

M-494.6

AC 36-3B

DATE 11/20/81

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 estimated airplane noise levels in units of A-Weighted Sound Level in decibels (dBA), ranked in descending order for the conditions and assumptions described below. This information is provided both for aircraft that have been noise type certificated under Part 36 and for aircraft for which no such requirement currently exists.

2. CANCELLATION. Advisory Circular 36-3A, Airplane Noise Levels in A-Weighted Decibels, dated 6/11/80, 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.

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 certificated 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.

Initiated by: AEE-120

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 takeoff 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 establishing absolute levels 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 application of noise control technology, the lower the maximum weight of an airplane the lower the noise level. Conversely, those aircraft normally associated with high weight, long range operation and, therefore, greater productivity, have 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 type certification requirements of Part 36. The takeoff noise level is also dependent on which operating procedures are 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 type 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. 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.

e. 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.

f. 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. NOISE LEVEL ESTIMATION PROCEDURE. In addition to the estimation procedures utilized in AC 36-3A, this revision employed refinement techniques as outlined below:

a. The results of DOT/FAA noise measurement and assessment programs have been used to establish noise levels for certain aircraft. Reference note 10 identifies these aircraft.

b. Noise levels for certain light propeller driven aircraft have been computed using primary reference input data (either from Pilot Operating Handbooks or direct from the manufacturer) using state of the art approximation procedures. The procedures considered both propeller and engine noise components for reciprocating engine aircraft takeoff and approach operations. Data calculated using this procedure have been rounded to the nearest decibel. Noise levels estimated using the techniques outlined in this paragraph are documented in Report FAA-EE-82-1 and are identified in this document by reference note 11.

c. In the case of certain general aviation jet aircraft, the appropriate maximum noise level one-third-octave frequency spectrum has been obtained from FAR-36 certification reports. The A-weighted sound level has been computed for each spectrum and is documented in Report FAA-EE-82-1. Noise level estimates established using this procedure are identified by reference note 12.

d. The noise levels of certain other general aviation jet aircraft included in this report have been converted to dBA from EPNL certification data using conversion factors derived for specific engine types. The details of the procedure are outlined in Report FAA-EE-82-1. Data appearing in this Advisory Circular derived using the above conversion technique are identified by reference note 13.

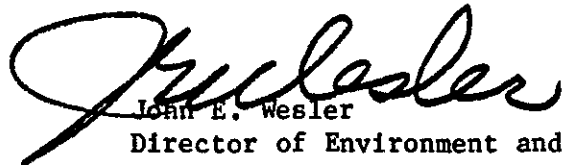
11/20/81

e. The noise levels of many of the large jet aircraft included in this Advisory Circular have been derived from FAR 36 certification EPNL values using the FAA INM. Data appearing in this document derived using the INM procedure are identified by reference note 14.

f. The noise levels of certain large jet aircraft have been derived from data provided to the FAA directly by aircraft manufacturers. Documentation of this information is provided in Report FAA-EE-82-1. Data appearing in this document derived from such sources are identified by reference note 15.

The FAA welcomes substantive discussion on any estimate in this document. Readers are encouraged to present data and alternative assumptions which they feel provide or lead to more accurate estimates of sound levels. Any person wishing to provide input to subsequent revisions of this AC are encouraged to write the Chief, Noise Technology Branch, AEE-120, Noise Abatement Division, Federal Aviation Administration, Washington, D.C. 20591 or telephone 202-426-3396.

6. 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 OBA	FLAPS	NOTES
CONCORDE	CONCORDE	D-593/M-602	400.0	112.9		4.8
GENERAL DYNAMICS	CV-880-22M	CJ-805-3B	193.0	107.8		4.8
GENERAL DYNAMICS	CV-880-22	CJ-805-3	184.0	105.8		4.8
BOEING	B-747-100	JT9D-3	710.0	105.7	10	4.7
MCDONNELL DOUGLAS	DC8-55	JT3D-3B	328.0	105.2		4.8
MCDONNELL DOUGLAS	DC8-61	JT3D-3B	328.0	105.2		4.8
BOEING	B-707-120	JT3C-6	258.0	104.6		4.8
BOEING	B-747-200	JT9D-3A	767.0	104.2	10	4.7
MCDONNELL DOUGLAS	DC8-50	JT3D-1	300.0	104.2		4.8
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	350.0	104.2		4.8
MCDONNELL DOUGLAS	DC8-63	JT3D-3B	350.0	104.2		4.8
BOEING	B-707-420	RCO.MK508	316.0	103.8		4.8
MCDONNELL DOUGLAS	DC8-10	JT3C-6	273.0	103.8		4.8
MCDONNELL DOUGLAS	DC8-40	RCO.12 MK509	315.0	103.8		4.8
MCDONNELL DOUGLAS	DC8-50	JT3D-3B	315.0	103.2		4.8
BOEING	B-747-100	JT9D-3AWET	735.0	103.1	10	4.7
BOEING	B-747-200	JT9D-3A	773.0	102.8	10	4.7
BOEING	B-747-200	JT9D-7	770.0	102.6	10	4.7
MCDONNELL DOUGLAS	DC8-30	JT4A-9	315.0	102.2		4.8
BOEING	B-747-100	JT9D-7	710.0	101.5	10	4.7
BOEING	B-747-200	JT9D-7WET	775.0	101.5	10	4.7
BOEING	B-747-100	JT9D-7WET	735.0	101.4	10	4.7
BOEING	B-707-320C	JT3D-3B	332.0	101.2		4.8
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	335.0	101.2		4.8
MCDONNELL DOUGLAS	DC8-62	JT3D-7	350.0	101.2		4.8
MCDONNELL DOUGLAS	DC8-63	JT3D-7	355.0	101.2		4.8
BOEING	B-707-320B	JT3D-3B	328.0	100.8		4.8
BOEING	B-747-100	JT9D-7F	750.0	100.5	10	4.6
BOEING	B-747-100	JT9D-7FWET	750.0	100.5	10	4.6
BOEING	B-747-200	JT9D-3A	767.0	100.5	10	4.6
BOEING	B-747-100	JT9D-7WET	750.0	100.2	10	4.6
BOEING	B-747-200	JT9D-7FWET	805.0	99.9	10	4.6
HAWKER SIDDELEY	TRIDENT 1E	RB163 MK511-5	130.0	99.8		4.8
HAWKER SIDDELEY	TRIDENT 2E	RB163 MK512-5	143.5	99.8		4.8
BOEING	B-720	JT3C-7	230.0	99.6		4.8
BOEING	B-747-200	JT9D-3AWET	773.0	99.6	10	4.6
BOEING	B-747-200	JT9D-7	770.0	99.4	10	4.6
BOEING	B-747-200	JT9D-7WET	785.0	99.3	10	4.6
BOEING	B-747-100	JT9D-7	710.0	99.1	10	4.6
BOEING	B-747-200	JT9D-7F	775.0	99.1	10	4.6
BOEING	B-707-320	JT4A-11	316.0	98.6		4.8
BOEING	B-747-200	CF6-50E	820.0	97.3	10	4
GENERAL DYNAMICS	CV-990A	CJ-805-23	253.0	97.2		4.8
BOEING	B-707-220	JT4A-3	248.0	96.6		4.8
BOEING	B-747-200	CF6-50E	800.0	96.6	10	4
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	590.0	96.4	6	15
BOEING	B-747-SP	JT9D-7FWET	695.0	96.2	10	4.6
BOEING	B-747-SP	JT9D-7A	690.0	96.1	10	4.6
BOEING	B-747-200	RB211-524B	800.0	96.0	10	4

11/20/81

AC 36-3B
Appendix 1

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		4,8
BOEING	B-747-200	CF6-50E	775.0	95.8	10	4
HAWKER SIDDELEY	TRIDENT 3B	RB163 MK512-5	150.0	95.8		4,8
MCDONNELL DOUGLAS	DC8-20	JT4A-3	276.0	95.8		4,8
MCDONNELL DOUGLAS	DC10-30	CF6-50A	565.0	95.7	8	15
BOEING	B-747-SP	JT9D-7A	660.0	94.9	10	4,6
BOEING	B-747-SP	JT9D-7F	660.0	94.9	10	4,6
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	572.0	94.6	10	15
BOEING	B-747-200	JT9D-70A	820.0	94.1	10	4
MCDONNELL DOUGLAS	DC10-30	CF6-50C	565.0	94.1	10	15
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	562.0	93.9	10	15
BOEING	B-747-SR	JT9D-7A	610.0	92.9	10	4,6
BOEING	B-727-200	JT8D-17RQN	208.0	92.6	5	2,8,15
BOEING	B-727-200	JT8D-17QN	203.1	92.2	5	2,8,14,15
BOEING	B-727-200	JT8D-9	172.5	92.1	5	8,14
BOEING	B-720B	JT3D-1	235.0	91.8		4,8
HAWKER SIDDELEY	TRIDENT 1	RB163 MK505-5	115.0	91.8		4,8
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	572.0	91.8	10	15
MCDONNELL DOUGLAS	DC10-40	JT9D-20	530.0	91.7	10	15
BOEING	B-727-200	JT8D-15	190.5	91.6	5	8,14
MCDONNELL DOUGLAS	DC10-30	CF6-50A	519.6	91.4	8	15
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	555.0	90.6	10	15
BAC	1-11-400	SPEY MK511	89.5	90.5	3	8,15
BAC	1-11-500	SPEY MK512	104.5	90.5		4
BOEING	B-727-200	JT8D-9QN	184.8	90.4	5	2,8,14,15
BOEING	B-747-SR	JT9D-7A	570.0	90.0	10	4,6
BAC	1-11-500	SPEY MK512	99.7	89.9		4
BOEING	B-727-200	JT8D-17RQN	197.0	89.9	5	2,8,15
ISRAEL AIRCRAFT IND.	1121 COMMODORE	CJ610-5	18.5	89.7		4
ISRAEL AIRCRAFT IND.	1123 WESTWIND	CJ610-9	20.7	89.7		4
MESSERSCHNITT-BOLKOW	HFB-320 HANSA	CJ610-9	20.3	89.7		13
BOEING	B-727-200	JT8D-7	169.5	89.0	5	8,14
BOEING	B-727-200	JT8D-15QN	190.5	89.0	5	2,8,14,15
MCDONNELL DOUGLAS	DC10-30	CF6-6K	455.0	88.8		15
LOCKHEED	1329 JETSTAR	JT12A-8	42.0	88.7		8,13
BOEING	B-727-200	JT8D-17QN	190.5	88.5	5	2,8,14,15
MCDONNELL DOUGLAS	DC10-10	CF6-6D	440.0	88.5	5	15
MCDONNELL DOUGLAS	DC10-40	JT9D-20	484.0	88.4	10	15
MCDONNELL DOUGLAS	DC9-50	JT8D-15	121.0	88.4		1,8,15
MCDONNELL DOUGLAS	DC9-30	JT8D-17	121.0	88.2		1,8,15
MCDONNELL DOUGLAS	DC9-50	JT8D-17	121.0	88.2		1,8,15
BOEING	B-727-200	JT8D-7QN	172.5	88.0	5	2,8,15
BOEING	B-737-200	JT8D-15QN	117.0	88.0	1	2,8,15
BOEING	B-737-200	JT8D-9QN	117.0	88.0	1	2,8,14,15
BAC	1-11-400	MK511 W/HUSHKIT	89.5	87.5		15
BOEING	B-727-200	JT8D-15QN	184.2	87.5	5	2,8,14,15
MCDONNELL DOUGLAS	DC9-40	JT8D-11	114.0	87.5		1,8,15
BOEING	B-737-200	JT8D-17QN	122.5	87.3	1	2,8,14,15
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	590.0	87.2	15	8,15

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
LOCKHEED	L-1011-1	RB211-22C	430.0	87.1	10	
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	87.1		8,15
BOEING	B-737-200	JT8D-9QW	114.5	87.0	1	2,8,14,15
LOCKHEED	L-1011-1	RB211-22C	422.0	86.9	10	
BOEING	B-737-200	JT8D-9	110.7	86.8	1	8,14
BOEING	B-727-200	JT8D-9QW	172.5	86.7	5	2,8,14,15
MCDONNELL DOUGLAS	DC10-30	CF6-50C2B	590.0	86.7		8,15
MCDONNELL DOUGLAS	DC9-30	JT8D-9	108.0	86.5		8,15
MCDONNELL DOUGLAS	DC9-30	JT8D-9	110.0	86.3		1,8,15
BOEING	B-727-100	JT8D-7FCD	169.5	86.1	5	3,8,14,15
BOEING	B-737-100	JT8D-9	111.0	86.1		8,14
GENERAL DYNAMICS	CV-440	R-2800	48.0	86.0		5
MCDONNELL DOUGLAS	DC9-50	JT8D-17	115.0	85.9		1,8,15
BAC	1-11-200	SPEY MK506	80.0	85.8		15
BOEING	B-737-200	JT8D-7QW	109.0	85.8	1	2,8,14
MCDONNELL DOUGLAS	DC9-30	JT8D-15	114.0	85.8		1,8,15
MCDONNELL DOUGLAS	DC9-40	JT8D-15	114.0	85.8		1,8,15
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	85.5		1,8,15
MCDONNELL DOUGLAS	DC9-30	JT8D-9	108.0	85.4		1,8,15
LOCKHEED	L-1011-1	RB211-22C	416.0	85.3	10	8
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	440.0	85.3	8	15
BOEING	B-737-200	JT8D-15QW	115.5	85.2	1	2,8,15
LOCKHEED	L-1011-1	RB211-22C	396.0	85.2	10	4,8
MCDONNELL DOUGLAS	DC10-10	CF6-6D	410.0	85.2	14	15
LOCKHEED	L-1011	RB211-22B	430.0	85.1	14	4
BOEING	B-727-100	JT8D-9FCD	169.5	85.0	5	3,8,15
MCDONNELL DOUGLAS	DC10-40	JT9D-20	430.0	85.0	15	8,15
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	20.0	85.0		8,12
BOEING	B-737-200	JT8D-9QW	109.0	84.8	1	2,8,14,15
HAWKER SIDDELEY	HS-125-3A/R	VIPER 522	22.7	84.8		8,15
MCDONNELL DOUGLAS	DC9-40	JT8D-11	107.0	84.8		1,8,15
GATES LEARJET	LEARJET 23	CJ610-1	12.5	84.7		4,8
BOEING	B-737-200	JT8D-17QW	115.5	84.5	1	2,8,14,15
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	555.0	84.4	10	8,15
MCDONNELL DOUGLAS	DC9-50	JT8D-15	110.0	84.3		1,8,15
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	65.5	84.2	20	4,8
MCDONNELL DOUGLAS	DC9-80	JT8D-209	147.0	84.2		8,15
BAC	1-11-200	MK506 W/HUSHKIT	80.0	84.1		15
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	19.6	84.0		8,13
BOEING	B-727-100	JT8D-7FCD	160.5	83.7	5	3,8,14,15
MCDONNELL DOUGLAS	DC10-30	CF6-50C2B	555.0	83.6	5	8,15
HAWKER SIDDELEY	HS-125-1A	VIPER 522	21.2	83.1	50	8,15
GATES LEARJET	LEARJET 25C	CJ610-6	15.0	82.8	20	4
MCDONNELL DOUGLAS	DC9-80	JT8D-217	149.5	82.7		8,15
MCDONNELL DOUGLAS	DC10-30	CF6-6K	410.0	82.6		8,15
BOEING	B-727-100	JT8D-9FCD	160.5	82.4	5	3,8,15
BOEING	B-737-200	JT8D-7QW	100.5	82.4	1	2,8,14
LOCKHEED	1329-25 JETSTAR II	TFE731-3-IE	43.8	82.3	20	4
HAWKER SIDDELEY	HS-125-700A	TFE-731-3R	25.5	81.4		8,15

11/20/81.

AC 36-3B
Appendix 1

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
LOCKHEED	L-188	501-D13	116.0	81.3		4.8
NIHON	YS-11A-200	DART MK 542	54.0	81.0		5
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	386.5	80.9	15	15
GATES LEARJET	LEARJET 24D	CJ610-6	13.5	80.6	20	4
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	62.0	80.1	20	4.8
GATES LEARJET	LEARJET 25D	CJ610-6	15.0	79.7	8	4.8
GATES LEARJET	LEARJET 25F	CJ610-6	15.0	79.7	8	4.8
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	79.7	10	8.15
AIRBUS	A-300B4-2C	CF6-50C	346.5	79.4		4.8,9
VFW FOKKER	F-28 MK1000	SPEY MK555-15	65.0	79.2	6	4
VFW FOKKER	F-28 MK2000	SPEY MK555-15	65.0	79.2	6	4
AIRBUS	A-300B	CF6-50A	302.0	79.1		4.8
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	78.6	10	1.8,15
AIRBUS	A-300B4-2C	CF6-50C	336.6	78.5		4.8,9
AEROSPATIALE	NORD-262C	BASTAN VIIA	22.9	78.3		4.8
AIRBUS	A-300B2-1A	CF6-50A	312.4	78.3		4.8,9
HAWKER SIDDELEY	HS-748 SERIES 2B	RR DART MK535	46.5	78.3	15	8.15
HAWKER SIDDELEY	HS-748 SERIES 2A	RR DART MK532-2L	44.5	78.1	15	8.15
HAWKER SIDDELEY	HS-748 SERIES 2B	MK535 W/HUSHKIT	46.5	78.0	15	8.15
VFW FOKKER	F-27-200	MK532-7	43.5	78.0		5
VFW FOKKER	F-27-400/600	MK532-7R	43.5	78.0		5
AIRBUS	A-300B4-2C	CF6-50C	330.0	77.9		4.8,9
HAWKER SIDDELEY	HS-125-400A	TFE-731-3	25.5	77.8		8.15
AIRBUS	A-300B2-1C	CF6-50C	312.4	77.1		4.8,9
DASSAULT BREGUET	FALCON 2	CF709-2D-2	28.6	77.0	10	4.8
AIRBUS	A-300B1	CF6-50A	302.0	76.8		4.8,9
AIRBUS	A-300B2-1A	CF6-50A	301.4	76.8		4.8,9
AIRBUS	A-300B2-1A	CF6-50A	301.4	76.8		4.8,9
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.4	76.0		4
AIRBUS	A-300B2-1C	CF6-50C	302.0	76.0		4.8,9
GULFSTREAM AMERICAN	500S	IO-540-E1B5	6.8	76.0		15
SHORTS	SD3-30	PT6A-45A	22.4	76.0		4
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	75.9		4.8,9
HAWKER SIDDELEY	HS-125-3A/RA	TFE-731-3	23.6	75.3		8.15
BEECH	C35	E-185-11	2.7	75.0		11
BEECH	E35	E-225-8	2.7	75.0		11
ROCKWELL INTERNATIONAL	SABRE 80	CF-700-2D-2	23.3	75.0	15	8.12
GATES LEARJET	LEARJET 24F	CJ610-6	13.5	74.6	20	4.8
GENERAL DYNAMICS	CV-580	501-D13	54.6	74.3		10
CANADAIR	CHALLENGER	ALF-502L	40.4	74.0	20	12
ROCKWELL INTERNATIONAL	SABRE 65	TFE 731-3R-10	24.0	74.0		8.12
DASSAULT BREGUET	FALCON 10	TFE-731-2	18.3	73.2	15	8.13
HAWKER SIDDELEY	HS-125-1A	TFE-731-3	21.2	73.2		8.15
GATES LEARJET	LEARJET 24E	CJ610-6	12.9	73.1	20	4.8
BEECH	B55	IO-470-L	5.1	73.0		11
CESSNA	T210L	TS10-520-R	3.8	73.0		11
CESSNA	CITATION II	JT150-4	13.3	72.2		15
ISRAEL AIRCRAFT IND.	1124 WESTWIND	TFE731-3-16	22.9	72.2	12	4.8
GATES LEARJET	LEARJET 35	TFE731-2	17.0	72.0	20	4

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
GATES LEARJET	LEARJET 36	TFE731-2	17.0	72.0	20	4
PIPER	PA-28-235	O-540-B4B5	3.0	72.0		11
GATES LEARJET	LEARJET 35A	TFE731-2	18.0	71.6	8	4
GATES LEARJET	LEARJET 36A	TFE731-2	18.0	71.6	8	4
GATES LEARJET	LEARJET 35	TFE731-2	17.0	71.4	8	4
GATES LEARJET	LEARJET 36	TFE731-2	17.0	71.4	8	4
BEECH	A36	IO-520-BA	3.6	71.0		11
BEECH	B55(3BLD)	IO-470-L	5.1	71.0		11
BEECH	35-B33	IO-470-K	3.0	71.0		11
CESSNA	TU206G	TSIO-520-M	3.6	71.0		11
CESSNA	T210M	TSIO-520-R	3.8	71.0		11
EMBRAER	EMB 110-P2	PT6A-34	12.5	71.0		4
GULFSTREAM AMERICAN	GULFSTREAM I	RR DART MK529	35.1	71.0		15
PIPER	PA-31-350	TI0-540-J2BD	7.0	71.0		11
PIPER	PA-32RT-300	IO-540-K1A5D	3.6	71.0		11
PIPER	PA-32R-300	IO-540-K165D	3.6	71.0		11
PIPER	PA-32-300	IO-540-K165D	3.4	71.0		11
SWEARINGEN	SA226-AT	TPE-331-3U-303G	12.5	71.0		4
SWEARINGEN	SA226-T	TPE-331-3U-303G	12.5	71.0		4
SWEARINGEN	SA226-TC	TPE-331-3UW-303G	12.5	71.0		4
BEECH	F33A	IO-520-B	3.4	70.0		11
BEECH	K35-M35	IO-470-C	3.0	70.0		11
BEECH	35-C33A	IO-520-B	3.3	70.0		11
CESSNA	182P	O-470-S	3.0	70.0		11
CESSNA	320C	TSIO-470-D	5.2	70.0		11
CESSNA	337H	IO-360-G	4.6	70.0		11
PIPER	PA-31-325	TI0-540-F2BD	6.5	70.0		11
PIPER	PA-32R-301	IO-540-K165D	3.6	70.0		11
PIPER	601P	IO-540-S1A5	6.0	70.0		11
BEECH	V35B (3 BLD)	IO-520-B	3.4	69.0		11
CESSNA	180	O-470-J	2.8	69.0		11
CESSNA	182Q	O-470-U	3.0	69.0		11
CESSNA	210	IO-520-L	3.8	69.0		11
DEHAVILLAND	DHC-7	PT6A-50	43.5	69.0		4
GULFSTREAM AMERICAN	GULFSTREAM I	MK529 W/HUSHKIT	35.1	69.0		15
PIPER	PA-31-310	TI0-540-A2C	6.5	69.0		11
PIPER	PA-32R-301T	TI0-540-S1A0	3.6	69.0		11
BEECH	C90	PT6A-21	9.7	68.0		11
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.2	68.0		11
CESSNA	170B	C-145-2H	2.2	68.0		11
CESSNA	310Q	IO-470-VC	5.2	68.0		11
CESSNA	402C	TSIO-520-VB	6.9	68.0		11
PIPER	PA-23-250	IO-540-C4B5	5.2	68.0		11
PIPER	PA-28-236	O-540-J3A5D	3.0	68.0		11
BEECH	F55(2 BLD)	IO-520-C	5.3	67.0		11
BEECH	58 (2BLD)	IO-520-C	5.4	67.0		11
BEECH	58TC	TSIO-520-WB	6.2	67.0		11
CESSNA	CITATION I	JT15D-1A	11.9	67.0		8,15
CESSNA	401	TSIO-520-E	6.3	67.0		11

11/20/81

AC 36-3B
Appendix 1

11/20/81

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
CESSNA	414A	TS10-520-N	6.8	67.0		11
DEHAVILLAND	DHC-6	PT6A-27	12.5	67.0		4
PIPER	PA-28RT-201T(3BLD)	TS10-360-FB	2.9	67.0		11
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.8	67.0		11
BEECH	B80	IGSO-540-A1D	8.8	66.0		11
BEECH	58P	TS10-520WB	6.2	66.0		11
BEECH	99A	PT6A-27	10.4	66.0		4
CESSNA	C500	JT15D-1	11.5	66.0	15	15
CESSNA	185F	IO-520-D	3.4	66.0		11
CESSNA	340A	TS10-520-MB	6.0	66.0		11
GULFSTREAM AMERICAN	690B	TPE-331-5-251K	10.3	66.0		10
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.0	66.0		4
PIPER	PA-42	PT6A-41	10.5	66.0		
PIPER	PA-602P	IO-540-A41A5	6.0	66.0		11
PIPER	PA-60-600	IO-540-K1J5	5.5	66.0		11
BEECH	A24R	IO-360-A1B6	2.8	65.0		11
BELLANCA	17-30A	IO-540-T4R5D	3.3	65.0		4
CESSNA	T310R	TS10-520-BB	5.5	65.0		11
CESSNA	177RG	IO-360-A1B6	2.8	65.0		11
MOONEY	M20C	O-360-A1D	2.6	65.0		11
PIPER	PA-24-260	IO-540-R1A5	3.2	65.0		11
GULFSTREAM AMERICAN	680FL	IGSO-540-B1A	8.5	64.0		11
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.0	64.0		4
PIPER	PA-34-200T	TS10-360-E	4.8	64.0		11
PIPER	PA-34-220T	TS10-360-KB	4.8	64.0		11
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.9	63.8	15	4
BEECH	B60	TIO-541-E1C4	6.8	63.0		11
BEECH	C24R	IO-360-A1B6	2.8	63.0		11
BEECH	E55 (3BLD)	IO-520-C	5.3	63.0		11
BEECH	58 (3BLD)	IO-520-C	5.4	63.0		11
CESSNA	172N	O-320-H2AD	2.3	63.0		10
GULFSTREAM AMERICAN	GA-7	O-320-D1D	3.8	63.0		4
GULFSTREAM AMERICAN	112	IO-360-C1D6	2.7	63.0		11
PIPER	PA-28-200	IO-360-C1C	2.7	63.0		
BEECH	A100	PT6A-28	11.5	62.0		4
BEECH	76	LO-360-A166D	3.9	62.0		11
GULFSTREAM AMERICAN	695	TPE-331-10	10.3	62.0		5, 15
PIPER	PA-31T	PT6A-28	9.0	62.0		4
PIPER	PA-44-180	O-360-E1A6D	3.8	62.0		11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.9	62.0		11
CESSNA	404	GTSIO-520-M	8.4	61.0		11
CESSNA	421C	GTSIO-520-L	7.5	61.0		11
GULFSTREAM AMERICAN	AA-5A	O-320-E2G	2.2	60.0		11
PIPER	PA-28-140	O-320-E3D	2.2	60.0		11
PIPER	PA-28-151	O-320-E3D	2.3	60.0		11
PIPER	PA-28-181	O-360-14M	2.6	60.0		11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.9	60.0		11
BEECH	C23	O-360-A4K	2.5	59.0		11
GULFSTREAM AMERICAN	560E	GO-480-C186	6.5	59.0		11

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
PIPER	PA-28-161	O-320-D36	2.3	59.0		11
BEECH	A-23	O-360-A	2.4	58.0		11
BELLANCA	RGCB	O-360-C2E	2.2	58.0		11
MOONEY	M20J	O-360-A1B6D	2.7	58.0		4
GULFSTREAM AMERICAN	AA-1B	O-235	1.6	57.0		11
BEECH	77	O-235-L2C	1.7	56.0		11
CESSNA	150	O-200-A	1.6	56.0		11
PIPER	PA-38-112	O-235-L2C	1.7	56.0		11
CESSNA	150M	O-200-A	1.6	55.0		11
CESSNA	152	O-235-L2C	1.7	55.0		11
PIPER	PA-18-150	O-320-A2B	1.8	53.0		11
BELLANCA	76CAA	O-320-A2B	1.7	51.0		4

11/20/81

AC 36-3B
Appendix 1

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	JT30-3B	332.0	107.8		
BOEING	B-707-320B	JT30-3B	328.0	106.8		
MCDONNELL DOUGLAS	DC8-50	JT30-3B	315.0	106.8		
MCDONNELL DOUGLAS	DC8-55	JT30-3B	328.0	106.8		
MCDONNELL DOUGLAS	DC8-61	JT30-3B	328.0	106.8		
BOEING	B-707-120B	JT30-3	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	JT30-1	235.0	104.8		
MCDONNELL DOUGLAS	DC8-50	JT30-1	300.0	104.8		
BOEING	B-747-100	JT9D-3	710.0	104.6	30	7
MCDONNELL DOUGLAS	DC8-40	RCO.12 MK509	315.0	103.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-7	350.0	103.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-7	355.0	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		
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		
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	DC8-62	JT3D-3B	350.0	100.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	335.0	100.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-3B	350.0	100.8		
BOEING	B-707-220	JT4A-3	248.0	100.6		
ISRAEL AIRCRAFT IND.	1121 COMMODORE	CJ610-5	18.5	100.0		
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		
ISRAEL AIRCRAFT IND.	1123 WESTWIND	CJ610-9	20.7	99.0		
MESSERSCHMITT-BOLKOW	HF8-320 HANSA	CJ610-9	20.3	99.0		
HAWKER SIDDELEY	HS-125-3A/R	VIPER 522	22.7	98.7	50	
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-125-1A	VIPER 522	21.2	98.5		
BOEING	B-727-200	JT8D-9	172.5	98.0	40	
BOEING	B-727-200	JT8D-15	190.5	98.0	40	
BOEING	B-727-200	JT8D-7	169.5	97.8	40	
BOEING	B-707-420	RCO.MK508	316.0	97.8		
BOEING	B-747-100	JT9D-7F	750.0	97.8	30	6
BOEING	B-747-100	JT9D-7FWET	750.0	97.8	30	6
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	590.0	97.3	50	

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-747-100	JT9D-7WET	750.0	97.3	30	6
BOEING	B-747-100	JT9D-7	710.0	97.2	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
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	562.0	97.1	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	555.0	97.1	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	572.0	97.1	50	
BOEING	B-747-200	JT9D-7WET	785.0	96.7	30	6
BOEING	B-747-200	JT9D-7F	775.0	96.6	30	6
MCDONNELL DOUGLAS	DC10-30	CF6-50A	565.0	96.3	50	
BAC	1-11-400	SPEY MK511	89.5	96.2	45	
MCDONNELL DOUGLAS	DC10-30	CF6-50C	565.0	96.2	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
MCDONNELL DOUGLAS	DC10-30	CF6-50A	519.6	96.0	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	96.0	50	
BOEING	B-747-200	JT9D-3A	767.0	95.9	30	6
GATES LEARJET	LEARJET 25D	CJ610-6	15.0	95.7	40	
MCDONNELL DOUGLAS	DC10-10	CF6-6D	440.0	95.7	50	
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	440.0	95.7	50	
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	95.7	50	
BOEING	B-747-SR	JT9D-7A	570.0	95.6	30	6
BOEING	B-747-200	CF6-50E	800.0	95.5	30	
BOEING	B-747-200	CF6-50E	820.0	95.5	30	
BOEING	B-747-200	JT9D-70A	820.0	95.2	30	
MCDONNELL DOUGLAS	DC10-10	CF6-6D	410.0	95.1	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	590.0	95.1	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2B	590.0	95.1	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	530.0	94.9	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	555.0	94.9	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	572.0	94.9	35*	
GENERAL DYNAMICS	CV-880-22	CJ-805-3	184.0	94.8		
GENERAL DYNAMICS	CV-880-22M	CJ-805-3B	193.0	94.8		
GATES LEARJET	LEARJET 24D	CJ610-6	13.5	94.7	40	
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	386.5	94.7	50	
VFW FOKKER	F-28 MK2000	SPEY MK555-15	65.0	94.7	42	
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-737-100	JT8D-9	111.0	94.5	40	
BOEING	B-737-200	JT8D-9	110.7	94.5	40	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	430.0	94.5	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	484.0	94.5	50	
BOEING	B-747-200	CF6-50E	775.0	94.4	30	
BAC	1-11-200	SPEY MK506	80.0	94.3	45	
MCDONNELL DOUGLAS	DC10-30	CF6-6K	455.0	94.2	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	555.0	94.2	50	

11/20/81

AC 36-3B
Appendix 1

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	DC10-30	CF6-50C2B	555.0	94.2	50	
VFW FOKKER	F-28 MK1000	SPEY MK555-15	65.0	94.1	42	
MCDONNELL DOUGLAS	QC9-30	JT8D-9	108.0	93.8	50	
GATES LEARJET	LEARJET 25C	CJ610-6	15.0	93.8	40	
BOEING	B-747-SP	JT9D-7FWET	695.0	93.5	30	6
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	572.0	93.5	35*	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	565.0	93.4	35*	
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	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	519.6	93.0	35*	
BOEING	B-747-SP	JT9D-7A	660.0	92.8	30	6
LOCKHEED	L-1011-1	RB211-22C	430.0	92.7	42	
BAC	1-11-400	MK511 W/HUSHKIT	89.5	92.5	45	
MCDONNELL DOUGLAS	QC9-50	JT8D-17	121.0	92.3	50	1
BOEING	B-727-100	JT8D-9FCD	169.5	92.2	30*	3
MCDONNELL DOUGLAS	QC9-30	JT8D-17	121.0	92.2	50	1
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	QC9-50	JT8D-15	121.0	92.0	50	1
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	19.6	92.0		
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	20.0	92.0	24	
BOEING	B-737-200	JT8D-9QN	114.5	91.9	40	2
BOEING	B-737-200	JT8D-15QN	117.0	91.9	40	2
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	25	9
AIRBUS	A-300B2-1A	CF6-50A	301.4	91.4	15*	9
LOCKHEED	L-1011-1	RB211-22C	422.0	91.4	33*	
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	91.3	25	9
LOCKHEED	L-1011	RB211-22B	430.0	91.3	33*	5
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	62.0	91.1	39	
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	65.5	91.1	39	
MCDONNELL DOUGLAS	DC10-10	CF6-6D	440.0	91.1	35*	
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	440.0	91.1	35*	
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
MCDONNELL DOUGLAS	QC9-30	JT8D-15	114.0	90.9	50	1
MCDONNELL DOUGLAS	QC9-40	JT8D-11	114.0	90.9	50	1
MCDONNELL DOUGLAS	QC9-40	JT8D-15	114.0	90.9	50	1
BOEING	B-737-200	JT8D-9QN	109.0	90.8	40	2
MCDONNELL DOUGLAS	QC9-30	JT8D-9	110.0	90.8	50	1
LOCKHEED	L-1011-1	RB211-22C	416.0	90.8	33*	
AIRBUS	A-300B1	CF6-50A	302.0	90.7	15*	9

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
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	90.7	15*	9
AIRBUS	A-300B2-1A	CF6-50A	301.4	90.7	25	9
AIRBUS	A-300B2-1C	CF6-50C	302.0	90.7	25	9
BOEING	B-727-200	JT8D-70N	172.5	90.6	40	2
MCDONNELL DOUGLAS	DC9-30	JT8D-9	108.0	90.6		1
AIRBUS	A-300B2-1A	CF6-50A	312.4	90.4	15*	9
AIRBUS	A-300B2-1C	CF6-50C	302.0	90.4	15*	9
AIRBUS	A-300B2-1C	CF6-50C	312.4	90.4	15*	9
BAC	1-11-200	MK506 W/HUSHKIT	80.0	90.3	45	
MCDONNELL DOUGLAS	DC10-10	CF6-60	410.0	90.3	35*	
ROCKWELL INTERNATIONAL	SABRE 80	CF-700-20-2	23.3	90.3	25	
ROCKWELL INTERNATIONAL	SABRE 75A	CF700-20-2	23.0	90.3	25	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	530.0	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	DC9-40	JT8D-11	107.0	90.0	50	1
NIHON	YS-11A-200	DART MK 542	54.0	90.0		
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	89.9	50	1
MCDONNELL DOUGLAS	DC10-10	CF6-601	386.5	89.8	35*	
GATES LEARJET	LEARJET 23	CJ610-1	12.5	89.7		
LOCKHEED	L-188	S01-013	116.0	89.5		
MCDONNELL DOUGLAS	DC9-50	JT8D-15	121.0	89.5	40*	1
MCDONNELL DOUGLAS	DC9-50	JT8D-17	121.0	89.5	40*	1
MCDONNELL DOUGLAS	DC10-40	JT9D-20	430.0	89.4	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	484.0	89.4	35*	
BOEING	B-727-100	JT8D-7FCD	160.5	89.1	30*	3
BOEING	B-727-100	JT8D-7FCD	169.5	89.1	30*	3
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	89.1	50	1
AEROSPATIALE	NORD-262C	BASTAN VIIA	22.9	88.9		
BOEING	B-727-200	JT8D-90N	172.5	88.9	40	2
BOEING	B-727-200	JT8D-150N	184.2	88.9	40	2
BOEING	B-727-200	JT8D-90N	184.8	88.9	40	2
BOEING	B-727-200	JT8D-150N	190.5	88.9	40	2
BOEING	B-727-200	JT8D-170N	190.5	88.9	40	2
BOEING	B-727-200	JT8D-170N	197.0	88.9	40	2
BOEING	B-727-200	JT8D-170N	203.1	88.9	40	2
BOEING	B-727-200	JT8D-170N	208.0	88.9	40	2
BOEING	B-737-200	JT8D-70N	109.0	88.8	40	2
HAWKER SIDDELEY	HS-748 SERIES 2A	RR DART MK532-2L	44.5	88.8	27	
HAWKER SIDDELEY	HS-748 SERIES 2B	RR DART MK535	46.5	88.8	27	
BOEING	B-737-200	JT8D-70N	100.5	88.8	40	2
MCDONNELL DOUGLAS	DC10-30	CF6-6K	410.0	88.7	35*	
BOEING	B-737-200	JT8D-150N	115.5	88.3	30*	2
BOEING	B-737-200	JT8D-150N	117.0	88.3	30*	2
BOEING	B-737-200	JT8D-170N	122.5	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	

11/20/81

AC 36-3B
Appendix 1

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	1329-25 JETSTAR II	TFE731-3-IE	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	117.0	87.9	30*	2
BOEING	B-727-200	JT8D-7QN	172.5	87.4	30*	2
VFW FOKKER	F-27-400/600	MK532-7R	43.5	86.8		
HAUKER SIDDELEY	HS-125-400A	TFE-731-3	25.5	86.4	45	
DASSAULT BREGUET	FALCON 10	TFE-731-2	18.3	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-15QN	190.5	86.1	30*	2
BOEING	B-727-200	JT8D-17QN	190.5	86.1	30*	2
BOEING	B-727-200	JT8D-17RQN	197.0	86.1	30*	2
BOEING	B-727-200	JT8D-17QN	203.1	86.1	30*	2
BOEING	B-727-200	JT8D-17RQN	208.0	86.1	30*	2
HAUKER SIDDELEY	HS-125-1A	TFE-731-3	21.2	86.1	45	
HAUKER SIDDELEY	HS-125-700A	TFE-731-3R	25.5	86.1	45	
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.4	86.0		
GULFSTREAM AMERICAN	GULFSTREAM I	RR DART MK529	35.1	85.9		
HAUKER SIDDELEY	HS-125-3A/RA	TFE-731-3	23.6	85.8	45	
BOEING	B-737-200	JT8D-7QN	100.5	85.8	30*	2
GENERAL DYNAMICS	CV-580	501-D13	54.6	85.7		
SHORTS	SD3-30	PT6A-45A	22.4	85.0		
DEHAVILLAND	DHC-7	PT6A-50	43.5	84.0		
GENERAL DYNAMICS	CV-440	R-2800	48.0	84.0		
MCDONNELL DOUGLAS	DC9-80	JT8D-209	147.0	83.9	40	
MCDONNELL DOUGLAS	DC9-80	JT8D-217	149.5	83.9	40	
GATES LEARJET	LEARJET 35	TFE731-2	17.0	83.1	40	
GATES LEARJET	LEARJET 36	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	
CANADAIR	CHALLENGER	ALF-502L	40.4	81.7	45	
CESSNA	CITATION II	JT15D-4	13.3	81.6		
ROCKWELL INTERNATIONAL	SABRE 65	TFE 731-3R-10	24.0	81.0		
HAUKER SIDDELEY	HS-748 SERIES 28	MK35 W/HUSHKIT	46.5	80.0	27	
ISRAEL AIRCRAFT IND.	1124 WESTWIND	TFE731-3-16	22.9	79.3	20	
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.9	79.1	35	
DEHAVILLAND	DHC-6	PT6A-27	12.5	78.0		
GULFSTREAM AMERICAN	GULFSTREAM I	MK529 W/HUSHKIT	35.1	77.9		
CESSNA	CITATION I	JT15D-1A	11.9	77.7	40	
CESSNA	C500	JT15D-1	11.5	77.7	40	
GULFSTREAM AMERICAN	500S	IO-540-E185	6.8	77.0		
EMBRAER	EMB 110-P2	PT6A-34	12.5	76.0		
GULFSTREAM AMERICAN	690B	TPE-331-5-251K	10.3	76.0		
GULFSTREAM AMERICAN	695	TPE-331-10	10.3	76.0		
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.0	76.0		
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.0	76.0		

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
PIPER	PA-42	PT6A-41	10.5	76.0		
SWearingen	SA226-AT	TPE-331-3U-303G	12.5	76.0		
SWearingen	SA226-T	TPE-331-3U-303G	12.5	76.0		
SWearingen	SA226-TC	TPE-331-3UW-303G	12.5	76.0		
BEECH	C90	PT6A-21	9.7	75.0		
BEECH	A100	PT6A-28	11.5	74.0		
BEECH	B60	T10-541-E1C4	6.8	74.0		
BEECH	B80	IGS0-540-A1D	8.8	74.0		
BEECH	E55 (3BLD)	IO-520-C	5.3	74.0		
BEECH	E55(2 BLD)	IO-520-C	5.3	74.0		
BEECH	58P	TSIO-520WB	6.2	74.0		
BEECH	58TC	TSIO-520-WB	6.2	74.0		
BEECH	99A	PT6A-27	10.4	74.0		
CESSNA	402C	TSIO-520-VB	6.9	74.0		
CESSNA	404	GTSIO-520-M	8.4	74.0		
CESSNA	421C	GTSIO-520-L	7.5	74.0		
GULFSTREAM AMERICAN	680FL	IGS0-540-B1A	8.5	74.0		
PIPER	PA-31T	PT6A-28	9.0	74.0		
PIPER	PA-31-325	T10-540-F2B0	6.5	74.0		
PIPER	PA-31-350	T10-540-J2B0	7.0	74.0		
BEECH	B55	IO-470-L	5.1	73.0		
BEECH	B55(3BLD)	IO-470-L	5.1	73.0		
BEECH	58 (2BLD)	IO-520-C	5.4	73.0		
BEECH	58(3BLD)	IO-520-C	5.4	73.0		
BRITTEN-NORMAN	ISLANDER 8N-2B	O-540-E4C5	6.2	73.0		
CESSNA	T310R	TSIO-520-BB	5.5	73.0		
CESSNA	310Q	IO-470-V0	5.2	73.0		
CESSNA	320C	TSIO-470-D	5.2	73.0		
CESSNA	340A	TSIO-520-MB	6.0	73.0		
CESSNA	401	TSIO-520-E	6.3	73.0		
CESSNA	414A	TSIO-520-N	6.8	73.0		
GULFSTREAM AMERICAN	560E	G0-480-C1B6	6.5	73.0		
PIPER	PA-23-250	IO-540-C4B5	5.2	73.0		
PIPER	PA-31-310	T10-540-A2C	6.5	73.0		
PIPER	PA-602P	IO-540-AA1A5	6.0	73.0		
PIPER	PA-60-600	IO-540-K1J5	5.5	73.0		
PIPER	601P	IO-540-S1A5	6.0	73.0		
CESSNA	337H	IO-360-G	4.6	72.0		
GULFSTREAM AMERICAN	6A-7	O-320-D10	3.8	72.0		
PIPER	PA-34-200T	TSIO-360-E	4.8	72.0		
PIPER	PA-34-220T	TSIO-360-KB	4.8	72.0		
BEECH	76	LO-360-A166D	3.9	71.0		
PIPER	PA-44-180	O-360-E1A6D	3.8	71.0		
PIPER	PA-44-180T(2BLD)	T0-360-E1A6D	3.9	71.0		
PIPER	PA-44-180T(3BLD)	T0-360-E1A6D	3.9	71.0		
BEECH	A36	IO-520-BA	3.6	64.0		
BEECH	F33A	IO-520-B	3.4	64.0		
BEECH	V35B (3 BLD)	IO-520-B	3.4	64.0		
BEECH	35-C33A	IO-520-B	3.3	64.0		

11/20/81

AC 36-3B
Appendix 1

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
BELLANCA	17-30A	IO-540-T4B5D	3.3	64.0		
CESSNA	TU206G	TSIO-520-M	3.6	64.0		
CESSNA	T210L	TSIO-520-R	3.8	64.0		
CESSNA	T210M	TSIO-520-R	3.8	64.0		
CESSNA	185F	IO-520-D	3.4	64.0		
CESSNA	210	IO-520-L	3.8	64.0		
PIPER	PA-32RT-300	IO-540-K1A5D	3.6	64.0		
PIPER	PA-32R-300	IO-540-K1G5D	3.6	64.0		
PIPER	PA-32R-301	IO-540-K1G5D	3.6	64.0		
PIPER	PA-32R-301T	TIO-540-S1AD	3.6	64.0		
PIPER	PA-32-300	IO-540-K1G5D	3.4	64.0		
BEECH	E35	E-225-B	2.7	63.0		
BEECH	K35,M35	IO-470-C	3.0	63.0		
BEECH	35-B33	IO-470-K	3.0	63.0		
CESSNA	180	O-470-J	2.8	63.0		
CESSNA	182P	O-470-S	3.0	63.0		
CESSNA	182Q	O-470-U	3.0	63.0		
PIPER	PA-24-260	IO-540-B1A5	3.2	63.0		
PIPER	PA-28-235	O-540-B4B5	3.0	63.0		
PIPER	PA-28-236	O-540-J3A5D	3.0	63.0		
BEECH	A24R	IO-360-A1B6	2.8	62.0		
BEECH	C23	O-360-A4K	2.5	62.0		
BEECH	C24R	IO-360-A1B6	2.8	62.0		
BEECH	C35	E-185-11	2.7	62.0		
BELLANCA	86CBC	O-360-C2E	2.2	62.0		
CESSNA	172N	O-320-H2AD	2.3	62.0		
CESSNA	177RG	IO-360-A1B6	2.8	62.0		
GULFSTREAM AMERICAN	112	IO-360-C106	2.7	62.0		
MOONEY	M20C	O-360-A1D	2.6	62.0		
MOONEY	M20J	IO-360-A1B6D	2.7	62.0		
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.9	62.0		
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.8	62.0		
PIPER	PA-28-181	O-360-14M	2.6	62.0		
BEECH	A-23	IO-360-A	2.4	61.0		
CESSNA	170B	C-145-2H	2.2	61.0		
GULFSTREAM AMERICAN	AA-5A	O-320-E2G	2.2	61.0		
PIPER	PA-18-150	O-320-A2B	1.8	61.0		
PIPER	PA-28-140	O-320-E3D	2.2	61.0		
PIPER	PA-28-151	O-320-E3D	2.3	61.0		
PIPER	PA-28-161	O-320-D3G	2.3	61.0		
PIPER	PA-28-200	IO-360-C1C	2.7	61.0		
BEECH	77	O-235-L2C	1.7	60.0		
BELLANCA	7GCAA	O-320-A2B	1.7	60.0		
PIPER	PA-38-112	O-235-L2C	1.7	60.0		
CESSNA	150	O-200-A	1.6	59.0		
CESSNA	150M	O-200-A	1.6	59.0		
CESSNA	152	O-235-L2C	1.7	59.0		
GULFSTREAM AMERICAN	AA-1B	O-235	1.6	59.0		

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
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.4	76.0		4
AEROSPATIALE	NORD-262C	BASTAN VIIA	22.9	78.3		4,8
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.9	63.8	15	4
AIRBUS	A-300B	CF6-50A	302.0	79.1		4,8
AIRBUS	A-300B1	CF6-50A	302.0	76.8		4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	75.9		4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.4	76.8		4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.4	76.8		4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.4	78.3		4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.0	76.0		4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.4	77.1		4,8,9
AIRBUS	A-300B4-2C	CF6-50C	330.0	77.9		4,8,9
AIRBUS	A-300B4-2C	CF6-50C	336.6	78.5		4,8,9
AIRBUS	A-300B4-2C	CF6-50C	346.5	79.4		4,8,9
BAC	1-11-200	MK506 W/HUSHKIT	80.0	84.1		15
BAC	1-11-200	SPEY MK506	80.0	85.8		15
BAC	1-11-400	MK511 W/HUSHKIT	89.5	87.5		15
BAC	1-11-400	SPEY MK511	89.5	90.5	3	8,15
BAC	1-11-500	SPEY MK512	99.7	89.9		4
BAC	1-11-500	SPEY MK512	104.5	90.5		4
BEECH	A100	PT6A-28	11.5	62.0		4
BEECH	A24R	IO-360-A1B6	2.8	65.0		11
BEECH	A36	IO-520-8A	3.6	71.0		11
BEECH	A-23	IO-360-A	2.4	58.0		11
BEECH	B55	IO-470-L	5.1	73.0		11
BEECH	B55(3BLD)	IO-470-L	5.1	71.0		11
BEECH	B60	TIO-541-E1C4	6.8	63.0		11
BEECH	B80	IGSO-540-A1D	8.8	66.0		11
BEECH	C23	O-360-A4K	2.5	59.0		11
BEECH	C24R	IO-360-A1B6	2.8	63.0		11
BEECH	C35	E-185-11	2.7	75.0		11
BEECH	C90	PT6A-21	9.7	68.0		10
BEECH	E35	E-225-8	2.7	75.0		11
BEECH	E55 (3BLD)	IO-520-C	5.3	63.0		11
BEECH	E55(2 BLD)	IO-520-C	5.3	67.0		11
BEECH	F33A	IO-520-B	3.4	70.0		11
BEECH	K35,M35	IO-470-C	3.0	70.0		11
BEECH	V35B (3 BLD)	IO-520-B	3.4	69.0		11
BEECH	35-B33	IO-470-K	3.0	71.0		11
BEECH	35-C33A	IO-520-B	3.3	70.0		11
BEECH	58 (2BLD)	IO-520-C	5.4	67.0		11
BEECH	58P	TSIO-520WB	6.2	66.0		11
BEECH	58TC	TSIO-520-WB	6.2	67.0		11
BEECH	58(3BLD)	IO-520-C	5.4	63.0		11
BEECH	76	LO-360-A166D	3.9	62.0		11
BEECH	77	O-235-L2C	1.7	56.0		11
BEECH	99A	PT6A-27	10.4	66.0		4
BELLANCA	17-30A	IO-540-T4B5D	3.3	65.0		4
BELLANCA	76CAA	O-320-A2B	1.7	51.0		4

11/20/81.

AC 36-3B
Appendix 2

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
3ELLANCA	86CBC	0-360-C2E	2.2	58.0		11
BOEING	B-707-120	JT3C-6	258.0	104.6		4.8
BOEING	B-707-120B	JT3D-3	258.0	95.8		4.8
BOEING	B-707-220	JT4A-3	248.0	96.6		4.8
BOEING	B-707-320	JT4A-11	316.0	98.6		4.8
BOEING	B-707-320B	JT3D-3B	328.0	100.8		4.8
BOEING	B-707-320C	JT3D-3B	332.0	101.2		4.8
BOEING	B-707-420	RCO.MK50B	316.0	103.8		4.8
BOEING	B-720	JT3C-7	230.0	99.6		4.8
BOEING	B-720B	JT3D-1	235.0	91.8		4.8
BOEING	B-727-100	JT8D-7FCD	160.5	83.7	5	3,8,14,15
BOEING	B-727-100	JT8D-9FCD	160.5	82.4	5	3,8,15
BOEING	B-727-100	JT8D-7FCD	169.5	86.1	5	3,8,14,15
BOEING	B-727-100	JT8D-9FCD	169.5	85.0	5	3,8,15
BOEING	B-727-200	JT8D-7	169.5	89.0	5	8,14
BOEING	B-727-200	JT8D-7QN	172.5	88.0	5	2,8,15
BOEING	B-727-200	JT8D-9	172.5	92.1	5	8,14
BOEING	B-727-200	JT8D-9QN	172.5	86.7	5	2,8,14,15
BOEING	B-727-200	JT8D-15QN	184.2	87.5	5	2,8,14,15
BOEING	B-727-200	JT8D-9QN	184.8	90.4	5	2,8,14,15
BOEING	B-727-200	JT8D-15	190.5	91.6	5	8,14
BOEING	B-727-200	JT8D-15QN	190.5	89.0	5	2,8,14,15
BOEING	B-727-200	JT8D-17QN	190.5	88.5	5	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	197.0	89.9	5	2,8,15
BOEING	B-727-200	JT8D-17QN	203.1	92.2	5	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	208.0	92.6	5	2,8,15
BOEING	B-737-100	JT8D-9	111.0	86.1		8,14
BOEING	B-737-200	JT8D-7QN	100.5	82.4	1	2,8,14
BOEING	B-737-200	JT8D-7QN	109.0	85.8	1	2,8,14
BOEING	B-737-200	JT8D-9QN	109.0	84.8	1	2,8,14,15
BOEING	B-737-200	JT8D-9	110.7	86.8	1	8,14
BOEING	B-737-200	JT8D-9QN	114.5	87.0	1	2,8,14,15
BOEING	B-737-200	JT8D-15QN	115.5	85.2	1	2,8,15
BOEING	B-737-200	JT8D-17QN	115.5	84.5	1	2,8,14,15
BOEING	B-737-200	JT8D-15QN	117.0	88.0	1	2,8,15
BOEING	B-737-200	JT8D-9QN	117.0	88.0	1	2,8,14,15
BOEING	B-737-200	JT8D-17QN	122.5	87.3	1	2,8,14,15
BOEING	B-747-SP	JT9D-7A	660.0	94.9	10	4.6
BOEING	B-747-SP	JT9D-7F	660.0	94.9	10	4.6
BOEING	B-747-SP	JT9D-7A	690.0	96.1	10	4.6
BOEING	B-747-SP	JT9D-7FRET	695.0	96.2	10	4.6
BOEING	B-747-SR	JT9D-7A	570.0	90.0	10	4.6
BOEING	B-747-SR	JT9D-7A	610.0	92.9	10	4.6
BOEING	B-747-100	JT9D-3	710.0	105.7	10	4.7
BOEING	B-747-100	JT9D-7	710.0	99.1	10	4.6
BOEING	B-747-100	JT9D-7	710.0	101.5	10	4.7
BOEING	B-747-100	JT9D-3AWE	735.0	103.1	10	4.7
BOEING	B-747-100	JT9D-7WET	735.0	101.4	10	4.7
BOEING	B-747-100	JT9D-7F	750.0	100.5	10	4.6

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-747-100	JT9D-7FWET	750.0	100.5	10	4.6
BOEING	B-747-100	JT9D-7WET	750.0	100.2	10	4.6
BOEING	B-747-200	JT9D-3A	767.0	100.5	10	4.6
BOEING	B-747-200	JT9D-3A	767.0	104.2	10	4.7
BOEING	B-747-200	JT9D-7	770.0	99.4	10	4.6
BOEING	B-747-200	JT9D-7	770.0	102.6	10	4.7
BOEING	B-747-200	JT9D-3A	773.0	102.8	10	4.7
BOEING	B-747-200	JT9D-3AWET	773.0	99.6	10	4.6
BOEING	B-747-200	CF6-50E	775.0	95.8	10	4
BOEING	B-747-200	JT9D-7F	775.0	99.1	10	4.6
BOEING	B-747-200	JT9D-7WET	775.0	101.5	10	4.7
BOEING	B-747-200	JT9D-7WET	785.0	99.3	10	4.6
BOEING	B-747-200	CF6-50E	800.0	96.6	10	4
BOEING	B-747-200	RB211-524B	800.0	96.0	10	4
BOEING	B-747-200	JT9D-7FWET	805.0	99.9	10	4.6
BOEING	B-747-200	CF6-50E	820.0	97.3	10	4
BOEING	B-747-200	JT9D-70A	820.0	94.1	10	4
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.2	68.0		11
CANADAIR	CHALLENGER	ALF-502L	40.4	74.0	20	12
CESSNA	CITATION I	JT150-1A	11.9	67.0		8.15
CESSNA	CITATION II	JT150-4	13.3	72.2		15
CESSNA	C500	JT150-1	11.5	66.0	15	15
CESSNA	TU206G	TS10-520-M	3.6	71.0		11
CESSNA	T210L	TS10-520-R	3.8	73.0		11
CESSNA	T210M	TS10-520-R	3.8	71.0		11
CESSNA	T310R	TS10-520-BB	5.5	65.0		11
CESSNA	150	O-200-A	1.6	56.0		11
CESSNA	150M	O-200-A	1.6	55.0		11
CESSNA	152	O-235-L2C	1.7	55.0		11
CESSNA	170B	C-145-2H	2.2	68.0		11
CESSNA	172N	O-320-H2AD	2.3	63.0		10
CESSNA	177RG	10-360-A1B6	2.8	65.0		11
CESSNA	180	O-470-J	2.8	69.0		11
CESSNA	182P	O-470-S	3.0	70.0		11
CESSNA	182Q	O-470-U	3.0	69.0		11
CESSNA	185F	10-520-D	3.4	66.0		11
CESSNA	210	10-520-L	3.8	69.0		11
CESSNA	310Q	10-470-V0	5.2	68.0		11
CESSNA	320C	TS10-470-D	5.2	70.0		11
CESSNA	337H	10-360-G	4.6	70.0		11
CESSNA	340A	TS10-520-MB	6.0	66.0		11
CESSNA	401	TS10-520-E	6.3	67.0		11
CESSNA	402C	TS10-520-VB	6.9	68.0		11
CESSNA	404	GTS10-520-M	8.4	61.0		11
CESSNA	414A	TS10-520-N	6.8	67.0		11
CESSNA	421C	GTS10-520-L	7.5	61.0		11
CONCORDE	CONCORDE	O-593/M-602	400.0	112.9		4.8
DASSAULT BREQUET	FALCON 10	TFE-731-2	18.3	73.2	15	8.13
DASSAULT BREQUET	FALCON 20	CF700-20-2	28.6	77.0	10	4.8

11/20/81

AC 36-3B
Appendix 2

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
DEHAVILLAND	DHC-6	PT6A-27	12.5	67.0		4
DEHAVILLAND	DHC-7	PT6A-50	43.5	69.0		4
EMBRAER	EMB 110-P2	PT6A-34	12.5	71.0		4
GATES LEARJET	LEARJET 23	CJ610-1	12.5	84.7		4,8
GATES LEARJET	LEARJET 24D	CJ610-6	13.5	80.6	20	4
GATES LEARJET	LEARJET 24E	CJ610-6	12.9	73.1	20	4,8
GATES LEARJET	LEARJET 24F	CJ610-6	13.5	74.6	20	4,8
GATES LEARJET	LEARJET 25C	CJ610-6	15.0	82.8	20	4
GATES LEARJET	LEARJET 25D	CJ610-6	15.0	79.7	8	4,8
GATES LEARJET	LEARJET 25F	CJ610-6	15.0	79.7	8	4,8
GATES LEARJET	LEARJET 35	TFE731-2	17.0	71.4	8	4
GATES LEARJET	LEARJET 35	TFE731-2	17.0	72.0	20	4
GATES LEARJET	LEARJET 35A	TFE731-2	18.0	71.6	8	4
GATES LEARJET	LEARJET 36	TFE731-2	17.0	71.4	8	4
GATES LEARJET	LEARJET 36	TFE731-2	17.0	72.0	20	4
GATES LEARJET	LEARJET 36A	TFE731-2	18.0	71.6	8	4
GENERAL DYNAMICS	CV-440	R-2800	48.0	86.0		5
GENERAL DYNAMICS	CV-580	501-D13	54.6	74.3		10
GENERAL DYNAMICS	CV-880-22	CJ-805-3	184.0	105.8		4,8
GENERAL DYNAMICS	CV-880-22M	CJ-805-3B	193.0	107.8		4,8
GENERAL DYNAMICS	CV-990A	CJ-805-23	253.0	97.2		4,8
GULFSTREAM AMERICAN	AA-18	O-235	1.6	57.0		11
GULFSTREAM AMERICAN	AA-5A	O-320-E2G	2.2	60.0		11
GULFSTREAM AMERICAN	GA-7	O-320-D1D	3.8	63.0		4
GULFSTREAM AMERICAN	GULFSTREAM I	MK529 W/HUSHKIT	35.1	69.0		15
GULFSTREAM AMERICAN	GULFSTREAM I	RR DART MK529	35.1	71.0		15
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	62.0	80.1	20	4,8
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	65.5	84.2	20	4,8
GULFSTREAM AMERICAN	112	IO-360-C106	2.7	63.0		11
GULFSTREAM AMERICAN	500S	IO-540-E185	6.8	76.0		10
GULFSTREAM AMERICAN	560E	60-480-C186	6.5	59.0		11
GULFSTREAM AMERICAN	680FL	IGSO-540-B1A	8.5	64.0		11
GULFSTREAM AMERICAN	690B	TPE-331-5-251K	10.3	66.0		10
GULFSTREAM AMERICAN	695	TPE-331-10	10.3	62.0		5,15
HAWKER SIDDELEY	HS-125-1A	TFE-731-3	21.2	73.2		8,15
HAWKER SIDDELEY	HS-125-1A	VIPER 522	21.2	83.1	50	8,15
HAWKER SIDDELEY	HS-125-3A/R	VIPER 522	22.7	84.8		8,15
HAWKER SIDDELEY	HS-125-3A/RA	TFE-731-3	23.6	75.3		8,15
HAWKER SIDDELEY	HS-125-400A	TFE-731-3	25.5	.8		8,15
HAWKER SIDDELEY	HS-125-700A	TFE-731-3R	25.5	8.4		8,15
HAWKER SIDDELEY	HS-748 SERIES 2A	RR DART MK532-2L	44.5	78.0	15	8,15
HAWKER SIDDELEY	HS-748 SERIES 2B	MK35 W/HUSHKIT	46.5	78.0	15	8,15
HAWKER SIDDELEY	HS-748 SERIES 2B	RR DART MK535	46.5	78.3	15	8,15
HAWKER SIDDELEY	TRIDENT 1	RB163 MK505-5	115.0	91.8		4,8
HAWKER SIDDELEY	TRIDENT 1E	RB163 MK511-5	130.0	99.8		4,8
HAWKER SIDDELEY	TRIDENT 2E	RB163 MK512-5	143.5	99.8		4,8
HAWKER SIDDELEY	TRIDENT 3B	RB163 MK512-5	150.0	95.8		4,8
ISRAEL AIRCRAFT IND.	1121 COMMODORE	CJ610-5	18.5	89.7		4
ISRAEL AIRCRAFT IND.	1123 WESTWIND	CJ610-9	20.7	89.7		4

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
ISRAEL AIRCRAFT IND.	1124 WESTWIND	TFE731-3-16	22.9	72.2	12	4.8
LOCKHEED	L-1011	RB211-22B	430.0	85.1	14	4
LOCKHEED	L-1011-1	RB211-22C	396.0	85.2	10	4.8
LOCKHEED	L-1011-1	RB211-22C	416.0	85.3	10	8
LOCKHEED	L-1011-1	RB211-22C	422.0	86.9	10	
LOCKHEED	L-1011-1	RB211-22C	430.0	87.1	10	
LOCKHEED	L-188	501-D13	116.0	81.3		4.8
LOCKHEED	1329 JETSTAR	JT12A-8	42.0	88.7		8.13
LOCKHEED	1329-25 JETSTAR II	TFE731-3-IE	43.8	82.3	20	4
MCDONNELL DOUGLAS	DC10-10	CF6-601	386.5	80.9	15	15
MCDONNELL DOUGLAS	DC10-10	CF6-60	410.0	85.2	14	15
MCDONNELL DOUGLAS	DC10-10	CF6-60	440.0	88.5	5	15
MCDONNELL DOUGLAS	DC10-10	CF6-601	440.0	85.3	8	15
MCDONNELL DOUGLAS	DC10-30	CF6-6K	410.0	82.6		8.15
MCDONNELL DOUGLAS	DC10-30	CF6-6K	455.0	88.8		15
MCDONNELL DOUGLAS	DC10-30	CF6-50A	519.6	91.4	8	15
MCDONNELL DOUGLAS	DC10-30	CF6-50C2B	555.0	83.6	5	8.15
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	555.0	84.4	10	8.15
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	562.0	93.9	10	15
MCDONNELL DOUGLAS	DC10-30	CF6-50A	565.0	95.7	8	15
MCDONNELL DOUGLAS	DC10-30	CF6-50C	565.0	94.1	10	15
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	572.0	94.6	10	15
MCDONNELL DOUGLAS	DC10-30	CF6-50C2B	590.0	86.7		8 15
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	590.0	96.4	6	15
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	590.0	87.2	15	8.15
MCDONNELL DOUGLAS	DC10-40	JT9D-20	430.0	85.0	15	8.15
MCDONNELL DOUGLAS	DC10-40	JT9D-20	484.0	88.4	10	15
MCDONNELL DOUGLAS	DC10-40	JT9D-20	530.0	91.7	10	15
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	555.0	90.6	10	15
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	572.0	91.8	10	15
MCDONNELL DOUGLAS	DC8-10	JT3C-6	273.0	103.8		4.8
MCDONNELL DOUGLAS	DC8-20	JT4A-3	276.0	95.8		4.8
MCDONNELL DOUGLAS	DC8-30	JT4A-9	315.0	102.2		4.8
MCDONNELL DOUGLAS	DC8-40	RCO.12 MK509	315.0	103.8		4.8
MCDONNELL DOUGLAS	DC8-50	JT3D-1	300.0	104.2		4.8
MCDONNELL DOUGLAS	DC8-50	JT3D-3B	315.0	103.2		4.8
MCDONNELL DOUGLAS	DC8-55	JT3D-3B	328.0	105.2		4.8
MCDONNELL DOUGLAS	DC8-61	JT3D-3B	328.0	105.2		4.8
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	335.0	101.2		4.8
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	350.0	104.2		4.8
MCDONNELL DOUGLAS	DC8-62	JT3D-7	350.0	101.2		4.8
MCDONNELL DOUGLAS	DC8-63	JT3D-3B	350.0	104.2		4.8
MCDONNELL DOUGLAS	DC8-63	JT3D-7	355.0	101.2		4.8
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	78.6	10	1.8.15
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	79.7	10	8.15
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	87.1		8.15
MCDONNELL DOUGLAS	DC9-30	JT8D-9	108.0	85.4		1.8.15
MCDONNELL DOUGLAS	DC9-30	JT8D-9	108.0	86.5		8.15
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	85.5		1.8.15

11/20/81

AC 36-3B
Appendix 2

11/20/81

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
MCDONNELL DOUGLAS	DC9-30	JT8D-9	110.0	86.3		1,8,15
MCDONNELL DOUGLAS	DC9-30	JT8D-15	114.0	85.8		1,8,15
MCDONNELL DOUGLAS	DC9-30	JT8D-17	121.0	88.2		1,8,15
MCDONNELL DOUGLAS	DC9-40	JT8D-11	107.0	84.8		1,8,15
MCDONNELL DOUGLAS	DC9-40	JT8D-11	114.0	87.5		1,8,15
MCDONNELL DOUGLAS	DC9-40	JT8D-15	114.0	85.8		1,8,15
MCDONNELL DOUGLAS	DC9-50	JT8D-15	110.0	84.3		1,8,15
MCDONNELL DOUGLAS	DC9-50	JT8D-17	115.0	85.9		1,8,15
MCDONNELL DOUGLAS	DC9-50	JT8D-15	121.0	88.4		1,8,15
MCDONNELL DOUGLAS	DC9-50	JT8D-17	121.0	88.2		1,8,15
MCDONNELL DOUGLAS	DC9-80	JT8D-209	147.0	84.2		8,15
MCDONNELL DOUGLAS	DC9-80	JT8D-217	149.5	82.7		8,15
MESSERSCHMITT-BOLKOW	HFB-320 HANSA	CJ610-9	20.3	89.7		13
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.0	64.0		4
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.0	66.0		4
MOONEY	M20C	O-360-A1D	2.6	65.0		11
MOONEY	M20J	IO-360-A1B6D	2.7	58.0		4
NIHON	YS-11A-200	DART MK 542	54.0	81.0		5
PIPER	PA-18-150	O-320-A2B	1.8	53.0		11
PIPER	PA-23-250	IO-540-C4B5	5.2	68.0		11
PIPER	PA-24-260	IO-540-81A5	3.2	65.0		11
PIPER	PA-28RT-201T(38LD)	TSIO-360-FB	2.9	67.0		11
PIPER	PA-28RT-201(28LD)	IO-360-C1C6	2.8	67.0		11
PIPER	PA-28-140	O-320-E3D	2.2	60.0		11
PIPER	PA-28-151	O-320-E3D	2.3	60.0		11
PIPER	PA-28-161	O-320-D3G	2.3	59.0		11
PIPER	PA-28-181	O-360-14M	2.6	60.0		11
PIPER	PA-28-200	IO-360-C1C	2.7	63.0		
PIPER	PA-28-235	O-540-B4B5	3.0	72.0		11
PIPER	PA-28-236	O-540-J3A5D	3.0	68.0		11
PIPER	PA-31T	PT6A-28	9.0	62.0		4
PIPER	PA-31-310	TIO-540-A2C	6.5	69.0		11
PIPER	PA-31-325	TIO-540-F2B0	6.5	70.0		11
PIPER	PA-31-350	TIO-540-J2B0	7.0	71.0		11
PIPER	PA-32RT-300	IO-540-K1A50	3.6	71.0		11
PIPER	PA-32R-300	IO-540-K1G5D	3.6	71.0		11
PIPER	PA-32R-301	IO-540-K1G5D	3.6	70.0		11
PIPER	PA-32R-301T	TIO-540-S1A0	3.6	69.0		11
PIPER	PA-32-300	IO-540-K1G5D	3.4	71.0		
PIPER	PA-34-200T	TSIO-360-E	4.8	64.0		11
PIPER	PA-34-220T	TSIO-360-KB	4.8	64.0		11
PIPER	PA-38-112	O-235-L2C	1.7	56.0		11
PIPER	PA-42	PT6A-41	10.5	66.0		
PIPER	PA-44-180	O-360-E1A6D	3.8	62.0		11
PIPER	PA-44-180T(28LD)	TO-360-E1A6D	3.9	62.0		11
PIPER	PA-44-180T(38LD)	TO-360-E1A6D	3.9	60.0		11
PIPER	PA-602P	IO-540-AA1A5	6.0	66.0		11
PIPER	PA-60-600	IO-540-K1J5	5.5	66.0		11
PIPER	601P	IO-540-S1A5	6.0	70.0		11

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
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	19.6	84.0		8+13
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	20.6	85.0		8+12
ROCKWELL INTERNATIONAL	SABRE 65	TFE 731-3R-10	24.6	74.0		8+12
ROCKWELL INTERNATIONAL	SABRE 80	CF-700-20-2	23.3	75.0	15	8+12
SHORTS	SD3-30	PT6A-45A	22.4	76.0		4
SWEARINGEN	SA226-AT	TPE-331-3U-303G	12.5	71.0		4
SWEARINGEN	SA226-T	TPE-331-3U-303G	12.5	71.0		4
SWEARINGEN	SA226-TC	TPE-331-3UW-303G	12.5	71.0		4
VFW FOKKER	F-27-200	MK532-7	43.5	78.0		5
VFW FOKKER	F-27-400/600	MK532-7R	43.5	78.0		5
VFW FOKKER	F-28 MK1000	SPEY MK555-15	65.0	79.2	6	4
VFW FOKKER	F-28 MK2000	SPEY MK555-15	65.0	79.2	6	4

11/20/81

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	MOHAWK 298	PT6A-45A	23.4	86.0		
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	15*	9
AIRBUS	A-300B1	CF6-50A	302.0	91.4	25	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	91.4	15*	9
AIRBUS	A-300B2-1A	CF6-50A	301.4	90.7	25	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	302.0	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	1-11-200	MK506 W/HUSHKIT	80.0	90.3	45	
BAC	1-11-200	SPEY MK506	80.0	94.3	45	
BAC	1-11-400	MK511 W/HUSHKIT	89.5	92.5	45	
BAC	1-11-400	SPEY MK511	89.5	96.2	45	
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-A186	2.8	62.0		
BEECH	A36	IO-520-8A	3.6	64.0		
BEECH	A-23	IO-360-A	2.4	61.0		
BEECH	B55	IO-470-L	5.1	73.0		
BEECH	B55(3BLD)	IO-470-L	5.1	73.0		
BEECH	B60	T10-541-E1C4	6.8	74.0		
BEECH	B80	IGS0-540-A1D	8.8	74.0		
BEECH	C23	O-360-A4K	2.5	62.0		
BEECH	C24R	IO-360-A186	2.8	62.0		
BEECH	C35	E-185-11	2.7	62.0		
BEECH	C90	PT6A-21	9.7	75.0		
BEECH	E35	E-225-B	2.7	63.0		
BEECH	E55 (3BLD)	IO-520-C	5.3	74.0		
BEECH	E55(2 BLD)	IO-520-C	5.3	74.0		
BEECH	F33A	IO-520-B	3.4	64.0		
BEECH	K35,M35	IO-470-C	3.0	63.0		
BEECH	V35B (3 BLD)	IO-520-B	3.4	64.0		
BEECH	35-B33	IO-470-K	3.0	63.0		
BEECH	35-C33A	IO-520-B	3.3	64.0		
BEECH	58 (2BLD)	IO-520-C	5.4	73.0		

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
BEECH	58P	TS10-520WB	6.2	74.0		
BEECH	58TC	TS10-520-WB	6.2	74.0		
BEECH	58(38LD)	10-520-C	5.4	73.0		
BEECH	76	L0-360-A166D	3.9	71.0		
BEECH	77	0-235-L2C	1.7	60.0		
BEECH	99A	PT6A-27	10.4	74.0		
BELLANCA	17-30A	10-540-T485D	3.3	64.0		
BELLANCA	76CAA	0-320-A2B	1.7	60.0		
BELLANCA	86CBC	0-360-C2E	2.2	62.0		
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	R00.MK508	316.0	97.8		
BOEING	B-720	JT3C-7	230.0	98.6		
BOEING	B-720B	JT3D-1	235.0	104.8		
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-9FCD	160.5	96.0	40	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-7FCD	169.5	94.5	40	3
BOEING	B-727-100	JT8D-9FCD	169.5	96.0	40	3
BOEING	B-727-200	JT8D-7	169.5	97.8	40	
BOEING	B-727-200	JT8D-7QN	172.5	87.4	30*	2
BOEING	B-727-200	JT8D-7QN	172.5	90.6	40	2
BOEING	B-727-200	JT8D-9	172.5	98.0	40	
BOEING	B-727-200	JT8D-9QN	172.5	88.9	40	2
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-15QN	190.5	86.1	30*	2
BOEING	B-727-200	JT8D-17QN	190.5	86.1	30*	2
BOEING	B-727-200	JT8D-15	190.5	98.0	40	
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-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	94.5	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

11/20/81

AC 36-3B
Appendix 2

11/20/81

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-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	94.5	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-15QN	115.5	88.3	30*	2
BOEING	B-737-200	JT8D-15QN	115.5	92.1	40	2
BOEING	B-737-200	JT8D-17QN	115.5	91.6	40	2
BOEING	B-737-200	JT8D-15QN	117.0	88.3	30*	2
BOEING	B-737-200	JT8D-9QN	117.0	87.9	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-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-3	710.0	104.6	30	7
BOEING	B-747-100	JT9D-7	710.0	97.2	30	6
BOEING	B-747-100	JT9D-7	710.0	105.3	30	7
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-7F	750.0	97.8	30	6
BOEING	B-747-100	JT9D-7FWET	750.0	97.8	30	6
BOEING	B-747-100	JT9D-7WET	750.0	97.3	30	6
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-3A	773.0	103.4	30	7
BOEING	B-747-200	JT9D-3AWET	773.0	96.1	30	6
BOEING	B-747-200	CF6-50E	775.0	94.4	30	
BOEING	B-747-200	JT9D-7F	775.0	96.6	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	CF6-50E	820.0	95.5	30	
BOEING	B-747-200	JT9D-70A	820.0	95.2	30	
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.2	73.0		
CANADAIR	CHALLENGER	ALF-502L	40.4	81.7	45	
CESSNA	CITATION I	JT15D-1A	11.9	77.7	40	
CESSNA	CITATION II	JT15D-4	13.3	81.6		
CESSNA	C500	JT15D-1	11.5	77.7	40	
CESSNA	TU206G	TS10-520-M	3.6	64.0		

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	T210L	TS10-520-R	3.8	64.0		
CESSNA	T210M	TS10-520-R	3.8	64.0		
CESSNA	T310R	TS10-520-08	5.5	73.0		
CESSNA	150	0-200-A	1.6	59.0		
CESSNA	150M	0-200-A	1.6	59.0		
CESSNA	152	0-235-L2C	1.7	59.0		
CESSNA	170B	C-145-2H	2.2	61.0		
CESSNA	172N	0-320-H2AD	2.3	62.0		
CESSNA	177RG	10-360-A186	2.8	62.0		
CESSNA	180	0-470-J	2.8	63.0		
CESSNA	182P	0-470-S	3.0	63.0		
CESSNA	182Q	0-470-U	3.0	63.0		
CESSNA	185F	10-520-D	3.4	64.0		
CESSNA	210	10-520-L	3.8	64.0		
CESSNA	310Q	10-470-V0	5.2	73.0		
CESSNA	320C	TS10-470-D	5.2	73.0		
CESSNA	337H	10-360-G	4.6	72.0		
CESSNA	340A	TS10-520-MB	6.0	73.0		
CESSNA	401	TS10-520-E	6.3	73.0		
CESSNA	402C	TS10-520-VB	6.9	74.0		
CESSNA	404	GTS10-520-M	8.4	74.0		
CESSNA	414A	TS10-520-N	6.8	73.0		
CESSNA	421C	GTS10-520-L	7.5	74.0		
CONCORDE	CONCORDE	0-593/M-602	400.0	109.5		
DASSAULT BREGUET	FALCON 10	TFE-731-2	18.3	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	CJ610-1	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-440	R-2800	48.0	84.0		
GENERAL DYNAMICS	CV-580	501-D13	54.6	85.7		
GENERAL DYNAMICS	CV-880-22	CJ-805-3	184.0	94.8		
GENERAL DYNAMICS	CV-880-22M	CJ-805-38	193.0	94.8		
GULFSTREAM AMERICAN	AA-18	0-235	1.6	59.0		
GULFSTREAM AMERICAN	AA-5A	0-320-E26	2.2	61.0		
GULFSTREAM AMERICAN	GA-7	0-320-D10	3.8	72.0		
GULFSTREAM AMERICAN	GULFSTREAM I	MK529 W/HUSHKIT	35.1	77.9		
GULFSTREAM AMERICAN	GULFSTREAM I	RR DART MK529	35.1	85.9		

11/20/81

AC 36-3B
Appendix 2

11/20/81.

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
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	62.0	91.1	39	
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	65.5	91.1	39	
GULFSTREAM AMERICAN	112	IO-360-C106	2.7	62.0		
GULFSTREAM AMERICAN	500S	IO-540-E1B5	6.8	77.0		
GULFSTREAM AMERICAN	560E	GO-480-C186	6.5	73.0		
GULFSTREAM AMERICAN	680FL	IGSO-540-81A	8.5	74.0		
GULFSTREAM AMERICAN	690B	TPE-331-5-251K	10.3	76.0		
GULFSTREAM AMERICAN	695	TPE-331-10	10.3	76.0		
HAWKER SIDDELEY	HS-125-1A	VIPER 522	21.2	98.5		
HAWKER SIDDELEY	HS-125-1A	TFE-731-3	21.2	86.1	45	
HAWKER SIDDELEY	HS-125-3A/R	VIPER 522	22.7	98.7	50	
HAWKER SIDDELEY	HS-125-3A/RA	TFE-731-3	23.6	85.8	45	
HAWKER SIDDELEY	HS-125-400A	TFE-731-3	25.5	86.4	45	
HAWKER SIDDELEY	HS-125-700A	TFE-731-3R	25.5	86.1	45	
HAWKER SIDDELEY	HS-748 SERIES 2A	RR DART MK532-2L	44.5	88.8	27	
HAWKER SIDDELEY	HS-748 SERIES 2B	MK35 W/HUSHKIT	46.5	80.0	27	
HAWKER SIDDELEY	HS-748 SERIES 2B	RR DART MK535	46.5	88.8	27	
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		
ISRAEL AIRCRAFT IND.	1121 COMMODORE	CJ610-5	18.5	100.0		
ISRAEL AIRCRAFT IND.	1123 WESTWIND	CJ610-9	20.7	99.0		
ISRAEL AIRCRAFT IND.	1124 WESTWIND	TFE731-3-16	22.9	79.3	20	
LOCKHEED	L-1011	RB211-22B	430.0	91.3	33*	5
LOCKHEED	L-1011	RB211-22B	430.0	92.1	42	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	422.0	91.4	33*	
LOCKHEED	L-1011-1	RB211-22C	430.0	92.7	42	
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	DC10-10	CF6-601	386.5	89.8	35*	
MCDONNELL DOUGLAS	DC10-10	CF6-601	386.5	94.7	50	
MCDONNELL DOUGLAS	DC10-10	CF6-60	410.0	90.3	35*	
MCDONNELL DOUGLAS	DC10-10	CF6-60	410.0	95.1	50	
MCDONNELL DOUGLAS	DC10-10	CF6-60	440.0	91.1	35*	
MCDONNELL DOUGLAS	DC10-10	CF6-601	440.0	91.1	35*	
MCDONNELL DOUGLAS	DC10-10	CF6-60	440.0	95.7	50	
MCDONNELL DOUGLAS	DC10-10	CF6-601	440.0	95.7	50	
MCDONNELL DOUGLAS	DC10-30	CF6-6K	410.0	88.7	35*	
MCDONNELL DOUGLAS	DC10-30	CF6-6K	455.0	94.2	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	519.6	93.0	35*	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	519.6	96.0	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	555.0	94.2	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2B	555.0	94.2	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	562.0	97.1	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	565.0	93.4	35*	

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	DC10-30	CF6-50A	565.0	96.3	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C	565.0	96.2	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	572.0	93.5	35*	
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	590.0	97.3	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	590.0	95.1	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2B	590.0	95.1	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	430.0	89.4	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	430.0	94.5	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	484.0	89.4	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	484.0	94.5	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	530.0	90.2	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	530.0	94.9	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	555.0	94.9	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	555.0	97.1	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	572.0	94.9	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	572.0	97.1	50	
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	RC0.12 MK509	315.0	103.8		
MCDONNELL DOUGLAS	DC8-50	JT3D-1	300.0	104.8		
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		
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	335.0	100.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	350.0	100.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-7	350.0	103.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-3B	350.0	100.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-7	355.0	103.8		
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	95.7	50	
MCDONNELL DOUGLAS	DC9-10	JT8D-7	90.7	89.1	50	1
MCDONNELL DOUGLAS	DC9-30	JT8D-9	108.0	90.6		1
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	96.0	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-9	108.0	93.8	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	89.9	50	1
MCDONNELL DOUGLAS	DC9-30	JT8D-9	110.0	90.8	50	1
MCDONNELL DOUGLAS	DC9-30	JT8D-15	114.0	90.9	50	1
MCDONNELL DOUGLAS	DC9-30	JT8D-17	121.0	92.2	50	1
MCDONNELL DOUGLAS	DC9-40	JT8D-11	107.0	90.0	50	1
MCDONNELL DOUGLAS	DC9-40	JT8D-11	114.0	90.9	50	1
MCDONNELL DOUGLAS	DC9-40	JT8D-15	114.0	90.9	50	1
MCDONNELL DOUGLAS	DC9-50	JT8D-15	121.0	89.5	40*	1
MCDONNELL DOUGLAS	DC9-50	JT8D-17	121.0	89.5	40*	1
MCDONNELL DOUGLAS	DC9-50	JT8D-15	121.0	92.0	50	1
MCDONNELL DOUGLAS	DC9-50	JT8D-17	121.0	92.3	50	1
MCDONNELL DOUGLAS	DC9-80	JT8D-209	147.0	83.9	40	
MCDONNELL DOUGLAS	DC9-80	JT8D-217	149.5	83.9	40	
MESSERSCHMITT-BOLKOW	HFB-320 HANSA	CJ610-9	20.3	99.0		
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.0	76.0		

11/20/81

AC 36-3B
Appendix 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
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.0	76.0		
MOONEY	M20C	O-360-A1D	2.6	62.0		
MOONEY	M20J	IO-360-A1B6D	2.7	62.0		
NIHON	YS-11A-200	DART MK 542	54.0	90.0		
PIPER	PA-18-150	O-320-A2B	1.8	61.0		
PIPER	PA-23-250	IO-540-C4B5	5.2	73.0		
PIPER	PA-24-260	IO-540-B1A5	3.2	63.0		
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.9	62.0		
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.8	62.0		
PIPER	PA-28-140	O-320-E3D	2.2	61.0		
PIPER	PA-28-151	O-320-E3D	2.3	61.0		
PIPER	PA-28-161	O-320-D3G	2.3	61.0		
PIPER	PA-28-181	O-360-14M	2.6	62.0		
PIPER	PA-28-200	IO-360-C1C	2.7	61.0		
PIPER	PA-28-235	O-540-B4B5	3.0	63.0		
PIPER	PA-28-236	O-540-J3A5D	3.0	63.0		
PIPER	PA-31T	PT6A-28	9.0	74.0		
PIPER	PA-31-310	TIO-540-A2C	6.5	73.0		
PIPER	PA-31-325	TIO-540-F2BD	6.5	74.0		
PIPER	PA-31-350	TIO-540-J2BD	7.0	74.0		
PIPER	PA-32RT-300	IO-540-K1A5D	3.6	64.0		
PIPER	PA-32R-300	IO-540-K1G5D	3.6	64.0		
PIPER	PA-32R-301	IO-540-K1G5D	3.6	64.0		
PIPER	PA-32R-301T	TIO-540-S1A0	3.6	64.0		
PIPER	PA-32-300	IO-540-K1G5D	3.4	64.0		
PIPER	PA-34-200T	TSIO-360-E	4.8	72.0		
PIPER	PA-34-220T	TSIO-360-KB	4.8	72.0		
PIPER	PA-38-112	O-235-L2C	1.7	60.0		
PIPER	PA-42	PT6A-41	10.5	76.0		
PIPER	PA-44-180	O-360-E1A6D	3.8	71.0		
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.9	71.0		
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.9	71.0		
PIPER	PA-602P	IO-540-AA1A5	6.0	73.0		
PIPER	PA-60-600	IO-540-K1J5	5.5	73.0		
PIPER	601P	IO-540-S1A5	6.0	73.0		
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	19.6	92.0		
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	20.0	92.0	24	
ROCKWELL INTERNATIONAL	SABRE 65	TFE 731-3R-1D	24.0	81.0		
ROCKWELL INTERNATIONAL	SABRE 75A	CF700-20-2	23.0	90.3	25	
ROCKWELL INTERNATIONAL	SABRE 80	CF-700-20-2	23.3	90.3	25	
SHORTS	SD3-30	PT6A-45A	22.4	85.0		
SWEARINGEN	SA226-AT	TPE-331-3U-303G	12.5	76.0		
SWEARINGEN	SA226-T	TPE-331-3U-303G	12.5	76.0		
SWEARINGEN	SA226-TC	TPE-331-3UW-303G	12.5	76.0		
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. RETAINED FROM AC 36-3A
5. ESTIMATED USING NON-CERTIFICATION MEASUREMENT DATA.
6. NACELLE WITH FIXED LIP INLET.
7. NACELLE WITH BLOW-IN DOOR INLET.
8. THRUST CUTBACK USED.
9. ICAO ANNEX 16 CERTIFICATION DATA SOURCE.
10. DOT/FAA NOISE MEASUREMENTS.
11. PROPELLER NOISE ESTIMATION MODEL.
12. CERTIFICATION SPECTRA ANALYZED TO OBTAIN dBA.
13. ESTIMATED USING CERTIFICATION DATA FOR AIRCRAFT WITH SIMILAR ENGINES.
14. ESTIMATED USING INTEGRATED NOISE MODEL.
15. BASED ON MANUFACTURER'S DATA.

*LESS THAN MAXIMUM FLAP SETTING.