/DTM7557		F				
CESSNA 172RG	2.65	LYCOMING	1	180	2700	8	MCCAULEY	76	2	73.4	0.5	73.9	
	2.65	O-360-F1A6					B2D34C220/80VLA-3.5		V				
CESSNA 177B	2.50	LYCOMING	1	180	2700	8	MCCAULEY	76	2	72.0	-0.3	71.7	
	2.50	IO-360-A1F6D					B2D34C211/82PCA-6		V				
CESSNA 177RG	2.80	LYCOMING	1	200	2700	8	MCCAULEY	78	2	76.3	-0.7	75.6	
	2.80	IO-360-A1B6D					B2D34C207/78TCA-0		V				
CESSNA 180K (AMPHIB)	2.95	TCM	1	230	2400	8	MCCAULEY	88	2	74.0	-2.2	71.8	
	2.95	O-470-U					C2A34C204/90DCA-2		V				
CESSNA 180K (LAND)	2.80	TCM	1	230	2400	8	MCCAULEY	90	2	73.0	-3.0	70.0	
	2.80	O-470-U					C2A34C204/90DCB-0		V				
CESSNA 182Q	2.95	TCM	1	230	2400	8	MCCAULEY	82	2	72.0	-2.9	69.1	
	2.95	O-470-U					D2A34C203/90DCA-8		V				
CESSNA 182R	3.10	TCM	1	230	2400	8	MCCAULEY	82	2	72.0	-2.9	69.1	
		O-470-V					D2A34C203/90DCA-8		V				
CESSNA 207A	3.80	TCM	1	285	2700	8	MCCAULEY	80	3	79.0	0.8	79.8	
	3.80	IO-520-F					D3A32C404/80VA-0		V				
CESSNA 207A	3.80	TCM	1	285	2700	8	MCCAULEY	80	3	77.8	-0.1	77.7	
	3.80	IO-520-F					D3A32C90/82NC-2		V				
CESSNA 208	7.30	PRATT&WHITNEY		600	1900	2	HARTZELL	100	3	72.8	-1.1	71.7	
	7.30	PT6A-114					HC-B3MN-3		V				
CESSNA 208	8.00	PRATT&WHITNEY		600	1900	2	HARTZELL	100	3	72.8	0.7	73.5	
	7.80	PT6A-114					HC-B3MN-3		V				

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AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL			MdBA	PC	CdBA	
CESSNA 208A	8.00 7.80	PRATT & WHITNEY PT6A-114		600	1900	2	HARTZELL HC-B3MN-3	100	3 V	72.8	0.7	73.5	
CESSNA 208B	8.75 8.50	PRATT & WHITNEY PT6A-114		600	1900	2	HARTZELL HC-B3MN-3	100	3 V	72.8	2.3	75.1	
CESSNA 210M	3.80 3.80	TCM IO-520-L-3A	1	285	2700	8	MCCAULEY D3A34C404/80VA-0	80	3 V	79.6	0.3	79.9	
CESSNA 210N	3.80 3.80	TCM IO-520-L-3A	1	285	2700	8	MCCAULEY D3A34C404/80VA-0	80	3 V	79.6	0.0	79.6	
CESSNA 210R	3.85 3.85	TCM IO-520-L	1	285	2700	8	MCCAULEY D3A34C404/80VA-0	80	3 V	79.6	-0.6	79.0	
CESSNA 310R	5.50 5.41	TCM IO-520-M	2	285	2700	8	MCCAULEY 3AF32C87/82NC-5.5	77	3 V	82.0	-2.9	79.1	
CESSNA 335	5.99 5.99	TCM TSIO-520-EB	2	300	2700	4	MCCAULEY 3AF32C87/82NC-5.5	77	3 V	79.6	-1.5	78.1	
CESSNA 337H	4.63 4.41	TCM TSIO-360-C	2	195	2600	8	MCCAULEY D2AF34C310/90DEA-12	78	2 V	78.6	1.3	79.9	
CESSNA 337H	4.63 4.41	TCM TSIO-360-C	2	195	2600	8	MCCAULEY D2AF34C307/L78CBA-	76	2 V	78.6	1.3	79.9	
CESSNA 340A	5.99 5.99	TCM TSIO-520-N	2	310	2700	4	MCCAULEY 3AF32C93/82NC-5.5	76	3 V	82.0	-5.5	76.5	
CESSNA 340A	5.99 5.99	TCM TSIO-520-N	2	310	2700	3	MCCAULEY 3AF32C93/82NC-5.5	77	3 V	83.4	-3.7	79.7	
CESSNA 402B	6.85 6.85	TCM TSIO-520-E	2	300	2700	3	MCCAULEY 3AF32C87M/82NC-5.5	76	3 V	81.6	-2.8	78.8	
CESSNA 402C	6.85 6.85	TCM TSIO-520-UB	2	325	2700	4	MCCAULEY 3AF32C92N/82NC-6.5	76	3 V	80.8	-2.2	78.6	

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL			MdBA	PC	CdBA	
CESSNA 402C	6.85	TCM	2	310	2600	4	MCCAULEY	77	3	77.2	-2.1	75.1	
	6.85	TSIO-520-VB					3AF32C93/82NC-5.5		V				
CESSNA 404	8.40	TCM	2	375	3350	4	MCCAULEY	90	3	81.6	-2.7	78.9	
	8.09	GTSIO-520-M					3FF32C501/90UMB-0		V				
CESSNA 404	8.40	PRATT & WHITNEY	2	550	2000	4	HARTZELL	93	3	81.1	-5.0	76.1	
	8.10	PT6A-34					HCB3TN-3B/T10173-8R		V				
CESSNA 406	9.36	PRATT & WHITNEY	2	500	1900	1	MCCAULEY	93	3	75.0	-3.0	72.0	
	9.36	PT6A-112					3GFR34C701/93KB-0		V				
CESSNA 414A	6.75	TCM	2	298	2600	4	MCCAULEY	77	3	79.1	-2.5	76.6	
	6.75	TSIO-520-N					3AF32C93/82NC-5.5		V				
CESSNA 421C	7.45	TCM	2	375	3350	4	MCCAULEY	90	3	80.3	-3.6	76.7	
	7.21	GTSIO-520-L					3FF32C501/90UMB-0		V				
CESSNA 425	8.20	PRATT & WHITNEY	2	450	1900	4	MCCAULEY	93	3	75.7	-4.3	71.4	
	8.00	PT6A-112					36FR34C701/93KB-0		V				
CESSNA 425	8.20	PRATT & WHITNEY	2	450	1900	4	HARTZELL	93	3	75.7	-4.3	71.4	
	8.00	PT6A-112					HC-B3TN-3C/T10178B-		V				
CESSNA 425	8.60	PRATT & WHITNEY	2	450	1900	4	HARTZELL	93	3	75.7	-3.4	72.3	
	8.00	PT6A-112					HC-B3TN-3C/T10178B-		V				
CESSNA 441	9.85	AIRESEARCH	2	636	1990	4	MCCAULEY	90	3	78.0	-4.0	74.0	
	9.36	TPE331-8-401S					36FR34C601/93JA		V				
CESSNA 441	9.85	AIRESEARCH	2	636	1990	4	HARTZELL	90	3	78.0	-4.0	74.0	
	9.36	TPE331-8-401S					HC-B3TN-5E/T10178-1		V				
CESSNA A185F (AMPHIB)	3.27	TCM	1	285	2700	8	MCCAULEY	80	3	78.9	-1.2	77.7	
	3.12	IO-520-D					D3A34C403/80VA-0		V				
CESSNA A185F (FLOAT)	3.32	TCM	1	285	2700	8	MCCAULEY	80	3	78.9	-1.0	77.9	
	3.32	IO-520-D-24					D3A32C90/82NC-2		V				

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APPENDIX 7AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA					PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHp	RPM	EXH	MFR. MODEL				MdBA	PC	CdBA	
CESSNA	3.35	TCM	1	285	2700	8	MCCAULEY		80	3	78.9	-1.0	77.9	
A185F (LAND)	3.35	IO-520-D					D3A34C403/80VA-0			V				
CESSNA	3.30	TCM	1	260	2700	8	MCCAULEY		80	3	77.3	-1.5	75.8	
A188B	3.30	IO-520-D					D3A32C408/82NDA-2			V				
CESSNA	4.00	TCM	1	285	2600	4	MCCAULEY		80	3	77.1	0.9	78.0	
P210N	3.80	TSIO-520-P					D3A34C402/90DFA-10			V				
CESSNA	4.00	PRATT & WHITNEY	1	450		2	HARTZELL		77	3	68.7	-2.0	66.8	
P210N ADVANCED		PT6A-135					HC-83TN-3C/T10282K-			V				
CESSNA	4.10	TCM	1	325	2700	4	MCCAULEY		80	3	80.2	-0.8	79.4	
P210R	4.10	T510-520-CE					D3A36C410/80VM8-0			V				
CESSNA	4.70	TCM	2	208	2600	4	MCCAULEY		76	2	80.8	-1.1	79.7	
P337H	4.45	TSIO-360-C					D2AF34C305/L78CBA-			V				
CESSNA	4.70	TCM	2	208	2600	4	MCCAULEY		78	2	80.8	-1.1	79.7	
P337H	4.45	TSIO-360-C					D2AF34C308/90DEA-12			V				
CESSNA	2.55	TCM	1	195	2600	8	MCCAULEY		76	2	74.7	-0.6	74.1	
R172K (LAND)	2.55	IO-360-K					2A34C203/90DCA-14			V				
CESSNA	2.55	TCM	1	195	2600	8	MCCAULEY		80	2	76.4	-1.4	75.0	
R172K (SEA)	2.55	IO-360-K					2A34C203/90DCA-10			V				
CESSNA	3.10	LYCOMING	1	235	2400	8	MCCAULEY		82	2	72.7	-2.0	70.7	
R182	3.10	O-540-J3C5D					B2D34C214/90DHB-8			V				
CESSNA	3.10	LYCOMING	1	235	2400	8	MCCAULEY		79	3	70.3	-2.0	68.3	
R182	3.10	O-540-J3C5D					B3D32C407/82NDA-3			V				
CESSNA	3.10	LYCOMING	1	235	2400	4	MCCAULEY		79	3	69.5	-0.7	68.8	
T182	3.10	O-540-L3C5D					B3D32C407/82NDA-3			V				
CESSNA	3.10	LYCOMING	1	235	2400	4	MCCAULEY		82	2	73.2	-0.7	72.5	
T182	3.10	O-540-L3C5D					B2D34C219/90DHB-8			V				

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER	MTOW MLW	ENGINE DATA					PROPELLER	DIAM	BLADES	NOISE LEVEL (dBA)			NOTES
MODEL	1000#	MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL	(IN)	PITCH	MdBA	PC	CdBA	
CESSNA	3.80	TCM	1	285	2600	4	MCCAULEY	80	3	77.9	-1.6	76.3	
T207A	3.80	TSIO-520-G-1A					3A32C401/90DFA-10		V				
CESSNA	3.80	TCM	1	285	2600	4	MCCAULEY	80	3	77.4	-1.6	75.8	
T210M	3.80	TSIO-520-H-4A					D3A34C-102/90DFA-10		V				
CESSNA	4.00	TCM	1	285	2600	4	MCCAULEY	80	3	77.4	0.0	77.4	
T210N	3.80	TSIO-520-R					D3A34C402/90DFA-10		V				
CESSNA	4.10	TCM	1	325	2700	4	McCAULEY	80	3	80.2	-0.8	79.4	
T210R	4.10	TS10-520-CE					D3A36C410/80VM8-0		V				
CESSNA	5.15	TCM	2	250	2400	4	MCCAULEY	74	3	76.5	-2.2	74.3	
T303	5.00	TSIO-520-AE					3AF32C506/82NEB-8		V				
CESSNA	5.50	TCM	2	285	2760	4	MCCAULEY	78	3	80.9	-3.2	77.7	
T310R	5.41	TSIO-520-BB					3AF32C87/82NC-4		V				
CESSNA	4.63	TCM	2	195	2600	4	MCCAULEY	76	2	79.4	-1.0	78.4	
T337H	4.40	TSIO-360-H					D2AF34C305/L78CBA-		V				
CESSNA	4.63	TCM	2	195	2600	4	MCCAULEY	78	2	79.4	-1.0	78.4	
T337H	4.42	TSIO-360-H					D2AF34C308/90DEA-12		V				
CESSNA	3.10	LYCOMING	1	235	2400	4	MCCAULEY	82	2	73.8	-1.2	72.6	
TR182	3.10	O-540-L3C5D					B2D34C217/90DHB-8		V				
CESSNA	3.10	LYCOMING	1	235	2400	4	MCCAULEY	79	3	70.6	-1.2	69.4	
TR182	3.10	O-540-L3C5D					B3D32C407/82NDA-3		V				
CESSNA	3.60	TCM	1	285	2600	4	MCCAULEY	80	3	78.5	-3.1	75.4	
TU206G	3.60	TSIO-520-M					D3A34C402/90DFA-10		V				
CESSNA	3.60	TCM	1	285	2600	4	MCCAULEY	80	3	78.0	1.2	79.2	
TU206G (AMPHIB)	3.60	TSIO-520-M					D3A34C402/90DFA-10		V				
CESSNA	3.60	TCM	1	285	2700	8	MCCAULEY	80	3	77.9	-0.4	77.5	
U206G	3.60	IO-520-F					D3A34C404/80VA-0		V				

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APPENDIX 7AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL			MdBA	PC	CdBA	
CESSNA	3.60	TCM	1	285	2700	8	MCCAULEY	80	3	79.8	-0.4	79.4	
U206G (LAND)	3.60	IO-520-F-9					D3A34C404/80VA-0		V				
CESSNA	3.50	TCM	1	285	2700	8	MCCAULEY	80	3	80.2	-0.8	79.4	
U206G(SEAPLANE)	3.50	IO-520-F					D3A34C404/80VA-0		V				
CLASSIC AIRCRAFT	2.65	JACOBS		245	2050		SENSENIH	96	2	75.1	-2.3	72.8	
WACO F5	2.65	R-755B2M					W96JA72		F				
CLASSIC AIRCRAFT	2.77	JACOBS		275	2200		SENSENIH	90	2	76.3	-0.7	75.6	
WACO F5	2.77	R-755B2M					W90T6JA72		F				
CURTISS-WRIGHT	2.45	LYCOMING	1	225	2050	2	HAMILTON STD	102	2	75.2	-1.6	75.6	
TRAVEL AIR 4000	2.45	R-680E3B					2B20/6135A		F				
DEHAVILLAND	8.00	PRATT&WHITNEY	1		1900		HARTZELL	102	3	76.3	-0.3	76.0	
DHC-3 W/SAE STC		PT6A-135/135A					HC-B3TN-3C/T10282		V				
DORNIER	12.50	GARRETT	2	715			HARTZELL	106	4			71.5	
228-100	12.50	TPE331-5-252D					HC-B4TN-5ML/LT						
EMBRAER	12.50	PRATT&WHITNEY	2	750	2200		HARTZELL	93	3	78.7	-1.4	77.3	
EMB-110	12.02	PT6A-34					HC-BT3N-3C/T10178H-		V				
FAIRCHILD	12.50	AIRESEARCH	2	900	4173	4	HARTZELL	106	4	77.4	-4.6	72.8	
SA226-T(B)	12.50	TPE331-10U-501G					HC-B4TN-5EL/LT10282		V				
FAIRCHILD	12.50	AIRESEARCH	2	632	1920	4	HARTZELL	102	3	83.6	-3.8	79.8	
SA226TC	12.50	TPE331-3UW-303G					HCB3 TN-5/T10282HB		V				
FAIRCHILD	14.50	GARRETT	2	1000			DOWTY-ROTOL	106	4	76.7	-1.9	74.8	1
SA227-AC		TPE331-11					R321/4-82-F/8		F				
FAIRCHILD	16.00	GARRETT	2	1000			DOWTY-ROTOL	106	4	76.7	1.0	77.7	1
SA227-AC		TPE331-11					R321/4-82-F/8		F				
FAIRCHILD	12.50	AIRESEARCH	2	1000	4173	4	DOWTY ROTOL	106	4	76.7	-4.8	71.9	
SA227-AC	12.50	TPE331-11U-601G					(C)R321/4-82-F/8		V				

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA					PROPELLER		DIAM (IN)	BLADES		NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL			PITCH		MdBA	PC	CdBA	
FAIRCHILD SA227-AC	14.00	AIRSEARCH	2	1000	4173	4	DOWTY ROTOL		106	4		76.7	-2.2	74.5	1
	14.00	TPE331-11U-601G					(C)R321/4-82-F/8			V					
FAIRCHILD SA227-AT	12.50	AIRSEARCH	2	1000	4173	4	DOWTY ROTOL		106	4		76.7	-4.8	71.9	
	12.50	TPE331-11U-601E					(C)R321/4-82-F/8			V					
FAIRCHILD SA227-AT	14.00	AIRSEARCH	2	1000	4173	4	DOWTY ROTOL		106	4		76.7	-2.2	74.5	1
	14.00	TPE331-11U-601G					(C)R321/4-82-F/8			V					
FAIRCHILD SA227-TT	12.50	AIRSEARCH	2	900	4173	4	DOWTY ROTOL		106	4		77.4	-4.6	72.8	
	12.50	TPE331-10U-503G					(C)R324/4-82-F/9			V					
FAIRCHILD SA227-TT	13.20	AIRSEARCH	2	900	4173	4	DOWTY ROTOL		106	4		77.4	-4.1	73.3	1
	13.20	TPE331-10U-503G					(C)R324/4-82-F/9			V					
FUL HEAVY IND. 700	6.75	LYCOMING	2	340	2500	4	HARTZELL		79	3		80.8	-3.2	77.6	
	6.60	T10-540-R2AD					HC-E3YR-2ATF/FC846			V					
FUL HEAVY IND. 710	8.30	LYCOMING	2	450	2133	4	HARTZELL		93	3		82.7	-3.3	79.4	
	8.30	T10-541-D1B					HC-C3YN-2LDUF/FJC-								
GRUMMAN G-44/SCAN 30	5.50	LYCOMING	2				HARTZELL		87	3		82.8	-3.2	79.6	
		T10/LT10-540-J2BD					HC-C3YR-2UF/HC-C3Y			V					
GULFSTREAM AMERICAN 112B	2.80	AVCO LYCOMING	1	200	2700	3	HARTZELL		77	2		75.1	-0.5	74.6	
	2.80	10-360-C1D6					HC-E2YR-1BF/F8467-7			V					
GULFSTREAM AMERICAN 112TC	2.85	AVCO LYCOMING	1	210	2575	4	HARTZELL		77	2		76.1	-1.3	74.8	
	2.76	T0-360-C1A6					HC-E2YR-1BF/F8467-7			V					
GULFSTREAM AMERICAN 112TCA	2.95	AVCO LYCOMING	1	210	2575	4	HARTZELL		77	2		76.1	-1.3	74.8	
	2.95	T0-360-C1A6					HC-E2YR-18F/F8467-7			V					
GULFSTREAM AMERICAN 114	3.14	AVCO LYCOMING	1	260	2700	3	HARTZELL		77	2		79.7	-1.2	78.5	
	3.14	10-540-T4A5D					HC-C2YR-1BF/F8467-7			V					
GULFSTREAM AMERICAN 114A	3.25	AVCO LYCOMING	1	260	2700	3	MCCAULEY		77	3		79.7	-1.2	78.5	
	3.13	10-540-T4B5D					B3D34C405/90DFA-13			V					

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APPENDIX 7AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER	MTOW MLW 1000#	ENGINE DATA					PROPELLER	DIAM (IN)	BLADES	NOISE LEVEL (dBA)			NOTES
MODEL		MFR. MODEL	NO.	SHIP	RPM	EXH	MFR. MODEL		PITCH	MdBA	PC	CdBA	
GULFSTREAM AMERICAN 690	10.25	AIRESEARCH	2	700	1591	4	HARTZELL	106	3	76.4	-5.0	71.4	
	9.59	TPE331-5-251K					HC-B3TN-5FLLT10282		V				
GULFSTREAM AMERICAN 690A	10.25	AIRESEARCH	2	700	1591	4	HARTZELL	106	3	76.4	-5.0	71.4	
	9.59	TPE331-5-251K					HC-B3TN-5FLLT1028H		V				
GULFSTREAM AMERICAN 690B	10.32	AIRESEARCH	2	700	1591	4	HARTZELL	106	3	76.4	-5.0	71.4	
	9.68	TPE331-5-251K					HC-B3TN-5FLLT10282		V				
GULFSTREAM AMERICAN 690C	10.32	AIRESEARCH	2	700	1591	4	DOWTY ROTOL	106	3	76.4	-5.0	71.4	
	9.68	TPE331-5-254K					(C)R306/3-82-F/7(C)VP		V				
GULFSTREAM AMERICAN 690D	10.70	AIRESEARCH	2	737	2730	4	DOWTY ROTOL	106	3	76.4	-5.0	71.4	
	10.55	TPE331-5-254K					(C)R306/3-82-F/7(C)VP		V				
GULFSTREAM AMERICAN 695	10.32	AIRESEARCH	2	700	1591	4	DOWTY ROTOL	106	3	76.4	-5.0	71.4	
	9.68	TPE331-10-501K					(C)R306/3-82-F/7(C)VP		V				
GULFSTREAM AMERICAN 695A	11.20	AIRESEARCH	2	700	1591	4	DOWTY ROTOL	106	3	71.8	0.0	71.8	
	10.56	TPE331-10-501K					(C)R306/3-82-F/7(C)VP		V				
GULFSTREAM AMERICAN 700	6.95	AVCO LYCOMING	2	340	2500	4	HARTZELL	79	3	77.8	-2.4	75.4	
	6.59	T10-540-R2AD					HC-E3YR-2AFT/FC846		V				
GULFSTREAM AMERICAN AA-1B	1.54	LYCOMING	1	108	2600	7	MCCAULEY	71	2	66.3	0.6	66.9	
	1.54	0-235-C2C					SCM1A105/7157		F				
GULFSTREAM AMERICAN AA-1B	1.54	LYCOMING	1	108	2600	7	MCCAULEY	71	2	66.7	1.1	67.8	
	1.54	0-235-C2C					SCM1A105/7154		F				
GULFSTREAM AMERICAN AA-1C	1.57	LYCOMING	1	115	2700	7	SENSENICH	71	2	68.3	0.5	68.8	
	1.57	0-235-L2C					72CK-0-56		F				
GULFSTREAM AMERICAN GA-7	3.78	LYCOMING	2	160	2700		HARTZELL	73	2	74.2	-2.2	72.0	
	3.78	0-320-D1D					F2YL-2VFFC7663D-3		V				
JETSTREAM	15.21	GARRETT	2	940			DOWTY ROTOL	106	4	74.1	-2.4	71.7	1
JETSTREAM 31	14.55	TPE331-10UF/URS13H					R333/4-82-F/12		V				

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
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MANUFACTURER MODEL	MTOW MLW 1090#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL			MdBA	PC	CdBA	
JETSTREAM	14.60	AIRESEARCH	2	900			DOWTY ROTOL	106	4	74.4	-3.5	70.9	1
JETSTREAM 31	14.60	TPE331-IOU-501H					R333/4-82-F/12		V				
JETSTREAM	16.20	GARRETT	2	1020	4173		DOWTY ROTOL	106	4	76.2	-3.2	73.0	
JETSTREAM 3201	15.60	TPE331-12UA(R)701H					R333/4-82-F/12		V				
MAULE	2.30	LYCOMING	1	175	2700	3	HARTZELL	76	2	72.3	0.0	72.3	
M-5-180C/-180TC	2.30	0-360-C1F					HC-C2YR-1BF/F7666A		V				
MAULE	2.30	LYCOMING	1	190	2600	3	HARTZELL	77	2	73.3	0.0	73.3	
M-5-200	2.30	IO-360-J1A6D					HC-E2YR-1BF/F8468A-		V				
MAULE	2.30	LYCOMING	1	210	2575		HARTZELL	74	2	74.6	-1.0	73.6	
M-5-210TC	2.30	IO-360-C1A-6D					HC-E2YR-1BF/F8467-7		V				
MAULE	2.75	LYCOMING	1	235	2400	3	HARTZELL	81	2	74.7	0.9	75.6	
M-5-235	2.75	0-540-J1A5D					HC-C2YR-1BF/F8468A-		V				
MAULE	2.30	LYCOMING	1	235	2400		HARTZELL	78	2	72.6	-5.0	67.6	
M-5-235C	2.30	0-540-J1A5D/-W1A5D					HC-C2YR-1BF/F8468A-		V				
MAULE	2.30	LYCOMING	1	175	2600	3	HARTZELL	76	2	70.9	0.9	71.8	
M-6-180	2.30	0-360-C1F					HC-C2YR-1BF/F7666A		V				
MAULE	2.30	LYCOMING	1	235	2400		HARTZELL	78	2	72.6	-5.0	67.6	
M-6-235	2.30	0-540-J1A5D/-W1A5D					HC-E2YR-1BF/F8468A-		V				
MAULE	2.50	LYCOMING	1	235			HARTZELL	81	2			71.3	
M-6-235	2.50	0-540-J1A5D					HC-C2YR-1BF/F8468A-		V				
MAULE	2.50	LYCOMING	1	235	2400	3	HARTZELL	78	2	72.6	-0.3	72.3	
M-7-235	2.50	0-540-J1A5D					HC-C2YR-1BF/F8468A-		V				
MAULE	2.50	LYCOMING	1	235	2400	3	HARTZELL	81	2	74.7	-2.5	72.2	
M-7-235	2.50	0-540-J1A5D					HC-C2YR-1BF/F8468A-		V				
MITSUBISHI	10.47	AIRESEARCH	2	665	4173	4	HARTZELL	98	4	77.4	-2.9	74.8	
MU-2B-40	9.96	TPE331-10-501					HC-B4TN-5DL/LT1028		V				

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APPENDIX 7AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHIP	RPM	EXH	MFR. MODEL			MdBA	PC	CdBA	
MITSUBISHI MU-2B-60	11.56	AIRESEARCH	2	715	4273	4	HARTZELL	98	4	77.7	-1.4	76.5	
	11.60	TPE331-10-501M					HC-B4TN-5DL/LT1028		V				
MOONEY M20J	2.74	LYCOMING	1	192	2700		MCCAULEY	74	2	75.3	-1.3	74.0	
	2.74	IO-360-A3B6D					B2D34C212/78CDA-4		V				
MOONEY M20L	2.90	PORSCHE				7	HARTZELL	74	3			76.6	
	2.92	PRM3200N03					BHC-J2YF-1C/B7421		V				
MOONEY AIRCRAFT M20K	2.90	TELEDYNE	1	210	2700	4	MCCAULEY	74	2	76.6	-1.1	75.4	
	2.90	TSIO-360-GB1					2A34C216/90DHB-16E		V				
PARTENAVIA P68-TC	4.38	AVCO LYCOMING	2				HARTZELL	76	2			75.4	
	4.38	TO-360-C1A60					HC-C2YK-2CUF		V				
PIPER PA-18-150	1.75	LYCOMING	1	150	2700	7	SENSENIH	74	2	69.0	-3.1	65.9	
	1.75	O-320-A2B					M74DM6-0-56		F				
PIPER PA-23-250	5.20	LYCOMING	2	250	2575	6	HARTZELL	77	2	76.8	-1.1	75.7	
	4.94	IO-540-C4B5					HC-E2YR-28465-7R		V				
PIPER PA-23T-250	5.20	LYCOMING	2	250	2575	4	HARTZELL	77	2	77.0	-0.8	76.2	
	4.94	TIO-540-C1A					HC-E2YR-28465-7R		V				
PIPER PA-28-161	2.33	LYCOMING	1	160	2700	5	SENSENIH	74	2	71.4	0.6	72.0	
	2.33	O-320-D3G					74DM6-0-60		F				
PIPER PA-28-181	2.55	LYCOMING	1	180	2700	5	SENSENIH	76	2	73.4	0.5	73.9	
	2.55	O-360-A4M					76EM8S5-062		F				
PIPER PA-28-236	3.00	LYCOMING	1	235	2400	5	HARTZELL	80	2	72.5	0.4	72.9	
	3.00	O-540-J3A5D					HC-F2YR-1F/F8468A-4		V				
PIPER PA-28R-200	2.65	LYCOMING	1	200	2700		SENSENIH	74	2	75.5	0.0	75.5	
	2.65	IO-360-CIC							V				
PIPER PA-28R-201T	2.90	LYCOMING	1	200	2575	2	HARTZELL	76	2	69.1	0.5	69.6	
	2.90	TSIO-360-FB					PHC-C3YF-1F/7663-2R		V				

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER	MTOW MLW	ENGINE DATA					PROPELLER		DIAM	BLADES	NOISE LEVEL (dBA)			NOTES
MODEL	1000#	MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL	(IN)	PITCH	MdBA	PC	CdBA		
PIPER PA-28RT-201	2.75	LYCOMING	1	200	2700	5	MCCAULEY	74	2	74.4	1.1	75.5		
	2.75	I0-360-C1C6					B2D34213/90DHA-16		V					
PIPER PA-28RT-201T	2.90	CONTINENTAL	1	200	2575	2	HARTZELL	76	2	69.1	0.3	69.4		
	2.90	TSIO-360-F					BHC-C2YF-1F/F8459A-		V					
PIPER PA-28RT-201T	2.90	CONTINENTAL	1	200	2575	4	HARTZELL	76	3	72.5	0.3	72.8		
	2.90	TSIO-360F					PHC-C3YF-1F/F7663-2		V					
PIPER PA-31	6.50	LYCOMING	2	275	2400	4	HARTZELL	80	3	77.0	-1.6	75.4		
	6.50	TIO-540-2AC					HC-E3YR-2ATF FC846		V					
PIPER PA-31-325	6.50	LYCOMING	2	275	2400	4	HARTZELL	80	3	78.0	-1.1	76.9		
	6.50	TIO-540-F2BD					HC-E3YR-2ATF FC846		V					
PIPER PA-31-350	7.01	LYCOMING	2	315	2400	4	HARTZELL	80	3	78.0	0.9	78.9		
	7.01	TIO-540-J2BD					HC-E3YR-2ATF FC846		V					
PIPER PA-31P	7.80	PRATT&WHITNEY	2	620	3810	4	HARTZELL	93	3	76.5	-5.0	71.5		
	7.80	PT6A-135					HC-B3TN-3C/T10178-8		V					
PIPER PA-31T	9.00	PRATT&WHITNEY	2	620	3810	4	HARTZELL	93	3	79.2	-5.0	74.2		
	9.00	PT6A-28					HC-B3TN-3B/T-10173B		V					
PIPER PA-31T-62	8.97	PRATT&WHITNEY	2	620	3810	4	HARTZELL	93	3	78.2	-4.0	74.2		
	8.97	PT6A-28					HC-BTN-3B		V					
PIPER PA-31T1	8.70	PRATT&WHITNEY	2	455	3810	4	HARTZELL	93	3	76.6	-1.6	75.0		
	8.70	PT6A-11					HC-B3TN-3B/T-10173B		V					
PIPER PA-31T2	9.47	PRATT&WHITNEY	2	620	3810	4	HARTZELL	93	3	79.2	-2.1	77.1		
		PT6A-135					HC-B3TN-3B/T-10173B		V					
PIPER PA-31T3	9.00	PRATT&WHITNEY	2	455	3810	1	HARTZELL	93	3	76.6	-1.0	75.6		
		PT6A-11					HC-B3TN-3B/T-10173K		V					
PIPER PA-32-300	3.40	LYCOMING	1	300	2700		HARTZELL	80	2	80.5	-1.2	79.3		
	3.40	I0-540-K1A5					HC-C2YR-1()F/F8475D		V					

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APPENDIX 7AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA MFR. MODEL	ENGINE DATA				PROPELLER MFR. MODEL	DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
			NO.	SHF	RPM	EXH				MdBA	PC	CdBA	
PIPER	3.59	LYCOMING	1	300	2700	5	HARTZELL	78	3	78.1	-0.6	77.5	
PA-32-301	3.59	IO-540-K1G5					HC-C3YR-1()F/F7663R		V				
PIPER	3.59	LYCOMING	1	294	2600	5	HARTZELL	80	2	77.3	-0.6	76.7	
PA-32-301	3.59	IO-540-K1G5D					HC-C2YR-1()F/F8475D		V				
PIPER	3.59	LYCOMING	1	300	2700	4	HARTZELL	78	3	76.1	-1.3	74.8	
PA-32-301T	3.59	TIO-540-SIAD					HC-E3YR-1()F/F7673D		V				
PIPER	3.59	LYCOMING	1	294	2575	4	HARTZELL	80	2	75.7	-1.3	74.4	
PA-32-301T	3.59	TIO-540-SIAD					HC-E2YR-1()F/F8477-4		V				
PIPER	3.59	LYCOMING	1	300	2700	5	HARTZELL	78	3	78.1	0.3	78.4	
PA-32R-301	3.59	IO-540-K1G5D					HC-C3YR-1()F/F7663R		V				
PIPER	3.59	LYCOMING	1	294	2600	5	HARTZELL	80	2	77.3	0.3	77.6	
PA-32R-301	3.59	IO-540-K1G5D					HC-C2YR-1()F/F8475D		V				
PIPER	3.59	LYCOMING	1	294	2575	4	HARTZELL	80	2	75.7	0.4	76.1	
PA-32R-301T	3.59	TIO-540-SAID					HC-E2YR-1()F/F8477-4		V				
PIPER	3.60	LYCOMING	1	300	2700		HARTZELL	80	2	75.4	0.0	75.4	
PA-32RT-300	3.60	IO-540-S1AD					HC-E2YR-1BF/F8477-4		V				
PIPER	4.57	LYCOMING	2	200	2575	4	HARTZELL	76	2	75.7	-2.2	73.5	
PA-34-200T	4.33	TS10-360-E					FC8459-8R/FJC8459-8R		V				
PIPER	4.57	TELEDYNE	2	200	2575	4	MCCAULEY	76	3	78.6	-2.2	76.4	
PA-34-200T	4.33	TS10-360-E/EB					80HA-4/L80HA-4		V				
PIPER	4.74	CONTINENTAL	2	200	2600	4	MCCAULEY	76	3	77.0	-2.8	74.2	
PA-34-220T	4.52	TSIO-360-KB					3AF32C50B/82NFA-6		V				
PIPER	4.74	CONTINENTAL	2	200	2600	4	HARTZELL	76	2	74.2	-2.8	71.4	
PA-34-220T	4.52	TSIO-360-KB					BHC-C2YF-2CKUF/FC		V				
PIPER	1.68	LYCOMING	1	112	2600	5	SENSENICH	72	2	67.8	0.0	67.8	
PA-38-112	1.68	O-235-L2C					72CK-O-56		F				

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLACES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER	MTOW MLW	ENGINE DATA					PROPELLER	DIAM (IN)	BLADES	NOISE LEVEL (dBA)			NOTES
MODEL	1000#	MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL		PITCH	MdBA	PC	CdBA	
PIPER PA-42	11.20 10.23	PRATT+WHITNEY PT6A-41	2	720	2000	4	HARTZELL HC-B3TN-3B/T10173A	95	3 V	80.3	-3.5	76.8	
PIPER PA-42-1000	12.05 11.10	GARRETT TPE331-14A-801Y	2	1000	1540	4	DOWTY ROTOL R339/4-123-F/8RH R341	106	4 V	75.1	-5.0	70.1	
PIPER PA-44-180	3.79 3.79	LYCOMING O-360-E1D	2	180	2700	2	HARTZELL HC-C3YR-2EUF/FC-766	73	3 V	77.2	-2.5	74.7	
PIPER PA-44-180T	3.92 3.79	LYCOMING TO-360-E1A6D	2	180	2575	4	HARTZELL HC-C3YR-2EUF FC-766	73	3 V	74.7	-2.3	72.4	
PIPER PA-44-180T	3.92 3.79	LYCOMING TO-360-E1A6D	2	180	2575	4	HARTZELL HC-C2YR-2CUF FC766	74	2 V	73.8	-2.3	71.5	
PIPER PA-46-310P	3.90	CONTINENTAL TSIO-520-BE		310	2600	4	HARTZELL BHC-C2YF-1BF/F8052	80	2 V	74.5	0.0	74.5	
PIPER PA-60-700P	6.32	LYCOMING TIO-540-U2A	2	350	2500	4	HARTZELL HC-C3YR-2UF/FC7451	76	3 V	80.8	-1.9	78.9	
PIPER PA-600A	5.49 5.49	LYCOMING IO-540-K1J5	2	284	2520		HARTZELL HC-C3YR-2UF FG-8486	78	3 V	82.4	-2.4	80.0	
PIPER PA-601P	5.97 5.97	LYCOMING IO-540-S1A5/-P1A5	2	290	2575		HARTZELL HC-C3YR-2/C8468-8R	78	2 V	81.5	-1.7	79.8	
PIPER PA-602P	6.00 6.00	LYCOMING IO-540-AA1A5	2	290	2425	4	HARTZELL HC-3YR-2UF/FC8468-8	78	3 V	81.9	-2.6	79.3	
SIAI MARCHETTI F-260C	2.43 2.43	AVCO LYCOMING AEIO-540-D4A5	1				HARTZELL HC-C2YK-1BF	76				73.2	
SIAI MARCHETTI SF 600	7.50 7.50	ALLISON 250-B17C	2				HARTZELL HC-B3TF-7A/T10173-1	90	3 V			74.3	
SIAI MARCHETTI SF260	2.55 2.55	ALLISON 250-B17D		320		4	HARTZELL HC-B3TF-7A	76	3	77.0	-5.0	72.0	

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APPENDIX 7AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX F)

MANUFACTURER	MTOW MLW	ENGINE DATA					PROPELLER	DIAM	BLADES	NOISE LEVEL (dBA)			NOTES
MODEL	1000#	MFR. MODEL	NO.	SHP	RPM	EXH	MFR. MODEL	(IN)	PITCH	MdBA	PC	CdBA	
SOCATA	2.53	LYCOMING	1	180	2700		HARTZELL	74	2			70.7	
TB 10	2.40	O-360-A1-AD					HC-C2YK-IBF/F 7666A		V				
SOCATA	3.08	LYCOMING	1	250	2575		HARTZELL	80	2			74.0	
TB 20	2.94	IO-540-C4D5D					HC-C2YK-IBF/F 8477-4		V				
SOCATA	3.08	LYCOMING	1	310	2575		HARTZELL	80	2			75.4	
TB 21	2.94	IO-540-AB1AD					HC-C2YK-IBF/F 8477-4		V				
SOCATA	2.33	LYCOMING	1	160	2700		SENSENICH	74	2			72.2	
TB 9	2.33	O-320-D2A					74 DM 658-O-54		F				
TAYLORCRAFT	1.20	AVCO LYCOMING	1	118	2500	3	HENDRICKSON	71	2	72.6	-5.0	67.6	
BC-12D	1.20	IO-360-E2A					H73-A50		F				
TAYLORCRAFT	1.50	CONTINENTAL	1	100	2750	5	MCCAULEY	69	2	69.1	-0.7	68.4	
F-19	1.50	O-200-A					1A105/SCM6950		F				
TAYLORCRAFT	1.50	LYCOMING	1	112	2600	5	SENSENICH	71	2	69.0	-0.2	68.8	
F-21	1.50	O-235-L2C					72CK-0-50		F				
TRIDENT	3.80	TELEDYNE	1	232	4000	7	HARTZELL	84	3	78.2	-1.0	77.2	
TR-1	3.80	TIARA 6-285-C4					HC-HBYF-3LF/FL-C968		V				

Appendix 7 Notes

- 1 Maximum Takeoff Weight Greater Than 12,500 lb. - Aircraft Certificated To FAR Part 41 Or FAR Part 23 Commuter Category

Exhaust Configurations (Reciprocating Engines)

- 1 Stub Pipes
- 2 Small Collector, Short Exhaust Pipe
- 3 Baffles In Collector and/or Cones In Exhaust Pipe
- 4 Turbine Or Turbocharger
- 5 Heat Muff
- 6 Collector Wraparound Manifold Straight Pipe
- 7 Manifold Muffler
- 8 Resonator Muffler

**EQUATIONS FOR THE CALCULATION OF NOISE CERTIFICATION
LIMITS FOR PROPELLER DRIVEN SMALL AIRPLANES AND COMMUTER CATEGORY AIRPLANES**

**14 CFR PART 36, APPENDIX F
NOISE LIMIT (dBA)**

Up To And Including 1,320 lb.

68 dB(A)

Over 1,320 lb. Up To And Including 3,300 lb.

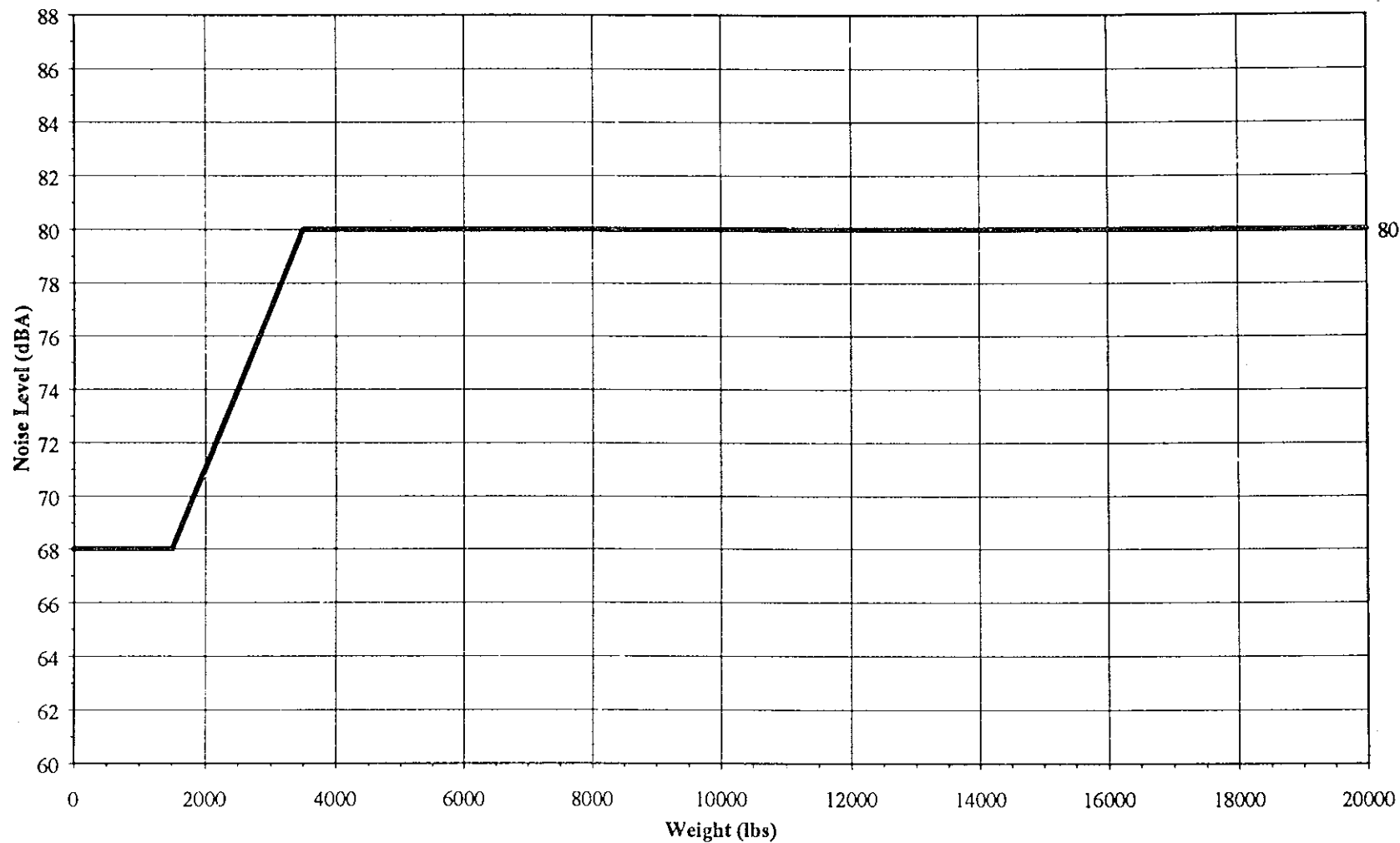
$68 + \left(\frac{W - 1320}{165} \right) \text{ dB(A)}$

Over 3,300 lb.

80 dB(A)

W = Takeoff Gross Weight In Pounds

NOISE CERTIFICATION REQUIREMENTS - FAR PART 36, APPENDIX F
PROPELLER DRIVEN SMALL AIRPLANES AND COMMUTER CATEGORY AIRPLANES



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APPENDIX 8AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX G)

MANUFACTURER	MTOW MLW	ENGINE DATA				PROPELLER		DIAM	BLADES	NOISE LEVEL (dBA)	NOTES
MODEL	1000#	MFR. MODEL	NO.	SHIP	RPM	MFR. MODEL		(IN)	PITCH		
AGUSTA SpA	2.60	LYCOMING	1	260	2700	HARTZELL		76	2	79.3	
F260 E	2.60	AEIO-540-D/E4A5				HC-C2YK-4F/FC8477-8R			V		
CESSNA	2.95	CONTINENTAL TCM	1			HARTZELL		80	3	77.8	
182Q w/BONAIRE STC# SA0121	2.95	IO-550D				PHC-G3YF-1RF/F8468			V		
CESSNA	8.00	PRATT & WHITNEY	1	600		MCCAULEY		106	3	81.6	
208/208A	8.00	PT6A-114				3GFR34C703-X/X-106GA-C			V		
CESSNA	8.75	PRATT & WHITNEY	1	600		MCCAULEY		106	3	84.2	
208B	8.75	PT6A-114				3GFR34C703-X/X-106GA-C			V		
CESSNA	8.75	PRATT & WHITNEY	1	675		HARTZELL		100	3	80.1	
208B	8.75	PT6A-114A				HCBM3N3/M10083			V		
CESSNA	8.75	PRATT & WHITNEY	1	675		MCCAULEY		106	3	82.7	
208B	8.75	PT6A-114A				3GFR34C703-X/X-106GA-C			V		
CESSNA	3.80	CONTINENTAL TCM	1			MCCAULEY		80	3	82.0	
TU206G(WIPAIRE)		TSIO-520M				D3A34C402/90DFA-10			V		
CESSNA	3.80	CONTINENTAL TCM	1			MCCAULEY		80	3	84.3	
U206F(WIPAIRE)	3.80	IO-550-F				D3A34C402/90DFA-10			V		
CESSNA	3.80	CONTINENTAL TCM	1			MCCAULEY		80	3	84.3	
U206G(WIPAIRE)	3.80	IO-550-F				D3A34C402/90DFA-10			V		
DATWYLER (MDC)	2.02	LYCOMING	1			MCCAULEY		74	2	67.9	
MD3-160(MUFFLED EXHAUST)	2.02	0-320-D2A				1C172/AGM7462			F		
DATWYLER (MDC)	2.02	LYCOMING	1			MCCAULEY		74	2	71.7	
MD3-160(STNDRD EXHAUST)	2.02	0-320-D2A				1C172/AGM7462			F		
DORNIER	10.14	PRATT & WHITNEY	2			MCCAULEY		94.5	4	78.5	
SEASTAR CD 2	9.92	PT6A-135A				4HFR34C760/4HFR34C761			V		
FAIRCHILD	16.50	ALLIEDSIGNAL	2			MCCAULEY		106	4	80.4	
SA227-CC	15.67	TPE 331-11U-612G				4HFR34C652(X)(X)L106LA-0			V		

AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(14 CFR PART 36, APPENDIX G)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA			PROPELLER		DIAM	BLADES	NOISE LEVEL (dBA)	NOTES
		MFR. MODEL	NO.	SHP	RPM	MFR. MODEL	(IN)	PITCH		
FAIRCHILD SA227-DC	16.50 15.70	ALLIED SIGNAL	2			MCCAULEY 4HFR34C652X/X-L106LA-O	106	4 V	81.3	
FFA AS202/18A4	2.40 2.30	LYCOMING AEIO-360-B1F	1			HARTZELL HC-C2YK-1BF	74	2 V	77.1	
GENERAL AVIA F22	1.67 1.67	LYCOMING O-235-N2C	1	101		MT 180R 120-2C		F	76.9	
GYROFLUG-INGENIEUR SC 01 B-160	1.57 1.57	LYCOMING O-320 D1A	1	153	2500	MT-PROPELLER MTV-6-C/LD 152-07	60.3	3 V	72.0	
KINGS ENGINEERING 44	5.80 5.80	LYCOMING IO-540-M1A5	2			HARTZELL HC-E3YR-2ALTF/FLC-7468	76	3 V	84.2	
MOONEY M20M	3.40 3.40	LYCOMING TIO-540-AF1A	1	270	2575	MCCAULEY B3D32C417/G82NRd07	75	2 V	74.0	
PARTENAVIA P68 OBSERVER 2	4.60 4.40	LYCOMING IO360 A1B6	2			HARTZELL HC-C2YK-2F/F07666A-4	72	2 V	78.2	
PIAGGIO P 180	10.80 10.80	PRATT & WHITNEY PT6A-66	2			HARTZELL M8218X9/LM8218X9	85	5 V	81.9	
PIAGGIO P180	11.60 11.60	PRATT & WHITNEY PT6A-66	2			HARTZELL HC-E5N-3/HE8218	85	5 V	81.8	
PILATUS BRITTEN BN-2T-4R	8.50 8.50	ALLISON 250-B17F/1	2			HARTZELL HC-C3YF-5F/FC7818K	80	3 V	76.0	
PILATUS FLUG. AG PC-6/B2-H4	6.20 6.20	PRATT & WHITNEY PT6A-27	1			HARTZELL HC-B3TN-3	103	3 V	79.4	
PZL WARZAW PZL KOLIBER 150A	1.90 1.90	LYCOMING O-320-EZA	1			SENSENICH 74DM6-0-58	74.3	2 F	72.3	
PZL WARZAW PZL KOLIBER 150A	1.90 1.90	LYCOMING O-320-EZA	1			SENSENICH 74DM6-0-54	74.3	2 F	73.8	

**EQUATIONS FOR THE CALCULATION OF NOISE CERTIFICATION
LIMITS FOR PROPELLER DRIVEN SMALL AIRPLANES AND COMMUTER CATEGORY AIRPLANES**

**14 CFR PART 36, APPENDIX G
NOISE LIMIT (dBA)**

Up To And Including 1,320 lb.

73 db(A)

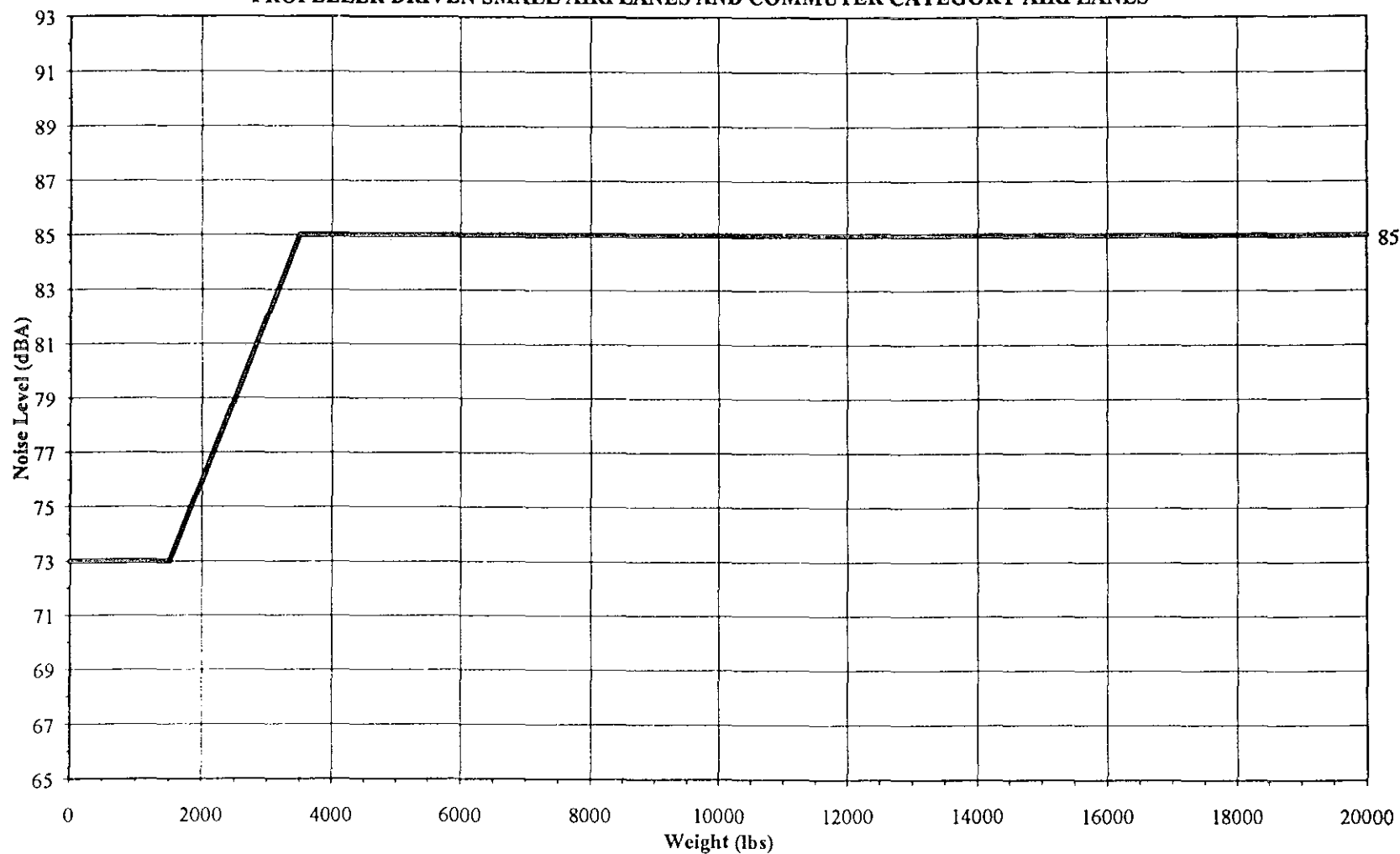
Over 1,320 lb. To 3,300 lb.

$73 + \left(\frac{W - 1320}{165} \right) \text{ db(A)}$

Over 3,300 lb.

85 db(A)

NOISE CERTIFICATION REQUIREMENTS - FAR PART 36, APPENDIX G
PROPELLER DRIVEN SMALL AIRPLANES AND COMMUTER CATEGORY AIRPLANES



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APPENDIX 9AIRCRAFT NOISE DATA FOR FOREIGN CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(ICAO ANNEX 16, CHAPTER 6)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHP	RPM	EXH	MFG. MODEL			MDBA	PC	CDBA	
A. SCHLEICHER ASK 16	1.65	LIMBACH L2000-EB-1	1	74			HOFFMANN HO-V62R/LT160T	63	2 V	60.0	-1.3	58.7	
AIRCONCEPT VOWI-10	0.73	LIMBACH SL-1700-EA	1	59			HOFFMANN HO-11-150B65L	59	2 F	64.1	-1.3	62.8	
AKA-FLIEG STUTTGART FS-28	1.98	LYCOMING IO-360-B17	1	181			HOFFMANN HO-V-132K-X/LD210	78	2 V	72.1	-1.4	70.6	
ALPLA-WERKE AVO-68S	1.50	LIMBACH SL-1700-EI	1	59			HOFFMANN HO-11-150B75L	59	2 F	62.8	1.8	64.6	
ALPLA-WERKE AVO-68S	1.51	LIMBACH SL-1700-EI	1	59			HOFFMANN HO-11-150B-75L	59	2 F	64.1	1.8	65.9	
BEECH B76	3.98	LYCOMING O-360-A1G6D	2	165	2700	1	HARTZELL HC-M2YR-2CLUF/FC76	76	2 V	79.5	-2.3	77.2	
BEECH (EXCALIBUR) 65-B80	8.80 8.80	LYCOMING IO-720-A1B	2		2400		HARTZELL HC-A3VK-2/V8433N-2R		3 V	77.0	-0.7	76.3	
BUCKER (UMBAU) BU 131	1.48	LYCOMING AIO-320-C1B	1	153			HOFFMANN HO-23 A-188 125	74	2 F	69.6	-6.2	64.6	
CASA 1.131E S2000	1.59	LYCOMING AEIO-360-B2F	1	170			HOFFMANN HO-27 HM-198B	78	2 F	71.4	-5.0	66.4	
CASA 1.131E S2000	1.59	ENHASA TIGRE G-IV-B	1	118			ENHASA HC 212.111	83	2 F	67.0		67.0	
CASA SPANIER 1.131-E	1.59	TIGER ENHASA G-IV-A2	1	99			ENHASA HC-212-111	83	2 F	71.4	-1.8	69.6	
DEHAVILLAND DH6-300	12.57 12.35	PRATT+WHITNEY PT6A-27	2	620	2112		HARTZELL HC-B3TN-3D	102	3 V	82.3	-4.9	77.4	
DORNIER 228-101	13.15	GARRETT TPE331-5-252D	2				HARTZELL HC-B4TN-5ML/LT10574	107	4			75.3	

AIRCRAFT NOISE DATA FOR FOREIGN CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(ICAO ANNEX 16, CHAPTER 6)

MANUFACTURER	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM	BLADES	NOISE LEVEL (dBA)			NOTES
MODEL		MFR. MODEL	NO.	SHP	RPM	EXH	MFG. MODEL	(IN)	PITCH	MDBA	PC	CDBA	
DORNIER 228-201	13.15	GARRETT TPE331-5-252D	2				HARTZELL HC-B4TN-5ML/LT10574	107	4			75.3	
DORNIER DO-28-D	9.59	PRATT+WHITNEY PT-6A-110	2	399			HARTZELL HC-B-3TN-3D	100	3 V	70.8	-5.0	65.8	
FOKKER P-149D	2.61	AVCO LYCOMING GO-480-B1A6	1	260			HARTZELL HC-A3V20-1D/V8433SP	85	3 V	68.8	-0.1	68.7	
FUJI HEAVY IND. FA-200-180	2.54	LYCOMING IO-360-B1B	1	180			MCCAULY B2D34-C53/74E-O	74	2 V	73.1	0.5	73.6	
GREAT LAKES AIRCRAFT 2T-1A-2	1.80	LYCOMING AEIO-360-B1G6	1	177			HARTZELL HC-C2YK-4BF	74	2 V	74.4	-5.0	69.4	
GULFSTREAM AMERICAN AA-1A	1.52	LYCOMING O-235-C2C	1	108	2500		MC CAULEY SCM1A105/7154	71	2 F	68.3	0.3	68.6	
GULFSTREAM AMERICAN AA-5A	2.20	LYCOMING O-320-E2G	1	150	2680		MC CAULEY IC172/BTM7359	73	2 F	73.3	-0.6	72.7	
LEICHTFLUG-TECHNIK LFU-205	2.65	LYCOMING IO-360-A1C	1	197			HARTZELL HC-C2YK-1B/F7666A-2	74	2 V	72.9	0.1	73.0	
LET KONVICE BLANIK-L-13M	1.28	VK VW 1500-FR	1	50			HOFFMANN HO-11-130B-100D	51	2 F	59.5		59.5	
MBB BO-208	1.39	CONTINENTAL O-200-A	1	69			MCCAULY 1A-100MCM-6950	69	2 F	66.9		66.9	
MBB BO-208	1.39	CONTINENTAL O-200-A	1	99			MCCAULY 1A-100MCM-6955	69	2 F	67.3		67.3	
MBB BO-208	1.39	CONTINENTAL O-200-A	1	99			MCCAULY 1A-100MCM-6758	67	2 F	67.5	-1.0	66.5	
MBB BO-209	1.81	LYCOMING O-320-E1F	1	147			HARTZELL HC-C2YL-1B/7663A-6	76	2 V	70.7	-1.6	69.1	

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APPENDIX 9AIRCRAFT NOISE DATA FOR FOREIGN CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(ICAO ANNEX 16, CHAPTER 6)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHF	RPM	EXH	MFG. MODEL			MDBA	PC	CDBA	
MBB BO-209	1.81	LYCOMING IO-320-D1A	1	157			HARTZELL HC-C2YL-1B/7663-SP	76	2 V	70.8	-3.2	67.6	
MBB BO-209-FF	1.81	LYCOMING O-320-E2F	1	147			MCCAULY 1C-172MGM70-5-66	70	2 F	70.6	-0.9	69.7	
MBB SIAT 223	2.31	LYCOMING IO-360-C1D6	1	197			HARTZELL HC-C2YK-1BF	76	2 V	72.8		72.8	
MORANE SAULNIER MS-885	1.87	CONTINENTAL O-300-A	1	145			MCCAULY 1C-172MDM-7652	76	2 F	71.3	-0.3	70.3	
MORAVAN CSSR ZLIN 43	2.98	MORAVAN M337A	1	168			AVIA-PRAHA VS00A	79	2 V	71.7	1.4	73.1	
MUDRY CAARP CAP 10	1.83	LYCOMING IO 360 B2F	1	241	2700		HOFFMANN MO 29 HM 80170	71	2 F	67.0		67.0	
PARTENAVIA P 68 B	4.32	LYCOMING IO-360-A1B6	2	200	2700		HARTZELL HC-C2YK-2CF/FC7666A	72	2 V	79.6	-5.0	74.6	
PILATUS BRITTEN BN 2A-2	6.31	LYCOMING IO-540-K1B5	2	300	2500	4	HARTZELL HC-C2YK-2CF/FC8477A	80	2 V	80.7	-5.0	75.7	
PILATUS BRITTEN BN-2A MKIII-2	9.50	LYCOMING O-540-E4C5	3	260	2500	6	HARTZELL HC-C2YK-CUF/FC8477A	78	2 V	79.4	-2.0	77.4	
PILATUS BRITTEN BN-2A MKIII-2	9.50	LYCOMING O-540-E4C5	3	260	2500	6	HARTZELL HC-2CYK-2CUF/FC8477	80	2 V	80.0	-2.0	78.0	
PILATUS BRITTEN BN-2A MKIII-3	10.01	LYCOMING O-540-E4C5	3	260	2500	6	HARTZELL HC-C2YK-2CUF/FC8477	78	2 V	79.4	-0.9	78.5	
PILATUS BRITTEN BN-2A MKIII-3	10.01	LYCOMING O-540-E4C5	3	260	2500	6	HARTZELL HC-C2YK-2CUF/FC8477	80	2 V	80.0	-0.9	79.1	
PILATUS BRITTEN BN-2A-2	6.31	LYCOMING IO-540-K1B5	2	300	2500	4	HARTZELL HC-C2YK-2CF/FC8477A	78	2 V	77.9	-5.0	72.9	

AIRCRAFT NOISE DATA FOR FOREIGN CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(ICAO ANNEX 16, CHAPTER 6)

MANUFACTURER	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM	BLADES	NOISE LEVEL (dBA)			NOTES
MODEL	MFR. MODEL	NO.	SHIP	RPM	EXH	MFG. MODEL	(IN)	PITCH	MDBA	PC	CDBA		
PILATUS BRITTEN BN-2A-21	6.59	LYCOMING IO-540-K1B5	2	300	2500	4	HARTZELL HC-C2YK-2CF/FC8477A	80	2 V	80.7	-4.0	76.7	
PILATUS BRITTEN BN-2A-21	6.59	LYCOMING IO-540-K1B5	2	300	2500	4	HARTZELL HC-C2YK-2CF/FC8477-6	78	2 V	77.9	-4.0	73.9	
PILATUS BRITTEN BN-2A-6	6.30	LYCOMING O-540-E4C5	2	256			HARTZELL HC-C2YK-2CF/FC8477A	79	2 V	82.3	-3.7	78.6	
PILATUS BRITTEN BN-2T	6.59	ALLISON 250-B17C	2	320		4	HARTZELL HC-C3YF-5F/FC8475FK-	80	3 V	72.3	-4.1	68.2	
PILATUS-PORTER PC-6C1-H2/PC-6T	4.85	AIRESEARCH TPE331-1-100	1	576			HARTZELL HC-B3TN-5C/T10178C/-	102	3 V	74.6	-5.0	69.6	
PIPER PA-28-150	2.16	LYCOMING O-320-E2A	1		2700		SENSENICH M74-DM-58	74	2 F	70.6	0.9	71.5	
POLISH PZL-104	2.87 2.87	PZL-FRANKLIN AI-14R	2	260	2050	2	US 122	104	2 V	72.3	-3.8	68.5	
POLISH PZL-104 W/ T-05	2.87 2.87	PZL-FRANKLIN AI-14R	2	260	2050	5	US 122	104	2 V	65.4	-3.8	61.6	
POLISH PZL-110	1.70 1.70	PZL-FRANKLIN 4A.235 B	2	125	2050	2	US 135	70	2 F	67.0	2.8	69.8	
REIMS AVIATION F 152 II	1.68	LYCOMING C235 L2C	1	109	2550		MCCAULEY 1A 103/TCM 6958	69	2 F	65.7	-1.0	64.7	
REIMS AVIATION F 172 M	2.29	LYCOMING C 320 E2D	1	150	2700		MCCAULEY 1C 16/DTM 7557	75	2 F	72.7	1.2	73.9	
REIMS AVIATION F 172 N	2.29	LYCOMING C 320 H2AD	1	160	2700		MCCAULEY 1C 160/DTM 7557	75	2 F	73.4	-0.1	73.3	
REIMS AVIATION F 182 P	2.95	CONTINENTAL O 470 S	1	230	2600		MCCAULEY 2A 34C 66	82	2 V	77.4	-1.4	76.0	

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APPENDIX 9AIRCRAFT NOISE DATA FOR FOREIGN CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(ICAO ANNEX 16, CHAPTER 6)

MANUFACTURER MODEL	MTOW MLW 1000#	ENGINE DATA				PROPELLER		DIAM (IN)	BLADES PITCH	NOISE LEVEL (dBA)			NOTES
		MFR. MODEL	NO.	SHP	RPM	EXH	MFG. MODEL			MDBA	PC	CDBA	
REIMS AVIATION F 182 Q	2.95	CONTINENTAL	1	230	2400		MCCAULEY	82	2	72.1	-2.4	69.7	
	2.95	0470 U					2A 34C 204		V				
REIMS AVIATION FR 172K	2.56	CONTINENTAL	1	195	2600		MCCAULEY	77	2	73.2	-1.1	72.1	
		10 360 K					2A 34C 203		V				
REIMS AVIATION FR 182	3.09	LYCOMING	1	235	2400		MCCAULEY	82	2	73.1	-2.5	70.6	
		0540J3CSD					B2D 34C 214		V				
ROBIN DR 400/120A	1.98	LYCOMING	1	118	2700		MCCAULEY	71	2	68.2	2.4	70.6	
	1.98	0 235 L2A					1A 135 DCM 7150		F				
ROBIN DR 400/160	2.31	LYCOMING	1	160	2700		SENSENICH	74	2	72.9	0.3	73.2	
	2.31	0 320 D					74 DM 65264		F				
ROBIN DR 400/180	2.43	LYCOMING	1	180	2600		SENSENICH	76	2	72.2	0.9	73.1	
	2.43	0 360 A 3A					76EM855-064		F				
ROBIN DR 400/180R	2.20	LYCOMING	1	180	2700		SENSENICH	76	2	74.1	-2.5	71.6	
	2.20	0-360 A3A					76 EM 855058		F				
ROBIN DR400/120	1.98	LYCOMING	1	116	2700		SENSENICH	72	2	69.6	2.0	71.6	
	1.98	0 235-L2A					72 CKS-6-056		F				
ROBIN HR 100-285	3.09	CONTINENTAL	1	285	4000		HOFFMANN	79	3	74.2	-1.3	72.9	
	3.09	TIARA 6 285 B					2000TR/MN		V				
ROBIN R 2112	1.76	LYCOMING	1	112	2600		SENSENICH	72	2	67.3	0.2	67.5	
	1.76	0 235 L2A					72 CK 56-056		F				
ROBIN R 2160	1.76	LYCOMING	1	160	2600		SENSENICH	72	2	72.4	-2.6	69.8	
	1.76	0 320 D					74DM65 5264		F				
SAAB FAIRCHILD MFI-15-200A	4.41	LYCOMING	1	197			HARTZELL	74	2	73.8	0.7	74.5	
		IO-360-A1B6					HC-2CYK-4BF		V				
SCHEIBE FLUGZEUGBAU SF-25C	1.34	LIMBACH	1	48			HOFFMANN	59	2	58.3	-1.0	57.3	
		SL-1700-EA					HO-11-150B-75L		F				

AIRCRAFT NOISE DATA FOR FOREIGN CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(ICAO ANNEX 16, CHAPTER 6)

MANUFACTURER <u>MODEL</u>	MTOW MLW 1000#	<u>ENGINE DATA</u>				<u>PROPELLER</u>		<u>DIAM</u> (IN)	<u>BLADES</u> <u>PITCH</u>	<u>NOISE LEVEL (dBA)</u>			<u>NOTES</u>
		<u>MFR. MODEL</u>	<u>NO.</u>	<u>SHP</u>	<u>RPM</u>	<u>EXH</u>	<u>MFG. MODEL</u>			<u>MDBA</u>	<u>PC</u>	<u>CDBA</u>	
SCHEIBE FLUGZEUGBAU SF-27 M-B	0.85	HIRTH-MOT.BAU 171R-4E	1	28			HOFFMANN HO-02-120-50	47	2 F	67.7	0.2	67.9	
SCHEMPP-HIRTH CM	1.50	BINDER MOT.BAU WB-2	1	52			HOFFMANN HO-11 158B-70	62	2 F	65.2	1.4	66.6	
SCHEMPP-HIRTH NIMBUS-2M	1.32	SCHEMPP-HIRTH SM-1 (O-2#280R)	1	50			HOFFMANN HO-11 145-B80	57	2 F	63.6	1.8	65.4	
SHORT BROS. SKYVAN	12.57	AIRESEARCH TPE-331-2-201A	2	715			HARTZELL HC-B3TN-SE/T10282HB	98	3 V	81.9	-4.7	77.2	
SLINGSBY ENGINEERING T 67A	1.65	LYCOMING O-235-L2A	1	118	2800	2	HOFFMAN HO14-178-120	70	2 F	70.9	-2.3	68.6	
SOC. AERONAUT. JODEL D 140B	2.65	LYCOMING O-360-A2A	1	177			SENENICH 76EM8-0-60	76	2 F	74.0	0.2	74.2	
SOCATA 110 ST	1.70	LYCOMING O-235L-2A	1	110	2600		MCCAULEY 1A 103TCM 6958	69	2 F	67.6	1.0	68.6	
SOCATA 150 SV	1.98	LYCOMING O 326 D2A	1	160	2700		SENENICH M 74 DM 61	74	2 F	73.8	-2.2	71.6	
SOCATA 180 T	2.09 2.09	LYCOMING O 360 A3A	1	180	2700		SENENICH 76 EM8 060	76	2 F	73.1	-0.8	72.3	
SOCATA 235 E	2.65 2.65	LYCOMING O 540 B4B5	1	235	2575		HARTZELL HCC2 YK184684	80	2 V	74.3	-0.7	73.6	
SOCATA 880 B	1.70 1.70	ROLLS ROYCE O 200 A	1	100	2750		MCCAULEY 1A 101 DCM/6948	67	2 F	68.8		68.8	
SOCATA 893 E	2.31 2.31	LYCOMING O 360 A3A	1	185	2700		HOFFMANN HO 27 HM/186 135	73	2 F	71.3		71.3	
SOCATA TB 10	2.29	LYCOMING O-360-A1AD	1	180	2700		HARTZELL HC-C2YK-1BF-F7666-A2	74	2 V	72.4	-0.9	71.5	

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APPENDIX 9AIRCRAFT NOISE DATA FOR FOREIGN CERTIFICATED PROPELLER DRIVEN SMALL AIRPLANES
(ICAO ANNEX 16, CHAPTER 6)

MANUFACTURER	MTOW MLW	ENGINE DATA				PROPELLER		DIAM	BLADES	NOISE LEVEL (dBA)			NOTES
MODEL	1000#	MFR. MODEL	NO.	SHP	RPM	EXH	MFG. MODEL	(IN)	PITCH	MDBA	PC	CDBA	
SOCATA TB 9	2.34	LYCOMING O 320 D2A	1	160	2700		SENSENIH 74 DM6 61	74	2 F	71.2	1.3	72.5	
SPORTAVIA PUTZ. ELSTER B	1.54	CONTINENTAL C90-12F	1	88			HOFFMANN HO-14-183 100	72	2 F	66.0		66.0	
SPORTAVIA PUTZ. RF-5	1.43	LIMBACH L2100-EIX	1	71			HOFFMANN HO-VR/L-150A	59	2 V	63.4	-1.3	62.1	
SPORTAVIA PUTZ. RF6-B	1.98	LYCOMING O-320-A1B	1	150			HOFFMANN HO-23 178-145	70	2 F	71.2	-1.1	70.1	
SPORTAVIA PUTZ. RS-180	2.43	LYCOMING O-360-A3A	1	180			HOFFMANN HO-27-HM-180138	70	2 F	66.8	-0.9	65.9	
SPORTAVIA PUTZ. RS-180	2.45	LYCOMING O-360-A3A	1	180			MCCAULY 1A170/FFA7563	75	2 F	73.8		73.8	
WASSMER WA 80	1.76	ROLLS ROYCE O 200 A	1	134	2700		HOFFMANN HO 14.175.113	69	2 F	68.3		68.3	
ZAKLADY SZCYBOWCOWE SZD 45	1.54	LIMBACH SL-1700-EC	1	59			HOFFMANN HO-11-145 B75D	57	2 F	68.9	0.3	69.2	

Exhaust Configurations (Reciprocating Engines)

- 1 Stub Pipes
- 2 Small Collector, Short Exhaust Pipe
- 3 Turbine Or Turbocharger
- 4 Collector Wraparound Manifold Straight Pipe
- 5 Manifold Muffler

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APPENDIX 10AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED HELICOPTERS
(14 CFR PART 36, APPENDIX H)

MANUFACTURER MODEL	MGW MLW 1000#	ENGINE DATA		MAIN ROTOR			TAIL ROTOR			NOISE LEVEL (EPNdB)				
		MFR. MODEL	NO.	MFR. MODEL	BLADES	DIA(FT.)	MFR. MODEL	BLADES	DIA(FT.)	EO	TO	AP	STAGE	NOTES
AGUSTA A109K2	6.28 6.28	TURBOMECA ARRIEL 1K1	2		4	36.1		2	6.6	89.1	91.7	91.1	2	
BELL HELI TEXTRON 206L-4	4.45 4.45	ALLISON 250-C30P	1	BELL HELI TEXT 206-015-001-107	2	37.0	BELL HELI TEXT 206-016-201-127	2	5.4	85.2	88.4	90.7	2	
BELL HELI TEXTRON 230 FXD SKD GR	8.40 8.40	ALLISON 250-C30G/2	2	BELL HELI TEXT 222-018-501-101	2	42.0	BELL HELI TEXT 222-016-001-107	2	6.8	90.5	89.1	94.2	2	
BELL HELI TEXTRON 230 RTR WHL GR	8.40 8.40	ALLISON 250-C30G/2	2	BELL HELI TEXT 222-018-501-101	2	42.0	BELL HELI TEXT 222-016-001-107	2	6.8	90.8	89.1	94.2	2	
BELL HELI TEXTRON 412 HP	11.90 11.90	PRATT & WHITNEY PT5T-3F	2	BELL HELI TEXT 412-015-300-109	4	46.0	BELL HELI TEXT 212-010-750-105	2	8.6	93.4	92.8	95.6	2	
BELL HELI TEXTRON 412 SP	11.90 11.90	PRATT & WHITNEY PT6T-3B	2	BELL HELI TEXT 412-015-300-109	4	46.0	BELL HELI TEXT 212-010-750-105	2	8.6	93.4	93.2	95.6	2	
BELL HELI TEXTRON 412EP	11.90 11.90	PRATT & WHITNEY PT6T-3D	2	BELL HELI TEXT 412-015-300-109	4	46.0	BELL HELI TEXT 212-010-750-105	2	8.6	93.4	92.8	95.6	2	
BELL HELI TEXTRON 430	9.00 9.00	ALLISON 250-C40B	2	BELL HELI TEXT 430-015-001-101	4	42.0	BELL HELI TEXT 222-016-001-111	2	6.9	91.6	92.4	93.8	2	
BOEING MD 520N	3.35 3.35	ALLISON 250-C20R/2	1	MCDONNELL DOUG 369D21102-503	5	27.4	MCDONNELL DOUG NOTAR			80.2	85.4	87.9	2	
EHI EH 101/300/500	31.50 31.50	GE CT7-6A	3		5	61.0		4	13.1	93.1	97.6	99.5	2	
EUROCOPTER AS 332L2	20.20 20.20	TURBOMECA MAKILA 1A2	2		4	53.1		4	10.4	93.2	94.2	96.5	2	
EUROCOPTER AS 350 B2	4.96	TURBOMECA ARRIEL 1D1	1	AEROSPATIALE 355A31.0001	3	35.1	AEROSPATIALE 355A12.0031 OR 0040	2	6.1	87.1	89.8	91.4	2	
EUROCOPTER AS 350BA	4.63 4.63	TURBOMECA ARRIEL 1B	1		3	35.1		2	6.1	86.8	91.1	91.3	2	
EUROCOPTER AS 355 N	5.60 5.40	TURBOMECA ARRIUS 1A/4M	2	EUROCOPTER STARFLEX 355A340004-	3	35.6	EUROCOPTER 350A33-0008-03/04	2	6.2	86.2	88.8	92.9	2	
EUROCOPTER AS 355F2R	5.29 5.29	ALLISON 250-C20F	2		3	35.1		2	6.1	87.6	89.0	93.8	2	

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APPENDIX 10AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED HELICOPTERS
(14 CFR PART 36, APPENDIX H)

MANUFACTURER MODEL	MGW MLW 1000#	ENGINE DATA		MAIN ROTOR			TAIL ROTOR			NOISE LEVEL (EPNdB)				
		MFR. MODEL	NO.	MFR. MODEL	BLADES	DIA(FT.)	MFR. MODEL	BLADES	DIA(FT.)	FO	TO	AP	STAGE	NOTES
EUROCOPTER AS 355N	5.60 5.60	TURBOMECA ARRIUS 3191M	2		3	35.1		2	6.1	86.2	88.8	92.9	2	
EUROCOPTER AS 365N2	9.37 9.37	TURBOMECA ARRIEL 1C2	2		4	39.2		11	3.6	91.0	93.3	96.1	2	
EUROCOPTER BK 117B2	7.39 7.39	LYCOMING LTS-101-750E1	2		4	36.1		2	6.4	90.8	90.0	96.0	2	
EUROCOPTER BK 117C1	7.39 7.39	TURBOMECA ARRIEL 1E2	2		4	36.1		2	6.4	89.7	90.6	96.0	2	
SIKORSKY S-76A STC:568NE	10.80 10.80	TURBOMECA ARRIEL 1S	2	SIKORSKY 76150-9000/09100	4	44.0	SIKORSKY 76101-05101-041	4	8.0	92.8	92.5	95.6	2	
SIKORSKY S-76C	11.70 11.70	TURBOMECA ARRIEL 1S1	2	SIKORSKY 76150-09199-41	4	44.0	SIKORSKY 76101-05501-041	4	8.0	93.2	96.0	97.7	2	
SIKORSKY S-76C+ (PLUS)	11.70 11.70	TURBOMECA ARRIEL 2S1	2	SIKORSKY 76150-09100-41	4	44.0	SIKORSKY 76101-05501-041	4	8.0	91.6	93.9	96.1	2	

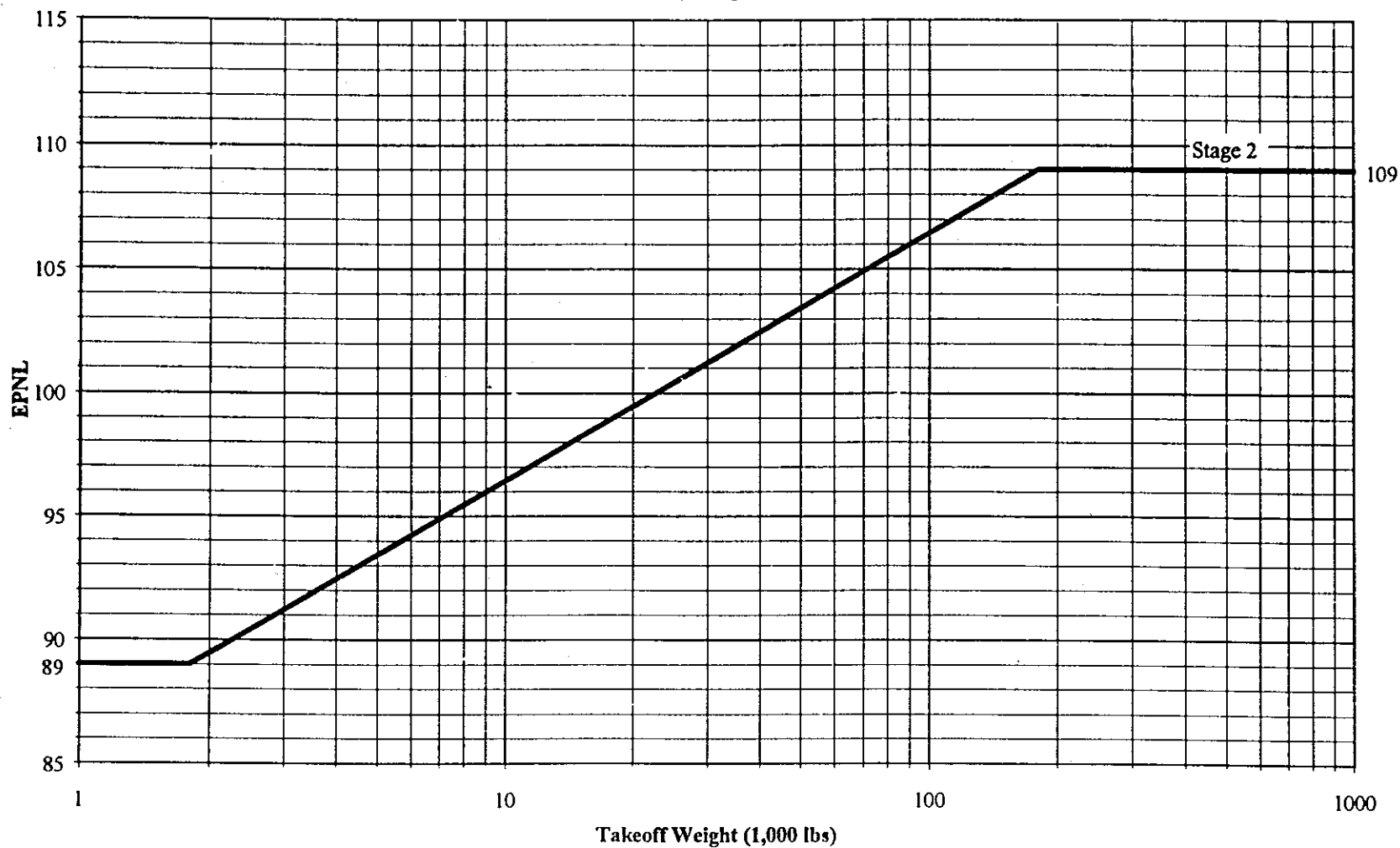
EQUATIONS FOR THE CALCULATION OF NOISE CERTIFICATION LIMITS AT TAKEOFF, SIDELINE, AND APPROACH

STAGE 2

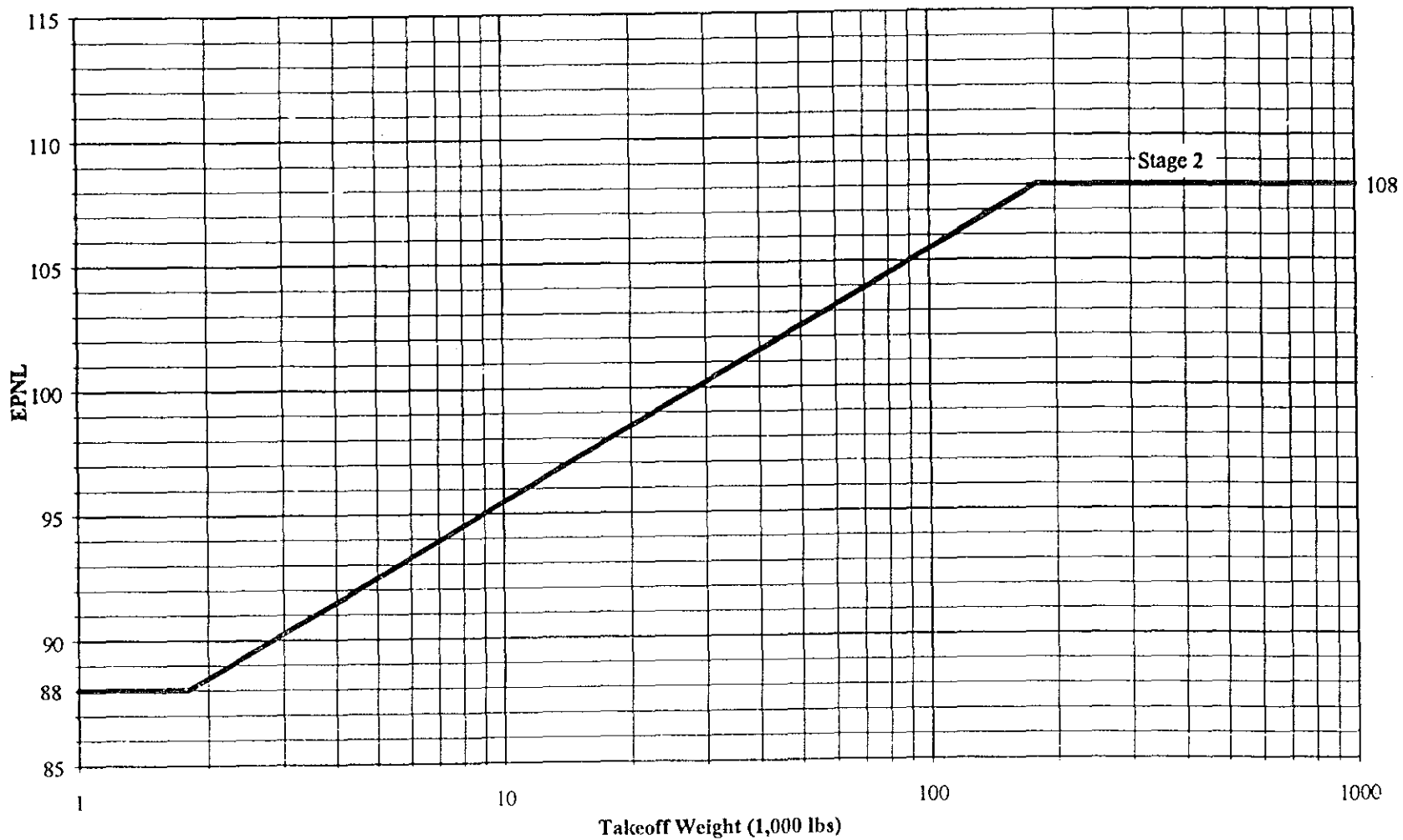
	Takeoff Limits (EPNdB)	Flyover Limits (EPNdB)	Approach Limits (EPNdB)
Up To And Including 1,764 lb.	89	88	90
Over 1,764 lb. To 176,370 lb.	$89 + 3.01 \left\{ \frac{\log \frac{W}{1,764}}{\log 2} \right\}$	$88 + 3.01 \left\{ \frac{\log \frac{W}{1,764}}{\log 2} \right\}$	$90 + 3.01 \left\{ \frac{\log \frac{W}{1,764}}{\log 2} \right\}$
Over 176,370 lb.	109	108	110

NOISE CERTIFICATION REQUIREMENTS - HELICOPTERS

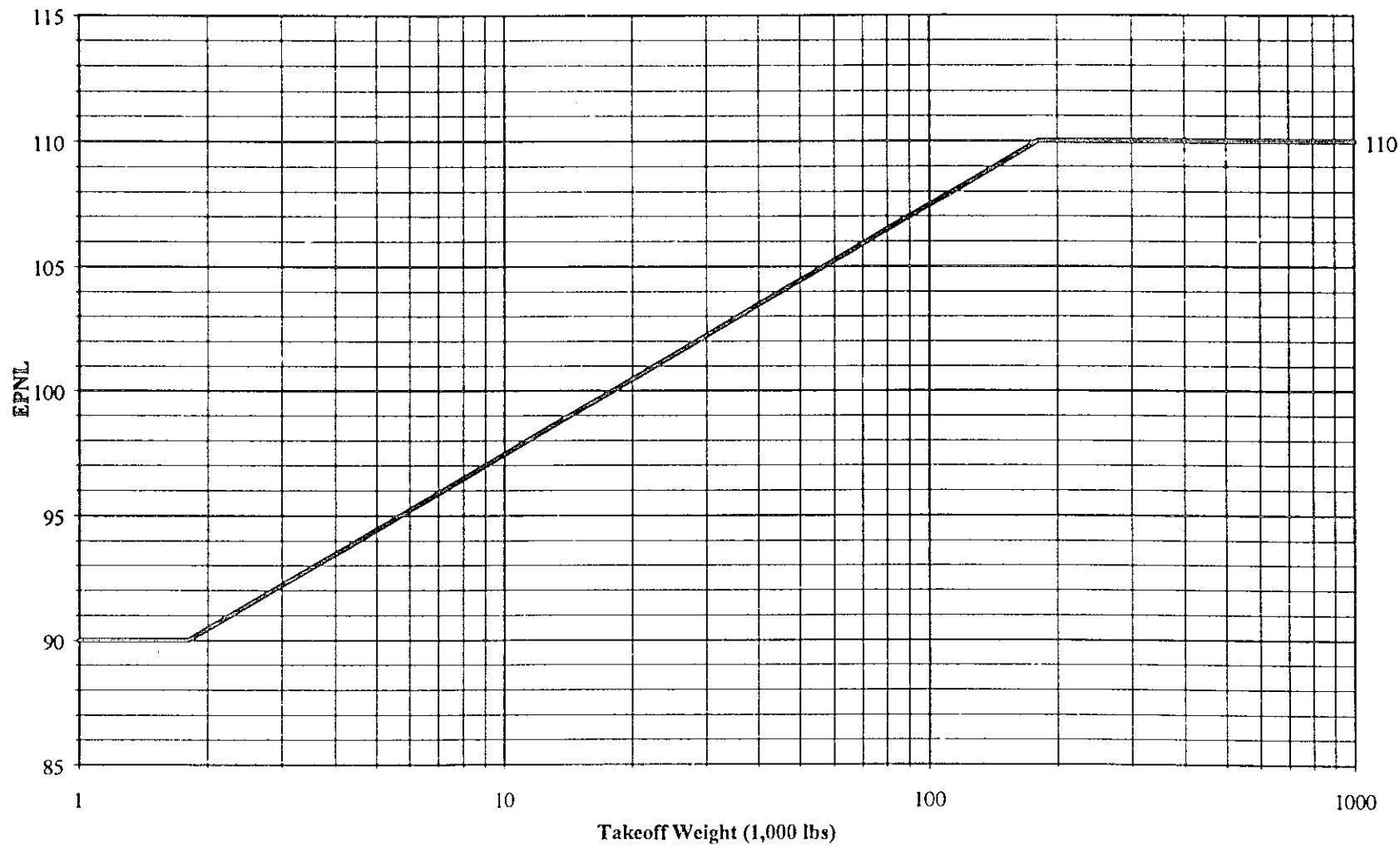
TAKEOFF



NOISE CERTIFICATION REQUIREMENTS - HELICOPTERS FLYOVER



NOISE CERTIFICATION REQUIREMENTS - HELICOPTERS APPROACH



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APPENDIX 11AIRCRAFT NOISE DATA FOR U.S. CERTIFICATED HELICOPTERS
(14 CFR PART 36, APPENDIX J)

MANUFACTURER MODEL	MGW MLW 1000#	ENGINE DATA		MAIN ROTOR			TAIL ROTOR			NOISE LEVEL (SEL)		STAGE	NOTES
		MFR. MODEL	NO.	MFR. MODEL	BLADES	DIA(FT.)	MFR. MODEL	BLADES	DIA(FT.)	FO			
BELL HELI TEXTRON	4.55	ALLISON	2	BELL HELI TEXT	2	37.0	BELL HELI TEXT	2	5.4	85.2		2	
206L-4 w/STC00036SE	4.55	250-C20R		206-015-001-107			206-016-201-127						
BELL HELI TEXTRON	5.00	ALLISON	1	BELL HELI TEXT	4	35.0	BELL HELI TEXT	2	5.4	85.1		2	
407	5.00	250-C47B		407-015-001-101			406-016-100-101						
BOEING	4.10	ALLISON	1		6	27.5		13		79.0		2	
MD 600N		250-C47											
BOEING	6.00	PRATT & WHITNEY	2	MCDONNELL DOUGLAS	5	33.9	MCDONNELL DOUGLAS	13	1.8	82.1		2	
MD 900	6.00	PW206A					NOTAR						
ENSTROM	1.07	LYCOMING	1		3	32.0		2	4.7	79.0		2	
280FX/F-28F		H10-360-FIAD											
ENSTROM	2.85	ALLISON	1	ENSTROM	3	32.0	ENSTROM	2	5.0	82.4		2	
TH2B/480	2.85	250-C20W		4143000-1			28-150073-3						
EUROCOPTER	3.70	PRATT & WHITNEY	1		4	32.8		8		78.7		2	
EC 120		PT6B-37											
EUROCOPTER	5.80	PRATT & WHITNEY	2		4	33.5				81.6		2	
EC135P		PW206B											
EUROCOPTER	5.80	TURBOMECA	2		4	33.5				80.2		2	
EC135T		ARRIUS 2B											
KAMAN	6.00	TEXTRON LYCOMING	1	KAMAN	2	48.2				82.5		2	4
K-1200	6.00	T5317A-1		K-1200(2)2 Rotors									
ROBINSON	2.40	LYCOMING	1	ROBINSON HELI	2	33.0	ROBINSON HELI	2	4.8	81.9		2	
R44 ASTRO	2.40	0-540-F1B5		C016-1			C029-1						
SCHWEIZER	2.20	ALLISON	1	SCHWEIZER	3	26.8	SCHWEIZER	2	4.3	79.4		2	
269D/330	2.20	250-220W		269 A 1002			269 A 6034-19						
SCHWEIZER	2.05	LYCOMING	1		3	26.8		2	4.3	78.8		2	1
300C(1)		H10-360-DIA											
SCHWEIZER	2.05	LYCOMING	1		3	26.8		2	4.3	81.1		2	2
300C(2)		H10-360-DIA											
SCHWEIZER	2.05	LYCOMING	1		3	26.8		2	4.3	79.2		2	3
300C(3)		H10-360-DIA											

Appendix 11 Notes

1. Includes Upturned Exhaust.
2. Includes Muffler.
3. Includes Muffler and Resonator.
4. Includes Two Counter-Rotating, Intermeshing Main Rotors.

EQUATIONS FOR THE CALCULATION OF NOISE CERTIFICATION LIMITS

14 CFR Part 36, APPENDIX J Noise Limit (SEL)

Flyover Limits

Up To And Including 1,764 lb.

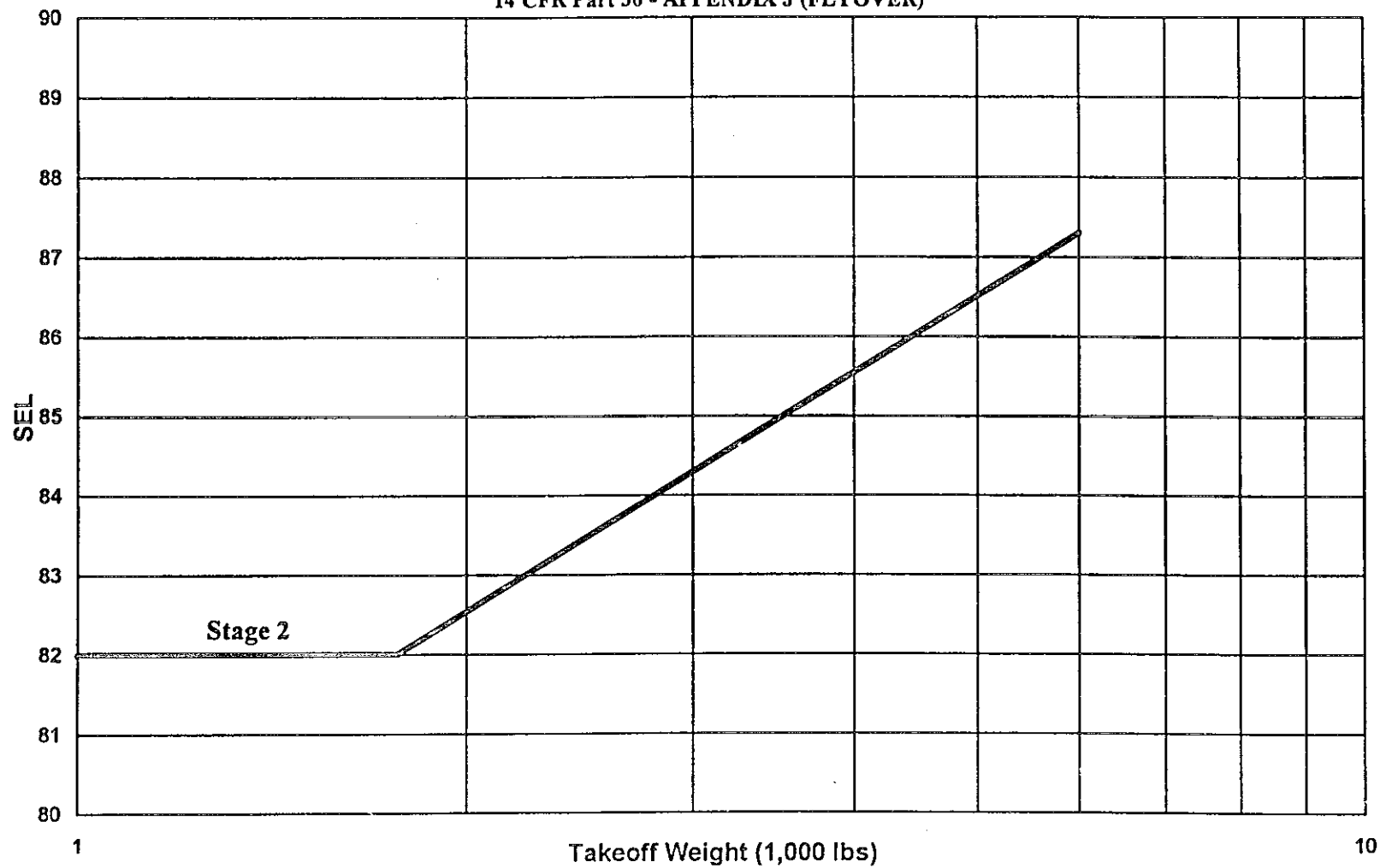
82

Over 1,764 lb. Up To And Including 6,000 lb.

$$82 + 30 \left\{ \frac{\log \frac{W}{1,764}}{\log 2} \right\}$$

NOISE CERTIFICATION REQUIREMENTS - HELICOPTERS

14 CFR Part 36 - APPENDIX J (FLYOVER)



08/27/97

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Appendix 12

APPENDIX 12
ABBREVIATIONS

#	Pounds
ALT	Altitude
AP	Approach
APU	Auxiliary Power Unit
BPR	Bypass Ratio
CdBA	Corrected Noise Level in A-Weighted Decibels
CFR	Code of Federal Regulations
CSD	Constant Speed Drive Oil Cooler
dBA	A-Weighted Decibels
DIA	Diameter
DIAM	Diameter
EPNdB	Effective Perceived Noise Level in Decibels
EXH	Exhaust Configuration
FO	Flyover
FT	Feet
HWFAP	Hardwall Forward Acoustic Panels
ICAO	International Civil Aviation Organization
MdBA	Measured Noise Level in A-Weighted Decibels
MFR	Manufacturer
MLW	Maximum Certificated Landing Weight
MTOW	Maximum Certificated Takeoff Weight
NO	Number
NRI	Noise Reduction Inlet
PC	Performance Correction
RPM	Revolutions per Minute
SAC	Single Annular Combustor
SHP	Shaft Horsepower
SL	Sideline
STC	Supplemental Type Certificate
TO	Takeoff



Air Navigation (Aircraft Noise) Regulations 1984

Statutory Rules 1984 No. 188 as amended

made under the

Air Navigation Act 1920

This compilation was prepared on 1 July 2010
taking into account amendments up to SLI 2010 No. 118

Prepared by the Office of Legislative Drafting and Publishing,
Attorney-General's Department, Canberra

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Part 1 Preliminary

1 Name of Regulations [see Note 1]

These Regulations are the *Air Navigation (Aircraft Noise) Regulations 1984*.

2 Interpretation

- (1) In these Regulations, unless the contrary intention appears:

adventure flight means a flight involving elements of aerobatics, mock combat or low level or high speed flight where passengers are carried for the purpose of experiencing the flight rather than for the purpose of transportation.

Aeronautical Information Publication has the same meaning as in subregulation 1.03 (1) of the *Air Services Regulations 1995*.

Aeronautical Information Service has the same meaning as in subregulation 1.03 (1) of the *Air Services Regulations 1995*.

agricultural operations means the broadcasting of chemicals, seeds, fertilizers and other substances from aircraft for agricultural purposes, including purposes of pest and disease control.

aircraft does not include:

- (a) a state aircraft; or
- (b) a hot air balloon; or
- (c) a propeller-driven aircraft that is specifically designed, and used exclusively, for:
 - (i) aerobatic purposes; or
 - (ii) fire fighting purposes; or
 - (iii) agricultural operations; or
 - (iv) environmental operations.

Regulation 2

air display means flying activities, including exhibitions involving unusual manoeuvres or demonstrations of skill in the manipulation of aircraft, together with flights for the purpose of demonstrating aircraft, performed before a public gathering.

airport has the same meaning as in section 5 of the *Airports Act 1996*.

Annex means Volume I of Annex 16 to the Chicago Convention, being that Annex as amended and in force on 20 November 2008.

certificate of airworthiness means:

- (a) a certificate of airworthiness that was issued under regulation 24 of the *Civil Aviation Regulations 1988*; or
- (b) a certificate of airworthiness issued under regulation 21.176 of the *Civil Aviation Safety Regulations 1998*; or
- (c) a certificate of the airworthiness of an aircraft issued by, or on behalf of, a Contracting State.

Chapter 3 standards, for an aircraft, means the standards for aircraft noise set out in Chapter 3 of the Annex when the level of noise emitted by the aircraft is determined in the way set out in Chapter 3 of the Annex and Appendix 2 to the Annex.

Chapter 4 standards, for an aircraft, means the standards for aircraft noise set out in Chapter 4 of the Annex when the level of noise emitted by the aircraft is determined in the way set out in Chapter 4 of the Annex and Appendix 2 to the Annex.

Commonwealth aircraft has the same meaning as in the *Air Navigation Regulations 1947*.

derived version, in relation to an aircraft, has the same meaning as in Volume I of the Annex.

engage in conduct means:

- (a) do an act; or
- (b) omit to perform an act.

environmental operations means the aerial application of substances for the purposes of pollution clean-up and control.

EPNdB means effective perceived noise in decibels.

foreign aircraft has the same meaning as in the *Air Navigation Regulations 1947*.

inspector means an inspector appointed under regulation 11.

Regulation 2

large marginally compliant aircraft means a subsonic jet aircraft that:

- (a) either:
 - (i) has a maximum take-off weight of 34 000 kg or more; or
 - (ii) is permitted by its type certificate to have a passenger seating capacity of more than 19 seats other than seats for crew; and
- (b) if it was not previously a state aircraft — was certificated for compliance with the standards for aircraft noise in Chapter 2 of the Annex; and
- (c) has been modified; and
- (d) if it was not previously a state aircraft — has been re-certificated for compliance with the standards for aircraft noise in Chapter 3 of the Annex; and
- (e) complies with the noise certification limits mentioned in the standards for aircraft noise in Volume 1, Part II of Chapter 3 of the Annex by a cumulative margin of not more than 5 EPNdB if:
 - (i) the cumulative margin is the amount of noise, expressed in EPNdB, that is obtained by adding the individual margins at each of the 3 noise reference points mentioned in Volume 1, Part II of Chapter 3 of the Annex; and
 - (ii) an individual margin is the difference between the certificated noise level and the maximum permitted noise level at a referenced noise measurement point.

Note Paragraph (e) of this definition is based upon the definition of ‘Marginally compliant aircraft’ in Article 2 of Directive 2002/30/EC of the European Parliament and of the Council of 26 March 2002 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Community airports.

maximum take-off weight, of an aircraft, has the same meaning as in the *Civil Aviation Regulations 1988*.

noise certificate means a certificate, whether or not consisting of a separate document, issued, or deemed to have been issued, under regulation 6, or issued under regulation 6A.

Notice to Airmen has the same meaning as in subregulation 1.03 (1) of the *Air Services Regulations 1995*.

Regulation 2

operator means a person, organization, or enterprise engaged in, or offering to engage in, an aircraft operation.

registered means registered under Part 47 of the *Civil Aviation Safety Regulations 1998*.

relevant law means a law of a contracting State relating to the control of aircraft noise, being a law:

- (a) the requirements of which are incapable of being complied with by an aircraft that does not satisfy the requirements of the Annex with respect to noise certification; or
- (b) compliance with the requirements of which has been determined by the Secretary or an authorised officer, by notice published in the *Gazette*, to be sufficient compliance with the requirements of the Annex with respect to noise certification.

restricted airport means an airport mentioned in a notice under subregulation 11 (1) as an airport where the restrictions or prohibitions mentioned in the notice are to apply.

subsonic jet aircraft means an aircraft that:

- (a) is propelled by one or more engines of the following kinds:
 - (i) turbofan engines;
 - (ii) turbojet engines;
 - (iii) unducted fan engines;
 - (iv) rocket engines; and
- (b) is not capable of sustained level flight at a speed equal to or greater than the speed of sound.

supersonic aircraft means an aircraft that is capable of sustained level flight at a speed equal to, or greater than, the speed of sound.

type certificate has the same meaning as in the *Civil Aviation Safety Regulations 1998*.

- (2) Unless the contrary intention appears, words and expressions used in these Regulations and in the Annex have the same meaning in these Regulations as in the Annex.

Regulation 3

3 Application

- (1) These Regulations apply to and in relation to:
- (a) international air navigation;
 - (b) air navigation in relation to trade and commerce with other countries and among the States;
 - (ba) air navigation conducted by a foreign corporation or a trading or financial corporation formed within the limits of the Commonwealth;
 - (c) air navigation within the Territories;
 - (d) air navigation to or from the Territories;
 - (e) air navigation, other than air navigation referred to in paragraph (a), (b), (c) or (d), that consists of landing at, or taking off from, any place acquired by the Commonwealth for public purposes; and
 - (f) air navigation in which a Commonwealth aircraft is engaged.

4 Delegation

The Secretary may, by signed instrument, delegate his or her powers under these Regulations to:

- (a) an employee of the Department; or
- (b) an officer of the Civil Aviation Safety Authority; or
- (c) an employee of Airservices Australia.

Regulation 6A

Part 2 Noise certification of aircraft**5 Applications by owner or operator of an aircraft**

- (1) The owner or operator of an aircraft may apply in writing to the Secretary for:
 - (a) a noise certificate for the aircraft; or
 - (b) permission under regulation 9A for the aircraft to engage in air navigation without a noise certificate.
- (2) An applicant under subregulation (1) shall furnish to the Secretary such information relating to the aircraft as is reasonably required by the Secretary for a proper consideration of the application.

6 Issue of noise certificate for aircraft to which the Annex applies

- (1) Subject to regulation 6A, if an aircraft in respect of which an application is made under paragraph 5 (1) (a) complies with the standards in respect of noise expressed in the Annex to be applicable to aircraft of the class to which the aircraft belongs, the Secretary must issue to the applicant a noise certificate for the aircraft.
- (2) Where the Secretary makes a decision to refuse the issue of a noise certificate, he or she shall cause notice in writing of that decision to be given to the applicant.

6A Issue of noise certificate for aircraft described in Schedule 1

- (1) If an aircraft in respect of which an application is made under regulation 5:
 - (a) is of a type specified in column 2 of an item in Schedule 1; and

Regulation 7

- (b) complies with the standards in respect of aircraft noise specified in the provisions of the Annex specified in column 3 of that item;

the Secretary must issue to the applicant a noise certificate for the aircraft.

- (2) For the purposes of subregulation (1), the noise level that is emitted by an aircraft of a type specified in column 2 of an item in Schedule 1 must be determined by reference to the test procedures set out in the provisions of the Annex specified in column 4 of that item.
- (3) If an aircraft is of a type that is described in column 2 of more than 1 item in Schedule 1:
 - (a) subregulation (1) applies if the aircraft complies with the standards in respect of noise specified in the provisions of the Annex specified in column 3 of any 1 of those items; and
 - (b) the aircraft does not breach these Regulations by reason only of the fact that it does not comply with the standards in respect of noise specified in the provisions of the Annex specified in column 3 of the other item or items.
- (4) If the Secretary refuses to issue a noise certificate, he or she must give notice in writing of the decision to the applicant.

7 Form and content of noise certificate

A noise certificate must:

- (a) be in a form approved by the Secretary; and
- (b) certify:
 - (i) for an aircraft of a type specified in column 2 of an item in Schedule 1 — that the aircraft complies with standards for aircraft noise specified in the Annex; or
 - (ii) in any other case — that the aircraft complies with standards for aircraft noise expressed in the Annex to be applicable to aircraft of the class to which the aircraft belongs; and
- (c) contain the information required by the Annex to be included in noise certification documents.

Regulation 9

7A Noise certificate to be carried on board aircraft

The operator of an aircraft for which a noise certificate is in force must ensure that the noise certificate (whether consisting of a separate document or not) is carried on board the aircraft at all times.

8 Noise certificate deemed to be issued in certain circumstances

- (1) Where the manufacturer of an aircraft that engages in air navigation has included in the flight manual for the aircraft a statement to the effect that the aircraft:
 - (a) complies with the relevant standards in respect of noise contained in the Annex; or
 - (b) complies with the requirements of a relevant law;there shall be deemed to have been issued under regulation 6 a noise certificate for the aircraft.
- (2) Subregulation (1) does not apply in relation to an aircraft in respect of which a noise certificate has at any time been revoked.

9 Circumstances in which an aircraft may engage in air navigation in Australia

- (1) A subsonic jet aircraft may engage in air navigation only if:
 - (a) if it complies with the Chapter 3 standards or the Chapter 4 standards — a noise certificate is in force for it; or
 - (b) if it does not comply with the Chapter 3 standards or the Chapter 4 standards — a permission is in force under regulation 9A for it; or
 - (c) it is undergoing testing by an inspector to identify whether it complies with the standards in respect of noise:
 - (i) applicable under regulation 6A; or
 - (ii) expressed in the Annex to be applicable to aircraft of the class to which it belongs; or
 - (d) it is undergoing testing required by the Civil Aviation Safety Authority, or an authorised person appointed under the *Civil Aviation Safety Regulations 1998*, to determine

Regulation 9

whether a certificate of airworthiness should be issued, renewed or validated under those Regulations; or

- (e) it was registered under the *Civil Aviation Regulations 1988* on or before 6 December 1990 and continues to be registered.
- (1A) A supersonic aircraft may engage in air navigation only if permission has been granted under regulation 9AA for the aircraft to engage in air navigation.
- (1B) If, under regulation 9AA, permission for a supersonic aircraft to engage in air navigation is granted subject to conditions, the aircraft must comply with those conditions when engaging in air navigation.
- (2) An aircraft that is not a subsonic jet aircraft or a supersonic aircraft may engage in air navigation only if:
- (a) a noise certificate is in force for it; or
 - (b) a permission is in force under regulation 9A or 9AB for it to engage in air navigation; or
 - (c) it is undergoing testing by an inspector to identify whether it complies with the standards in respect of noise:
 - (i) applicable under regulation 6A; or
 - (ii) expressed in the Annex to be applicable to aircraft of the class to which it belongs; or
 - (d) it is undergoing testing required by the Civil Aviation Safety Authority, or an authorised person appointed under the *Civil Aviation Safety Regulations 1998*, to determine whether a certificate of airworthiness should be issued, renewed or validated under those Regulations; or
 - (e) it was registered under the *Civil Aviation Regulations 1988* on or before 6 December 1990 and continues to be registered.
- (3) The operator of an aircraft that engages in air navigation in contravention of this regulation is guilty of an offence.
- Penalty: 20 penalty units.
- (4) Strict liability applies:

Regulation 9A

- (a) for paragraph (1) (a) — to the physical element that an aircraft complies with the Chapter 3 standards or the Chapter 4 standards; and
- (b) for paragraph (1) (b) — to the physical element that an aircraft does not comply with the Chapter 3 standards or the Chapter 4 standards and the physical element that a permission is in force under regulation 9A; and
- (c) for paragraph (1) (c) — to the physical element that a noise standard applied to the aircraft under regulation 6A, or is expressed in the Annex applicable to the aircraft of the class to which it belongs; and
- (d) for subregulation (1A) — to the physical element that a permission was granted under regulation 9AA for the aircraft to engage in air navigation; and
- (e) for paragraph (2) (b) — to the physical element that a permission was in force under regulation 9A or 9AB for an aircraft to engage in air navigation; and
- (f) for paragraph (2) (c) — to the physical element that a noise standard applied to the aircraft under regulation 6A or is expressed in the Annex applicable to the aircraft of the class to which it belongs.

Note A person can be criminally responsible for an offence even if he or she is mistaken about, or ignorant of, the existence or content of an Act or subordinate legislation; see sections 9.3 and 9.4 of the *Criminal Code*.

9A Permission for a subsonic aircraft to which standards apply to engage in air navigation

- (1) If an aircraft, except a supersonic aircraft, does not comply with:
 - (a) in the case of an aircraft of a type specified in column 2 of an item in Schedule 1 — the standards in respect of aircraft noise specified in the provisions of the Annex specified in column 3 of that item; or
 - (b) in the case of an aircraft included in a class of aircraft to which standards in respect of noise are expressed in the Annex to be applicable — the relevant standards;

the owner or operator of the aircraft may apply to the Secretary for permission for the aircraft to engage in air navigation without a noise certificate.

Regulation 9A

- (2) If an application is made under subregulation (1), the Secretary may give permission in writing for the aircraft to engage in air navigation if:
- (a) the aircraft is not a subsonic jet aircraft and the extent to which the aircraft exceeds the standards is not significant; or
 - (b) the historical significance of the aircraft justifies giving the permission; or
 - (c) the aircraft is to be used solely for a purpose that is in the public interest; or
 - (d) the aircraft is to be used for either or both of the following purposes and for no other purpose:
 - (i) an air display approved by the Civil Aviation Safety Authority;
 - (ii) an adventure flight.

Note See regulation 9AAA for public consultation requirements for adventure flights.

- (2A) For paragraph (2) (c), purposes that are in the public interest include the following:
- (a) humanitarian purposes;
 - (b) the provision of essential services to a remote area;
 - (c) a medical or emergency flight;
 - (d) a scientific or research flight.
- (3) If the Secretary gives permission, the Secretary must:
- (a) in a case to which paragraph 9A (2) (c) applies — specify:
 - (i) the purpose for which the aircraft is to be used; and
 - (ii) the period, not exceeding 1 month, during which the aircraft may engage in air navigation; and
 - (b) in any case — set out in the permission any conditions with which the applicant must comply.
- (5) If the Secretary sets out conditions, the aircraft may only be used for air navigation in accordance with the conditions.
- (6) The Secretary may revoke the permission if:

Regulation 9AAA

- (a) in relation to an aircraft of a kind referred to in paragraph (2) (a) — the aircraft significantly exceeds the relevant standards; or
 - (b) in any other case — the aircraft is not used for the purpose for which the permission was given or is operated in contravention of a condition set out in the permission.
- (7) If the Secretary refuses to give permission, or revokes permission, he or she must give notice in writing of the decision to the applicant.

9AAA Public consultation about adventure flights

- (1) This regulation applies in relation to an application for permission under regulation 9A for an aircraft that is to be used for an adventure flight.

Note An application may relate to more than 1 flight (*Acts Interpretation Act 1901*, paragraph 23 (b)).

- (2) Before making the application, the owner or operator of the aircraft must consult:
 - (a) the operator of the aerodrome from which the adventure flight is proposed to be flown; and
 - (b) if the local governing body for the locality in which the aerodrome is located is not the operator of the aerodrome — the local governing body.
- (3) The Secretary must not give the permission unless the Secretary is satisfied that the consultation mentioned in subregulation (2) has occurred.
- (4) Nothing in this regulation requires the Secretary to give the permission even if the Secretary is satisfied that the consultation mentioned in subregulation (2) has occurred.
- (5) In this regulation:
 - local governing body**, for a locality, means:
 - (a) if there is a local council for the locality — the local council; or
 - (b) in any other case — any other body responsible for local government matters in the locality.

Regulation 9AA

9AA Permission for a supersonic aircraft to engage in air navigation

- (1) The operator of a supersonic aircraft may apply to the Secretary for permission for the aircraft to engage in air navigation.
- (2) The Secretary may, by notice in writing, grant permission to an applicant.
- (3) If the Secretary grants permission, the Secretary:
 - (a) must specify in the permission the period during which the aircraft may engage in air navigation; and
 - (b) may set out in the permission the conditions with which the applicant must comply.
- (4) The Secretary may revoke a permission that is granted to the operator of a supersonic aircraft if the aircraft is operated in contravention of a condition set out in the permission.
- (5) If the Secretary:
 - (a) refuses to grant permission — the Secretary must give notice in writing of the refusal to the applicant that includes the reasons for the refusal; or
 - (b) revokes permission — the Secretary must give notice in writing of the revocation to the holder of the permission that includes the reasons for the revocation.

9AB Permission for other aircraft to engage in air navigation

- (1) The owner or operator of an aircraft (other than an aircraft to which subregulation 9A (1) or regulation 9AA applies) may apply to the Secretary for permission for the aircraft to engage in air navigation.
- (2) The Secretary may, by notice in writing, grant permission to an applicant.
- (3) If the Secretary grants permission, the Secretary must:
 - (a) specify in the permission the period during which the aircraft may engage in air navigation; and

Regulation 10

- (b) set out in the permission any conditions with which the applicant must comply.
- (4) A person commits an offence if:
 - (a) a notice issued under subregulation 9AB (2) sets out conditions; and
 - (b) the person engages in conduct; and
 - (c) the person's conduct results in a breach of any of the conditions.

Penalty: 20 penalty units.

- (5) The Secretary may revoke a permission that is granted to the operator of an aircraft if:
 - (a) the aircraft is operated in contravention of a condition set out in the permission; or
 - (b) the engagement of the aircraft in air navigation has had, and is likely to continue to have, a significant noise impact on the public.
- (6) If the Secretary refuses to grant permission, or revokes permission, he or she must give notice in writing of the decision to the applicant.

10 Revocation of noise certificate

- (1) If an aircraft for which a noise certificate has been issued, or is deemed to have been issued, ceases to conform with:
 - (a) in the case of an aircraft of a type specified in column 2 of an item in Schedule 1 — the standards in respect of aircraft noise specified in the provisions of the Annex specified in column 3 of that item; or
 - (b) in any other case:
 - (i) the standards in respect of noise expressed in the Annex to be applicable to aircraft of the class to which the aircraft belongs; or
 - (ii) the requirements of a relevant law;
- the Secretary may give to the operator of the aircraft notice in writing that the Secretary intends to revoke the noise certificate.

Regulation 10

(2) Where:

- (a) an aircraft for which a notice is given under subregulation (1) does not, within the prescribed period, comply with:
 - (i) in the case of an aircraft of a type specified in column 2 of an item in Schedule 1 — the standards in respect of aircraft noise specified in the provisions of the Annex specified in column 3 of that item; or
 - (ii) in any other case:
 - (A) the standards in respect of noise expressed in the Annex to be applicable to aircraft of the class to which the aircraft belongs; or
 - (B) the requirements of a relevant law; or
- (b) the operator of an aircraft for which a noise certificate is in force fails, without reasonable excuse, to comply with any reasonable requirement made by an inspector under these Regulations in respect of the aircraft;

the Secretary may, by notice in writing given to the operator of the aircraft, revoke the noise certificate issued in relation to the aircraft.

- (3) For the purposes of paragraph (2) (a), the period that is the prescribed period for the aircraft is the period of 30 days or such longer period as the Secretary, within that period of 30 days, allows commencing on the day immediately succeeding the day on which the notice is given under subregulation (1).
- (3A) If the operator of an aircraft for which a noise certificate is in force fails to comply with regulation 7A, the Secretary may, by notice in writing given to the operator, revoke the noise certificate.
- (4) The operator of an aircraft shall, as soon as possible, and in any case within 14 days, after receipt by him of notice of revocation of a noise certificate:
 - (a) except where paragraph (b) or (c) applies — return the noise certificate, or cause it to be returned, to the Secretary;
 - (b) where the noise certificate is contained in a document that also contains other material — present that document, or

Regulation 10

cause it to be presented, to the Secretary for noting thereon the fact of revocation; or

- (c) in the case of an aircraft in relation to which, by virtue of subregulation 8 (1), a noise certificate is deemed to have been issued — present the flight manual for the aircraft to the Secretary for noting thereon the fact of revocation.

Penalty: 5 penalty units.

- (4A) An offence against subregulation (4) is an offence of strict liability.

Note For **strict liability**, see section 6.1 of the *Criminal Code*.

- (5) Where:

- (a) under subregulation (1), (2) or (3A), a notice is given by the Secretary or an authorised officer to the operator of an aircraft; and
- (b) the operator is not the owner of the aircraft;
the Secretary or the authorised officer shall give a copy of the notice to the owner of the aircraft.

Regulation 11

Part 3 Restrictions on operation of large marginally compliant aircraft and permissions

11 Imposition of operating restrictions at airport

- (1) The Minister may, by notice in writing, restrict or prohibit the operation of large marginally compliant aircraft at an airport.
- (2) The Minister may issue a notice under subregulation (1) for an airport only if satisfied that the operation of large marginally compliant aircraft at the airport is creating, or may create, excessive noise at the airport and in at least 1 community near the airport.
- (3) The Minister must consider the outcome of consultation conducted by the Department with persons who may be affected by the issue of a notice, including persons living in communities near the airport, when deciding if he or she is satisfied of the matter mentioned in subregulation (2).

Example

Persons who may be affected by the issue of the notice include aircraft operators, airport operators, members of the public, local, state and federal government bodies and relevant industry bodies.

- (4) A notice under subregulation (1):
 - (a) must mention:
 - (i) the restricted airport; and
 - (ii) the restrictions or prohibitions that are to apply to the operation of large marginally compliant aircraft at the restricted airport; and
 - (b) may mention the kinds of large marginally compliant aircraft to which a restriction or prohibition applies.

Example

Examples of restrictions that may be imposed by a notice under subregulation (1) are as follows:

- (a) limiting aircraft operations to stated runways or flight paths;
- (b) restricting the hours of aircraft operations;

Regulation 12

- (c) ways in which aircraft operations are to be phased out;
- (d) non-addition rules.

Examples of non-addition rules for paragraph (d) are restricting operators from replacing a large marginally compliant aircraft operating at a restricted airport with another large marginally compliant aircraft, or from operating additional large marginally compliant aircraft at a restricted airport.

- (5) A notice under subregulation (1) must be:
 - (a) published in the *Gazette*; and
 - (b) published by the Aeronautical Information Service in:
 - (i) a Notice to Airmen; and
 - (ii) the Aeronautical Information Publication.

12 Permission to use restricted airport in public interest

- (1) The operator of a large marginally compliant aircraft may apply to the Secretary for permission for the aircraft to operate at a restricted airport in a way that would otherwise contravene a notice under subregulation 11 (1).
- (2) The Secretary may give permission for the large marginally compliant aircraft to operate at a restricted airport in a way that would otherwise contravene a notice under subregulation 11 (1) only if the Secretary considers that the aircraft is to operate for a purpose that is in the public interest.
- (3) For subregulations (1) and (2), a purpose that is in the public interest includes any of the following:
 - (a) a medical or emergency flight;
 - (b) a humanitarian purpose;
 - (c) the provision of essential services to a remote area;
 - (d) a scientific or research flight.
- (4) A permission by the Secretary under subregulation (2) must:
 - (a) be in writing; and
 - (b) mention the following:
 - (i) the purpose in the public interest for which the large marginally compliant aircraft may operate at the restricted airport;

Regulation 13

- (ii) the period, not more than 1 month, during which the large marginally compliant aircraft may operate for the public interest purpose at the restricted airport;
- (iii) any conditions with which the large marginally compliant aircraft must comply when operating at the restricted airport.

13 Prohibition on operating at restricted airport

- (1) A large marginally compliant aircraft must not operate at a restricted airport in contravention of a notice issued by the Minister under subregulation 11 (1) unless the operation of the aircraft is permitted by the Secretary under subregulation 12 (2).
- (2) The operator of a large marginally compliant aircraft commits an offence if:
 - (a) the operator engages in conduct; and
 - (b) the operator's conduct results in a contravention of subregulation (1).

Penalty: 50 penalty units.

- (3) Strict liability applies to paragraph (2) (b).

Part 4 Miscellaneous

14 Inspectors

- (1) The Secretary may, in writing, appoint:
 - (a) an officer of the Civil Aviation Safety Authority or an employee of Airservices Australia; or
 - (b) a person who is able to measure the level of noise emitted by an aircraft;
as an inspector.
- (2) The Secretary must issue to an inspector an identity card, bearing a recent photograph of the person, stating that the person is an inspector appointed under these Regulations.
- (2A) A person who ceases to be an inspector must not fail to return his or her identity card to the Secretary as soon as practicable, but in any case within 14 days after receiving notice of the cessation or termination of his or her appointment under these Regulations.

Penalty: 1 penalty unit.
- (2B) An offence against subregulation (2A) is an offence of strict liability.

Note For **strict liability**, see section 6.1 of the *Criminal Code*.
- (2C) It is a defence to a prosecution under subregulation (2A) that the defendant had a reasonable excuse for failing to return the relevant identity card.

Note A defendant bears an evidential burden in relation to whether or not he or she had a reasonable excuse (see subsection 13.3 (3) of the *Criminal Code*).
- (3) An inspector may require the operator of an aircraft:
 - (a) in respect of which an application has been made under regulation 5; or

Regulation 15

- (b) in respect of which a noise certificate is in force;
to make the aircraft available for inspection at any reasonable time, and may inspect the aircraft when so made available, for the purpose of determining whether the aircraft complies with:
 - (c) in the case of an aircraft of a type specified in column 2 of an item in Schedule 1 — the standards in respect of aircraft noise specified in the provisions of the Annex specified in column 3 of that item; or
 - (d) in any other case:
 - (i) the standards in respect of noise expressed in the Annex to be applicable to aircraft of the class to which the aircraft belongs; or
 - (ii) the requirements of a relevant law.
- (3A) An inspector may not:
- (a) require the operator of an aircraft referred to in subregulation (3) to make the aircraft available for inspection; or
 - (b) inspect the aircraft;
if he or she fails to produce his or her identity card when requested to do so.
- (4) An inspector may, in the course of inspecting an aircraft, carry out such tests in relation to the aircraft, including tests carried out while it is in flight (whether or not the inspector is on board the aircraft), as are necessary for determining whether the aircraft complies with the relevant standards in respect of noise.

15 Review of decisions

Application may be made to the Administrative Appeals Tribunal for review of a decision of the Secretary:

- (a) refusing to issue a noise certificate under subregulation 6 (1) or 6A (1); or
- (b) refusing to give a permission under subregulation 9A (2), 9AA (2) or 9AB (2); or
- (c) specifying a period under paragraph 9A (3) (a), 9AA (3) (a) or 9AB (3) (a); or

Regulation 15

- (d) imposing, or varying, a condition under paragraph 9A (3) (b), 9AA (3) (b) or 9AB (3) (b); or
- (e) revoking a permission under subregulation 9A (6), 9AA (4) or 9AB (5); or
- (f) revoking a noise certificate under subregulation 10 (2) or (3A).

Schedule 1 Noise standards and testing procedures for certain aircraft

(regulation 6A)

Item	Type of aircraft	Provisions of Annex for noise standards	Provisions of Annex for test procedure
1	Subsonic jet aircraft for which an application for a type certificate was submitted on or after 6 October 1977 and before 1 January 2006	3.2, 3.4, 3.5	3.2, 3.3, 3.6, 3.7 Appendix 2 or 4.2, 4.3, 4.5, 4.6 Appendix 2
2	Propeller-driven aeroplanes with a maximum take-off weight exceeding 5700 kg and less than 8618 kg for which an application for a type certificate was submitted on or after 1 January 1985 and before 17 November 1988	3.2, 3.4, 3.5 or 6.2, 6.3	3.2, 3.3, 3.6, 3.7 Appendix 2 or 6.2, 6.4, 6.5 Appendix 3
3	Propeller-driven aeroplanes with a maximum take-off weight exceeding 8618 kg for which an application for a type certificate was submitted on or after 17 November 1988 and before 1 January 2006	3.2, 3.4, 3.5 or 4.2, 4.3, 4.4	3.2, 3.3, 3.6, 3.7 Appendix 2 or 4.2, 4.3, 4.5, 4.6 Appendix 2
4	Subsonic jet aircraft for which an application for a type certificate was submitted on or after 1 January 2006	4.2, 4.3, 4.4	4.2, 4.3, 4.5, 4.6 Appendix 2
5	Propeller-driven aeroplanes with a maximum take-off weight exceeding 8618 kg for which an application for a type certificate was submitted on or after 1 January 2006	4.2, 4.3, 4.4	4.2, 4.3, 4.5, 4.6 Appendix 2

Item	Type of aircraft	Provisions of Annex for noise standards	Provisions of Annex for test procedure
6	Propeller-driven aeroplanes of a maximum take-off weight exceeding 5700 kg for which an application for a type certificate was submitted before 1 January 1985	5.2, 5.4, 5.5	5.6, 5.7 Appendix 2
7	Propeller-driven aeroplanes of a maximum take-off weight not exceeding 8618 kg for which an application for a type certificate was submitted before 17 November 1988	6.2, 6.3	6.2, 6.4, 6.5 Appendix 3
8	Propeller-driven STOL (short take-off and landing) aeroplanes	Guidelines set out in Attachment B of the Annex may be used for noise certification of propeller-driven STOL aeroplanes for which a certificate of airworthiness for the individual aeroplane was first issued on or after 1 January 1976	
9	Helicopters (to which Chapter 8 of the Annex applies: refer 8.1 of the Annex)	8.2, 8.4, 8.5	8.2, 8.3, 8.6, 8.7 Appendix 2
10	Installed auxiliary power units (APU) and associated aircraft systems during ground operations	Guidelines set out in Attachment C of the Annex may be used for noise certification of installed auxiliary power units (APU) and associated aircraft systems in: (a) all aircraft for which an application for a type certificate was submitted, or another equivalent procedure permissible under the Annex was carried out by the certifying authority, on or after 6 October 1977; and	

Item	Type of aircraft	Provisions of Annex for noise standards	Provisions of Annex for test procedure
		(b) aircraft of existing type design for which the application for a change of type design involving the basic APU installation was submitted, or another equivalent procedure permissible under the Annex was carried out by the certifying authority, on or after 6 October 1977	
11	Propeller driven aircraft of a maximum take-off weight not exceeding 8618 kg for which an application for a type certificate for the type of aircraft or a derived version was submitted before 17 November 1988	10.4	10.2, 10.3, 10.5, 10.6 Appendix 6
12	Helicopters with a maximum take-off weight not exceeding 3175 kg	11.3, 11.4	11.4, 11.5, 11.6 Appendix 4
13	Tilt-rotor aircraft	Guidelines set out in Attachment F of the Annex may be used for noise certification of tilt-rotor aircraft for which the application for a type certificate was submitted, or another equivalent procedure permissible under the Annex was carried out by the certifying authority, on or after 13 May 1998 and to provide data for land-use planning purposes	

Table of Instruments

Notes to the *Air Navigation (Aircraft Noise) Regulations 1984*

Note 1

The *Air Navigation (Aircraft Noise) Regulations 1984* (in force under the *Air Navigation Act 1920*) as shown in this compilation comprise Statutory Rules 1984 No. 188 amended as indicated in the Tables below.

For all relevant information pertaining to application, saving or transitional provisions see Table A.

Table of Instruments

Year and number	Date of notification in Gazette or FRLI registration	Date of commencement	Application, saving or transitional provisions
1984 No. 188	10 Aug 1984	10 Aug 1984	
1985 No. 301	21 Nov 1985	21 Nov 1985	—
1986 No. 233	4 Sept 1986	4 Sept 1986	—
1988 No. 163	30 June 1988	1 July 1988	—
1988 No. 277	15 Nov 1988	17 Nov 1988	—
1990 No. 397	6 Dec 1990	6 Dec 1990	—
1991 No. 428	19 Dec 1991	19 Dec 1991	—
1992 No. 341	27 Oct 1992	27 Oct 1992	—
1994 No. 305	6 Sept 1994	6 Sept 1994	—
1996 No. 209	26 Sept 1996	26 Sept 1996	—
2000 No. 361	20 Dec 2000	20 Dec 2000	—
2002 No. 13	21 Feb 2002	21 Feb 2002	—
2010 No. 39	12 Mar 2010 (see F2010L00641)	13 Mar 2010	R. 4
2010 No. 118	7 June 2010 (see F2010L01299)	Rr. 1–3 and Schedule 1: 1 July 2010 Schedule 2: (a)	—

(a) Regulation 2 (b) of the *Air Navigation (Aircraft Noise) Amendment Regulations 2010* (No. 2) (SLI 2010 No. 118) provides as follows:

(b) immediately after the commencement of Schedule 1 — Schedule 2.

Table of Amendments**Table of Amendments**

ad. = added or inserted am. = amended rep. = repealed rs. = repealed and substituted

Provision affected	How affected
Part 1	
Heading to Part 1	ad. 2010 No. 118
R. 1	rs. 2000 No. 361
R. 2	am. 1985 No. 301; 1986 No. 233; 1988 Nos. 163 and 277; 1990 No. 397; 1991 No. 428; 1994 No. 305; 2000 No. 361; 2002 No. 13; 2010 Nos. 39 and 118
R. 3	am. 1990 No. 397; 1991 No. 428
R. 4	am. 1988 No. 163; 1990 No. 397 rs. 1991 No. 428; 2000 No. 361
Part 2	
Heading to Part 2	ad. 2010 No. 118
R. 5	am. 1990 No. 397; 1991 No. 428
R. 6	am. 1990 No. 397; 1991 No. 428
R. 6A	ad. 1990 No. 397 am. 1991 No. 428; 2010 No. 39
R. 7	am. 1990 No. 397; 1991 No. 428 rs. 2010 No. 39
R. 7A	ad. 2010 No. 39
R. 8	am. 1986 No. 233; 1991 No. 428
R. 9	am. 1988 No. 163; 1990 No. 397; 1991 No. 428; 1992 No. 341; 1994 No. 305; 1996 No. 209; 2000 No. 361; 2002 No. 13; 2010 No. 39
R. 9A	ad. 1990 No. 397 am. 1991 No. 428; 1992 No. 341; 1994 No. 305; 1996 No. 209; 2000 No. 361; 2010 No. 39
R. 9AAA	ad. 2010 No. 39
R. 9AA	ad. 1994 No. 305
R. 9AB	ad. 1996 No. 209 am. 2002 No. 13; 2010 No. 39
R. 10	am. 1986 No. 233; 1990 No. 397; 1991 No. 428; 1992 No. 341; 2002 No. 13; 2010 No. 39
R. 10A	ad. 1991 No. 428 am. 1994 No. 305 rep. 2010 No. 39
R. 10B	ad. 1991 No. 428 rep. 2010 No. 39
R. 10BA	ad. 2000 No. 361 am. 2002 No. 13 rep. 2010 No. 39

Table of Amendments

ad. = added or inserted am. = amended rep. = repealed rs. = repealed and substituted

Provision affected	How affected
R. 10C.....	ad. 1991 No. 428 rep. 2010 No. 39
R. 10D.....	ad. 1991 No. 428 am. 2002 No. 13 rep. 2010 No. 39
Part 3	
Part 3	ad. 2010 No.118
R. 11	ad. 2010 No. 118
R. 12	rep. 1991 No. 428 ad. 2010 No. 118
R. 13	ad. 2010 No. 118
Part 4	
Heading to Part 4	ad. 2010 No. 118
R. 11	am. 1986 No. 233; 1990 No. 397; 1991 No. 428; 2000 No. 361; 2002 No. 13
Renumbered r. 14.....	2010 No. 118
R. 13	am. 1990 No. 397; 1991 No. 428; 1994 No. 305; 1996 No. 209 rs. 2000 No. 361 am. 2010 No. 39
Renumbered r. 15.....	2010 No. 118
Schedule.....	ad. 1990 No. 397 rep. 2010 No. 39
Schedule 1	
Schedule 1	ad. 2010 No. 39

Table A

Table A	Application, saving or transitional provisions
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Select Legislative Instrument 2010 No. 39

4 Transitional

- (1) In this regulation:

commencement time means the time when these Regulations commence.

existing noise certificate means a noise certificate that was in force immediately before the commencement time.

new regulation 7 means regulation 7 of the *Air Navigation (Aircraft Noise) Regulations 1984*, as amended by Schedule 1.

- (2) A permission to engage in air navigation that:

(a) was given under subregulation 9A (2) of the *Air Navigation (Aircraft Noise) Regulations 1984*, as in force before the commencement time; and

(b) was in force immediately before the commencement time;

continues in force until:

(c) if the permission was subject to an expiry date — the expiry date; or

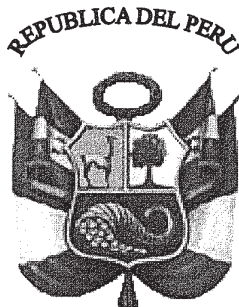
(d) in any other case — the start of the day that is the first day after the commencement time that is an anniversary of the permission being given.

- (3) An existing noise certificate continues in force after the commencement time even if it is not in the form, or does not contain all of the information, required by new regulation 7.

- (4) If an existing noise certificate is not in the form, or does not contain all of the information, required by new regulation 7, the owner or operator of an aircraft for which the certificate was issued may apply, in writing, to the Secretary for a replacement noise certificate.

Table A

- (5) The Secretary must issue a replacement noise certificate if:
 - (a) an application is made under subregulation (4); and
 - (b) the Secretary is satisfied that the aircraft does not emit a greater amount of noise than it did when the existing noise certificate was issued.



Resolución Directoral N° 624-2013-MTC/12

Lima, 13 de diciembre de 2013

CONSIDERANDO:

Que, la Dirección General de Aeronáutica Civil del Ministerio de Transportes y Comunicaciones es la entidad encargada de ejercer la Autoridad Aeronáutica Civil del Perú, siendo competente para aprobar y modificar las Regulaciones Aeronáuticas del Perú – RAP, conforme lo señala el literal c) del artículo 9 de la Ley No. 27261, Ley de Aeronáutica Civil del Perú y el artículo 2 de su Reglamento, aprobado por Decreto Supremo No. 050-2001-MTC;

Que, por su parte, el artículo 7 del citado Reglamento, señala que la Dirección General de Aeronáutica Civil pondrá en conocimiento público los proyectos sujetos a aprobación o modificación de las RAP con una antelación de quince días calendario;

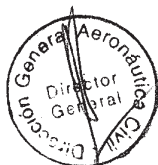
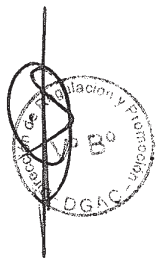
Que, en el marco de la revisión permanente de las Regulaciones Aeronáuticas del Perú - RAP, se ha propuesto la modificación del texto de la RAP 21 "Certificación de Aeronaves y Componente de Aeronaves";

Que, el texto, antes de su aprobación y en cumplimiento de lo dispuesto en el citado artículo, debe ser puesto en conocimiento público a fin de recibir las sugerencias y aportes de los operadores, personal aeronáutico y público en general, siendo necesaria la expedición del acto administrativo correspondiente;

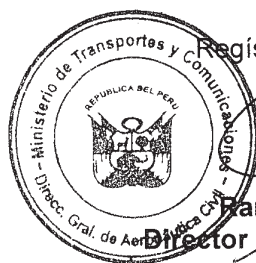
Que, el texto de la propuesta cuenta con la validación y conformidad de la Dirección de Seguridad Aeronáutica, la Dirección de Certificaciones y Autorizaciones y la Dirección de Regulación y Promoción, otorgadas a través de la memoranda N° 2886-2013-MTC/12.04, N° 2740-2013-MTC/12.07 y N° 1122-2013-MTC/12.08 y la opinión de la Asesoría Legal emitida con memorándum N° 1855-2013-MTC/12.LEG, respectivamente;

De conformidad con la Ley No. 27261, Ley de Aeronáutica Civil del Perú y su Reglamento, aprobado por Decreto Supremo No. 050-2001-MTC, la Directiva N° 001-2011-MTC/01, aprobada por Resolución Ministerial N° 543-2011-MTC/01; estando a lo opinado por la Dirección de Regulación y Promoción;

SE RESUELVE:



Artículo 1.- Aprobar la difusión a través de la página web del Ministerio de Transportes y Comunicaciones www.mtc.gob.pe/dgac.html del texto del proyecto de modificación de la Regulación Aeronáutica del Perú – RAP 21 “Certificación de Aeronaves y Componentes de Aeronaves” – Nueva Edición, el cual forma parte integrante de la presente resolución.



Regístrese y comuníquese

Ramón Samarra Trujillo
Director General de Aeronáutica Civil

DIRECCION GENERAL DE AERONAUTICA CIVIL DEL PERU (DGAC)		
Código: F-DRP-NED-002	Revisión: 02	Fecha: 30.12.08
OBSERVACIONES A LA PREPUBLICACIÓN		

PROYECTO								
TRANSPORTES Y COMUNICACIONES								
Proyecto de Resolución Directoral que aprueba la difusión del texto de modificación de la RAP 21 NE “Certificación de aeronaves y componentes de aeronaves”.								
El Ministerio de Transportes y Comunicaciones a través de la Dirección General de Aeronáutica Civil, pone a consideración del público interesado, el contenido del proyecto de Resolución Directoral que aprueba la difusión del texto de modificación de la RAP 21 NE “Certificación de aeronaves y componentes de aeronaves”, a fin que remitan sus opiniones y sugerencias a la Dirección General de Aeronáutica Civil con atención al Sr. Agustin Garcia (agarciaf@mintc.gob.pe), por escrito a Jr. Zorritos 1203, Cercado de Lima, vía fax al 6157838 o vía correo electrónico a proyectonormas@mintc.gob.pe dentro del plazo de treinta (30) días calendario, de acuerdo al formato siguiente. <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 50%; padding: 5px;">Sección / Párrafo del Proyecto</th><th style="width: 50%; padding: 5px;">Comentarios (*)</th></tr> </thead> <tbody> <tr> <td style="padding: 5px;">1°</td><td style="padding: 5px;"></td></tr> <tr> <td style="padding: 5px;">2°</td><td style="padding: 5px;"></td></tr> <tr> <td style="padding: 5px;">Comentarios Generales</td><td style="padding: 5px;"></td></tr> </tbody> </table> (*) Adjunte los documentos sustentatorios de sus comentarios de ser pertinentes	Sección / Párrafo del Proyecto	Comentarios (*)	1°		2°		Comentarios Generales	
Sección / Párrafo del Proyecto	Comentarios (*)							
1°								
2°								
Comentarios Generales								

DIRECCION GENERAL DE AERONAUTICA CIVIL DEL PERU (DGAC)		
Código: F-DRP-NED-006	Revisión: 02	Fecha: 30.05.09
JUSTIFICACIÓN DE PROPUESTA DE REVISIÓN NORMATIVA		

ÁREA DE PROCEDENCIA DEL APOORTE NORMATIVO: Coordinación Técnica de Normas, Evaluación y Difusión	DATOS DE LA SOLICITUD DE REVISIÓN: <i>(Solo para uso del Dpto. de Normatividad)</i>
Título del documento revisado:	Exp. Normativo N°: EXNOR-304-2013-RAP
RAP 21 Certificación de Aeronaves y Componentes de Aeronaves	Registro de ingreso:
Especialistas que proponen:	Fecha de Registro: 25.10.2013
Agustín García Franco - Coordinador Técnico de Normatividad	Fecha de Asignación:
Manuel Gallo Lam – Inspector de Certificaciones	Fecha de Terminó:

TEXTO DE LA NORMA VIGENTE	PROPUESTA DE REVISIÓN	SUSTENTO DE LA REVISIÓN	Otras normas afectadas
RAP 21 PROCEDIMIENTOS PARA LA CERTIFICACION Y ACEPTACION DE PRODUCTOS Y PARTES Rev. 18	RAP 21 CERTIFICACION DE AERONAVES Y COMPONENTES DE AERONAVES NUEVA EDICION	Los requisitos de la RAP 21 actual está basada en el FAR 21, no actualizada en la mayoría de sus capítulos desde Febrero del 2006 con respecto a las FAR, además no contiene las últimas enmiendas del Anexo 8 de OACI en lo que se refiere a Aeronavegabilidad. En tal sentido, el LAR 21 ofrece una oportunidad de mejora, por estar actualizado con el Anexo 8 de OACI, ha sido propuesto por el panel de expertos de Aeronavegabilidad de los Estados que conforman el Sistema Regional de Cooperación para la vigilancia de la seguridad operacional (SRVSOP) de la OACI. Se adopta la estructura del LAR 21, y se armoniza la LAR 21 en concordancia con nuestra realidad y se propone esta RAP 21 NE como una oportunidad de mejora.	

**Ministerio de Transportes y Comunicaciones
Dirección General de Aeronáutica Civil**

Regulaciones Aeronáuticas del Perú

RAP 21

CERTIFICACIÓN DE AERONAVES Y COMPONENTES DE AERONAVES

Nueva Edición

*Referencia: Anexo 8 (OACI) - Aeronavegabilidad
Ley de Aeronáutica Civil N° 27261 y su Reglamento
LAR 21 Primera Edición*

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Capítulo A: Generalidades

21.001 Definiciones

(a) Para propósitos de esta Regulación las siguientes definiciones son aplicables al mismo:

(1) **Producto:** Para los propósitos de esta Regulación la palabra "producto" significa una aeronave, un motor de aeronave o una hélice.

(2) **Requisitos de aeronavegabilidad:** Códigos de aeronavegabilidad aceptados por la DGAC, para la clase de aeronave, de motor o de hélice en cuestión.

(3) **Reparación:** Restauración de una aeronave o componente de aeronave a su condición de aeronavegabilidad, para asegurar que la aeronave siga satisfaciendo los aspectos de diseño que corresponden a los requisitos adecuados de aeronavegabilidad aplicados para expedir el certificado de tipo para el tipo de aeronave correspondiente, cuando esta haya sufrido daños o desgaste por el uso:

(i) Mayor: Toda reparación de una aeronave o componente de aeronave que pueda afectar de manera apreciable la resistencia estructural, la performance, el funcionamiento de los grupos motores, las características de vuelo u otras condiciones que influyan en las características de la aeronavegabilidad o ambientales, o que se hayan incorporado al producto de conformidad con prácticas no normalizadas o que no puedan ejecutarse por medio de operaciones elementales.

(ii) Menor: Una reparación menor significa una reparación que no sea mayor

Nota: En algunos Estados se utiliza el término "alteración" en lugar de "modificación". Para los efectos de la reglamentación RAP los términos "alteración" y "modificación" se utilizan como sinónimos.

21.005 Aplicación

(a) Esta Regulación establece:

(1) Los requisitos para la:

(i) Validación y aceptación del certificado de tipo y enmiendas a ese certificado;

(ii) Reservado ;

(iii) emisión del certificado de aeronavegabilidad de aeronaves de matrícula peruana;

(iv) emisión de la constancia de conformidad para aeronaves de matrícula extranjera;

(v) validación y aceptación del certificado suplementario de tipo;

(vi) aprobación de aeronavegabilidad para exportación, y

(vii) la aprobación de datos de diseño para reparaciones.

(2) las obligaciones y derechos de los poseedores de cualquiera de los documentos referidos en el párrafo (a)(1) de esta sección; y

(3) los requisitos para la aceptación de la aprobación de componentes de aeronave, motor o hélice.

21.010 Falsificación, reproducción o alteración de documentos

(a) Ninguna persona u organización puede ser causante directa o indirectamente de:

(1) cualquier declaración fraudulenta o intencionalmente falsa en cualquier solicitud referente a la emisión de un certificado o aprobación según esta Regulación;

(2) cualquier información fraudulenta o intencionalmente falsa en un registro o informe requeridos, archivados o usados, para demostrar conformidad o cumplimiento con cualquier requisito necesario para la emisión o en ejercicio de las prerrogativas de cualquier certificado o aprobación emitida según esta Regulación;

(3) cualquier alteración, reproducción o copia, con propósitos fraudulentos, de cualquier certificado o aprobación emitida según esta Regulación.

(b) La realización de un acto prohibido por parte de cualquier persona u organización de acuerdo con lo indicado en el párrafo (a) de esta sección, será motivo para suspender o revocar cualquier

autorización o certificación dada por la DGAC a esa persona u organización.

21.015 Notificación de fallas, mal funcionamiento y defectos

(a) Con la excepción de lo previsto en el párrafo (b) siguiente el poseedor de un certificado de tipo, de un Certificado de Tipo Suplementario, de una aprobación de componente de aeronave, de una autorización de una orden técnica estándar, de un certificado de producción o, inclusive, un poseedor de una licencia de certificado de tipo debe informar a la AAC del Estado de diseño cualquier falla, mal funcionamiento o defecto en cualquier producto fabricado por ellos que:

- (1) haya sido considerado como causante de cualquiera de las ocurrencias listadas en el párrafo (c) de esta sección;
- (2) se haya determinado cualquier defecto en cualquier producto fabricado por ellos que haya pasado por su control de calidad y que pueda resultar en cualquiera de las ocurrencias listadas en el párrafo (c) de esta sección.

(b) El poseedor, de un certificado de tipo (incluido un certificado suplementario de tipo), de una aprobación de componente de aeronave, de un certificado de producción o, inclusive, el poseedor de una licencia de certificado de tipo debe informar a la AAC del Estado de diseño cualquier defecto en cualquier producto fabricado por ellos que haya pasado por su control de calidad y que pueda resultar en cualquiera de las ocurrencias listadas en el párrafo (c) de esta sección.

(c) Las siguientes ocurrencias deben ser informadas de acuerdo a los párrafos (a) de esta sección:

- (1) incendios causados por falla, mal funcionamiento, o defecto de un sistema o de un equipamiento;
- (2) falla, mal funcionamiento o defecto de un conjunto de escape de motor que pueda causar daños al motor, estructuras adyacentes; equipamientos componentes;
- (3) acumulación o circulación de gases tóxicos o nocivos en cabina de los pilotos o de pasajeros;

(4) mal funcionamiento, falla o efecto de un sistema de hélice;

(5) falla del cubo de hélice o de rotor, o falla estructural de una pala;

(6) derrame de fluidos inflamables en localizaciones donde normalmente existen fuentes de ignición o puntos calientes;

(7) defecto de sistema de freno causado por falla estructural o falla de material durante la operación;

(8) defecto o falla significativa en una estructura primaria de la aeronave, causado por cualquier condición autógena (fatiga, baja resistencia, corrosión, etc.);

(9) cualquier vibración anormal, mecánica o aerodinámica, causada por mal funcionamiento, defecto o falla estructural o de sistemas;

(10) falla de motor;

(11) cualquier mal funcionamiento, defecto, o falla estructural o de sistemas de controles de vuelo que cause interferencia con el control de la aeronave o que afecte las cualidades de vuelo;

(12) pérdida total de más de un sistema generador de energía eléctrica o hidráulica durante una operación de la aeronave;

(13) falla o mal funcionamiento de más de uno de los instrumentos indicadores de velocidad, actitud y altitud durante una operación de la aeronave.

(d) Los requisitos del párrafo (a)(1) de esta sección no son aplicables para:

(1) fallas, mal funcionamiento o defectos que el poseedor de un certificado de tipo (incluido un certificado suplementario de tipo), de una aprobación de un componente de aeronave, de un certificado de producción, o aun, de un poseedor de una licencia de certificado de tipo que:

(i) haya identificado positivamente como provocado por mantenimiento impropio o uso impropio;

(ii) conocer, con certeza, que ha sido informado a la AAC del Estado de diseño por otra persona; o

- (iii) conocer, con certeza, que es de conocimiento de la AAC del Estado de diseño por haber sido descubierto en una investigación de accidente;
- (2) fallas, mal funcionamiento o defectos en productos fabricados en el exterior según un certificado tipo validado o aceptado por la DGAC de acuerdo a las secciones 21.155 o 21.1205.
- (e) Cada informe requerido por esta sección:
 - (1) debe ser enviado a la AAC del Estado de diseño en un plazo máximo de 24 horas después de ser determinada la falla, mal funcionamiento o defecto que requiere ser notificado por escrito;
 - (2) debe ser transmitido de la forma aceptada por la AAC del Estado de diseño y por el medio más rápido disponible; y
 - (3) debe incluir, cuando sea posible, las siguientes informaciones, si éstas están disponibles o sean aplicables:
 - (i) número de serie del producto.
 - (ii) cuando una falla, mal funcionamiento o defecto fuera asociado a un componente de aeronave fabricado conforme un OTE; el número de serie o una designación de modelo de componente de aeronave, conforme sea aplicable.
 - (iii) cuando una falla, mal funcionamiento o defecto fuera asociado a un motor o hélice, el número de serie del motor o de hélice.
 - (iv) el modelo del producto.
 - (v) identificación del componente de aeronave. Esta identificación debe incluir el número de parte.
 - (vi) naturaleza de la falla, mal funcionamiento o defecto.
- (f) Siempre que una investigación de un accidente o un análisis de un informe de dificultades en servicio demuestre que un componente de aeronave fabricado según una Orden Técnica Estándar (OTE) u otras normas aprobadas es inseguro, debido a un defecto del diseño tipo o de fabricación, el fabricante debe remitir un informe con los resultados de sus investigaciones conteniendo las acciones adoptadas o propuestas para corregir el referido defecto. Si fuera exigida una acción para corregir los defectos en un componente de aeronave ya distribuido al usuario, el fabricante debe proporcionar el soporte técnico necesario para la emisión de una directriz de aeronavegabilidad apropiada a las circunstancias.

21.020 Requisitos para Informes ETOPS (“Extended Operations”)

Reservado.

Capítulo B – Certificado de tipo**21.100 Aplicación**

Este capítulo establece:

- (a) Requisitos referidos a los procedimientos para la validación y aceptación del certificado de tipo de una aeronave, motor de aeronave y hélice; y
- (b) Las obligaciones y derechos de los poseedores de un certificado de tipo validado o aceptado por la DGAC.

21.105 Elegibilidad

El poseedor de un certificado de tipo emitido por una AAC de diseño que cumpla con lo especificado en la Sección 21.110.

21.110 Solicitud

- (a) La solicitud para la obtención de una validación o aceptación de un certificado de tipo debe ser realizada en la forma y manera que prescribe la DGAC.

21.115 Condiciones especiales

(Reservado)

21.120 Base de Certificación de Tipo

- (a) La DGAC acepta como base de certificación de Tipo a los requisitos de aeronavegabilidad FAR 23, 25, 27, 29, 31, 33, 35 y sus enmiendas, así como los requerimientos de protección ambiental FAR 34 y 36 y sus enmiendas.
- (b) Para aeronaves de clases especiales (tales como dirigibles y otras aeronaves no convencionales) para los cuales no existen requisitos de aeronavegabilidad emitidos, son aplicadas las partes de los requisitos de Aeronavegabilidad de los FAR vigentes que sean aceptados por la DGAC como apropiados para la aeronave y aplicable al diseño de tipo específico u otros criterios de aeronavegabilidad considerados convenientes para proveer un nivel de seguridad equivalente.

21.125 Ambiente operativo y factores humanos

(Reservado)

21.130 Modificaciones que requieren un nuevo Certificado de Tipo

(Reservado)

21.135 Cumplimiento con la Base de Certificación de Tipo y los requerimientos de protección medio ambiental

(Reservado)

21.140 Emisión del Certificado de Tipo: aeronaves categoría normal, utilitaria, acrobática, commuter, transporte; globo libre tripulado; clases especiales de aeronaves, motores de aeronave e hélices

(Reservado)

21.145 Emisión del certificado de tipo Restringido

(Reservado)

21.150 Emisión del certificado de tipo: conversión de aeronaves militares a empleo civil

(Reservado)

21.155 Aceptación y Validación del Certificado de Tipo: Productos Importados

- (a) La DGAC acepta el Certificado de Tipo emitido para un producto aeronáutico que tiene como base de certificación a los requisitos de aeronavegabilidad aceptados por la DGAC según la Sección 21.120, o los requisitos de aeronavegabilidad EASA equivalentes a los requisitos según la Sección 21.120, o el certificado de tipo emitido por autoridades que tengan acuerdo con la DGAC para la aceptación de certificado de tipo.
- (b) Un certificado de tipo con base de certificación diferente a los requisitos de aeronavegabilidad establecidos en la Sección 21.120; puede ser validado por la DGAC para un producto que se pretenda importar, si:

(1) La AAC del Estado de diseño certifica que el producto fue examinado, ensayado y encuentra que cumple:

(i) los requisitos de aeronavegabilidad aceptados conforme lo previsto en la sección 21.120, o los requisitos de aeronavegabilidad aplicables al Estado de diseño y que demuestre ante la DGAC que estos requisitos proveen un nivel de seguridad equivalente a aquellos provistos por los requisitos de aeronavegabilidad aceptados por la DGAC, como está previsto en la sección 21.120; y

(ii) los requisitos aplicables al ruido, drenaje de combustible y emisión de gases de escape conforme al código de aeronavegabilidad FAR 34 y 36 aceptados por la DGAC previsto en la sección 21.120, o los requisitos de ruido, drenaje de combustible y emisión de gases de escape aplicables en aeronaves del Estado de diseño y cualquier otro requisito que la DGAC determine para que los niveles de ruido, drenaje de combustible y emisión de gases de escape no sean superiores a lo establecido por el código de aeronavegabilidad aceptado FAR 34 y 36 especificado en la sección 21.120.

(2) las marcas, placas instaladas en la cabina de pasajeros, los compartimientos de carga y de equipaje en el exterior de la aeronave, requeridos por los requisitos de aeronavegabilidad aplicables a la aeronave se encuentren presentados en el idioma español o el idioma español e inglés (bilingüe).

(3) Para aeronaves que operen según el RAP 121 o 135, las marcas y placas requeridas por los requisitos de aeronavegabilidad para la cabina de pasajeros son obligatoriamente en el idioma español o el idioma español e inglés (bilingüe), y los manuales, listas de verificación, procedimientos y marcaciones de instrumentos u otras marcaciones de la cabina de mando requeridos por los requisitos de aeronavegabilidad aplicables (y

ruido, si fuera el caso) fuesen presentados en el idioma español o en idioma inglés, si así es aceptado por la DGAC.

21.160 Diseño de tipo

El diseño tipo consiste en:

(a) Planos y especificaciones, incluyendo una lista de aquellos necesarios para definir la configuración del producto y las características del diseño que deben demostrar el cumplimiento de los requisitos o los códigos de aeronavegabilidad aplicables al producto de que se trate;

(b) Información sobre dimensiones, materiales y procesos necesarios para definir la resistencia estructural del producto;

(c) la sección de "Limitaciones de aeronavegabilidad" de las "Instrucciones de la Aeronavegabilidad continua", conforme lo exigido por el código de aeronavegabilidad aceptado por la DGAC de acuerdo a la Sección 21.120, aplicable a la aeronave, o conforme a otra forma requerida por la DGAC.; y como está especificado en los estándares de aeronavegabilidad aplicables para las aeronaves de clasificación especial de acuerdo a la Sección 21.120 (b); y

(d) Cualquier otro dato necesario para permitir, por comparación, la determinación de la aeronavegabilidad y las características de ruido, drenaje de combustible y emisión de gases de escape (cuando sea requerido) de productos posteriores del mismo tipo.

21.165 Inspecciones y ensayos
(Reservado)

21.170 Ensayos en vuelo
(Reservado)

21.175 Piloto de ensayos en vuelo
(Reservado)

21.180 Calibración y reporte de corrección de los instrumentos para los ensayos en vuelo
(Reservado)

21.185 Ubicación de las instalaciones de fabricación

(Reservado)

21.190 Instrucciones de aeronavegabilidad continua, y manuales de mantenimiento del fabricante conteniendo las secciones de limitaciones de aeronavegabilidad

- (a) El poseedor de un certificado de tipo de helicóptero para la cual haya sido emitido un manual de mantenimiento que contenga una sección de "limitaciones de aeronavegabilidad", según el párrafo 27.1529 (a)(2) o 29.1529 (a)(2), de los códigos FAR 27 o FAR 29 aceptados conforme a la Sección 21.120 y que ha obtenido aprobaciones de cambios para tiempos de reemplazo, intervalo entre inspecciones o procedimientos relacionados contenidos en aquella sección del manual, debe proveer las modificaciones del manual cuando sean solicitadas por cualquier operador del mismo tipo de aeronave.
- (b) El poseedor de un diseño aprobado, incluido tanto un certificado de tipo como un certificado de tipo suplementario cuya solicitud para la obtención haya sido realizada después del 28 de enero de 1981, debe proveer a cada propietario del producto por lo menos de un juego completo de las "Instrucciones de Aeronavegabilidad Continua", preparadas de acuerdo con las secciones 23.1529, 25.1529, 27.1529, 29.1529, 31.82, 33.4 y 35.4 de los códigos aceptados FAR 23, FAR 25, FAR 27, FAR 29, FAR 31, FAR 33 y FAR 35 conforme este especificado por los códigos de aeronavegabilidad aceptados por la DGAC aplicables, establecidos conforme a la sección 21.120. La entrega de las "Instrucciones de Aeronavegabilidad Continua" debe ser realizada en el momento de la entrega del producto o en el momento en que la aeronave en cuestión reciba su certificado de aeronavegabilidad, lo que ocurra después. Además, las instrucciones de aeronavegabilidad continua, incluyendo sus enmiendas y modificaciones, deben ser colocadas a disposición de cualquier persona que tenga que cumplirlas.

21.195 Contenido del Certificado tipo

El certificado de tipo incluye: el diseño de tipo, las limitaciones operacionales, las especificaciones de tipo del producto u hojas de datos técnicos, la base de certificación aplicable, las condiciones especiales con las cuales la autoridad de certificación registra su cumplimiento y cualquier otra condición o limitación establecida para el producto de acuerdo con esta Regulación.

21.200 Privilegios

El producto aeronáutico que tenga un certificado de tipo aceptado o validado por la DGAC puede:

- (a) Obtener un certificado de aeronavegabilidad, siempre que se cumplan todos los requisitos previstos en las secciones 21.805 hasta 21.850.

21.205 Transferencia

(Reservado)

21.210 Disponibilidad

El poseedor de un certificado de tipo validado o aceptado por la DGAC debe mantener su autorización disponible para cualquier verificación requerida por la DGAC.

21.215 Vigencia

La autorización emitida a la DGAC según 21.210 tiene validez indefinida hasta que sea suspendida o revocada por la DGAC.

21.220 Declaración de conformidad

(Reservado)

21.225 Archivo de documentos y de registros

Toda la información relevante al diseño, incluyendo los planos de ingeniería, informes de ensayos y registros de inspecciones, deben ser mantenidas por el poseedor del certificado tipo validado y estar a disposición de la DGAC, a fin de asegurar la aeronavegabilidad continua de la aeronave.

Capítulo C **Certificado** **de** **Tipo**
 provisional.

(RESERVADO)

Capítulo D – Cambios al Certificado de tipo

		21.420	Aprobación de un cambio mayor
21.400	Aplicación		
	Reservado		Reservado
21.405	Solicitud	21.425	Designación de las especificaciones de certificación y requerimientos de protección ambiental aplicables
	Reservado		
21.410	Clasificación de los cambios al diseño de tipo		Reservado
	Reservado	21.430	Emisión de la aprobación
21.415	Aprobación de un cambio menor al diseño de tipo		Reservado
	Reservado	21.435	Cambios requeridos al diseño
			Reservado

Capítulo E: Certificado Suplementario	de	Tipo	21.525	Emisión de Certificado de Tipo Suplementario
21.500	Aplicación			Reservado
Este capítulo establece los requisitos para la aceptación y validación de un certificado de tipo suplementario.			21.530	Transferencia
				Reservado
21.505	Elegibilidad		21.535	Privilegios
	Reservado		Un certificado de tipo suplementario aceptado o validado, puede:	
21.510	Solicitud		(a) En el caso de aeronaves obtener el certificado de aeronavegabilidad.	
La solicitud para la validación de un certificado de tipo suplementario, debe ser realizada en la forma y manera que prescribe la DGAC.			(b) En el caso de otros productos obtener la aprobación para la instalación en aeronaves certificadas;	
21.515	Aceptación y Validación del certificado de tipo suplementario		21.540	Duración
				Reservado
(a) La DGAC acepta el Certificado de Tipo Suplementario emitido por las AAC del Estado de diseño que tienen como base de certificación a los requisitos de aeronavegabilidad aceptados por la DGAC según la RAP 21.120, la aceptación se efectuará de acuerdo a los requerimientos establecidos por la DGAC.			21.545	Manuales
(b) Un certificado de tipo suplementario con base de certificación diferente a los requisitos de aeronavegabilidad establecidos en la Sección 21.120 puede ser validado por la DGAC si la AAC del Estado de diseño certifica que el producto fue examinado, ensayado y encuentra que cumple con los requisitos de aeronavegabilidad aplicables conforme lo previsto en la sección 21.120, o los requisitos de aeronavegabilidad aplicables al Estado de diseño y cualquier otro requisito que la DGAC pueda determinar para proveer un nivel de seguridad equivalente a aquellos provistos por los requisitos de aeronavegabilidad aceptados, como está previsto en la sección 21.120.			El poseedor de un certificado de tipo suplementario debe demostrar que, mantiene y actualiza los originales de las enmiendas a los manuales requeridos por los criterios de certificación de tipo y requisitos de protección ambiental aplicables al producto, necesarios para cubrir las modificaciones introducidas en virtud del certificado de tipo suplementario, y suministrar copias de estos manuales a la DGAC, cuando ésta lo solicite.	
21.520	Establecimiento de requisitos de certificación y requerimientos de protección ambiental aplicables		21.550	Instrucciones de aeronavegabilidad continua
	Reservado		(a) El poseedor del certificado de tipo suplementario para una aeronave, motor o hélice, debe suministrar al menos un juego de las enmiendas asociadas a las instrucciones para la aeronavegabilidad continua, preparadas de acuerdo con los criterios de certificación de tipo aplicables, a cada propietario conocido de una o más aeronaves, motores o hélices, que incorporen las características del certificado de tipo suplementario, a su entrega o a la expedición del primer certificado de aeronavegabilidad para la aeronave afectada, lo que ocurra más tarde, y posteriormente poner esas variaciones en las instrucciones a disposición, cuando así lo solicite, de	

cualquier otra persona a la que se requiera cumplir cualquiera de los términos de esas instrucciones. La disponibilidad de algún manual o parte de las variaciones de las instrucciones para la aeronavegabilidad continua que trate sobre las revisiones generales u otras formas de mantenimiento detallado podrá retrasarse hasta que el producto haya entrado en servicio, pero debe estar disponible antes de que ninguno de los productos alcance la correspondiente antigüedad u horas o ciclos de vuelo para la ejecución de su próxima inspección en el que se verifique el estado de las partes relacionadas con la instalación del CTS.

- (b) Además, los cambios de esas enmiendas de las instrucciones para la aeronavegabilidad continua deberán ponerse a disposición de todos los operadores conocidos de un producto que incorpore un certificado de tipo

suplementario y debe ponerse a disposición, cuando así lo solicite, de cualquier persona a la que se requiera cumplir cualquiera de esas instrucciones. Debe remitirse a la DGAC un programa que refleje el modo de distribución de las modificaciones de las variaciones a las instrucciones de aeronavegabilidad continua.

21.555 Responsabilidad del poseedor de un Certificado de Tipo Suplementario de proveer de una autorización escrita para instalar la modificación

El poseedor de un Certificado de Tipo Suplementario que permite a otra persona utilizar este certificado para alterar una aeronave, motor o hélice debe otorgarle una autorización escrita de una manera aceptable para la DGAC.

Capítulo F: Producción bajo Certificado de Tipo Solamente

21.600	Aplicación Reservado	21.615	Ensayos: aeronaves Reservado
21.605	Producción bajo Certificado de tipo Reservado	21.620	Ensayos: motores Reservado
21.610	Sistema de Inspección de Producción Reservado	21.625	Ensayos: hélices Reservado
		21.630	Declaración de conformidad Reservado

Capítulo G: Certificado de Producción		21.745	Productos múltiples Reservado
21.700	Aplicación Reservado	21.750	Registro de limitaciones de producción Reservado
21.705	Elegibilidad Reservado	21.755	Enmiendas al Certificado de Producción Reservado
21.710	Solicitud Reservado	21.760	Transferencia Reservado
21.715	Emisión del Certificado de Producción Reservado	21.765	Inspecciones y ensayos Reservado
21.720	Ubicación de las instalaciones de Producción Reservado	21.770	Duración del certificado Reservado
21.725	Cambio de las instalaciones de producción Reservado	21.775	Disponibilidad Reservado
21.730	Sistema de calidad Reservado	21.780	Privilegios Reservado
21.735	Requisitos para el control de la calidad: Fabricante principal Reservado	21.785	Responsabilidad del Poseedor del Certificado de Producción Reservado
21.740	Cambios en el sistema de calidad Reservado		

Capítulo H: Certificado de Aeronavegabilidad

21.800 Aplicación

Este capítulo establece los requisitos para la emisión de los certificados de aeronavegabilidad.

21.805 Elegibilidad

Un propietario o explotador de una aeronave en proceso de matriculación o matriculada en el Registro Público de Aeronaves del Perú puede solicitar un certificado de aeronavegabilidad para esa aeronave.

21.810 Solicitud

La solicitud para la obtención de un certificado de aeronavegabilidad debe ser presentada de manera y forma aceptable para la DGAC.

21.815 Clasificación de los certificados de Aeronavegabilidad

- (a) Certificados de aeronavegabilidad estándar: estos son certificados de aeronavegabilidad emitidos para permitir la operación de aeronaves certificadas en las categorías normal, utilitaria, acrobática, "commuter", transporte e inclusive globos tripulados y aeronaves de categoría especial.
- (b) Certificados de aeronavegabilidad especiales son los certificados restringidos, experimentales y permisos especiales de vuelo.

21.820 Enmiendas de los certificados de Aeronavegabilidad

Un certificado de aeronavegabilidad solo puede sufrir enmiendas o ser modificado mediante una solicitud a la DGAC.

21.825 Emisión de certificado de aeronavegabilidad estándar

- (a) Reservado.
- (b) Reservado.
- (c) Aeronaves importadas: el solicitante de un certificado de aeronavegabilidad estándar para una aeronave importada tiene derecho a este certificado si:

(1) la aeronave satisface las exigencias previstas en la sección 21.840 y tiene matrícula peruana ,

(2) la aeronave tiene un certificado de tipo que cumple con la sección 21.120 o 21.155,

(3) la aeronave posee un certificado de aeronavegabilidad u otro documento de transferencia de aeronavegabilidad para exportación, emitido por la Autoridad de Aeronáutica Civil del Estado exportador, y

(4) después de ser inspeccionada la aeronave, la DGAC considera que la misma está conforme con sus requisitos de aeronavegabilidad y presenta condiciones de operación segura.

(d) Reservado.

(e) *Requisitos de ruido*.- Además de lo previsto en esta sección, para la emisión de un certificado de aeronavegabilidad se debe demostrar conformidad con los siguientes requisitos:

(1) Aeronaves cuya solicitud para la obtención del certificado de tipo del Estado de diseño fuera presentado después del 01 de enero de 1981 y obtuvieran el certificado de tipo después del 24 de noviembre de 1986:

(i) Para un avión grande de categoría transporte (con masa máxima de despegue aprobado superior a 9.000 Kg. (19.840 lb.)) y para un avión a reacción subsónico, la DGAC no emitirá un certificado de aeronavegabilidad, a menos que se considere que el avión está conforme con el FAR 36 o los requisitos de nivel de ruido establecido por la DGAC, en adición a los requisitos de aeronavegabilidad aplicables de esta sección.

(ii) Para un avión de categoría normal, utilitaria, acrobática, commuter y un avión pequeño de categoría transporte, todos con masa máxima de despegue igual o inferior a 9.000 Kg. (19.840 lb.) y propulsados a hélice (excepto aviones proyectados para operaciones de

aviación agrícola, definido en las Regulaciones Aeronáuticas del Perú, y aviones diseñados para dispersión de material de extinción de incendios), la DGAC no emitirá un certificado de Aeronavegabilidad a menos que se considere que el avión está conforme con el FAR 36 o los requisitos de nivel de ruido establecido por la DGAC, en adición a los requisitos de Aeronavegabilidad aplicables de esta sección.

- (iii) Para helicópteros de cualquier categoría importados, la DGAC no emite un certificado de aeronavegabilidad a menos que el fabricante demuestre que cumplen con el FAR 36 o los requisitos de nivel de ruido establecido por la DGAC.
- (f) *Requisitos para salidas de emergencia para pasajeros.-* Además de los demás requerimientos de esta sección, cada solicitante a un certificado de aeronavegabilidad para aviones de categoría transporte, fabricados después de 16 de octubre de 1987, debe demostrar que el avión cumple con los requisitos de la Sección 25.807(c)(7) del FAR 25 aceptado por la DGAC y efectivo el 24 de julio de 1989. Para efectos de este requerimiento, la fecha de fabricación de un avión es la fecha que los registros de inspección de aceptación reflejen que la aeronave está completa y de acuerdo con el diseño tipo aprobado.
- (g) *Drenaje de combustible y emisión de gases de escape de aviones con motores a turbina.-* Además de los otros requerimientos de esta sección, y sin restricción a la fecha de la solicitud, no se emite un certificado de aeronavegabilidad en las fechas o después de las fechas especificadas en el FAR 34, para aviones especificados en ese FAR 34, a menos que el avión cumpla con los requisitos aplicables en el FAR 34 aceptado por la DGAC.

21.830 Vigencia

- (a) A menos que sea devuelto por su poseedor, suspendido o cancelado, un certificado de aeronavegabilidad se mantiene válido:

- (1) En el caso de certificado de aeronavegabilidad estándar, tendrá una vigencia máxima de dos años, siempre que la aeronave sea mantenida según lo que establece los reglamentos RAP 39, 43, 91, 121 y 135, como sea aplicable, y siempre que sea válido su certificado de matrícula.
- (2) en el caso de permiso especial de vuelo y certificado de aeronavegabilidad restringido, por el período de tiempo especificado en el mismo.
- (3) En el caso del certificado experimental, por un (01) año después de la fecha de emisión o renovación, a menos que un periodo menor se haya establecido por la DGAC.
- (b) El explotador de una aeronave con Certificado de Aeronavegabilidad debe colocar la aeronave, siempre que sea requerido, a disposición de DGAC para la realización de inspecciones.

21.835 Transferencia

En caso de cambio de propietario u operador un certificado de aeronavegabilidad se transfiere con la aeronave mientras esta mantenga su matrícula.

21.840 Placa de identificación de la aeronave

Un solicitante de un certificado de aeronavegabilidad a ser emitido según este capítulo debe demostrar que su aeronave está identificada de acuerdo con lo establecido en la RAP 45 o como lo establezca la AAC del Estado de diseño o certificación, bajo los requisitos de aeronavegabilidad aceptado o validado por la DGAC.

21.845 Emisión de certificado de aeronavegabilidad para aeronaves categoría restringida

- (a) Reservado
- (b) Reservado
- (c) Aeronaves importadas: el solicitante de un certificado de aeronavegabilidad restringido para una aeronave importada tiene derecho a este certificado si:

- (1) la aeronave satisface las exigencias previstas en la sección 21.840 y tiene matrícula peruana. ,
- (2) la aeronave cumple con la 21.120 o 21.155;
- (3) la aeronave posee un certificado de aeronavegabilidad u otro documento de transferencia de aeronavegabilidad para exportación, emitido por la AAC exportador, y
- (4) Después de inspeccionar la aeronave, la DGAC considera que la misma está conforme con sus requisitos adecuados de aeronavegabilidad y presenta condiciones de operación segura. Adicionalmente la aeronave debe cumplir con lo previsto en la sección 21.840.
- (d) *Requisitos de ruido.*- Para aviones pequeños propulsados a hélice (con masa máxima de despegue igual o inferior a 9.000 Kg.) excepto aviones proyectados para operaciones de aviación agrícolas, como está definido en la sección 21.805 o para dispersión de material de combate de incendios, no será concedido el certificado de aeronavegabilidad, conforme a esta sección, a menos que la DGAC considere la aeronave cumple con el FAR 36 o los requisitos de nivel de ruido establecidos por la DGAC, en adición a los requisitos de aeronavegabilidad y de identificación aplicables de este Capítulo.
- (e) Los certificados de aeronavegabilidad especiales para las aeronaves categoría restringida son emitidos por la DGAC.

21.850 Emisión de un certificado de aeronavegabilidad múltiple

- (a) El solicitante de un certificado de aeronavegabilidad para una aeronave en categoría restringida y en una o más categorías, puede obtener un certificado si:
 - (1) demuestra que la aeronave cumple los requisitos de cada una de las categorías, con la configuración apropiada para cada una de ellas;
 - (2) demuestra que la aeronave puede ser convertida de una categoría a otra por la adición o remoción de equipamientos, usando medios mecánicos simples, y

- (3) la aeronave estuviera identificada de acuerdo a la sección 21.840.

21.855 Certificado de aeronavegabilidad especial: Experimental

Los certificados experimentales son emitidos para los siguientes propósitos:

- (a) *Investigación y desarrollo.*- Ensayos de nuevos conceptos de diseño, nuevos equipamientos aeronáuticos, nuevas técnicas operacionales, nuevas instalaciones en aeronaves y nuevos empleos para la aeronave.
- (b) *Demostración de cumplimiento con los requisitos.*- Conducción de los ensayos en vuelo u otras operaciones para demostrar cumplimiento con los reglamentos de aeronavegabilidad, incluidos los vuelos necesarios para la validación de certificado de tipo o certificado de tipo suplementario, vuelos para sustentar modificaciones mayores de diseño y vuelos para demostrar cumplimiento con los requisitos de funcionamiento y de confiabilidad.
- (c) *Entrenamiento de tripulaciones.*- entrenamiento de las tripulaciones de vuelo del solicitante.
- (d) *Exhibiciones.*- demostrar las cualidades de vuelo, desempeño u otras características particulares de la aeronave en demostración, producciones cinematográficas, programas de televisión y otras producciones publicitarias. Mantener la proficiencia de la tripulación en la conducción de tales exhibiciones, incluyendo la ejecución de vuelos de y hacia los lugares de tales exhibiciones y producciones.
- (e) *Competencia aérea.*- Participación en competencias aéreas, incluyendo entrenamiento del personal participante de la competición y los vuelos de u para el local de la competición.
- (f) *Reservado.*
- (g) *Reservado.*

21.860 Certificado de aeronavegabilidad especial: Experimental – Generalidades

El solicitante de un certificado experimental debe proporcionar, junto con la solicitud, las siguientes informaciones:

- (a) una declaración, en la forma y con el contenido establecido por la DGAC, definiendo los propósitos para los cuales la aeronave será usada;
- (b) datos suficientes (como fotografías, por ejemplo) para identificar a la aeronave;
- (c) después de la inspección de la aeronave, cualquier información pertinente juzgada necesaria por la DGAC, con el objetivo de la salvaguarda del público en general; y
- (d) en el caso de la utilización de una aeronave para la realización de un experimento:

- (1) los objetivos del experimento;
- (2) el tiempo estimado en número de vuelos requeridos para el experimento;
- (3) las áreas sobre las cuales los vuelos del experimento serán realizados; y
- (4) un plano de tres vistas o fotografías de la aeronave, con escala dimensional, de tres vistas, excepto para aeronaves convertidas a partir de un tipo previamente certificado y que no hayan sufrido modificaciones considerables en su configuración externa.

21.865 Certificado de Aeronavegabilidad especial: Experimental - aeronave a ser usada en investigación de mercado, demostración para venta y entrenamiento de la tripulación del comprador

Reservado

21.870 Certificado de aeronavegabilidad especial: Permiso especial de vuelo

- (a) Con el objetivo de permitir las operaciones abajo listadas, un permiso especial de vuelo puede ser concedido para una aeronave que, temporalmente, no cumpla con todos los requisitos de aeronavegabilidad que le son aplicables, siempre que la misma presente condiciones de realizar un vuelo seguro:
 - (1) traslado de una aeronave para una base donde serán ejecutados reparaciones, modificaciones o servicios de mantenimiento, o para una base donde la aeronave será almacenada;

- (2) entrega de la aeronave a su comprador extranjero;
- (3) Reservado
- (4) evacuación de aeronaves de áreas peligrosas;
- (5) Reservado.

(b) Reservado.

- (c) A través de una sola solicitud a la DGAC, se puede emitir un permiso especial de vuelo continuo a las aeronaves que no cumplan con los requisitos de aeronavegabilidad aplicables, pero presentan condiciones de vuelo seguro y pueden ser trasladadas para una base donde serán ejecutados servicios de mantenimiento o modificaciones. El permiso concedido según este párrafo incluye condiciones y limitaciones para los vuelos, y debe constar en las especificaciones operativas del explotador solicitante. El permiso referido en este párrafo solamente se concede para:

- (1) explotadores aéreos operando según el RAP 121; y
- (2) explotadores aéreos operando según el RAP 135. En este caso, solo son beneficiadas las aeronaves operadas y mantenidas según un programa de mantenimiento de aeronavegabilidad continuada, de acuerdo a lo establecido en los reglamentos RAP 135.
- (3) explotadores que operen bajo el RAP 91, cuyas aeronaves estén controladas bajo un programa de aeronavegabilidad continua prescrita en ese reglamento.

21.875 Certificado de aeronavegabilidad especial: Emisión de permiso especial de vuelo

- (a) Excepto como está previsto en el párrafo 21.870(c), el solicitante a un permiso especial de vuelo debe presentar, juntamente con la solicitud, una declaración informando:
 - (1) el propósito del vuelo;
 - (2) la ruta propuesta;
 - (3) la tripulación necesaria para operar una aeronave y sus equipamientos;

- (4) los motivos por los cuales la aeronave no está conforme con los requisitos de aeronavegabilidad aplicables;
 - (5) cualquier restricción o limitación que El solicitante considere necesaria para la operación segura de la aeronave;
 - (6) las restricciones y limitaciones propuestas por el Estado donde la aeronave sufrió daño, cuando no es el Perú; y
 - (7) cualquier otra información requerida por la DGAC, con el propósito de evaluar la necesidad del establecimiento de limitaciones de operación adicionales.
- (b) La DGAC debe realizar o requerir que el solicitante realice las inspecciones y ensayos apropiados y necesarios para la seguridad.

Capítulo I **Certificado** **de**
Aeronavegabilidad provisional

RESERVADO

Capítulo J: Componentes de Aeronaves

21.1000	Aplicación Reservado	21.1020	Solicitud para la emisión de Aprobación de fabricación de partes y/o componentes Reservado
21.1005	Fabricación de componentes o partes de los mismos para modificación o reemplazo Reservado	21.1025	Inspecciones y ensayos Reservado
21.1010	Aprobación de componentes de aeronave, motor o hélice o partes de los mismos Reservado	21.1030	Transferencia y validez Reservado
21.1015	Requerimientos para la emisión de aprobación de fabricación de partes y/o componentes Reservado	21.1035	Ubicación de las plantas de producción Reservado
		21.1040	Cambio de las instalaciones de producción Reservado

Capítulo K Exportación**21.1100 Aplicación**

- (a) Este capítulo establece:
 - (1) requisitos para la emisión de aprobaciones de aeronavegabilidad para exportación, y
 - (2) derechos y obligaciones de los poseedores de estas aprobaciones.
- (b) Para los propósitos de este capítulo:
 - (1) Producto Clase I es una aeronave, motor o hélice completos y que:
 - (i) Posea certificado de tipo conforme a los requisitos de aeronavegabilidad aceptados en la Sección 21.120 que sea aplicable; o
 - (ii) Sea idéntico a un producto especificado en el párrafo (b) (1)
 - (i) anterior, bajo todos los aspectos, a menos de aquellos que el Estado importador juzgue como no necesarios.
 - (2) Reservado.
 - (3) Reservado
 - (4) la expresión "recientemente revisado", cuando es usada para describir un producto que haya sido sometido a una reparación general (overhaul), significa que el producto no fue operado o usado, excepto para ensayos funcionales, después de haber sido revisado, inspeccionado y aprobado para el retorno al servicio conforme a la RAP aplicable.

21.1105 Elegibilidad

- (a) Cualquier exportador o su representante autorizado puede solicitar una aprobación de aeronavegabilidad para exportación de productos Clase I.
- (b) Reservado.

21.1110 Solicitud

- (a) Una solicitud para aprobación de aeronavegabilidad para exportación para productos Clase I, debe ser presentada en la forma y manera que prescribe la DGAC.

- (b) Debe presentarse una solicitud separada para:

- (1) cada aeronave;
- (2) cada motor y cada hélice, excepto que una solicitud puede aplicarse a más de un motor o más de una hélice, si todos fuesen del mismo tipo y modelo y se exportasen para un mismo comprador de un mismo Estado;

- (3) Reservado

- (c) Cada solicitud debe ser acompañada de una declaración escrita, hecha por el Estado importador, de que aceptará la validez de la aprobación de aeronavegabilidad para exportación si el producto a ser exportado es:

- (1) una aeronave fabricada fuera del Perú;
- (2) Reservado;
- (3) un producto que no satisfaga los requisitos o condiciones especiales del Estado importador; o
- (4) un producto que no cumpla los requisitos especificados en la sección 21.1120, para la emisión de una aprobación de aeronavegabilidad para exportación. Una declaración escrita debe contener la lista de los requisitos no cumplidos.

- (d) Cada solicitud para aprobación de aeronavegabilidad para exportación de un producto Clase I debe incluir, según sea aplicable:

- (1) Reservado
- (2) un informe de masa y centrado, conforme a lo previsto en el RAP 43, para cada aeronave, conteniendo, si es aplicable, un esquema de cargas. Para aeronaves categoría transporte y commuter, el informe debe basarse en el pesaje real de la aeronave, realizada dentro de los 12 meses calendarios precedentes o después de una modificación mayor o reparación mayor. Las alteraciones en los equipamientos no clasificadas como mayores y que hayan sido realizadas después del pesaje deben considerarse como base en los cálculos del centrado, y el informe de masa y centrado debe revisarse en consecuencia. Los fabricantes de aviones nuevos de otras categorías,

que no sea de transporte, helicópteros nuevos categoría normal, pueden presentar informes de masa y centrado basados en cálculos en lugar de un pesaje real, puesto que pueden usar procedimientos de control de masa y centrado por flota aprobados por la DGAC para dichas aeronaves. En este caso debe constar en el informe de masa y centrado la siguiente declaración: “Los datos de masa y centrado contenidos en ese informe fueron calculados de acuerdo con los procedimientos aprobados por la DGAC para el control de masa medio de la flota de este tipo de aeronave”. Los informes de masa y centrado deben incluir una lista de equipamientos incluyendo la masa y brazos del momento, de todos los componentes requeridos y opcionales incluidos en la masa vacía certificada;

- (3) un manual de mantenimiento para cada producto, cuando tal manual sea requerido por los requisitos de aeronavegabilidad aplicables;
- (4) evidencia del cumplimiento de las directrices de aeronavegabilidad aplicables. Cuando una directriz no haya sido aplicada, debe efectuarse un registro adecuado de este hecho;
- (5) En caso de instalaciones temporarias con el fin específico de vuelos de traslado, el requerimiento debe contener una descripción general de las instalaciones, conjuntamente con una declaración de que al finalizar el vuelo las mismas serán desmontadas y la aeronave será retornada a la configuración aprobada;
- (6) para aeronaves usadas o productos en los cuales recientemente se ha realizado una reparación general, presentar registros históricos; como historiales de la aeronave y motor, documentos de reparaciones y modificaciones y demás registros que establecen los reglamentos;
- (7) La solicitud debe describir los métodos usados, si es aplicable, para preservación y embalaje de los mismos, a fin de protegerlos contra corrosión y daños que puedan ocurrir durante el traslado o el almacenamiento. Debe informarse, también, la duración de la efectividad

de los medios de preservación usados;

- (8) el Manual de Vuelo del avión o del helicóptero, cuando el mismo fuese requerido por los requisitos de aeronavegabilidad aplicables para las respectivas aeronaves;
- (9) una declaración conteniendo la fecha en que el título de propiedad fue transferido o que será transferido al comprador extranjero;
- (10) los requisitos o condiciones especiales del Estado importador.

21.1115 Aprobación de aeronavegabilidad para exportación

- (a) Clases de aprobaciones.
 - (1) una aprobación de aeronavegabilidad para exportación de un producto Clase I es emitida en la forma de un certificado de aeronavegabilidad para exportación. Este certificado no autoriza la operación de la aeronave.
 - (2) Reservado.
- (b) Productos que pueden ser aprobados. Aprobaciones de aeronavegabilidad para exportación se emiten solamente para:
 - (1) Reservado.
 - (2) aeronaves usadas que posean un certificado de aeronavegabilidad vigente, conforme lo previsto en el párrafo 21.815 (a), u otros productos Clase I usados, que hayan sido mantenidos de acuerdo con los RAP's aplicables. En el caso de productos localizados físicamente fuera del Perú, la autorización solo será emitida sin que implique costo indebido a la DGAC.
 - (3) Reservado.
- (c) Exenciones a las aprobaciones de aeronavegabilidad para exportación. Si una aprobación de aeronavegabilidad para exportación fuese emitida en base a una declaración escrita del Estado importador en los términos establecidos en el párrafo 21.1110 (c) (4), los requisitos que el producto no cumple y las diferencias de configuración (si las hubiere) entre el producto a ser exportado y el producto de tipo certificado similar deben listarse en la

aprobación de aeronavegabilidad para exportación como excepciones.

21.1120 Emisión de Certificado de Aeronavegabilidad para exportación de aeronaves, motores y hélices

Un solicitante tiene derecho a un certificado de aeronavegabilidad para exportación de un producto Clase I si demuestra, en el acto de presentarlo a la DGAC para aprobación, que el mismo cumple con los requisitos establecidos en los párrafos (a) hasta (f) de esta sección, como sean aplicables, excepto como está establecido en el párrafo (g) de esta sección:

- (a) Reservado.
- (b) Aeronaves nuevas o usadas fabricadas fuera del Perú deben poseer un certificado de aeronavegabilidad estándar vigente de la DGAC.
- (c) Aeronaves usadas deben tener actualizadas la inspección anual y deben haber sido aprobadas para el retorno al servicio, de acuerdo con el RAP 43. La inspección debe haber sido realizada, y documentada apropiadamente, dentro de los 30 días anteriores a la solicitud para aprobación de aeronavegabilidad para exportación. En consideración a este párrafo, pueden considerarse las inspecciones realizadas en aeronaves mantenidas conforme a un programa de aeronavegabilidad continua de acuerdo con el RAP 121, o un programa de inspecciones progresivas de acuerdo con el RAP 91 o 135, realizadas dentro de los 30 días precedentes a la fecha de la solicitud para aprobación de aeronavegabilidad para exportación.
- (d) Reservado.
- (e) Motores y hélices usados que sean exportados como parte no integrante de una aeronave certificada deben haber pasado recientemente una reparación general.
- (f) Los requisitos especiales que el Estado importador eventualmente haya requerido deben ser cumplidos.
- (g) Un producto puede no cumplir con los requisitos establecidos en los párrafos (a) hasta (f) de esta sección, como sean aplicables, si es aceptable por el Estado importador y si tal Estado declara su aceptación de acuerdo con el párrafo 21.1110(c) (4).

21.1125 Emisión de Certificado de liberación autorizada de Aeronavegabilidad para productos Clase II

Reservado.

21.1130 Emisión de certificados de liberación autorizada para productos clase III

Reservado

21.1135 Responsabilidades de un exportador

El exportador que reciba una aprobación de aeronavegabilidad para exportación de un producto debe:

- (a) Suministrar a la AAC del Estado importador todos los documentos e informaciones necesarias para la operación apropiada del producto exportado, como por ejemplo, manual de vuelo, manual de mantenimiento, boletines de servicio, instrucciones de ensamblado y otros documentos informativos solicitados por el Estado importador. Los documentos, informaciones y otros datos pueden ser enviados por cualquier medio compatible con las exigencias del Estado importador.
- (b) Reservado.
- (c) Desmontar o hacer desmontar cualquier instalación temporaria incorporada en la aeronave para permitir el vuelo de traslado para exportación, restituyendo la aeronave a la configuración aprobada una vez finalizado el traslado.
- (d) Cuando se realicen demostraciones para venta o vuelos de traslado para exportación, proveer las correspondientes autorizaciones de entrada y sobrevuelo de todos los Estados involucrados; y
- (e) La fecha en que el título de propiedad de la aeronave sea transferido al comprador extranjero:
 - (1) Solicitar a la DGAC la cancelación de los certificados de aeronavegabilidad y de matrícula a Registros Públicos del Perú, informando la fecha de la transferencia de propiedad, a nombre del comprador extranjero;
 - (2) devolver los certificados de aeronavegabilidad y de matrícula a la DGAC, y

- (3) presentar a la AAC del Estado importador una declaración asegurando que las marcas de nacionalidad y de matrícula del Perú han sido removidas de la aeronave, conforme establecido en el RAP 45.

21.1140 Ejecución de inspecciones y reparaciones generales

A menos que sea determinado de otra forma en este Capítulo, cada inspección y cada reparación general requerida para la obtención de una aprobación de aeronavegabilidad para exportación de productos Clases I debe ser realizada y aprobada por una de las siguientes organizaciones:

- (a) Reservado.
- (b) Por una organización de mantenimiento aprobada, certificado y calificado por la DGAC para el tipo de producto de que se trate;

- (c) Por una organización de mantenimiento extranjero, adecuadamente certificada por su AAC y reconocido por la DGAC, que disponga de instalaciones adecuadas de mantenimiento, incluyendo capacidad de reparación general, organización de mantenimiento apropiada al producto de que se trate y cumpla con lo previsto en la RAP 43, cuando se trate de un producto Clase I localizado en otro Estado.

- (d) Reservado

21.1145 Aprobación especial de aeronavegabilidad para exportación de aeronaves

Reservado

Capítulo L Importación

21.1200 Aceptación para importación de motores de aeronaves y hélices

Cualquier persona podrá instalar en una aeronave de matrícula peruana un motor o una hélice importada, si el motor o la hélice:

- (a) cumple con lo establecido en la sección 21.120 o 21.155;
- (b) posee una aprobación de aeronavegabilidad para exportación, emitido por la AAC del Estado de diseño o de exportación;
- (c) después de inspeccionar el motor o la hélice la DGAC considera que la misma está conforme con sus requisitos de aeronavegabilidad adecuados y presenta condiciones de operación segura, y
- (d) en el caso de motores nuevos fue sometido por el fabricante a una verificación operacional final.

21.1205 Aceptación para importación de componentes de aeronaves excepto motores y hélices

- (a) Cualquier persona podrá instalar en una aeronave de matrícula peruana un componente importado si posee una aprobación de aeronavegabilidad para exportación, emitido por la AAC del Estado de diseño o de exportación, certificando que ese componente en forma individual está en conformidad con los requisitos adecuados de aeronavegabilidad de la DGAC y presenta condiciones de operación segura
- (b) El solicitante de una aprobación de importación de componente debe, cuando le sea requerido, presentar a la DGAC, cualquier dato técnico relacionado con el componente, pudiendo asimismo, la DGAC, requerir inspecciones a las tareas de mantenimiento.

21.1210 Aceptación de partes para reemplazo o modificaciones; y materiales, partes, procesos y componentes.

- (a) La DGAC aceptará partes para reemplazo o modificaciones a ser instalado en un producto con certificado de tipo aceptado o

validado por la DGAC, siempre que:

- (1) Dicha parte sea producida bajo una autorización de fabricación de partes, según la Sub parte K del FAR 21; siempre que el Certificado de tipo de la aeronave haya sido aceptado por la DGAC según el RAP 21.120; o
 - (2) Dicha parte sea producida bajo una autorización equivalente a la indicada en (1), emitida por la Autoridad Aeronáutica del país de fabricación/diseño de la aeronave en donde se instalará dicha parte, indicando que esta parte está certificada para instalarse directamente en la aeronave; siempre que el Certificado de tipo de la aeronave haya sido validado por la DGAC según el RAP 21.155
- (b) La DGAC aceptará materiales, partes, procesos y componentes para ser instalados en un producto con certificado de tipo aceptado o validado por la DGAC, siempre que:
- (1) Dicho componente sea fabricado bajo una "Technical Standard Order Authorization" (TSOA), según la Subparte O del FAR 21; siempre que el Certificado de tipo de la aeronave haya sido aceptado por la DGAC según el RAP 21.120; o
 - (2) Dicha parte sea producida bajo una autorización equivalente a la indicada en (1), emitida por la Autoridad Aeronáutica del país de fabricación / diseño de la aeronave en donde se instalará dicha parte; siempre que el certificado de tipo de la aeronave haya sido validado por la DGAC según el RAP 21.155.
- (c) Esta aceptación no constituye una aprobación de instalación del componente en la aeronave, motor de aeronave o hélice; la instalación debe cumplir lo prescrito en la Parte 43.

Capítulo M Autorización de Orden Técnica Estándar

21.1300	Aplicación Reservado	Reservado
21.1305	Solicitud y emisión Reservado	21.1340 Inspección por la Autoridad Reservado
21.1310	Identificación y privilegios Reservado	21.1345 Incumplimiento Reservado
21.1315	Responsabilidad de los poseedores de las autorizaciones según OTE Reservado	21.1350 Transferencia y duración Reservado
21.1320	Aprobación de desviaciones Reservado	21.1355 Aceptación de Órdenes Técnicas Estándar (a) Para los efectos de esta Regulación, son aceptadas íntegramente las “Technical Standard Orders– TSO”, emitidas por la “Federal Aviation Administration” de los Estados Unidos de América. Estas TSO son adoptadas en su lengua original, ingles, con todas las modificaciones.
21.1325	Cambios al diseño Reservado	(b) Las OTEs tienen los mismos números de las TSO correspondientes.
21.1330	Registros Reservado	
21.1335	Emisión de notas de convalidación de aprobación de diseño de OTE para componentes importados	

Capítulo N: Reparaciones**21.1400 Aplicación**

- (a) En este Capítulo se establecen los requisitos para la aprobación de datos de diseño de reparaciones, y se establecen los derechos y obligaciones de los solicitantes y de los poseedores de dichas aprobaciones.
- (b) La eliminación de daños mediante la sustitución de componentes o equipos sin la necesidad de actividades de diseño debe considerarse como tarea de mantenimiento y por tanto no requerirá de aprobación en virtud de este Capítulo.
- (c) Reservado.

21.1405 Elegibilidad

Cualquier persona tendrá derecho a solicitar una aprobación de datos de diseño de una reparación de acuerdo a las limitaciones de aprobación de la DGAC.

21.1410 Clasificación de las reparaciones

- (a) Una reparación puede ser «mayor» o «menor». La clasificación debe hacerse de acuerdo con los criterios de la clasificación establecida en el Apéndice A de la RAP 43.
- (b) Una reparación será clasificada «mayor» o «menor», en virtud del párrafo (a) anterior, por la DGAC.

21.1415 Solicitud

La solicitud para la aprobación de datos de diseño de una reparación deberá realizarse de la forma y manera establecida por la DGAC, y deberá incluir:

- (a) una evaluación de daños.
- (b) una descripción de la reparación, especificándose:
 - (1) todas las partes del diseño de tipo y los manuales aprobados afectados por la reparación, y
 - (2) la base de certificación y los requisitos de protección ambiental para cuya conformidad se haya diseñado la reparación;
- (c) La especificación de cualquier investigación necesaria para demostrar la

conformidad del producto reparado con la base de certificación y los requisitos de protección ambiental aplicables.

21.1417 Aceptación de los datos aprobados de diseño de una reparación mayor

Los datos aprobados de una reparación mayor pueden ser aceptados si la AAC del Estado de diseño certifica que estos datos técnicos cumple con los requisitos de aeronavegabilidad aplicables conforme lo previsto en la sección 21.120, o con los requisitos de aeronavegabilidad aplicables al Estado de diseño y cualquier otro requisito que la DGAC pueda determinar para proveer un nivel de seguridad equivalente a aquellos provistos por los requisitos adecuados de aeronavegabilidad aplicables a la RAP, como está previsto en la sección 21.120.

21.1420 Diseño de la reparación

- (a) El solicitante de la aprobación de datos de diseño de una reparación deberá:
 - (1) demostrar conformidad con la base de certificación de tipo y los requisitos de protección ambiental incorporados por referencia en el certificado de tipo o certificado de tipo suplementario, según corresponda, o con los que estén en vigencia a la fecha de la solicitud (para la aprobación de datos de diseño de una reparación), además de cualquier enmienda a dicha base de certificación o condiciones especiales que la DGAC juzgue necesarias para establecer un nivel de seguridad equivalente al establecido por la base de certificación de tipo incorporada por referencia en el certificado de tipo o certificado de tipo suplementario.
 - (2) remitir todos los datos justificativos necesarios, cuando así lo solicite la DGAC.
 - (3) declarar la conformidad con los requisitos de aeronavegabilidad y los requisitos de protección ambiental del párrafo (a) (1) de esta sección.
- (b) Cuando el solicitante no sea el poseedor del certificado de tipo o el certificado de tipo suplementario, según corresponda, podrá cumplir los requisitos del párrafo (a) mediante el uso de sus propios recursos o mediante un acuerdo con el poseedor del certificado de tipo o

certificado de tipo suplementario, según corresponda.

21.1425 Emisión de la aprobación de datos de diseño de una reparación

- (a) Cuando se haya declarado y demostrado que los datos de diseño de una reparación cumplen con los requisitos de aeronavegabilidad y los requisitos de protección ambiental aplicables, deberá ser aprobado por la DGAC.
- (b) Sólo en el caso de reparaciones menores, la reparación no será directamente aprobada por la DGAC; sin embargo deberá ser realizada de acuerdo un procedimiento aceptado por la DGAC.

21.1430 Producción de componentes para una reparación

Los componentes utilizados para la reparación deberán ser fabricados de acuerdo con los datos de producción sobre la base de todos los datos de diseño necesarios proporcionados por el poseedor de la aprobación del diseño de reparación:

- (a) Reservado
- (b) Reservado
- (c) Por una organización de mantenimiento aprobada bajo el RAP 145.

21.1435 Realización de la reparación

- (a) La reparación deberá ser llevada a cabo por una organización de mantenimiento aprobada bajo el RAP 145.
- (b) El poseedor del diseño de la reparación aprobada, en caso de ser distinto del que la realiza, deberá transmitir a la organización de mantenimiento que realiza la reparación todas las instrucciones necesarias para la instalación.
- (c) La organización de mantenimiento que realice la reparación presentará a la DGAC una declaración de que la reparación fue instalada en conformidad con el diseño aprobado.
- (d) La DGAC verificará la conformidad de la instalación de la reparación con el diseño aprobado.

21.1440 Limitaciones

Un diseño de reparación podrá ser aprobado sujeto a limitaciones, en cuyo caso la aprobación de diseño de reparación deberá incluir todas las instrucciones y limitaciones necesarias. Estas instrucciones y limitaciones deberán ser transmitidas, en caso de ser distintos, al operador por el poseedor de la aprobación de diseño de reparación de acuerdo con un procedimiento aceptado con la DGAC.

21.1445 Registros

Para cada reparación, toda la información de diseño, los planos, los informes de ensayos, las instrucciones y limitaciones pertinentes que se hubieren emitido de acuerdo con la sección 21.1435, la justificación de la clasificación y pruebas de la aprobación de diseño deberán:

- (a) Estar en poder del poseedor de la aprobación de diseño de reparación, a disposición de la DGAC, y
- (b) ser conservados por el poseedor de la aprobación del diseño de reparación a fin de suministrar la información necesaria para asegurar el mantenimiento de la aeronavegabilidad de los productos.

21.1450 Instrucciones de aeronavegabilidad continua

- (a) El poseedor de la aprobación de diseño de reparación debe suministrar, en caso de ser distinto, a cada explotador de la aeronave que incorpore la reparación, al menos un juego completo de las modificaciones de las instrucciones de aeronavegabilidad continua que resulten del diseño de la reparación y que incorporen datos descriptivos e instrucciones para el cumplimiento, preparados estos últimos de acuerdo con los requisitos aplicables.

Las modificaciones de las instrucciones deberán ponerse a disposición, previa solicitud, de cualquier persona a la que se requiera cumplir cualquiera de los términos de dichas modificaciones.

La disponibilidad de algún manual o parte de las modificaciones de las instrucciones de aeronavegabilidad continua que trate sobre las revisiones generales u otras formas de mantenimiento detallado podrá retrasarse hasta que el producto haya entrado en servicio, pero debe estar

disponible antes de que ninguno de los productos alcance la correspondiente antigüedad u horas/ciclos de vuelo para la ejecución de su próxima inspección en el que se verifique el estado de la reparación efectuada.

- (b) Si el poseedor de la aprobación de diseño de reparación emite actualizaciones de las modificaciones de las instrucciones de aeronavegabilidad continua después de la primera aprobación de la reparación, deberá

facilitar dichas actualizaciones a cada operador y las deberá poner a disposición, previa solicitud, de cualquier otra persona a la que se requiera cumplir cualquiera de los términos de dichas modificaciones. Se remitirá a la DGAC un programa que refleje el modo de distribución de las actualizaciones de las modificaciones de las instrucciones de aeronavegabilidad continua.

CAPITULO O: Constancia de Conformidad**21.1500 Aplicación**

Este capítulo establece los requisitos para la emisión de una Constancia de Conformidad, para las aeronaves con matrícula extranjera que operan en el territorio del Perú.

21.1505 Elegibilidad

Un propietario o explotador aéreo peruano, podrá solicitar una Constancia de Conformidad para una aeronave con matrícula extranjera inscrita en los registros públicos del Perú, que realice operaciones en la República Peruana.

21.1510 Solicitud

La solicitud para la obtención de una Constancia de Conformidad, deberá efectuarse en la manera y forma aceptable para la DGAC.

21.1515 Emisión de la Constancia de Conformidad

- (a) La Constancia de Conformidad es una autorización de Aeronavegabilidad y no constituye un Certificado de Aeronavegabilidad.
- (b) La Constancia de Conformidad será emitida para aeronaves que tengan su respectivo Certificado de Aeronavegabilidad vigente.
- (c) La Constancia de Conformidad es emitida por la DGAC, luego de verificar que la aeronave se encuentra en condiciones de Aeronavegabilidad y cumpla con lo prescrito por la DGAC.

21.1520 Enmiendas de la Constancia de Conformidad

Una Constancia de Conformidad solo puede sufrir enmiendas o ser modificado mediante una solicitud a la DGAC.

21.1525 Vigencia

- (a) A menos que sea devuelto por su poseedor, suspendida, o cancelada por la DGAC, la Constancia de Conformidad se mantiene vigente:

Hasta dos años a partir de su emisión o hasta la vigencia de su Certificado de Aeronavegabilidad, lo que ocurra primero, siempre que el explotador de la aeronave garantice su condición de Aeronavegabilidad.

- (b) El explotador de la aeronave debe tener disponible en la aeronave la Constancia de Conformidad para su inspección por la DGAC.
- (c) Cuando una Constancia de Conformidad, se suspenda o cancele por disposición de la DGAC, el explotador o su representante, deberá devolver la Constancia de Conformidad a la DGAC dentro de las 48 horas siguientes.
- (d) En caso de vencimiento por tiempo de la Constancia de Conformidad, el propietario o explotador de la aeronave, a través de su representante, podrá solicitar a la DGAC la renovación del mismo, de acuerdo a lo prescrito por la DGAC.

21.1530 Transferencia

La Constancia de Conformidad es intransferible.