AC 36-3A

DATE 6-11-80

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

Subject: ESTIMATED AIRPLANE NOISE LEVELS IN A-WEIGHTED DECIBELS

1. PURPOSE. This circular provides listings of airplane noise levels in A-weighted decibels (dBA) ranked in descending order for the conditions and the assumptions described below. This information is provided both for aircraft that have been noise certified and for aircraft for which no such requirement currently exists.

2. CANCELLATION. Advisory Circular 36-3, Airplane Noise Levels in A-Weighted Decibels dated 5/29/79 is canceled.

3. BACKGROUND. FAR Part 36 requires the reporting of turbojet and large transport category aircraft certificated noise levels in units of Effective Perceived Noise Level in decibels (EPNdB). Many airport and other community noise analyses utilize a noise rating scale that is based upon A-weighted decibels. For this reason, the dBA noise levels for aircraft under FAR Part 36 conditions have been estimated to provide a reference source for aircraft noise levels that is consistent with the many noise rating scales having dBA as the basic weighted measure. These listings also provide public exposure to progress in the control and abatement of airplane noise, as well as offer a common noise level reference for potential future reductions.

4. NOISE LEVELS.

a. The noise levels were estimated for each airplane as they might occur during type certification tests conducted under Appendices A, B, and C of FAR Part 36, Amendment 8. However, it should be specifically noted that the reported levels are estimates and do not represent actual certified values. This is because certification data are reported to the FAA in units of Effective Perceived Noise Level (EPNdB) for large transport category airplanes and turbojet powered aircraft. Where possible, the dBA values were estimated from certification data. Propeller-driven aircraft below 12,500 pounds gross weight are certificated in units of dBA, but the tests do not include takeoffs and landings; therefore, these values also were estimated.

b. The listings of the various certificated and uncertificated airplanes include tabulations of their noise levels at maximum gross weights. Sound level estimates are provided in decibels (dBA) at FAR Part 36, Appendix C positions (6500 meters from start of roll for take-off and 2000 meters from the runway threshold for approach).

c. Since the noise levels are estimated as they might occur during type certification tests conducted under Appendix C of Part 36, these values are intended to provide a consistent basis for comparison of noise levels of major aircraft models rather than of individual aircraft. The noise levels of individual aircraft may also differ due to variations in weight and operating procedures from those used during certification. For instance, takeoff noise levels are reduced substantially as aircraft takeoff weight is reduced. Takeoff weights during normal in-service operations are often less than the maximum certificated weight. In general, for equal noise control technology, the lower the maximum weight of an airplane the lower in the tabulation it will appear on the attached listings. Conversely, those aircraft normally associated with high weight, long range operation and, therefore, greater productivity, have the higher noise levels and will appear predominately at the top of the list. This aspect of increasing noise levels with increasing weight is embodied in the noise certification requirements of Part 36. The takeoff noise level is also dependent on operating procedures applied. The takeoff noise level estimates in the table represent full thrust conditions for some aircraft and a reduced thrust condition, as permitted by FAR Part 36, for other aircraft. Neither of these conditions may be representative of the in-service operation of a particular aircraft at a particular airport. See FAA Advisory Circular 91-53, Noise Abatement Departure Profile. Variations from the values of the noise estimates presented in this circular for individual flights at actual airports under nominally the same conditions could range within plus or minus 3 dBA for airplanes certificated in accordance with Part 36 or more for those airplanes not noise certificated. Additional variations in absolute value occur when aircraft operating conditions do not conform with those corresponding to noise certification. However, the FAA believes that the ranking of aircraft noise levels that occur under uniform certification conditions provides the best information currently available on the relative noisiness of airplanes over a wide variety of conditions.

d. There are variations in the raw noise data obtained during the Part 36 certification. The Part 36 noise test procedures require averaging six or more measurements at each location to statistically establish a 90% confidence in the result with a variation not to exceed plus or minus 1.5 EPNdB.

e. In addition to the Appendix 1 listing of noise levels in order of descending magnitude, this Advisory Circular also provides the same data listed by aircraft manufacturer. This list, contained in Appendix 2, is presented as a convenience in locating data on specific airplanes.

f. While these listings provide data on a wide variety of airplane types and models within types, other specific model designations (often peculiar to just one carrier) may not be shown. Thus, for example a Boeing 727-232 is not listed, but the equivalent data for a Boeing 727-200 with the proper engine should be used. Similarly, data for a McDonnell-Douglas DC-8-30 should be used for other models of the DC-8-30 series of aircraft.

g. The FAA's Integrated Noise Model (INM) computer program may be useful in providing more detailed noise predictions for aircraft as they are actually flown. Further, the INM can provide predictions of noise levels at other locations which may be of greater interest to a particular community.

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

JOHN E. WESLER
Director of Environment and Energy

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
CONCORDE	CONCORDE	O-593/M-602	400.0	112.9		
GENERAL DYNAMICS	CV-880-22M	CJ-805-3B	193.0	107.8		8
GENERAL DYNAMICS	CV-880-22	CJ-805-3	184.0	105.8		8
BOEING	B-747-100	JT9D-3	710.0	105.7	10	
MCDONNELL DOUGLAS	DC8-55	JT3D-3B	328.0	105.2		8
MCDONNELL DOUGLAS	DC8-61	JT3D-3B	328.0	105.2		8
BOEING	B-707-120	JT3C-6	258.0	104.6		8
BOEING	B-747-200	JT9D-3A	767.0	104.2	10	7
MCDONNELL DOUGLAS	DC8-50	JT3D-1	300.0	104.2		8
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	350.0	104.2		8
MCDONNELL DOUGLAS	DC8-63	JT3D-3B	350.0	104.2		8
BOEING	B-707-420	RCO.MK508	316.0	103.8		8
MCDONNELL DOUGLAS	DC8-40	RCO. 12	315.0	103.8		8
MCDONNELL DOUGLAS	DC8-10	JT3C-6	273.0	103.8		8
MCDONNELL DOUGLAS	DC8-50	JT3D-3B	315.0	103.2		8
BOEING	B-747-100	JT9D-3AWET	735.0	103.1	10	7
BOEING	B-747-200	JT9D-3A	773.0	102.8	10	7
BOEING	B-747-200	JT9D-7	770.0	102.6	10	7
MCDONNELL DOUGLAS	DC8-30	JT4A-9	315.0	102.2		8
BOEING	B-747-100	JT9D-7	710.0	101.5	10	7
BOEING	B-747-200	JT9D-7WET	775.0	101.5	10	7
BOEING	B-747-100	JT9D-7WET	735.0	101.4	10	7
BOEING	B-707-320C	JT3D-3B	332.0	101.2		8
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	335.0	101.2		8
MCDONNELL DOUGLAS	DC8-62	JT3D-7	350.0	101.2		8
MCDONNELL DOUGLAS	DC8-63	JT3D-7	355.0	101.2		8
BOEING	B-707-320B	JT3D-3B	328.0	100.8		8
BOEING	B-747-100	JT9D-7FWET	750.0	100.5	10	6
BOEING	B-747-100	JT9D-7F	750.0	100.5	10	6
BOEING	B-747-200	JT9D-3A	767.0	100.5	10	6
BOEING	B-747-100	JT9D-7WET	750.0	100.2	10	6
BOEING	B-747-200	JT9D-7FWET	805.0	99.9	10	6
HAWKER SIDDELEY	TRIDENT 1E	RB163 MK511-5	130.0	99.8		8
HAWKER SIDDELEY	TRIDENT 2E	RB163 MK512-5	143.5	99.8		8
BOEING	B-720	JT3C-7	230.0	99.6		8
BOEING	B-747-200	JT9D-3AWET	773.0	99.6	10	6
BOEING	B-747-200	JT9D-7	770.0	99.4	10	6
BOEING	B-747-200	JT9D-7WET	785.0	99.3	10	6
BOEING	B-747-100	JT9D-7	710.0	99.1	10	6
BOEING	B-747-200	JT9D-7F	775.0	99.1	10	6
LOCKHEED	1329 JETSTAR	JT12A-8	42.0	99.1		8
BOEING	B-707-320	JT4A-11	316.0	98.6		8
BOEING	B-747-200	CF6-50E	820.0	97.3	10	
GENERAL DYNAMICS	CV-990A	CJ-805-23	253.0	97.2		8
BOEING	B-707-220	JT4A-3	248.0	96.6		8
BOEING	B-747-200	CF6-50E	800.0	96.6	10	
BOEING	B-747-SP	JT9D-7FWET	695.0	96.2	10	6
BOEING	B-747-SP	JT9D-7A	690.0	96.1	10	6
BOEING	B-747-200	RB211-524B	800.0	96.0	10	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
BOEING	B-707-120B	JT3D-3	258.0	95.8		8
BOEING	B-747-200	CF6-50E	775.0	95.8	10	
HAWKER SIDDELEY	TRIDENT 3B	RB163 MK512-5	150.0	95.8		8
MCDONNELL DOUGLAS	DC8-20	JT4A-3	276.0	95.8		8
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	590.0	95.4	06	
BOEING	B-747-SP	JT9D-7A	660.0	94.9	10	6
BOEING	B-747-SP	JT9D-7F	660.0	94.9	10	6
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	565.0	94.5	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	572.0	94.5	10	
BOEING	B-727-200	JT8D-15	190.5	94.1	05	8
BOEING	B-747-200	JT9D-70A	820.0	94.1	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	562.0	94.1	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	550.0	93.9	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	550.0	93.8	08	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	534.4	93.4	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	534.4	93.1	10	
BOEING	B-747-SR	JT9D-7A	610.0	92.9	10	6
MCDONNELL DOUGLAS	DC-10-40	JT9D-59B	590.0	92.7	10	
BOEING	B-727-200	JT8D-17RQN	208.0	92.6	05	2
MCDONNELL DOUGLAS	DC-10-40	JT9D-59A	590.0	92.4	10	
BOEING	B-727-200	JT8D-17QN	203.1	92.2	05	2
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	519.6	92.2	08	
BOEING	B-727-200	JT8D-9	172.5	92.1	15	8
BOEING	B-720B	JT3D-1	235.0	91.8		8
HAWKER SIDDELEY	TRIDENT 1	RB163 MK505-5	115.0	91.8		8
MCDONNELL DOUGLAS	DC-10-40	JT9D-59B	555.0	91.2	10	
BOEING	B-727-100	JT8D-1	161.0	90.8	05	8
MCDONNELL DOUGLAS	DC-10-40	JT9D-59A	555.0	90.6	10	
BAC	1-11-500	SPEY MK512	104.5	90.5		
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	530.0	90.5	10	
BOEING	B-727-200	JT8D-17RQN	197.0	90.4	05	2
BOEING	B-727-200	JT8D-9QN	184.8	90.4	15	2
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	440.0	90.4	10	4
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	440.0	90.3	10	
BOEING	B-727-200	JT8D-15QN	190.5	90.2	05	2
BOEING	B-747-SR	JT9D-7A	570.0	90.0	10	6
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	19.6	90.0		8
BAC	1-11-500	SPEY MK512	99.7	89.9		
BOEING	B-727-200	JT8D-17QN	190.5	89.8	05	2
IAI	1121 COMMODORE	CJ610-5	18.5	89.7		
IAI	1123 WESTWIND	CJ610-9	20.7	89.7		
MESSERSCHMITT-BOLKOW	HFB-320 HANSA	CJ610-5	20.2	89.7		
BOEING	B-727-100	JT8D-1FCD	169.5	89.3	05	3,8
BOEING	B-727-200	JT8D-15QN	184.2	89.0	05	2
BOEING	B-727-200	JT8D-7QN	172.5	88.9	15	2,8
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	440.0	88.9	05	
BOEING	B-727-100	JT8D-7FCD	169.5	88.7	05	3
BOEING	B-727-100	JT8D-9FCD	169.5	88.6	05	3
BOEING	B-727-200	JT8D-7QN	169.5	88.2	15	2,8

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
MOHAWK	298	PT6A-45A	23.4	76.0		
SHORTS	3-30	PT6A-45A	22.4	76.0		
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	75.9		8,9
GATES LEARJET	LEARJET 24F	CJ610-6	13.5	74.6	20	8
PIPER	PA-31-350	TIO-540-J2BD	7.0	74.0		
GATES LEARJET	LEARJET 24E	CJ610-6	12.9	73.1	20	8
BEECH	A36 (2 BL.)	IO-520-B	3.6	73.0		
BEECH	35-B33	IO-470-K	3.0	73.0		
CESSNA	320C	TSIO-470-D	5.2	73.0		
CESSNA	337H	IO-360-G	4.6	73.0		
IAI	1124 WESTWIND	TFE731-3-1G	22.9	72.2	12	8
BEECH	V35B	IO-520-B	3.4	72.0		
BEECH	35-C33A	IO-520-B	3.3	72.0		
BEECH	F33A	IO-520-B	3.4	72.0		
GATES LEARJET	LEARJET 35	TFE731-2	17.0	72.0	20	
GATES LEARJET	LEARJET 36	TFE731-2	17.0	72.0	20	
GATES LEARJET	LEARJET 35A	TFE731-2	18.0	71.6	08	
GATES LEARJET	LEARJET 36A	TFE731-2	18.0	71.6	08	
GATES LEARJET	LEARJET 36	TFE731-2	17.0	71.4	08	
GATES LEARJET	LEARJET 35	TFE731-2	17.0	71.4	08	
CESSNA	T210L	TSIO-520-R	3.8	71.0		
CESSNA	340	TSIO-520-K	6.0	71.0		
CESSNA	310Q	IO-470-VO	5.2	71.0		
EMBRAER	EMB 110-P2	PT6A-34	12.5	71.0		
PIPER	PA-31-310	TIO-540-A2C	6.5	71.0		
PIPER	PA32RT-300	IO-540-K1G-5D	3.6	71.0		
SWEARINGEN	SA226-T	TPE-331-3U-303G	12.5	71.0		
SWEARINGEN	SA226-TC	TPE-331-3UW-303G	12.5	71.0		
SWEARINGEN	SA226-AT	TPE-331-3U-303G	12.5	71.0		
BEECH	880	IGSO-540-A1D	8.8	70.0		
CESSNA	T310R	TSIO-520-B	5.5	70.0		
PIPER	PA-32-300	IO-540-K1A5	3.4	70.0		
TED SMITH	601	IO-540-S1A5	6.0	70.0		
BEECH	B60	TIO-541-E1C4	6.8	69.0		
CESSNA	TU206G	TSIO-520-M	3.6	69.0		
CESSNA	T210M	TSIO-520-R	3.8	69.0		
CESSNA	185F	IO-520-D	3.4	69.0		
CESSNA	401	TSIO-520-E	6.3	69.0		
CESSNA	414	TSIO-520-N	6.8	69.0		
DEHAVILLAND	DHC-7	PT6A-50	43.5	69.0		
PIPER	PA-23-250	IO-540-C1A	5.2	69.0		
PIPER	PA-28B-235	O-540-B4B5	2.9	69.0		
CESSNA	182Q	O-470-U	3.0	68.0		
DASSAULT BREGUET	FALCON 10	TFE731-2	18.7	67.6	15	8
BEECH	E55	IO-520-C	5.3	67.0		
CESSNA	180	O-470-U	2.8	67.0		
DEHAVILLAND	DHC-6	PT6A-27	12.5	67.0		
PIPER	PA-34-200T	TSIO-360-E	4.8	67.0		
ROCKWELL INTERNATIONAL	680FL	IGSO-540-B1A	8.5	67.0		

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
BEECH	99A	PT6A-27	10.4	66.0		
BEECH	58	IO-520-C	5.4	66.0		
CESSNA	177RG	IO-360-A1B6	2.8	66.0		
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.0	66.0		
PIPER	PA-42	PT6A-41	10.5	66.0		
BEECH	A24R	IO-360-A1B6	2.8	65.0		
BELLANCA	17-30A	IO-540-T4B5D	3.3	65.0		
BEECH	C90	PT6A-21	9.7	64.0		
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.0	64.0		
MOONEY	M20C	O-360-A1D	2.6	64.0		
ROCKWELL INTERNATIONAL	112	IO-360-C1D6	2.6	64.0		
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.9	63.8	15	
CESSNA	404	GTSIO-520-M	8.4	63.0		
GRUMMAN AMERICAN	GA-7	O-320-D1D	3.8	63.0		
PIPER	PA-24-260	IO-540-K1A5	3.2	63.0		
PIPER	PA-28-200	IO-360-C1C	2.7	63.0		
BEECH	A100	PT6A-28	11.5	62.0		
CESSNA	421B	GTSIO-520-L	7.5	62.0		
PIPER	PA31T	PT6A-28	9.0	62.0		
CESSNA	500	JT15D-1	11.5	61.1	15	
BEECH	C23	O-360-A4K	2.5	60.0		
CESSNA	170B	O-300-A	2.2	60.0		
GRUMMAN AMERICAN	AA-5	O-320-E2G	2.2	60.0		
PIPER	PA-28-140	O-320-E2A	2.2	60.0		
BELLANCA	8GCBC	O-360-C2E	2.2	59.0		
CESSNA	172	O-320-A	2.3	58.0		
MOONEY	M20J	IO-360-A1B6D	2.7	58.0		
GRUMMAN AMERICAN	AA-1A	O-235-G2C	1.6	57.0		
CESSNA	152	O-235-L2C	1.7	55.0		
CESSNA	150	O-200-A	1.6	55.0		
PIPER	PA-18-150	O-320-A2B	1.8	54.0		
ROCKWELL INTERNATIONAL	690B	TPE-331-5-251K	10.3	54.0		
BELLANCA	7GCAA	O-320-A2B	1.7	51.0		

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
CONCORDE	CONCORDE	0-593/M-602	400.0	109.5		
BOEING	B-707-320C	JT3D-3B	332.0	107.8		
BOEING	B-707-320B	JT3D-3B	328.0	106.8		
MCDONNELL DOUGLAS	DC8-50	JT3D-3B	315.0	106.8		
MCDONNELL DOUGLAS	DC8-55	JT3D-3B	328.0	106.8		
MCDONNELL DOUGLAS	DC8-61	JT3D-3B	328.0	106.8		
BOEING	B-707-120B	JT3D-3	258.0	105.8		
BOEING	B-747-100	JT9D-3AWET	735.0	105.8	30	7
BOEING	B-747-100	JT9D-7WET	735.0	105.6	30	7
BOEING	B-747-100	JT9D-7	710.0	105.3	30	7
BOEING	B-720B	JT3D-1	235.0	104.8		
MCDONNELL DOUGLAS	DC8-50	JT3D-1	300.0	104.8		
BOEING	B-747-100	JT9D-3	710.0	104.6	30	7
MCDONNELL DOUGLAS	DC8-62	JT3D-7	350.0	103.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-7	355.0	103.8		
MCDONNELL DOUGLAS	DC8-40	RCO. 12	315.0	103.8		
BOEING	B-747-200	JT9D-3A	773.0	103.4	30	7
BOEING	B-747-200	JT9D-3A	767.0	103.1	30	7
BOEING	B-747-200	JT9D-7WET	775.0	103.0	30	7
HAWKER SIDDELEY	TRIDENT 3B	RB163 MK512-5	150.0	102.9		
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	102.9	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-9	114.0	102.9	50	
BOEING	B-747-200	JT9D-7	770.0	102.5	30	7
HAWKER SIDDELEY	TRIDENT 1E	RB163 MK511-5	130.0	101.9		
HAWKER SIDDELEY	TRIDENT 2E	RB163 MK512-5	143.5	101.9		
MCDONNELL DOUGLAS	DC9-10	JT8D-5	86.3	101.9		
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	101.9		
MCDONNELL DOUGLAS	DC9-10	JT8D-1	90.7	101.9		
MCDONNELL DOUGLAS	DC9-20	JT8D-9	98.0	101.9		
MCDONNELL DOUGLAS	DC9-30	JT8D-1	98.0	101.9	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-11	114.0	101.9	50	
BOEING	B-737-200	JT8D-9	110.7	101.6	40	
BOEING	B-737-200C	JT8D-15	115.5	101.6	40	
BOEING	B-707-120	JT3C-6	258.0	101.0		
LOCKHEED	1329 JETSTAR	JT12A-8	42.0	101.0	50	
HAWKER SIDDELEY	TRIDENT 1	RB163 MK505-5	115.0	100.9		
MCDONNELL DOUGLAS	DC8-63	JT3D-3B	350.0	100.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	350.0	100.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	335.0	100.8		
BOEING	B-707-220	JT4A-3	248.0	100.6		
BOEING	B-727-100	JT8D-1	161.0	100.2	40	
BOEING	B-727-100C	JT8D-7	160.5	100.2	40	
BOEING	B-737-100	JT8D-9	111.0	100.0	40	
IAI	1121 COMMODORE	CJ610-5	18.5	100.0		
MCDONNELL DOUGLAS	DC8-20	JT4A-3	276.0	99.8		
MCDONNELL DOUGLAS	DC8-10	JT3C-6	273.0	99.8		
MCDONNELL DOUGLAS	DC8-30	JT4A-9	315.0	99.8		
BOEING	B-727-200	JT8D-9	172.5	99.7	40	
BOEING	B-727-200	JT8D-15	190.5	99.7	40	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX "C" LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	590.0	99.2	50	
IAI	1123 WESTWIND	CJ610-9	20.7	99.0		
MESSERSCHMITT-BOLKOW	HFB-320 HANSA	CJ610-5	20.2	99.0		
BAC	1-11-500	SPEY MK512	99.7	98.6		
BAC	1-11-500	SPEY MK512	104.5	98.6		
BOEING	B-707-320	JT4A-11	316.0	98.6		
BOEING	B-720	JT3C-7	230.0	98.6		
HAWKER SIDDELEY	HS-125-600	VIPER 601-22	25.0	98.5		
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	550.0	98.1	50	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	565.0	98.0	50	
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	550.0	98.0	50	
BOEING	B-707-420	RCO.MK508	316.0	97.8		
BOEING	B-747-100	JT9D-7FWET	750.0	97.8	30	6
BOEING	B-747-100	JT9D-7F	750.0	97.8	30	6
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	519.6	97.8	50	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	440.0	97.6	50	4
HAWKER SIDDELEY	HS-125-3	VIPER 522	21.0	97.5		
HAWKER SIDDELEY	HS-125-400	VIPER 522	23.3	97.5		
BOEING	B-747-100	JT9D-7WET	750.0	97.3	30	6
BOEING	B-747-200	RB211-524B	800.0	97.2	30	
BOEING	B-747-200	JT9D-7FWET	805.0	97.2	30	6
BOEING	B-747-100	JT9D-7	710.0	97.2	30	6
BOEING	B-747-200	JT9D-7WET	785.0	96.7	30	6
BOEING	B-747-200	JT9D-7F	775.0	96.6	30	6
HAWKER SIDDELEY	HS-125-1A	VIPER 521	19.6	96.5		
MCDONNELL DOUGLAS	DC-10-40	JT9D-59A	590.0	96.5	50	
MCDONNELL DOUGLAS	DC-10-40	JT9D-59B	590.0	96.5	50	
BOEING	B-747-SR	JT9D-7A	610.0	96.1	30	6
BOEING	B-747-200	JT9D-7	770.0	96.1	30	6
BOEING	B-747-200	JT9D-3AWET	773.0	96.1	30	6
BOEING	B-727-100	JT8D-9FCD	160.5	96.0	40	3
BOEING	B-727-100	JT8D-9FCD	169.5	96.0	40	3
BOEING	B-747-200	JT9D-3A	767.0	95.9	30	6
GATES LEARJET	LEARJET 25D	CJ610-6	15.0	95.7	40	
BOEING	B-747-SR	JT9D-7A	570.0	95.6	30	6
MCDONNELL DOUGLAS	DC-10-40	JT9D-59A	555.0	95.6	35	
MCDONNELL DOUGLAS	DC-10-40	JT9D-59B	555.0	95.6	35	
BOEING	B-747-200	CF6-50E	800.0	95.5	30	
BOEING	B-747-200	CF6-50E	820.0	95.5	30	
BAC	1-11-300/400	SPEY MK512	98.9	95.3		
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	440.0	95.3	50	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	440.0	95.3	50	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	530.0	95.3	50	
BOEING	B-747-200	JT9D-70A	820.0	95.2	30	
GENERAL DYNAMICS	CV-880-22	CJ-805-3	184.0	94.8		
GENERAL DYNAMICS	CV-880-22M	CJ-805-3B	193.0	94.8		
MCDONNELL DOUGLAS	DC-9-30	JT8D-17	121.0	94.8	50	1
MCDONNELL DOUGLAS	DC-9-50	JT8D-15	121.0	94.8	50	1
MCDONNELL DOUGLAS	DC-9-50	JT8D-17	121.0	94.8	50	1

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MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
GATES LEARJET	LEARJET 24D	CJ610-6	13.5	94.7	40	
VFW FOKKER	F-28 MK2000	SPEY MK555-15	65.0	94.7	42	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	430.0	94.6	50	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	430.0	94.6	50	
BOEING	B-727-100	JT8D-1FCD	160.5	94.5	40	3
BOEING	B-727-100	JT8D-7FCD	160.5	94.5	40	3
BOEING	B-727-100	JT8D-7FCD	169.5	94.5	40	3
BOEING	B-727-100	JT8D-1FCD	169.5	94.5	40	3
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	484.0	94.5	50	
BOEING	B-747-200	CF6-50E	775.0	94.4	30	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	386.5	94.1	50	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	410.0	94.1	50	
VFW FOKKER	F-28 MK1000	SPEY MK555-15	65.0	94.1	42	
MCDONNELL DOUGLAS	DC-9-50	JT8D-17	118.0	94.0	40¬	1
MCDONNELL DOUGLAS	DC-9-50	JT8D-15	115.0	94.0	40¬	1
GATES LEARJET	LEARJET 25C	CJ610-6	15.0	93.8	40	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	572.0	93.8	35¬	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	430.0	93.7	50	
BOEING	B-747-SP	JT9D-7FWET	695.0	93.5	30	6
BOEING	B-747-SP	JT9D-7F	660.0	93.1	30	6
BOEING	B-747-SP	JT9D-7A	690.0	93.1	30	6
DASSAULT BREGUET	FALCON 20	CF700-2D-2	28.6	93.1	40¬	
BOEING	B-747-SP	JT9D-7A	660.0	92.8	30	6
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	534.4	92.8	35¬	
LOCKHEED	L-1011-1	RB211-22C	430.0	92.7	42	5
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	550.0	92.6	35¬	
MCDONNELL DOUGLAS	DC-9-40	JT8D-15	114.0	92.3	50	1
MCDONNELL DOUGLAS	DC-9-40	JT8D-11	114.0	92.3	50	1
BOEING	B-727-100	JT8D-9FCD	169.5	92.2	30¬	3
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	440.0	92.2	35¬	
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	519.6	92.2	35¬	
BOEING	B-737-200	JT8D-15QN	115.5	92.1	40	2
LOCKHEED	L-1011	RB211-22B	430.0	92.1	42	5
BOEING	B-737-200	JT8D-9QN	117.0	92.0	40	2
MCDONNELL DOUGLAS	DC-9-30	JT8D-9	110.0	92.0	50	1
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	20.0	92.0	24	
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	19.6	92.0		
BOEING	B-737-200	JT8D-9QN	114.5	91.9	40	2
BOEING	B-737-200	JT8D-9QN	115.5	91.9	40	2
BOEING	B-737-200	JT8D-15QN	117.0	91.9	40	2
MCDONNELL DOUGLAS	DC-9-30	JT8D-15	114.0	91.9	50	
MCDONNELL DOUGLAS	DC-9-30	JT8D-9	108.0	91.9	50	1
MCDONNELL DOUGLAS	DC9-80	JT8D-109	140.0	91.7		
MCDONNELL DOUGLAS	DC-9-30	JT8D-15	110.0	91.7	50	1
BOEING	B-737-200	JT8D-17QN	115.5	91.6	40	2
AIRBUS	A-300B4-2C	CF6-50C	330.0	91.5	25	9
AIRBUS	A-300B4-2C	CF6-50C	336.6	91.5	25	9
AIRBUS	A-300B4-2C	CF6-50C	346.5	91.5	25	9
AIRBUS	A-300B1	CF6-50A	302.0	91.4	15¬	9

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MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
AIRBUS	A-300B2-1A	CF6-50A	302.4	91.4	15¬	9
LOCKHEED	L-1011-1	RB211-22C	416.0	91.4	33¬	5
LOCKHEED	L-1011-1	RB211-22C	422.0	91.4	33¬	5
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	91.3	25	9
LOCKHEED	L-1011	RB211-22B	430.0	91.3	33¬	5
MCDONNELL DOUGLAS	DC-9-30	JT8D-15	108.0	91.3	50	1
GRUMMAN AMERICAN	GULFSTREAM II	SPEY MK511-8	62.0	91.1	39	
BOEING	B-737-200	JT8D-17QN	122.5	91.0	40	2
AIRBUS	A-300B	CF6-50A	302.0	90.9	25	
AIRBUS	A-300B2-1A	CF6-50A	312.4	90.9	25	9
AIRBUS	A-300B2-1C	CF6-50C	312.4	90.9	25	9
BOEING	B-737-200	JT8D-9QN	109.0	90.8	40	2
LOCKHEED	L-1011-1	RB211-22C	416.0	90.8	33¬	
AIRBUS	A-300B2-1A	CF6-50A	301.4	90.7	25	9
AIRBUS	A-300B1	CF6-50A	302.0	90.7	25	9
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	90.7	15¬	9
AIRBUS	A-300B2-1C	CF6-50C	302.1	90.7	25	9
BOEING	B-727-200	JT8D-7QN	169.5	90.6	40	2
BOEING	B-727-200	JT8D-7QN	172.5	90.6	40	2
AIRBUS	A-300B2-1C	CF6-50C	312.4	90.4	15¬	9
AIRBUS	A-300B2-1A	CF6-50A	312.4	90.4	15¬	9
AIRBUS	A-300B2-1C	CF6-50C	302.0	90.4	15¬	9
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	530.0	90.3	35¬	
ROCKWELL INTERNATIONAL	SABRE 75A	CF700-2D-2	23.0	90.3	25	
MCDONNELL DOUGLAS	DC-9-30	JT8D-7A	108.0	90.2	50	1
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	440.0	90.2	35¬	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	440.0	90.2	35¬	
AIRBUS	A-300B4-2C	CF6-50C	330.0	90.0	15¬	9
AIRBUS	A-300B4-2C	CF6-50C	336.6	90.0	15¬	9
AIRBUS	A-300B4-2C	CF6-50C	346.5	90.0	15¬	9
LOCKHEED	L-1011-1	RB211-22C	396.0	90.0	33¬	
MCDONNELL DOUGLAS	DC-9-30	JT8D-7A	94.0	89.9	50	1
GATES LEARJET	LEARJET 23	CJ-610-1	12.5	89.7		
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	430.0	89.6	35¬	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	430.0	89.6	35¬	
LOCKHEED	L-188	501-D13	116.0	89.5		
BOEING	B-727-100	JT8D-7FCD	169.5	89.1	30¬	3
BOEING	B-727-100	JT8D-7FCD	160.5	89.1	30¬	3
BOEING	B-727-100	JT8D-1FCD	160.5	89.1	30¬	3
BOEING	B-727-100	JT8D-1FCD	169.5	89.1	30¬	3
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	386.5	89.1	35¬	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	410.0	89.1	35¬	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	484.0	89.1	35¬	
AEROSPATIALE	NORD-262C	BASTAN VIIA	22.9	88.9		
BOEING	B-727-200	JT8D-9QN	172.5	88.9	40	2
BOEING	B-727-200	JT8D-15QN	184.2	88.9	40	2
BOEING	B-727-200	JT8D-15QN	190.5	88.9	40	2
BOEING	B-727-200	JT8D-17QN	190.5	88.9	40	2
BOEING	B-727-200	JT8D-17QN	203.1	88.9	40	2

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MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
BOEING	B-727-200	JT8D-17RQN	208.0	88.9	40	2
BOEING	B-727-200	JT8D-9QN	184.8	88.9	40	2
BOEING	B-727-200	JT8D-17RQN	197.0	88.9	40	2
BOEING	B-737-200	JT8D-7QN	109.0	88.8	40	2
BOEING	B-737-200	JT8D-7QN	100.5	88.8	40	2
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	430.0	88.4	35-	
BOEING	B-737-200	JT8D-17QN	122.5	88.3	30-	2
BOEING	B-737-200	JT8D-15QN	115.5	88.3	30-	2
BOEING	B-737-200	JT8D-15QN	117.0	88.3	30-	2
GATES LEARJET	LEARJET 24E	CJ610-6	12.9	88.3	40	
GATES LEARJET	LEARJET 24F	CJ610-6	13.5	88.3	40	
LOCKHEED	1329-25 JETSTAR II	TFE731-3-1E	43.8	88.3	50	
GATES LEARJET	LEARJET 25F	CJ610-6	15.0	88.2	40	
VFW FOKKER	F-27-200	MK532-7	43.5	88.1		
BOEING	B-737-200	JT8D-9QN	109.0	87.9	30-	2
BOEING	B-737-200	JT8D-9QN	114.5	87.9	30-	2
BOEING	B-737-200	JT8D-9QN	115.5	87.9	30-	2
BOEING	B-737-200	JT8D-9QN	117.0	87.9	30-	2
BOEING	B-727-200	JT8D-7QN	172.5	87.4	30-	2
BOEING	B-727-200	JT8D-7QN	169.5	87.4	30-	2
VFW FOKKER	F-27-400/600	MK532-7R	43.5	86.8		
GENERAL DYNAMICS	CV-580	ALLISON 501-D13D	54.6	86.3		
DASSAULT BREGUET	FALCON 10	TFE731-2	18.7	86.2	52	
BOEING	B-727-200	JT8D-15QN	184.2	86.1	30-	2
BOEING	B-727-200	JT8D-9QN	184.8	86.1	30-	2
BOEING	B-727-200	JT8D-17RQN	197.0	86.1	30-	2
BOEING	B-727-200	JT8D-15QN	190.5	86.1	30-	2
BOEING	B-727-200	JT8D-17QN	203.1	86.1	30-	2
BOEING	B-727-200	JT8D-17QN	190.5	86.1	30-	2
BOEING	B-727-200	JT8D-17RQN	208.0	86.1	30-	2
MOHAWK	298	PT6A-45A	23.4	86.0		
BOEING	B-737-200	JT8D-7QN	100.5	85.8	30-	2
SHORTS	3-30	PT6A-45A	22.4	85.0		
DEHAVILLAND	DHC-7	PT6A-50	43.5	84.0		
GATES LEARJET	LEARJET 36	TFE731-2	17.0	83.1	40	
GATES LEARJET	LEARJET 35	TFE731-2	17.0	83.1	40	
GATES LEARJET	LEARJET 35A	TFE731-2	18.0	82.2	40	
GATES LEARJET	LEARJET 36A	TFE731-2	18.0	82.2	40	
ROCKWELL INTERNATIONAL	560E	GO-480-G1B6	6.5	80.0		
IAI	1124 WESTWIND	TFE731-3-1G	22.9	79.3	20	
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.9	79.1	35	
DEHAVILLAND	DHC-6	PT6A-27	12.5	78.0		
CESSNA	500	JT15D-1	11.5	77.4	40	
BEECH	880	IGSO-540-A1D	8.8	77.0		
PIPER	PA-31-350	TIO-540-J2BD	7.0	77.0		
CESSNA	320C	TSIO-470-D	5.2	76.0		
EMBRAER	EMB 110-P2	PT6A-34	12.5	76.0		
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.0	76.0		
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.0	76.0		

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MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
PIPER	PA-42	PT6A-41	10.5	76.0		
PIPER	PA-31-310	TIO-540-A2C	6.5	76.0		
ROCKWELL INTERNATIONAL	690B	TPE-331-5-251K	9.7	76.0		
ROCKWELL INTERNATIONAL	680FL	IGSO-540-B1A	8.5	76.0		
SWEARINGEN	SA226-AT	TPE-331-3U-303G	12.5	76.0		
SWEARINGEN	SA226-T	TPE-331-3U-303G	11.5	76.0		
SWEARINGEN	SA226-TC	TPE-331-3UW-303G	12.5	76.0		
BEECH	E55	IO-520-C	5.3	75.0		
BEECH	860	TIO-541-E1C4	6.8	75.0		
CESSNA	310Q	IO-470-VO	5.2	75.0		
CESSNA	421B	GTSIO-520-L	7.5	75.0		
CESSNA	T310R	TSIO-520-B	5.5	75.0		
CESSNA	401	TSIO-520-E	6.3	75.0		
CESSNA	404	GTSIO-520-M	8.4	75.0		
CESSNA	414	TSIO-520-N	6.8	75.0		
CESSNA	340	TSIO-520-K	6.0	75.0		
TED SMITH	601	IO-540-S1A5	6.0	75.0		
BEECH	C90	PT6A-21	9.7	74.0		
BEECH	99A	PT6A-27	10.4	74.0		
BEECH	A100	PT6A-28	11.5	74.0		
BEECH	58	IO-520-C	5.4	74.0		
CESSNA	337H	IO-360-G	4.6	74.0		
PIPER	PA-23-250	IO-540-C1A	5.2	74.0		
PIPER	PA31T	PT6A-28	9.0	74.0		
PIPER	PA-34-200T	TSIO-360-E	4.8	73.0		
GRUMMAN AMERICAN	GA-7	O-320-D1D	3.8	72.0		
BELLANCA	17-30A	IO-540-T4B5D	3.3	64.0		
PIPER	PA32RT-300	IO-540-K1G-5D	3.6	64.0		
BEECH	35-B33	IO-470-K	3.0	63.0		
BEECH	V35B	IO-520-B	3.4	63.0		
BEECH	35-C33A	IO-520-B	3.3	63.0		
BEECH	F33A	IO-520-B	3.4	63.0		
BEECH	A36 (2 BL.)	IO-520-B	3.6	63.0		
CESSNA	T210M	TSIO-520-R	3.8	63.0		
CESSNA	185F	IO-520-D	3.4	63.0		
CESSNA	T210L	TSIO-520-R	3.8	63.0		
CESSNA	TU206G	TSIO-520-H	3.6	63.0		
PIPER	PA-28B-235	O-540-B4B5	2.9	63.0		
PIPER	PA-32-300	IO-540-K1A5	3.4	63.0		
CESSNA	182Q	O-470-U	3.0	62.0		
CESSNA	180	O-470-U	2.8	62.0		
MOONEY	M20J	IO-360-A1B6D	2.7	62.0		
PIPER	PA-24-260	IO-540-R1A5	3.2	62.0		
BEECH	C23	O-360-A4K	2.5	61.0		
BEECH	A24R	IO-360-A1B6	2.8	61.0		
BELLANCA	8GCBC	O-360-C2E	2.2	61.0		
CESSNA	177RG	IO-360-A1B6	2.8	61.0		
MOONEY	M20C	O-360-A1D	2.6	61.0		
PIPER	PA-28-200	IO-360-C1C	2.7	61.0		

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
ROCKWELL INTERNATIONAL	112	IO-360-C1D6	2.6	61.0		
BELLANCA	7GCAA	O-320-A2B	1.7	60.0		
CESSNA	172	O-320-A	2.3	60.0		
CESSNA	170B	O-300-A	2.2	60.0		
GRUMMAN AMERICAN	AA-5	O-320-E2G	2.2	60.0		
PIPER	PA-28-140	O-320-E2A	2.2	60.0		
PIPER	PA-18-150	O-320-A2B	1.8	60.0		
CESSNA	152	O-235-L2C	1.7	59.0		
GRUMMAN AMERICAN	AA-1A	O-235-62C	1.6	59.0		
CESSNA	150	O-200-A	1.6	58.0		

Notes

1. Engines equipped with P-36 acoustical treatment.

2. Quiet nacelles and double wall fan duct treatment.

3. Double wall fan duct treatment.

4. At TOGW of 440K or less and landing weights of 400K or less the center landing gear retracted.

5. Direct lift control used on approach.

6. Nacelle with Fixed Lip Inlet.

7. Nacelle with Blow-In Door Inlet.

8. Thrust Cutback Used.

9. ICAO Annex 16 Certification Data Source.

¬ Less than maximum flap setting.

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
AEROSPATIALE	NORD-262C	BASTAN VIIA	22.9	78.3		8
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.9	63.8	15	
AIRBUS	A-300B	CF6-50A	302.0	79.1		8
AIRBUS	A-300B1	CF6-50A	302.0	76.8		8,9
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	75.9		8,9
AIRBUS	A-300B2-1A	CF6-50A	312.4	78.3		8,9
AIRBUS	A-300B2-1A	CF6-50A	301.4	76.8		8,9
AIRBUS	A-300B2-1A	CF6-50A	302.4	76.8		8,9
AIRBUS	A-300B2-1C	CF6-50C	302.0	76.0		8,9
AIRBUS	A-300B2-1C	CF6-50C	302.1	76.0		8,9
AIRBUS	A-300B2-1C	CF6-50C	312.4	77.1		8,9
AIRBUS	A-300B4-2C	CF6-50C	330.0	77.9		8,9
AIRBUS	A-300B4-2C	CF6-50C	336.6	78.5		8,9
AIRBUS	A-300B4-2C	CF6-50C	346.5	79.4		8,9
BAC	1-11-300/400	SPEY MK512	98.9	82.3		
BAC	1-11-500	SPEY MK512	99.7	89.9		
BAC	1-11-500	SPEY MK512	104.5	90.5		
BEECH	A100	PT6A-28	11.5	62.0		
BEECH	A24R	IO-360-A1B6	2.8	65.0		
BEECH	A36 (2 BL.)	IO-520-B	3.6	73.0		
BEECH	B60	TIO-541-E1C4	6.8	69.0		
BEECH	B80	IGSO-540-A1D	8.8	70.0		
BEECH	C23	O-360-A4K	2.5	60.0		
BEECH	C90	PT6A-21	9.7	64.0		
BEECH	E55	IO-520-C	5.3	67.0		
BEECH	F33A	IO-520-B	3.4	72.0		
BEECH	V35B	IO-520-B	3.4	72.0		
BEECH	35-B33	IO-470-K	3.0	73.0		
BEECH	35-C33A	IO-520-B	3.3	72.0		
BEECH	58	IO-520-C	5.4	66.0		
BEECH	99A	PT6A-27	10.4	66.0		
BELLANCA	17-30A	IO-540 T4B5D	3.3	65.0		
BELLANCA	7GCAA	O-320-A2B	1.7	51.0		
BELLANCA	8GCBC	O-360-C2E	2.2	59.0		
BOEING	B-707-120	JT3C-6	258.0	104.6		8
BOEING	B-707-120B	JT3D-3	258.0	95.8		8
BOEING	B-707-220	JT4A-3	248.0	96.6		8
BOEING	B-707-320	JT4A-11	316.0	98.6		8
BOEING	B-707-320B	JT3D-3B	328.0	100.8		8
BOEING	B-707-320C	JT3D-3B	332.0	101.2		8
BOEING	B-707-420	RCO.MK508	316.0	103.8		8
BOEING	B-720	JT3C-7	230.0	99.6		8
BOEING	B-720B	JT3D-1	235.0	91.8		8
BOEING	B-727-100	JT8D-9FCD	160.5	86.4	05	3
BOEING	B-727-100	JT8D-7FCD	160.5	86.8	05	3
BOEING	B-727-100	JT8D-1FCD	160.5	87.4	05	3,8
BOEING	B-727-100	JT8D-1	161.0	90.8	05	8
BOEING	B-727-100	JT8D-9FCD	169.5	88.6	05	3
BOEING	B-727-100	JT8D-7FCD	169.5	88.7	05	3

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
BOEING	B-727-100	JT8D-1FCD	169.5	89.3	05	3,8
BOEING	B-727-100C	JT8D-7	160.5	87.3	05	8
BOEING	B-727-200	JT8D-7QN	169.5	88.2	15	2,8
BOEING	B-727-200	JT8D-9QN	172.5	87.9	15	2
BOEING	B-727-200	JT8D-7QN	172.5	88.9	15	2,8
BOEING	B-727-200	JT8D-9	172.5	92.1	15	8
BOEING	B-727-200	JT8D-15QN	184.2	89.0	05	2
BOEING	B-727-200	JT8D-9QN	184.8	90.4	15	2
BOEING	B-727-200	JT8D-17QN	190.5	89.8	05	2
BOEING	B-727-200	JT8D-15QN	190.5	90.2	05	2
BOEING	B-727-200	JT8D-15	190.5	94.1	05	8
BOEING	B-727-200	JT8D-17RQN	197.0	90.4	05	2
BOEING	B-727-200	JT8D-17QN	203.1	92.2	05	2
BOEING	B-727-200	JT8D-17RQN	208.0	92.6	05	2
BOEING	B-737-100	JT8D-9	111.0	86.1		8
BOEING	B-737-200	JT8D-7QN	100.5	83.8	01	2,8
BOEING	B-737-200	JT8D-9QN	109.0	84.9	01	2,8
BOEING	B-737-200	JT8D-7QN	109.0	86.4	01	2,8
BOEING	B-737-200	JT8D-9	110.7	85.5	01	8
BOEING	B-737-200	JT8D-9QN	114.5	86.8	01	2,8
BOEING	B-737-200	JT8D-17QN	115.5	85.3	01	2
BOEING	B-737-200	JT8D-15QN	115.5	86.1	01	2
BOEING	B-737-200	JT8D-9QN	115.5	86.1	01	2,8
BOEING	B-737-200	JT8D-9QN	115.5	86.9	01	2
BOEING	B-737-200	JT8D-15QN	117.0	86.6	01	2
BOEING	B-737-200	JT8D-9QN	117.0	87.3	01	2,8
BOEING	B-737-200	JT8D-17QN	122.5	86.9	01	2
BOEING	B-737-200C	JT8D-15	115.5	86.5	01	8
BOEING	B-747-SP	JT9D-7A	660.0	94.9	10	6
BOEING	B-747-SP	JT9D-7F	660.0	94.9	10	6
BOEING	B-747-SP	JT9D-7A	690.0	96.1	10	6
BOEING	B-747-SP	JT9D-7FWET	695.0	96.2	10	6
BOEING	B-747-SR	JT9D-7A	570.0	90.0	10	6
BOEING	B-747-SR	JT9D-7A	610.0	92.9	10	6
BOEING	B-747-100	JT9D-7	710.0	99.1	10	6
BOEING	B-747-100	JT9D-7	710.0	101.5	10	7
BOEING	B-747-100	JT9D-3	710.0	105.7	10	
BOEING	B-747-100	JT9D-7WET	735.0	101.4	10	7
BOEING	B-747-100	JT9D-3AWET	735.0	103.1	10	7
BOEING	B-747-100	JT9D-7WET	750.0	100.2	10	6
BOEING	B-747-100	JT9D-7FWET	750.0	100.5	10	6
BOEING	B-747-100	JT9D-7F	750.0	100.5	10	6
BOEING	B-747-200	JT9D-3A	767.0	100.5	10	6
BOEING	B-747-200	JT9D-3A	767.0	104.2	10	7
BOEING	B-747-200	JT9D-7	770.0	99.4	10	6
BOEING	B-747-200	JT9D-7	770.0	102.6	10	7
BOEING	B-747-200	JT9D-3AWET	773.0	99.6	10	6
BOEING	B-747-200	JT9D-3A	773.0	102.8	10	7
BOEING	B-747-200	CF6-50E	775.0	95.8	10	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
BOEING	B-747-200	JT9D-7F	775.0	99.1	10	6
BOEING	B-747-200	JT9D-7WET	775.0	101.5	10	7
BOEING	B-747-200	JT9D-7WET	785.0	99.3	10	6
BOEING	B-747-200	RB211-524B	800.0	96.0	10	
BOEING	B-747-200	CF6-50E	800.0	96.6	10	
BOEING	B-747-200	JT9D-7FWET	805.0	99.9	10	6
BOEING	B-747-200	JT9D-70A	820.0	94.1	10	
BOEING	B-747-200	CF6-50E	820.0	97.3	10	
CESSNA	TU206G	TSIO-520-M	3.6	69.0		
CESSNA	T210L	TSIO-520-R	3.8	71.0		
CESSNA	T210M	TSIO-520-R	3.8	69.0		
CESSNA	T310R	TSIO-520-B	5.5	70.0		
CESSNA	150	O-200-A	1.6	55.0		
CESSNA	152	O-235-L2C	1.7	55.0		
CESSNA	170B	O-300-A	2.2	60.0		
CESSNA	172	O-320-A	2.3	58.0		
CESSNA	177RG	IO-360-A1B6	2.8	66.0		
CESSNA	180	O-470-U	2.8	67.0		
CESSNA	182Q	O-470-U	3.0	68.0		
CESSNA	185F	IO-520 D	3.4	69.0		
CESSNA	310Q	IO-470-VO	5.2	71.0		
CESSNA	320C	TSIO-470 D	5.2	73.0		
CESSNA	337H	IO-360-G	4.6	73.0		
CESSNA	340	TSIO-520-K	6.0	71.0		
CESSNA	401	TSIO-520-E	6.3	69.0		
CESSNA	404	GTSIO-520-M	8.4	63.0		
CESSNA	414	TSIO-520-N	6.8	69.0		
CESSNA	421B	GTSIO-520-L	7.5	62.0		
CESSNA	500	JT15D-1	11.5	61.1	15	
CONCORDE	CONCORDE	O-593/M-602	400.0	112.9		
DASSAULT BREGUET	FALCON 10	TFE731-2	18.7	67.6	15	8
DASSAULT BREGUET	FALCON 20	CF700-2D-2	28.6	77.0	10	8
DEHAVILLAND	DHC-6	PT6A-27	12.5	67.0		
DEHAVILLAND	DHC-7	PT6A-50	43.5	69.0		
EMBRAER	EMB 110-P2	PT6A-34	12.5	71.0		
GATES LEARJET	LEARJET 23	CJ-610-1	12.5	84.7		8
GATES LEARJET	LEARJET 24D	CJ610-6	13.5	80.6	20	
GATES LEARJET	LEARJET 24E	CJ610-6	12.9	73.1	20	8
GATES LEARJET	LEARJET 24F	CJ610-6	13.5	74.6	20	8
GATES LEARJET	LEARJET 25C	CJ610-6	15.0	82.8	20	
GATES LEARJET	LEARJET 25D	CJ610-6	15.0	79.7	08	8
GATES LEARJET	LEARJET 25D	CJ610-6	15.0	82.8	20	
GATES LEARJET	LEARJET 25F	CJ610-6	15.0	79.7	08	8
GATES LEARJET	LEARJET 35	TFE731-2	17.0	71.4	08	
GATES LEARJET	LEARJET 35	TFE731-2	17.0	72.0	20	
GATES LEARJET	LEARJET 35A	TFE731-2	18.0	71.6	08	
GATES LEARJET	LEARJET 36	TFE731-2	17.0	71.4	08	
GATES LEARJET	LEARJET 36	TFE731-2	17.0	72.0	20	
GATES LEARJET	LEARJET 36A	TFE731-2	18.0	71.6	08	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
GENERAL DYNAMICS	CV-580	ALLISON 501-D13D	54.6	77.3		
GENERAL DYNAMICS	CV-880-22	CJ-805-3	184.0	105.8		8
GENERAL DYNAMICS	CV-880-22M	CJ-805-3B	193.0	107.8		8
GENERAL DYNAMICS	CV-990A	CJ-805-23	253.0	97.2		8
GRUMMAN AMERICAN	AA-1A	O-235-62C	1.6	57.0		
GRUMMAN AMERICAN	AA-5	O-320-E2G	2.2	60.0		
GRUMMAN AMERICAN	GA-7	O-320-D1D	3.8	63.0		
GRUMMAN AMERICAN	GULFSTREAM II	SPEY MK511-8	65.5	84.2	20	8
GRUMMAN AMERICAN	GULFSTREAM II	SPEY MK511-8	62.0	80.1	20	8
HAWKER SIDDELEY	HS-125-1A	VIPER 521	19.6	77.7		8
HAWKER SIDDELEY	HS-125-3	VIPER 522	21.0	78.7		8
HAWKER SIDDELEY	HS-125-400	VIPER 522	23.3	79.7		8
HAWKER SIDDELEY	HS-125-600	VIPER 601-22	25.0	78.7		8
HAWKER SIDDELEY	TRIDENT 1	RB163 MK505-5	115.0	91.8		8
HAWKER SIDDELEY	TRIDENT 1E	RB163 MK511-5	130.0	99.8		8
HAWKER SIDDELEY	TRIDENT 2E	RB163 MK512-5	143.5	99.8		8
HAWKER SIDDELEY	TRIDENT 3B	RB163 MK512-5	150.0	95.8		8
IAI	1121 COMMODORE	CJ610-5	18.5	89.7		
IAI	1123 WESTWIND	CJ610-9	20.7	89.7		
IAI	1124 WESTWIND	TFE731-3-1G	22.9	72.2	12	8
LOCKHEED	L-1011	RB211-22B	430.0	85.1	14	
LOCKHEED	L-1011-1	RB211-22C	396.0	85.2	10	8
LOCKHEED	L-1011-1	RB211-22C	416.0	85.3	10	8
LOCKHEED	L-1011-1	RB211-22C	430.0	87.1	10	
LOCKHEED	L-1011-1	RB211-22C	422.0	86.9	10	
LOCKHEED	L-188	501-D13	116.0	81.3		8
LOCKHEED	1329 JETSTAR	JT12A-8	42.0	99.1		8
LOCKHEED	1329-25 JETSTAR II	TFE731-3-1E	43.8	82.3	20	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	377.5	84.5	14	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	386.5	84.5	15	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	410.0	86.9	14	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	430.0	87.3	11	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	430.0	88.1	08	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	440.0	88.1	08	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	440.0	88.9	05	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	440.0	90.4	10	4
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	565.0	94.5	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	519.6	92.2	08	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	534.4	93.1	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	550.0	93.8	08	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	550.0	93.9	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	562.0	94.1	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	572.0	94.5	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	590.0	95.4	06	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	534.4	93.4	10	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	440.0	90.3	10	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	484.0	88.2	10	
MCDONNELL DOUGLAS	DC-10-40	JT9D-59A	590.0	92.4	10	
MCDONNELL DOUGLAS	DC-10-40	JT9D-59A	555.0	90.6	10	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
MCDONNELL DOUGLAS	DC-10-40	JT9D-59B	555.0	91.2	10	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	430.0	85.6	10	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	530.0	90.5	10	
MCDONNELL DOUGLAS	DC-10-40	JT9D-59B	590.0	92.7	10	
MCDONNELL DOUGLAS	DC-9-30	JT8D-17	115.0	83.6		1,8
MCDONNELL DOUGLAS	DC-9-30	JT8D-9	103.0	81.6		1
MCDONNELL DOUGLAS	DC-9-30	JT8D-15	110.0	82.0		1
MCDONNELL DOUGLAS	DC-9-30	JT8D-15	98.0	78.5		
MCDONNELL DOUGLAS	DC-9-30	JT8D-15	108.0	81.5		1
MCDONNELL DOUGLAS	DC-9-30	JT8D-17	110.0	82.2		1,8
MCDONNELL DOUGLAS	DC-9-30	JT8D-9	110.0	83.4		1
MCDONNELL DOUGLAS	DC-9-30	JT8D-15	114.0	83.1		
MCDONNELL DOUGLAS	DC-9-30	JT8D-17	121.0	85.3		1,8
MCDONNELL DOUGLAS	DC-9-30	JT8D-7A	94.0	79.0		1
MCDONNELL DOUGLAS	DC-9-30	JT8D-7A	108.0	82.4		1
MCDONNELL DOUGLAS	DC-9-30	JT8D-9	108.0	82.8		1
MCDONNELL DOUGLAS	DC-9-40	JT8D-15	114.0	83.1		1
MCDONNELL DOUGLAS	DC-9-40	JT8D-15	105.0	80.6		1
MCDONNELL DOUGLAS	DC-9-40	JT8D-11	107.0	82.5		1
MCDONNELL DOUGLAS	DC-9-40	JT8D-11	114.0	84.1		1
MCDONNELL DOUGLAS	DC-9-50	JT8D-17	115.0	83.7		1,8
MCDONNELL DOUGLAS	DC-9-50	JT8D-17	110.0	82.3		1,8
MCDONNELL DOUGLAS	DC-9-50	JT8D-15	110.0	82.0		1
MCDONNELL DOUGLAS	DC-9-50	JT8D-17	121.0	85.4		1,8
MCDONNELL DOUGLAS	DC-9-50	JT8D-15	115.0	83.4		1,8
MCDONNELL DOUGLAS	DC-9-50	JT8D-15	121.0	85.1		1,8
MCDONNELL DOUGLAS	DC-9-50	JT8D-17	118.0	84.5		1,8
MCDONNELL DOUGLAS	DC8-10	JT3C-6	273.0	103.8		8
MCDONNELL DOUGLAS	DC8-20	JT4A-3	276.0	95.8		8
MCDONNELL DOUGLAS	DC8-30	JT4A-9	315.0	102.2		8
MCDONNELL DOUGLAS	DC8-40	RCO. 12	315.0	103.8		8
MCDONNELL DOUGLAS	DC8-50	JT3D-3B	315.0	103.2		8
MCDONNELL DOUGLAS	DC8-50	JT3D-1	300.0	104.2		8
MCDONNELL DOUGLAS	DC8-55	JT3D-3B	328.0	105.2		8
MCDONNELL DOUGLAS	DC8-61	JT3D-3B	328.0	105.2		8
MCDONNELL DOUGLAS	DC8-62	JT3D-7	350.0	101.2		8
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	335.0	101.2		8
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	350.0	104.2		8
MCDONNELL DOUGLAS	DC8-63	JT3D-7	355.0	101.2		8
MCDONNELL DOUGLAS	DC8-63	JT3D-3B	350.0	104.2		8
MCDONNELL DOUGLAS	DC9-10	JT8D-5	86.3	77.3		8
MCDONNELL DOUGLAS	DC9-10	JT8D-1	90.7	77.3		8
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	77.3		8
MCDONNELL DOUGLAS	DC9-20	JT8D-9	98.0	77.3		8
MCDONNELL DOUGLAS	DC9-30	JT8D-11	114.0	82.3		8
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	80.3		8
MCDONNELL DOUGLAS	DC9-30	JT8D-1	98.0	78.3		8
MCDONNELL DOUGLAS	DC9-30	JT8D-9	114.0	84.3		8
MCDONNELL DOUGLAS	DC9-80	JT8D-109	140.0	78.1		8

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
MESSERSCHMITT-BOLKOW	HFB-320 HANSA	CJ610-5	20.2	89.7		
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.0	64.0		
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.0	66.0		
MOHAWK	298	PT6A-45A	23.4	76.0		
MOONEY	M20C	O-360-A1D	2.6	64.0		
MOONEY	M20J	IO-360-A1B6D	2.7	58.0		
PIPER	PA-18-150	O-320-A2B	1.8	54.0		
PIPER	PA-23-250	IO-540-C1A	5.2	69.0		
PIPER	PA-24-260	IO-540-R1A5	3.2	63.0		
PIPER	PA-28-140	O-320-E2A	2.2	60.0		
PIPER	PA-28-200	IO-360-C1C	2.7	63.0		
PIPER	PA-28B-235	O-540-B4B5	2.9	69.0		
PIPER	PA-31-310	TIO-540-A2C	6.5	71.0		
PIPER	PA-31-350	TIO-540-J2BD	7.0	74.0		
PIPER	PA-32-300	IO-540-K1A5	3.4	70.0		
PIPER	PA-34-200T	TSIO-360-E	4.8	67.0		
PIPER	PA-42	PT6A-41	10.5	66.0		
PIPER	PA31T	PT6A-28	9.0	62.0		
PIPER	PA32RT-300	IO-540-K1G-5D	3.6	71.0		
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	19.6	90.0		8
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	20.0	84.7		
ROCKWELL INTERNATIONAL	SABRE 75A	CF700-2D-2	23.0	77.7	15	
ROCKWELL INTERNATIONAL	112	IO-360-C1D6	2.6	64.0		
ROCKWELL INTERNATIONAL	560E	GO-480-G1B6	6.5	78.0		
ROCKWELL INTERNATIONAL	680FL	IGSO-540-B1A	8.5	67.0		
ROCKWELL INTERNATIONAL	6908	TPE-331-5-251K	10.3	54.0		
SHORTS	3-30	PT6A-45A	22.4	76.0		
SWEARINGEN	SA226-AT	TPE-331-3U-303G	12.5	71.0		
SWEARINGEN	SA226-T	TPE-331-3U-303G	12.5	71.0		
SWEARINGEN	SA226-TC	TPE-331-3UW-303G	12.5	71.0		
TED SMITH	601	IO-540-S1A5	6.0	70.0		
VFW FOKKER	F-28 MK1000	SPEY MK555-15	65.0	79.2	06	
VFW FOKKER	F-28 MK2000	SPEY MK555-15	65.0	79.2	06	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
AEROSPATIALE	NORD-262C	BASTAN VIIA	22.9	88.9		
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.9	79.1	35	
AIRBUS	A-300B	CF6-50A	302.0	90.9	25	
AIRBUS	A-300B1	CF6-50A	302.0	90.7	25	9
AIRBUS	A-300B1	CF6-50A	302.0	91.4	15	9
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	90.7	15	9
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	91.3	25	9
AIRBUS	A-300B2-1A	CF6-50A	301.4	90.7	25	9
AIRBUS	A-300B2-1A	CF6-50A	302.4	91.4	15	9
AIRBUS	A-300B2-1A	CF6-50A	312.4	90.4	15	9
AIRBUS	A-300B2-1A	CF6-50A	312.4	90.9	25	9
AIRBUS	A-300B2-1C	CF6-50C	302.0	90.4	15	9
AIRBUS	A-300B2-1C	CF6-50C	302.1	90.7	25	9
AIRBUS	A-300B2-1C	CF6-50C	312.4	90.4	15	9
AIRBUS	A-300B2-1C	CF6-50C	312.4	90.9	25	9
AIRBUS	A-300B4-2C	CF6-50C	330.0	90.0	15	9
AIRBUS	A-300B4-2C	CF6-50C	330.0	91.5	25	9
AIRBUS	A-300B4-2C	CF6-50C	336.6	90.0	15	9
AIRBUS	A-300B4-2C	CF6-50C	336.6	91.5	25	9
AIRBUS	A-300B4-2C	CF6-50C	346.5	90.0	15	9
AIRBUS	A-300B4-2C	CF6-50C	346.5	91.5	25	9
BAC	1-11-300/400	SPEY MK512	98.9	95.3		
BAC	1-11-500	SPEY MK512	99.7	98.6		
BAC	1-11-500	SPEY MK512	104.5	98.6		
BEECH	A100	PT6A-28	11.5	74.0		
BEECH	A24R	IO-360-A1B6	2.8	61.0		
BEECH	A36 (2 BL.)	IO-520-B	3.6	63.0		
BEECH	B60	TIO-541-E1C4	6.8	75.0		
BEECH	B80	IGSO-540-A1D	8.8	77.0		
BEECH	C23	O-360-A4K	2.5	61.0		
BEECH	C90	PT6A-21	9.7	74.0		
BEECH	E55	IO-520-C	5.3	75.0		
BEECH	F33A	IO-520-B	3.4	63.0		
BEECH	V35B	IO-520-B	3.4	63.0		
BEECH	35-B33	IO-470-K	3.0	63.0		
BEECH	35-C33A	IO-520-B	3.3	63.0		
BEECH	58	IO-520-C	5.4	74.0		
BEECH	99A	PT6A-27	10.4	74.0		
BELLANCA	17-30A	IO-540-T4B5D	3.3	64.0		
BELLANCA	7GCAA	O-320-A2B	1.7	60.0		
BELLANCA	8GCBC	O-360-C2E	2.2	61.0		
BOEING	B-707-120	JT3C-6	258.0	101.0		
BOEING	B-707-120B	JT3D-3	258.0	105.8		
BOEING	B-707-220	JT4A-3	248.0	100.6		
BOEING	B-707-320	JT4A-11	316.0	98.6		
BOEING	B-707-320B	JT3D-3B	328.0	106.8		
BOEING	B-707-320C	JT3D-3B	332.0	107.8		
BOEING	B-707-420	RCO.MK508	316.0	97.8		
BOEING	B-720	JT3C-7	230.0	98.6		

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
BOEING	B-720B	JT3D-1	235.0	104.8		
BOEING	B-727-100	JT8D-1FCD	160.5	89.1	30¬	3
BOEING	B-727-100	JT8D-7FCD	160.5	89.1	30¬	3
BOEING	B-727-100	JT8D-7FCD	160.5	94.5	40	3
BOEING	B-727-100	JT8D-1FCD	160.5	94.5	40	3
BOEING	B-727-100	JT8D-9FCD	160.5	96.0	40	3
BOEING	B-727-100	JT8D-1	161.0	100.2	40	
BOEING	B-727-100	JT8D-1FCD	169.5	89.1	30¬	3
BOEING	B-727-100	JT8D-7FCD	169.5	89.1	30¬	3
BOEING	B-727-100	JT8D-9FCD	169.5	92.2	30¬	3
BOEING	B-727-100	JT8D-1FCD	169.5	94.5	40	3
BOEING	B-727-100	JT8D-7FCD	169.5	94.5	40	3
BOEING	B-727-100	JT8D-9FCD	169.5	96.0	40	3
BOEING	B-727-100C	JT8D-7	160.5	100.2	40	
BOEING	B-727-200	JT8D-7QN	169.5	87.4	30¬	2
BOEING	B-727-200	JT8D-7QN	169.5	90.6	40	2
BOEING	B-727-200	JT8D-7QN	172.5	87.4	30¬	2
BOEING	B-727-200	JT8D-9QN	172.5	88.9	40	2
BOEING	B-727-200	JT8D-7QN	172.5	90.6	40	2
BOEING	B-727-200	JT8D-9	172.5	99.7	40	
BOEING	B-727-200	JT8D-15QN	184.2	86.1	30¬	2
BOEING	B-727-200	JT8D-15QN	184.2	88.9	40	2
BOEING	B-727-200	JT8D-9QN	184.8	86.1	30¬	2
BOEING	B-727-200	JT8D-9QN	184.8	88.9	40	2
BOEING	B-727-200	JT8D-17QN	190.5	86.1	30¬	2
BOEING	B-727-200	JT8D-15QN	190.5	86.1	30¬	2
BOEING	B-727-200	JT8D-15QN	190.5	88.9	40	2
BOEING	B-727-200	JT8D-17QN	190.5	88.9	40	2
BOEING	B-727-200	JT8D-15	190.5	99.7	40	
BOEING	B-727-200	JT8D-17RQN	197.0	86.1	30¬	2
BOEING	B-727-200	JT8D-17RQN	197.0	88.9	40	2
BOEING	B-727-200	JT8D-17QN	203.1	86.1	30¬	2
BOEING	B-727-200	JT8D-17QN	203.1	88.9	40	2
BOEING	B-727-200	JT8D-17RQN	208.0	86.1	30¬	2
BOEING	B-727-200	JT8D-17RQN	208.0	88.9	40	2
BOEING	B-737-100	JT8D-9	111.0	100.0	40	
BOEING	B-737-200	JT8D-7QN	100.5	85.8	30¬	2
BOEING	B-737-200	JT8D-7QN	100.5	88.8	40	2
BOEING	B-737-200	JT8D-9QN	109.0	87.9	30¬	2
BOEING	B-737-200	JT8D-7QN	109.0	88.8	40	2
BOEING	B-737-200	JT8D-9QN	109.0	90.8	40	2
BOEING	B-737-200	JT8D-9	110.7	101.6	40	
BOEING	B-737-200	JT8D-9QN	114.5	87.9	30¬	2
BOEING	B-737-200	JT8D-9QN	114.5	91.9	40	2
BOEING	B-737-200	JT8D-9QN	115.5	87.9	30¬	2
BOEING	B-737-200	JT8D-15QN	115.5	88.3	30¬	2
BOEING	B-737-200	JT8D-17QN	115.5	91.6	40	2
BOEING	B-737-200	JT8D-9QN	115.5	91.9	40	2
BOEING	B-737-200	JT8D-15QN	115.5	92.1	40	2

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
BOEING	B-737-200	JT8D-9QN	117.0	87.9	30-	2
BOEING	B-737-200	JT8D-15QN	117.0	88.3	30-	2
BOEING	B-737-200	JT8D-15QN	117.0	91.9	40	2
BOEING	B-737-200	JT8D-9QN	117.0	92.0	40	2
BOEING	B-737-200	JT8D-17QN	122.5	88.3	30-	2
BOEING	B-737-200	JT8D-17QN	122.5	91.0	40	2
BOEING	B-737-200C	JT8D-15	115.5	101.6	40	
BOEING	B-747-SP	JT9D-7A	660.0	92.8	30	6
BOEING	B-747-SP	JT9D-7F	660.0	93.1	30	6
BOEING	B-747-SP	JT9D-7A	690.0	93.1	30	6
BOEING	B-747-SP	JT9D-7FWET	695.0	93.5	30	6
BOEING	B-747-SR	JT9D-7A	570.0	95.6	30	6
BOEING	B-747-SR	JT9D-7A	610.0	96.1	30	6
BOEING	B-747-100	JT9D-7	710.0	97.2	30	6
BOEING	B-747-100	JT9D-3	710.0	104.6	30	7
BOEING	B-747-100	JT9D-7	710.0	105.3	30	7
BOEING	B-747-100	JT9D-7WET	735.0	105.6	30	7
BOEING	B-747-100	JT9D-3AWET	735.0	105.8	30	7
BOEING	B-747-100	JT9D-7WET	750.0	97.3	30	6
BOEING	B-747-100	JT9D-7FWET	750.0	97.8	30	6
BOEING	B-747-100	JT9D-7F	750.0	97.8	30	6
BOEING	B-747-200	JT9D-7WET	775.0	103.0	30	7
BOEING	B-747-200	JT9D-7WET	785.0	96.7	30	6
BOEING	B-747-200	CF6-50E	800.0	95.5	30	
BOEING	B-747-200	RB211-524B	800.0	97.2	30	
BOEING	B-747-200	JT9D-7FWET	805.0	97.2	30	6
BOEING	B-747-200	JT9D-70A	820.0	95.2	30	
BOEING	B-747-200	CF6-50E	820.0	95.5	30	
BOEING	B-747-200	JT9D-3A	767.0	95.9	30	6
BOEING	B-747-200	JT9D-3A	767.0	103.1	30	7
BOEING	B-747-200	JT9D-7	770.0	96.1	30	6
BOEING	B-747-200	JT9D-7	770.0	102.5	30	7
BOEING	B-747-200	JT9D-3AWET	773.0	96.1	30	6
BOEING	B-747-200	JT9D-3A	773.0	103.4	30	7
BOEING	B-747-200	CF6-50E	775.0	94.4	30	
BOEING	B-747-200	JT9D-7F	775.0	96.6	30	6
CESSNA	TU206G	TSIO-520-M	3.6	63.0		
CESSNA	T210L	TSIO-520-R	3.8	63.0		
CESSNA	T210M	TSIO-520-R	3.8	63.0		
CESSNA	T310R	TSIO-520-B	5.5	75.0		
CESSNA	150	O-200-A	1.6	58.0		
CESSNA	152	O-235-L2C	1.7	59.0		
CESSNA	1708	O-300-A	2.2	60.0		
CESSNA	172	O-320-A	2.3	60.0		
CESSNA	177RG	IO-360-A1B6	2.8	61.0		
CESSNA	180	O-470-U	2.8	62.0		
CESSNA	182Q	O-470-U	3.0	62.0		
CESSNA	185F	IO-520-D	3.4	63.0		
CESSNA	310Q	IO-470-VO	5.2	75.0		

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
CESSNA	320C	TSIO-470-D	5.2	76.0		
CESSNA	337H	IO-360-G	4.6	74.0		
CESSNA	340	TSIO-520-K	6.0	75.0		
CESSNA	401	TSIO-520-E	6.3	75.0		
CESSNA	404	GTSIO-520-M	8.4	75.0		
CESSNA	414	TSIO-520-N	6.8	75.0		
CESSNA	421B	GTSIO-520-L	7.5	75.0		
CESSNA	500	JT15D-1	11.5	77.4	40	
CONCORDE	CONCORDE	O-593/M-602	400.0	109.5		
DASSAULT BREGUET	FALCON 10	TFE731-2	18.7	86.2	52	
DASSAULT BREGUET	FALCON 20	CF700-2D-2	28.6	93.1	40-	
DEHAVILLAND	DHC-6	PT6A-27	12.5	78.0		
DEHAVILLAND	DHC-7	PT6A-50	43.5	84.0		
EMBRAER	EMB 110-P2	PT6A-34	12.5	76.0		
GATES LEARJET	LEARJET 23	CJ-610-1	12.5	89.7		
GATES LEARJET	LEARJET 24D	CJ610-6	13.5	94.7	40	
GATES LEARJET	LEARJET 24E	CJ610-6	12.9	88.3	40	
GATES LEARJET	LEARJET 24F	CJ610-6	13.5	88.3	40	
GATES LEARJET	LEARJET 25C	CJ610-6	15.0	93.8	40	
GATES LEARJET	LEARJET 25D	CJ610-6	15.0	95.7	40	
GATES LEARJET	LEARJET 25F	CJ610-6	15.0	88.2	40	
GATES LEARJET	LEARJET 35	TFE731-2	17.0	83.1	40	
GATES LEARJET	LEARJET 35A	TFE731-2	18.0	82.2	40	
GATES LEARJET	LEARJET 36	TFE731-2	17.0	83.1	40	
GATES LEARJET	LEARJET 36A	TFE731-2	18.0	82.2	40	
GENERAL DYNAMICS	CV-580	ALLISON 501-D13D	54.6	86.3		
GENERAL DYNAMICS	CV-880-22	CJ-805-3	184.0	94.8		
GENERAL DYNAMICS	CV-880-22M	CJ-805-3B	193.0	94.8		
GRUMMAN AMERICAN	AA-1A	O-235-62C	1.6	59.0		
GRUMMAN AMERICAN	AA-5	O-320-E2G	2.2	60.0		
GRUMMAN AMERICAN	GA-7	O-320-D1D	3.8	72.0		
GRUMMAN AMERICAN	GULFSTREAM II	SPEY MK511-8	62.0	91.1	39	
HAWKER SIDDELEY	HS-125-1A	VIPER 521	19.6	96.5		
HAWKER SIDDELEY	HS-125-3	VIPER 522	21.0	97.5		
HAWKER SIDDELEY	HS-125-400	VIPER 522	23.3	97.5		
HAWKER SIDDELEY	HS-125-600	VIPER 601-22	25.0	98.5		
HAWKER SIDDELEY	TRIDENT 1	RB163 MK505-5	115.0	100.9		
HAWKER SIDDELEY	TRIDENT 1E	RB163 MK511-5	130.0	101.9		
HAWKER SIDDELEY	TRIDENT 2E	RB163 MK512-5	143.5	101.9		
HAWKER SIDDELEY	TRIDENT 3B	RB163 MK512-5	150.0	102.9		
IAI	1121 COMMODORE	CJ610-5	18.5	100.0		
IAI	1123 WESTWIND	CJ610-9	20.7	99.0		
IAI	1124 WESTWIND	TFE731-3-1G	22.9	79.3	20	
LOCKHEED	L-1011	RB211-22B	430.0	92.1	42	5
LOCKHEED	L-1011	RB211-22B	430.0	91.3	33-	5
LOCKHEED	L-1011-1	RB211-22C	396.0	90.0	33-	
LOCKHEED	L-1011-1	RB211-22C	416.0	90.8	33-	
LOCKHEED	L-1011-1	RB211-22C	416.0	91.4	33-	5
LOCKHEED	L-1011-1	RB211-22C	422.0	91.4	33-	5

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
LOCKHEED	L-1011-1	RB211-22C	430.0	92.7	42	5
LOCKHEED	L-188	501-D13	116.0	89.5		
LOCKHEED	1329 JETSTAR	JT12A-8	42.0	101.0	50	
LOCKHEED	1329-25 JETSTAR II	TFE731-3-1E	43.8	88.3	50	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	440.0	95.3	50	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	430.0	89.6	35	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	386.5	89.1	35	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	386.5	94.1	50	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	410.0	94.1	50	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	440.0	95.3	50	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	430.0	94.6	50	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	430.0	89.6	35	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	430.0	94.6	50	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	440.0	90.2	35	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D1	440.0	90.2	35	
MCDONNELL DOUGLAS	DC-10-10	CF6-6D	410.0	89.1	35	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	534.4	92.8	35	
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	550.0	98.0	50	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	565.0	98.0	50	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	572.0	93.8	35	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	440.0	97.6	50	4
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	519.6	97.8	50	
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	550.0	92.6	35	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	550.0	98.1	50	
MCDONNELL DOUGLAS	DC-10-30	CF6-50A	519.6	92.2	35	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C	440.0	92.2	35	
MCDONNELL DOUGLAS	DC-10-30	CF6-50C1	590.0	99.2	50	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	484.0	94.5	50	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	530.0	95.3	50	
MCDONNELL DOUGLAS	DC-10-40	JT9D-59B	590.0	96.5	50	
MCDONNELL DOUGLAS	DC-10-40	JT9D-59B	555.0	95.6	35	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	484.0	89.1	35	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	430.0	88.4	35	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	430.0	93.7	50	
MCDONNELL DOUGLAS	DC-10-40	JT9D-59A	555.0	95.6	35	
MCDONNELL DOUGLAS	DC-10-40	JT9D-20	530.0	90.3	35	
MCDONNELL DOUGLAS	DC-10-40	JT9D-59A	590.0	96.5	50	
MCDONNELL DOUGLAS	DC-9-30	JT8D-9	108.0	91.9	50	1
MCDONNELL DOUGLAS	DC-9-30	JT8D-15	110.0	91.7	50	1
MCDONNELL DOUGLAS	DC-9-30	JT8D-9	110.0	92.0	50	1
MCDONNELL DOUGLAS	DC-9-30	JT8D-7A	108.0	90.2	50	1
MCDONNELL DOUGLAS	DC-9-30	JT8D-17	121.0	94.8	50	1
MCDONNELL DOUGLAS	DC-9-30	JT8D-7A	94.0	89.9	50	1
MCDONNELL DOUGLAS	DC-9-30	JT8D-15	108.0	91.3	50	1
MCDONNELL DOUGLAS	DC-9-30	JT8D-15	114.0	91.9	50	
MCDONNELL DOUGLAS	DC-9-40	JT8D-11	114.0	92.3	50	1
MCDONNELL DOUGLAS	DC-9-40	JT8D-15	114.0	92.3	50	1
MCDONNELL DOUGLAS	DC-9-50	JT8D-17	118.0	94.0	40	1
MCDONNELL DOUGLAS	DC-9-50	JT8D-15	115.0	94.0	40	1

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX 'C' LOCATIONS

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MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
MCDONNELL DOUGLAS	DC-9-50	JT8D-15	121.0	94.8	50	1
MCDONNELL DOUGLAS	DC-9-50	JT8D-17	121.0	94.8	50	1
MCDONNELL DOUGLAS	DC8-10	JT3C-6	273.0	99.8		
MCDONNELL DOUGLAS	DC8-20	JT4A-3	276.0	99.8		
MCDONNELL DOUGLAS	DC8-30	JT4A-9	315.0	99.8		
MCDONNELL DOUGLAS	DC8-40	RCO. 12	315.0	103.8		
MCDONNELL DOUGLAS	DC8-50	JT3D-3B	315.0	106.8		
MCDONNELL DOUGLAS	DC8-50	JT3D-1	300.0	104.8		
MCDONNELL DOUGLAS	DC8-55	JT3D-3B	328.0	106.8		
MCDONNELL DOUGLAS	DC8-61	JT3D-3B	328.0	106.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	335.0	100.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-7	350.0	103.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	350.0	100.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-7	355.0	103.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-3B	350.0	100.8		
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	101.9		
MCDONNELL DOUGLAS	DC9-10	JT8D-5	86.3	101.9		
MCDONNELL DOUGLAS	DC9-10	JT8D-1	90.7	101.9		
MCDONNELL DOUGLAS	DC9-20	JT8D-9	98.0	101.9		
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	102.9	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-1	98.0	101.9	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-11	114.0	101.9	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-9	114.0	102.9	50	
MCDONNELL DOUGLAS	DC9-80	JT8D-109	140.0	91.7		
MESSERSCHMITT-BOLKOW	HFB-320 HANSA	CJ610-5	20.2	99.0		
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.0	76.0		
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.0	76.0		
MOHAWK	298	PT6A-45A	23.4	86.0		
MOONEY	M20C	O-360-A1D	2.6	61.0		
MOONEY	M20J	IO-360-A1B6D	2.7	62.0		
PIPER	PA-18-150	O-320-A2B	1.8	60.0		
PIPER	PA-23-250	IO-540-C1A	5.2	74.0		
PIPER	PA-24-260	IO-540-R1A5	3.2	62.0		
PIPER	PA-28-140	O-320-E2A	2.2	60.0		
PIPER	PA-28-200	IO-360 C1C	2.7	61.0		
PIPER	PA-28E-235	O-540-B4B5	2.9	63.0		
PIPER	PA-31-310	TIO-540 A2C	6.5	76.0		
PIPER	PA-31-350	TIO-540-J2BD	7.0	77.0		
PIPER	PA-32-300	IO-540-K1A5	3.4	63.0		
PIPER	PA-34-200T	TSIO-360-E	4.8	73.0		
PIPER	PA-42	PT6A-41	10.5	76.0		
PIPER	PA31T	PT6A-28	9.0	74.0		
PIPER	PA32RT-300	IO-540-K1G-5D	3.6	64.0		
ROCKWELL INTERNATICNAL	SABRE 40A	JT12A-8	19.6	92.0		
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	20.0	92.0	24	
ROCKWELL INTERNATIONAL	SABRE 75A	CF700-2D-2	23.0	90.3	25	
ROCKWELL INTERNATIONAL	112	IO-360-C1D6	2.6	61.0		
ROCKWELL INTERNATIONAL	560E	GO-480-G1B6	6.5	80.0		
ROCKWELL INTERNATIONAL	680FL	IGSO-540-B1A	8.5	76.0		

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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APPROACH

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST. DBA	FLAPS	NOTES
ROCKWELL INTERNATIONAL	690B	TPE-331-5-251K	9.7	76.0		
SHORTS	3-30	PT6A-45A	22.4	85.0		
SWEARINGEN	SA226-AT	TPE-331-3U-303G	12.5	76.0		
SWEARINGEN	SA226-T	TPE-331-3U-303G	11.5	76.0		
SWEARINGEN	SA226-TC	TPE-331-3UW-303G	12.5	76.0		
TED SMITH	601	IO-540-S1A5	6.0	75.0		
VFW FOKKER	F-27-200	MK532-7	43.5	88.1		
VFW FOKKER	F-27-400/600	MK532-7R	43.5	86.8		
VFW FOKKER	F-28 MK1000	SPEY MK555-15	65.0	94.1	42	
VFW FOKKER	F-28 MK2000	SPEY MK555-15	65.0	94.7	42	

Notes

1. Engines equipped with P-36 acoustical treatment.

2. Quiet nacelles and double wall fan duct treatment.

3. Double wall fan duct treatment.

4. At TOGW of 440K or less and landing weights of 400K or less the center landing gear retracted.

5. Direct lift control used on approach.

6. Nacelle with Fixed Lip Inlet.

7. Nacelle with Blow-In Door Inlet.

8. Thrust Cutback Used.

9. ICAO Annex 16 Certification Data Source.

¬ Less than maximum flap setting.

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