



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

Advisory Circular

Subject: ESTIMATED AIRPLANE NOISE LEVELS
IN A-WEIGHTED DECIBELS

Date: 9/28/83

Initiated by

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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 36-3B, Airplane Noise Levels in A-Weighted Decibels, dated 11/20/81, 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. 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. Further, since 14 CFR Part 91 Section 85(c) requires turbojet powered aircraft to use minimum certificated landing flap settings, noise levels for approaches at less than maximum flaps are listed for many turbojet aircraft. 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 takeoff and landing 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.) Similarly, approach noise levels are given for maximum landing weight. However, as Federal Aviation Regulations require turbojet powered aircraft to use the minimum certificated landing flap setting for normal approaches rather than the maximum certificated flap setting, (the configuration that is most critical from a noise standpoint) estimates of approach noise levels with reduced flap settings have been included for many of these aircraft. An asterisk next to the flap setting indicates less than maximum flaps. 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-10-30 should be used for other models of the DC-10-30 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. Noise level estimation procedures utilized in this revision are 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.

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.



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Director of Environment and Energy

9/28/83

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

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Appendix 1

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST DBA	FLAPS	NOTES
CONCORDE	CONCORDE	O-593/M-602	400.0	112.9		4,8
GENERAL DYNAMICS	CV-880-22M	CJ-805-3R	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	RGN MK509	316.0	103.8		4,8
MCDONNELL DOUGLAS	DC8-10	JT3C-6	273.0	103.8		4,8
MCDONNELL DOUGLAS	DC8-40	RCD-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-3A WFT	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	R8163 MK511-5	130.0	99.8		4,8
HAWKER SIDDELEY	TRIDENT 2E	R8163 MK512-5	143.5	99.8		4,8
BOEING	B-720	JT3C-7	230.0	99.6		4,8
BOEING	B-747-200	JT9D-3A WFT	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	CF6-50F	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

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	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-7FWFT	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
BOEING	A-707-120B	JT3D-3	258.0	95.8		4,8
BOEING	A-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	A-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	A-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	A-727B	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-90N	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
MESSERSCHMITT-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

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Appendix 1ESTIMATED 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-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
ROCKWELL INTERNATIONAL	SABRE 70	JT12A-8	21.0	87.9		8,12
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
LOCKHEED	L-1011-1	PB211-22C	430.0	87.1	10	
MCDONNELL DOUGLAS	DC9-30	JT8D-7	108.0	87.1		8,15
BOEING	B-737-200	JT8D-9QN	114.5	87.0	1	2,8,14,15
LOCKHEED	L-1011-1	PB211-22C	422.0	86.9	10	
BOEING	B-737-200	JT8D-9	110.7	86.8	1	8,14
BOEING	B-727-200	JT8D-9QN	172.5	86.7	5	2,8,14,15
MCDONNELL DOUGLAS	DC10-30	CF6-50C2R	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-737-700	JT8D-7QN	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	PB211-22C	416.0	85.3	10	8
MCDONNELL DOUGLAS	DC10-10	CF6-601	440.0	85.3	8	15
BOEING	B-737-200	JT8D-15QN	115.5	85.2	1	2,8,15
LOCKHEED	L-1011-1	PB211-22C	396.0	85.2	10	4,8
MCDONNELL DOUGLAS	DC10-10	CF6-60	410.0	85.2	14	15
LOCKHEED	L-1011	PB211-22R	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
BAC	HS-125-3A/R	VIPER 522	22.7	84.8		8,15
BOEING	B-737-200	JT8D-9QN	109.0	84.8	1	2,8,14,15
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
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	20.1	84.7		8,12
BOEING	B-737-200	JT8D-17QN	115.5	84.5	1	2,8,14,15

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
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	SPFY MK511-8	65.5	84.2	20	8,15
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 60A	JT12A-8	22.7	83.8		8,12
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
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	19.6	83.4		8,12
BAC	HS-125-1A	VIPER 522	21.2	83.1	50	8,15
GULFSTREAM AMERICAN	GULFSTREAM IIB	SPFYMK511-8	68.2	83.0	10	8,15
GULFSTREAM AMERICAN	GULFSTREAM III	SPFYMK511-8	68.2	83.0	10	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
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	62.0	82.6	20	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-7QN	100.5	82.4	1	2,8,14
LOCKHEED	1329-25 JETSTAR II	TFF731-3-IE	43.8	82.3	20	4
BAC	HS-125-700A	TFF-731-3R	25.5	81.4		8,15
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	CF6-601	386.5	80.9	15	15
GATES LEARJET	LEARJET 240	CJ610-6	13.5	80.6	20	4
ROCKWELL INTERNATIONAL	SABRE 80A	CF700-2D-2	25.5	80.5		12
GATES LEARJET	LEARJET 25D	CJ610-6	15.0	79.7	8	8,13
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
ROCKWELL INTERNATIONAL	SABRE 80	CF-700-2D-2	23.3	79.6	15	12
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
BAC	HS-748 SERIES 28	RR DART MK535	46.5	78.3	15	8,15
BAC	HS-748 SERIES 2A	RR DART MK532-2L	44.5	78.0	15	8,15
BAC	HS-748 SERIES 28	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
BAC	BAE 146-200A	ALF 502R-3	89.5	77.8	18	8,15

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AC 36-3C
Appendix 1ESTIMATED 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
BAC	HS-125-400A	TFE-731-3	25.5	77.8		8,15
ROCKWELL INTERNATIONAL	SABRE 75A	CF700-20-2	23.0	77.7		4
BOEING	B-767-200	JT9D-7R4	300.0	77.4		8,12
AIRBUS	A-300B2-1C	CF6-50C	312.4	77.1		4,8,9
DASSAULT BREGUET	FALCON 20	CF700-20-2	28.6	77.0	10	8,15
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
BAC	RAE 146-200A	ALF 502R-5	89.5	76.5	18	8,15
AEROSPATIALE	MUHAWK 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-E185	6.8	76.0		10
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	75.9		4,8,9
BAC	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	F-225-8	2.7	75.0		11
BOEING	B-767-200	CF6-80A	300.0	74.7		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
BAC	RAE 146-20	ALF 502R-3	82.3	74.2	18	8,15
BOEING	B-757-200	R8211-535C	220.0	73.9		8,12
BOEING	B-737-300	CFM56-3	124.5	73.5		8,15
BAC	HS-125-1A	TFE-731-3	21.2	73.2		8,15
BAC	RAE 146-20	ALF 502R-5	82.3	73.1	18	8,15
GATES LEARJET	LEARJET 24E	CJ610-6	12.9	73.1	20	4,8
BEECH	955	IO-470-L	5.1	73.0		11
BEECH	C99 AIRLINER	PT6A-34	11.3	73.0		5,11
CESSNA	T210L	TSIO-520-R	3.8	73.0		11
GATES LEARJET	LEARJET 35	TFE731-2	17.0	72.0	20	4
GATES LEARJET	LEARJET 36	TFE731-2	17.0	72.0	20	4
PIPER	PA-28-235	O-540-B485	3.0	72.0		11
MITSUBISHI	MU300 DIAMOND II	JT150-4	14.1	71.9		8,12
DASSAULT BREGUET	FALCON 200	ATF3-6A-4C	32.0	71.7	5	8,12
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
BAC	RAE 146-100A	ALF 502R-3	76.0	71.3	18	8,15
SHORTS	SD3-30	PT6A-45A	22.4	71.2		8,15
BEECH	A36	IO-520-8A	3.6	71.0		11
BEECH	936TC BONANZA	TSIO-520U	3.8	71.0		11
BEECH	B55C (DL0)	IO-470-L	5.1	71.0		11
BEECH	35-B33	IO-470-K	3.0	71.0		10,11
CESSNA	TU206G	TSIO-520-M	3.6	71.0		11
CESSNA	T210M	TSIO-520-R	3.8	71.0		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
EMBRAER	EMB 110-P2	PT6A-34	12.5	71.0		4
FAIRCHILD SWEARINGEN	SA226-AT	TPE-331-3U-303G	12.5	71.0		4
FAIRCHILD SWEARINGEN	SA226-T	TPE-331-3U-303G	12.5	71.0		4
FAIRCHILD SWEARINGEN	SA226-TC METRO II	TPE-331-3UW-303G	12.5	71.0		4
GULFSTREAM AMERICAN	GULFSTREAM I	RR DART MK529	35.1	71.0		15
PIPER	PA-31-350	TIO-540-J280	7.0	71.0		11
PIPER	PA-32RT-300	IO-540-K1A50	3.6	71.0		11
PIPER	PA-32R-300	IO-540-K1G50	3.6	71.0		11
PIPER	PA-32-300	IO-540-K1G50	3.4	71.0		
DASSAULT BREQUET	FALCON 50	TFF-731-3-1C	38.8	70.9	20	8,15
ROCKWELL INTERNATIONAL	SABRE 65	TFF-731-3R-10	24.0	70.8		8,12
CESSNA	CITATION III	TFF-731-3-100S	20.0	70.6	20	8,15
ISRAEL AIRCRAFT IND.	1124 WESTWIND	TFF-731-3-1G	22.9	70.6	12	8,15
BAC	BAE 146-100A	ALF 502R-5	76.0	70.4	18	8,15
PIPER	PA-42 CHEYENNE	PT6A-41	10.5	70.3		10,11
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		10,11
CESSNA	320C	TSTO-470-D	5.2	70.0		11
CESSNA	337H	IO-360-G	4.6	70.0		11
PIPER	PA-31-325	TIO-540-F280	6.5	70.0		11
PIPER	PA-32R-301	IO-540-K1G50	3.6	70.0		11
PIPER	601P	IO-540-S1A5	6.0	70.0		11
FAIRCHILD SWEARINGEN	SA227-TT MERLIN III C	TPE-331-10U	13.2	69.5		5,11
FAIRCHILD SWEARINGEN	SA227-AC METRO III	TPE-331-11U	14.5	69.2		10,11
FAIRCHILD SWEARINGEN	SA227-AT MERLIN IV C	TPE-331-11U	14.5	69.2		10,11
BEECH	V35B (3 RLO)	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		10,11
CESSNA	210	IO-520-L	3.8	69.0		10,11
DEHAVILLAND	DHC-7	PT6A-50	43.5	69.0		4
GULFSTREAM AMERICAN	GULFSTREAM I	MKS29 W/HUSHKIT	35.1	69.0		15
PIPER	PA-31-310	TIO-540-A2C	6.5	69.0		11
PIPER	PA-32R-301T	TIO-540-S1AD	3.6	69.0		11
BEECH	SUPER KING AIR 200	PT6A-41	12.5	68.8		11
BEECH	SUPER KINGAIR B200	PT6A-41	12.5	68.8		10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.5	68.8		5,11
BEECH	C90	PT6A-21	9.7	68.0		10
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-V0	5.2	68.0		10,11
CESSNA	402C	TSTO-520-VB	6.9	68.0		11
PIPER	PA-23-250	IO-540-C4B5	5.2	68.0		11

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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
PIPER	PA-28-236	O-540-J3A5D	3.0	68.0		11
SHORTS	SU3-60	PT6A-65R	26.0	67.9	5	8,15
CESSNA	CITATION I	JT150-1A	11.9	67.3	15	15
BEECH	E55(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		10,11
CESSNA	C500	JT150-1	10.9	67.0	15	15
CESSNA	401	TSIO-520-E	6.3	67.0		11
CESSNA	414A	TSIO-520-N	6.8	67.0		11
DEHAVILLAND	DHC-6	PT6A-27	12.5	67.0		4
GATES LEAPJET	LEARJET 55	TFE-731-3B	20.5	67.0		8,15
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.9	67.0		11
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.8	67.0		11
CANADAIK	CHALLENGER 600	ALF-502L	40.4	66.9	20	8,12
CANADAIK	CHALLENGER 601	CF34-1A	43.1	66.4		8,15
DASSAULT BREQUET	FALCON 10	TFE-731-2	18.3	66.1	15	8,15
BEECH	B80	IGSO-540-A1D	8.8	66.0		11
BEECH	58P	TSIO-520WB	6.2	66.0		10,11
BEECH	99A	PT6A-27	10.4	66.0		4
CESSNA	185F	IO-520-D	3.4	66.0		11
CESSNA	340A	TSIO-520-WB	6.0	66.0		11
GULFSTREAM AMERICAN	6900	TPF-331-5-251K	10.3	66.0		10
MITSUBISHI	MU-2B-36A	TPF-331-5-252M	11.0	66.0		4
PIPER	PA-602P	IO-540-AA1A5	6.0	66.0		11
PIPER	PA-60-600	IO-540-K1J5	5.5	66.0		11
BEECH	A24K	IO-360-A106	2.8	65.0		11
BELLANCA	17-30A	IO-540-T4B5D	3.3	65.0		4
CESSNA	T310R	TSIO-520-BR	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-B1A5	3.2	65.0		11
GULFSTREAM AMERICAN	680FL	IGSO-540-B1A	8.5	64.0		11
MITSUBISHI	MU-2B-26A	TPF-331-5-252M	10.0	64.0		4
PIPER	PA-34-200T	TSIO-360-E	4.8	64.0		11
PIPER	PA-34-220T	TSIO-360-K9	4.8	64.0		11
AEROSPATIALE	SA601 CORVETTE	JT150-4	13.9	63.8	15	4
BAC	JETSTREAM 31	TPF-331-10U-501H	14.6	63.7		15
BEECH	B60	TIO-541-F1C4	6.8	63.0		10,11
BEECH	C24K	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	CONQUEST I	PT6A-112	8.2	63.0		10,11
CESSNA	CONQUEST II	TPF-331-B	9.8	63.0		5,11
CESSNA	172N	O-320-H2AD	2.3	63.0		10

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

TAKOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST DBA	FLAPS	NOTES
GULFSTREAM AMERICAN	GA-7	O-320-D10	3.8	63.0		4
GULFSTREAM AMERICAN	112	IO-360-C106	2.7	63.0		11
PIPER	PA-28-200	IO-360-C1C	2.7	63.0		
CESSNA	CITATION II	JT15D-4	13.3	62.6	15	15
BEECH	A100	PT6A-28	11.5	62.0		4
BEECH	F90 KINGAIR	PT6A-135	10.9	62.0		5,11
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(2PLD)	TO-360-E1A6D	3.9	62.0		11
GULFSTREAM AMERICAN	690D COMMANDER 900	TPE-331-5	10.7	61.7		10
GULFSTREAM AMERICAN	695A COMMANDER 1000	TPE-331-10	11.2	61.6		5,11
BEECH	A100 KINGAIR	TPE-331-6	11.8	61.5		11
GULFSTREAM AMERICAN	690C COMMANDER 840	TPE-331-5	10.3	61.3		5,11
CESSNA	172	O-320-E2D	2.3	61.0		11
CESSNA	444	GTS10-520-M	8.4	61.0		11
CESSNA	421C	GTS10-520-L	7.5	61.0		11
GULFSTREAM AMERICAN	695 COMMANDER 980	TPE-331-10	10.3	60.9		5,11
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	60-480-C186	6.5	59.0		11
PIPER	PA-28-161	O-320-D3G	2.3	59.0		11
BEECH	A-23	IO-360-A	2.4	58.0		11
BELLANCA	9600C	O-360-C2F	2.2	58.0		11
MOONEY	M20J	IO-360-A186D	2.7	58.0		4
GULFSTREAM AMERICAN	AA-5R TIGER	O-360-A4K	2.2	57.4		10,11
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	1.0	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	760AA	O-320-A2B	1.7	51.0		4

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
CONCORDE	CONCORDE	O-593/M-602	109.5		
BOEING	B-707-320C	JT3D-3B	107.8		
BOEING	B-707-320B	JT3D-3B	106.8		
MCDONNELL DOUGLAS	DC8-50	JT3D-3B	106.8		
MCDONNELL DOUGLAS	DC8-55	JT3D-3B	106.8		
MCDONNELL DOUGLAS	DC8-61	JT3D-3B	106.8		
BOEING	B-707-120B	JT3D-3	105.8		
BOEING	B-747-100	JT9D-3AWET	105.8	30	7
BOEING	B-747-100	JT9D-7WET	105.6	30	7
BOEING	B-747-100	JT9D-7	105.3	30	7
BOEING	B-720B	JT3D-1	104.8		
MCDONNELL DOUGLAS	DC8-50	JT3D-1	104.8		
BOEING	B-747-100	JT9D-3	104.6	30	7
MCDONNELL DOUGLAS	DC8-40	RCN.12 MK509	103.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-7	103.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-7	103.8		
BOEING	B-747-200	JT9D-3A	103.4	30	7
BOEING	B-747-200	JT9D-3A	103.1	30	7
BOEING	B-747-200	JT9D-7WET	103.0	30	7
HAWKER SIDDELEY	TRIDENT 3B	RB163 MK512-5	102.9		
BOEING	B-747-200	JT9D-7	102.5	30	7
HAWKER SIDDELEY	TRIDENT 1E	RB163 MK511-5	101.9		
HAWKER SIDDELEY	TRIDENT 2E	RB163 MK512-5	101.9		
BOEING	B-707-120	JT3C-6	101.0		
LOCKHEED	1329 JETSTAR	JT12A-8	101.0	50	
HAWKER SIDDELEY	TRIDENT 1	RB163 MK505-5	100.9		
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	100.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-3B	100.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-3B	100.8		
BOEING	B-707-220	JT4A-3	100.6		
ISRAEL AIRCRAFT IND.	1121 COMMODORE	CJ610-5	100.0		
MCDONNELL DOUGLAS	DC8-10	JT3C-6	99.8		
MCDONNELL DOUGLAS	DC8-20	JT4A-3	99.8		
MCDONNELL DOUGLAS	DC8-30	JT4A-9	99.8		
ISRAEL AIRCRAFT IND.	1123 WESTWIND	CJ610-9	99.0		
MESSEPSCHMITT-LOLKOW	HFR-320 HANSA	CJ610-9	99.0		
BAC	HS-125-34/P	VIPER 522	98.7	50	
BAC	1-11-500	SPEY MK512	98.6		
BAC	1-11-500	SPEY MK512	98.6		
BOEING	B-707-320	JT4A-11	98.6		
BOEING	B-720	JT3C-7	98.6		
BAC	HS-125-14	VIPER 522	98.5		
BOEING	B-727-200	JT8D-15	98.0	40	
BOEING	B-727-200	JT8D-9	98.0	40	

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
BOEING	B-727-200	JT8D-7	97.8	40	
BOEING	B-707-420	RGN MK508	97.8		
BOEING	B-747-100	JT9D-7F	97.8	30	6
BOEING	B-747-100	JT9D-7FWFT	97.8	30	6
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	97.3	50	
BOEING	B-747-100	JT9D-7WET	97.3	30	6
BOEING	B-747-100	JT9D-7	97.2	30	6
BOEING	B-747-200	JT9D-7FWET	97.2	30	6
BOEING	B-747-200	RB211-524B	97.2	30	
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	97.1	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	97.1	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	97.1	50	
BOEING	B-747-200	JT9D-7WET	96.7	30	6
BOEING	B-747-200	JT9D-7F	96.6	30	6
MCDONNELL DOUGLAS	DC10-30	CF6-50A	96.3	50	
BAC	1-11-400	SPEY MK511	96.2	45	
MCDONNELL DOUGLAS	DC10-30	CF6-50C	96.2	50	
BOEING	B-747-SR	JT9D-7A	96.1	30	6
BOEING	B-747-200	JT9D-3AWET	96.1	30	6
BOEING	B-747-200	JT9D-7	96.1	30	6
BOEING	B-727-100	JT8D-9FCD	96.0	40	3
BOEING	B-727-100	JT8D-9FCD	96.0	40	3
MCDONNELL DOUGLAS	DC10-30	CF6-50A	96.0	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-7	96.0	50	
BOEING	B-747-200	JT9D-3A	95.9	30	6
MCDONNELL DOUGLAS	DC10-10	CF6-6D	95.7	50	
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	95.7	50	
MCDONNELL DOUGLAS	DC9-10	JT8D-7	95.7	50	
BOEING	B-747-SR	JT9D-7A	95.6	30	6
BOEING	B-747-200	CF6-50E	95.5	30	
BOEING	B-747-200	CF6-50E	95.5	30	
ROCKWELL INTERNATIONAL	SABRE 60A	JT12A-8	95.4		
BOEING	B-747-200	JT9D-70A	95.2	30	
MCDONNELL DOUGLAS	DC10-10	CF6-6D	95.1	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	95.1	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2B	95.1	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	94.9	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	94.9	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	94.9	50	
GENERAL DYNAMICS	CV-880-22	CJ-805-3	94.8		
GENERAL DYNAMICS	CV-880-22M	CJ-805-3B	94.8		
GATES LEARJET	LEARJET 240	CJ610-6	94.7	40	
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	94.7	50	
VFW FOKKER	F-28 MK2000	SPEY MK555-15	94.7	42	

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Appendix 1ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX -C- LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
BOEING	B-727-100	JT8D-7FCD	94.5	40	3
BOEING	B-727-100	JT8D-7FCD	94.5	40	3
BOEING	B-737-100	JT8D-9	94.5	40	
BOEING	B-737-200	JT8D-9	94.5	40	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	94.5	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	94.5	50	
BOEING	B-747-200	CF6-50E	94.4	30	
BAC	1-11-200	SPEY MK506	94.3	45	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	94.2	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2B	94.2	50	
MCDONNELL DOUGLAS	DC10-30	CF6-6K	94.2	50	
VFW FOKKER	F-28 MK1000	SPEY MK555-15	94.1	42	
MCDONNELL DOUGLAS	DC9-30	JT8D-9	93.8	50	
ROCKWELL INTERNATIONAL	SABRE 70	JT12A-8	93.8		
GATES LEARJET	LEARJET 25C	CJ610-6	93.8	40	
BOEING	B-747-SP	JT9D-7FWET	93.5	30	6
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	93.5	35*	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	93.4	35*	
BOEING	B-747-SP	JT9D-7A	93.1	30	6
BOEING	B-747-SP	JT9D-7F	93.1	30	6
DASSAULT BREGUET	FALCON 20	CF700-20-2	93.1	40	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	93.0	35*	
BOEING	B-747-SP	JT9D-7A	92.8	30	6
LOCKHEED	L-1011-1	R8211-22C	92.7	42	
BAC	1-11-400	MK511 W/HUSHKIT	92.5	45	
MCDONNELL DOUGLAS	DC9-50	JT8D-17	92.3	50	1
BOEING	B-727-100	JT8D-9FCD	92.2	30*	3
MCDONNELL DOUGLAS	DC9-30	JT8D-17	92.2	50	1
BOEING	B-737-200	JT8D-15QN	92.1	40	2
LOCKHEED	L-1011	R8211-22B	92.1	42	5
BOEING	B-737-200	JT8D-9QN	92.0	40	2
BOEING	B-767-200	JT9D-7R4	92.0		
MCDONNELL DOUGLAS	DC9-50	JT8D-15	92.0	50	1
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	92.0		
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	92.0	24	
BOEING	B-737-200	JT8D-15QN	91.9	40	2
BOEING	B-737-200	JT8D-9QN	91.9	40	2
BOEING	B-737-200	JT8D-17QN	91.6	40	2
AIRBUS	A-300B4-2C	CF6-50C	91.5	25	9
AIRBUS	A-300B4-2C	CF6-50C	91.5	25	9
AIRBUS	A-300B4-2C	CF6-50C	91.5	25	9
BOEING	B-767-200	CF6-80A	91.5		
AIRBUS	A-300B1	CF6-50A	91.4	25	9
AIRBUS	A-300B2-1A	CF6-50A	91.4	15*	9

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
LOCKHEED	L-1011-1	RB211-22C	91.4	33*	
AIRBUS	A-300B2-K-3C	CF6-50C	91.3	25	9
LOCKHEED	L-1011	RB211-22B	91.3	33*	5
MCDONNELL DOUGLAS	DC10-10	CF6-60	91.1	35*	
MCDONNELL DOUGLAS	DC10-10	CF6-601	91.1	35*	
BOEING	B-737-200	JT8D-17QN	91.0	40	2
ROCKWELL INTERNATIONAL	SABRE 80A	CF700-2D-2	91.0		
AIRBUS	A-300B	CF6-50A	90.9	25	
AIRBUS	A-300B2-1A	CF6-50A	90.9	25	9
AIRBUS	A-300B2-1C	CF6-50C	90.9	25	9
MCDONNELL DOUGLAS	DC9-30	JT8D-15	90.9	50	1
MCDONNELL DOUGLAS	DC9-40	JT8D-11	90.9	50	1
MCDONNELL DOUGLAS	DC9-40	JT8D-15	90.9	50	1
BOEING	B-737-200	JT8D-9QN	90.8	40	2
MCDONNELL DOUGLAS	DC9-30	JT8D-9	90.8	50	1
LOCKHEED	L-1011-1	RB211-22C	90.8	33*	
AIRBUS	A-300B1	CF6-50A	90.7	15*	9
AIRBUS	A-300B2-K-3C	CF6-50C	90.7	15*	9
AIRBUS	A-300B2-1A	CF6-50A	90.7	25	9
AIRBUS	A-300B2-1C	CF6-50C	90.7	25	9
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	90.7	39	
BOEING	B-727-200	JT8D-7QN	90.6	40	2
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	90.6	39	
MCDONNELL DOUGLAS	DC9-30	JT8D-9	90.6		1
AIRBUS	A-300B2-1A	CF6-50A	90.4	15*	9
AIRBUS	A-300B2-1C	CF6-50C	90.4	15*	9
AIRBUS	A-300B2-1C	CF6-50C	90.4	15*	9
BAC	1-11-200	MK506 W/HUSHKIT	90.3	45	
MCDONNELL DOUGLAS	DC10-10	CF6-60	90.3	35*	
ROCKWELL INTERNATIONAL	SABRE 80	CF-700-2D-2	90.3	25	
ROCKWELL INTERNATIONAL	SABRE 75A	CF700-2D-2	90.3	25	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	90.2	35*	
AIRBUS	A-300B4-2C	CF6-50C	90.0	15*	9
AIRBUS	A-300B4-2C	CF6-50C	90.0	15*	9
AIRBUS	A-300B4-2C	CF6-50C	90.0	15*	9
LOCKHEED	L-1011-1	RB211-22C	90.0	33*	
MCDONNELL DOUGLAS	DC9-40	JT8D-11	90.0	50	1
NIHON	YS-11A-200	DART MK 542	90.0		
MCDONNELL DOUGLAS	DC9-30	JT8D-7	89.9	50	1
MCDONNELL DOUGLAS	DC10-10	CF6-601	89.8	35*	
GATES LEARJET	LEARJET 23	CJ610-1	89.7		
GULFSTREAM AMERICAN	GULFSTREAM IIB	SPEYMK511-8	89.7	39	
GULFSTREAM AMERICAN	GULFSTREAM IIC	SPEYMK511-8	89.7	39	
BOEING	B-757-200	RB211-535C	89.6	30	

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FOR AIRPLANES AT PART-36 APPENDIX -C- LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
LOCKHEED	L-188	501-D13	89.5		
MCDONNELL DOUGLAS	DC9-50	JT8D-15	89.5	40*	1
MCDONNELL DOUGLAS	DC9-50	JT8D-17	89.5	40*	1
MCDONNELL DOUGLAS	DC10-40	JT9D-20	89.4	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	89.4	35*	
BOEING	B-727-100	JT8D-7FCD	89.1	30*	3
BOEING	B-727-100	JT8D-7FCD	89.1	30*	3
MCDONNELL DOUGLAS	DC9-10	JT8D-7	89.1	50	1
AEROSPATIALE	NORD-262C	BASTAN VIIA	88.9		
BOEING	B-727-200	JT8D-15QN	88.9	40	2
BOEING	B-727-200	JT8D-15QN	88.9	40	2
BOEING	B-727-200	JT8D-17QN	88.9	40	2
BOEING	B-727-200	JT8D-17QN	88.9	40	2
BOEING	B-727-200	JT8D-17RQN	88.9	40	2
BOEING	B-727-200	JT8D-17RQN	88.9	40	2
BOEING	B-727-200	JT8D-9QN	88.9	40	2
BOEING	B-727-200	JT8D-9QN	88.9	40	2
BAC	HS-748 SERIES 2A	RR DART MK532-2L	88.8	27	
BAC	HS-748 SERIES 2B	RR DART MK535	88.8	27	
BOEING	B-737-200	JT8D-7QN	88.8	40	2
BOEING	B-737-200	JT8D-7QN	88.8	40	2
MCDONNELL DOUGLAS	DC10-30	CF6-6K	88.7	35*	
BOEING	B-737-200	JT8D-15QN	88.3	30*	2
BOEING	B-737-200	JT8D-15QN	88.3	30*	2
BOEING	B-737-200	JT8D-17QN	88.3	30*	2
GATES LEARJET	LEARJET 24E	CJ610-6	88.3	40	
GATES LEARJET	LEARJET 24F	CJ610-6	88.3	40	
LOCKHEED	1329-25 JETSTAR II	TFF731-3-IE	88.3	50	
GATES LEARJET	LEARJET 25D	CJ610-6	88.2	40	
GATES LEARJET	LEARJET 25F	CJ610-6	88.2	40	
VFW FOKKER	F-27-200	MK532-7	88.1		
BOEING	B-737-200	JT8D-9QN	87.9	30*	2
BOEING	B-737-200	JT8D-9QN	87.9	30*	2
BOEING	B-737-200	JT8D-9QN	87.9	30*	2
DASSAULT BREQUET	FALCON 50	TFF-731-3-1C	87.6	48	
BOEING	B-727-200	JT8D-7QN	87.4	30*	2
BOEING	B-737-300	CFM56-3	87.3		
VFW FOKKER	F-27-400/600	MK532-7R	86.8		
BAC	BAE 146-200A	ALF 502R-3	86.6	33	
BAC	BAE 146-200A	ALF 502R-5	86.6	33	
BAC	HS-125-400A	TFF-731-3	86.4	45	
BAC	BAE 146-20	ALF 502R-3	86.3	33	
BAC	BAE 146-20	ALF 502R-5	86.3	33	
DASSAULT BREQUET	FALCON 10	TFF-731-2	86.2	52	

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST OBA	FLAPS	NOTES
BAC	BAE 146-100A	ALF 502R-3	86.1	33	
BAC	BAE 146-100A	ALF 502R-5	86.1	33	
BAC	HS-125-1A	TFE-731-3	86.1	45	
BAC	HS-125-700A	TFE-731-3R	86.1	45	
BOEING	B-727-200	JTRD-15QN	86.1	30*	2
BOEING	B-727-200	JTRD-15QN	86.1	30*	2
BOEING	B-727-200	JTRD-17QN	86.1	30*	2
BOEING	B-727-200	JTRD-17QN	86.1	30*	2
BOEING	B-727-200	JTRD-17RQN	86.1	30*	2
BOEING	B-727-200	JTRD-17RON	86.1	30*	2
BOEING	B-727-200	JTRD-9QN	86.1	30*	2
AEROSPATIALE	MOHAWK 298	PT6A-45A	86.0		
GULFSTREAM AMERICAN	GULFSTREAM I	RR DART MK529	85.9		
BAC	HS-125-3A/RA	TFE-731-3	85.8	45	
BOEING	B-737-200	JTRD-7QN	85.8	30*	2
GENERAL DYNAMICS	CV-580	501-D13	85.7		
BAC	BAE 146-200A	ALF 502R-3	84.9	30*	
BAC	BAE 146-200A	ALF 502R-5	84.9	30*	
BAC	BAE 146-20	ALF 502R-3	84.6	30*	
BAC	BAE 146-20	ALF 502R-5	84.6	30*	
BAC	BAE 146-100A	ALF 502R-3	84.4	30*	
BAC	BAE 146-100A	ALF 502R-5	84.4	30*	
BAC	HS-125-1A	TFE-731-3	84.1	25*	
BAC	HS-125-700A	TFE-731-3R	84.1	25*	
DASSAULT BREQUET	FALCON 200	ATF3-6A-4C	84.1	40	
DEHAVILLAND	DHC-7	PT6A-50	84.0		
GENERAL DYNAMICS	CV-440	R-2800	84.0		
ISRAEL AIRCRAFT IND.	1124 WESTWIND	TFE731-3-1G	84.0	20	
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	83.9	20*	
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	83.9	20*	
MCDONNELL DOUGLAS	DC9-80	JTRD-209	83.9	40	
MCDONNELL DOUGLAS	DC9-80	JTRD-217	83.9	40	
BAC	HS-125-3A/RA	TFE-731-3	83.8	25*	
BAC	HS-125-400A	TFE-731-3	83.8	25*	
GATES LEARJET	LEARJET 35	TFE731-2	83.1	40	
GATES LEARJET	LEARJET 36	TFE731-2	83.1	40	
GULFSTREAM AMERICAN	GULFSTREAM IIB	SPEY MK511-8	82.5	20*	
GULFSTREAM AMERICAN	GULFSTREAM IIB	SPEY MK511-8	82.5	20*	
GATES LEARJET	LEARJET 35A	TFE731-2	82.2	40	
GATES LEARJET	LEARJET 36A	TFE731-2	82.2	40	
DASSAULT BREQUET	FALCON 10	TFE-731-2	82.1	30*	
DASSAULT BREQUET	FALCON 50	TFE-731-1C	82.0	20*	
SHORTS	SD3-30	PT6A-45A	81.8		
CANADAIR	CHALLENGER 600	ALF-502L	81.7	45	

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APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
ROCKWELL INTERNATIONAL	SABRE 65	TFE 731-3R-10	81.7		
GATES LEARJET	LEARJET 55	TFE-731-3B	81.5		
CANADAI	CHALLENGER 601	CF34-1A	80.4		
SHORTS	S03-60	PT6A-65R	80.1	30	
BAC	HS-74B SERIES 2B	MK535 W/HUSHKIT	80.0	27	
BEECH	B60	T10-541-E1C4	80.0		
CESSNA	CITATION II	JT150-4	79.3	40	
AEROSPATIALE	SN601 CORVETTE	JT150-4	79.1	35	
FAIRCHILD SWEARINGEN	SA227-AC METRO III	TPE-331-11U	78.5		
FAIRCHILD SWEARINGEN	SA227-AT MERLIN IV C	TPE-331-11U	78.5		
FAIRCHILD SWEARINGEN	SA227-TT MERLIN III C	TPE-331-10U	78.5		
DEHAVILLAND	DHC-6	PT6A-27	78.0		
GULFSTREAM AMERICAN	GULFSTREAM I	MK529 W/HUSHKIT	77.9		
GULFSTREAM AMERICAN	695A COMMANDER 1000	TPE-331-10	77.9		
BEECH	SUPER KING AIR 200	PT6A-41	77.8		
BEECH	SUPER KINGAIR B200	PT6A-41	77.8		
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	77.8		
CESSNA	CITATION I	JT150-1A	77.7	40	
CESSNA	C500	JT150-1	77.7	40	
GULFSTREAM AMERICAN	690C COMMANDER 840	TPE-331-5	77.4		
GULFSTREAM AMERICAN	690D COMMANDER 900	TPE-331-5	77.4		
GULFSTREAM AMERICAN	695 COMMANDER 980	TPE-331-10	77.4		
BEECH	F90 KINGAIR	PT6A-135	77.3		
MITSUBISHI	MU300 DIAMOND I	JT150-4	77.2	30	
BEECH	B100 KINGAIR	TPE-331-6	77.1		
BEECH	C99 AIRLINER	PT6A-34	77.1		
PIPER	PA-42 CHEYENNE	PT6A-41	77.1		
BEECH	58P	TS10-520WB	77.0		
BEECH	58TC	TS10-520-WB	77.0		
GULFSTREAM AMERICAN	500S	I0-540-E1B5	77.0		
CESSNA	CONQUEST II	TPE-331-8	76.5		
EMBRAER	EMB 110-P2	PT6A-34	76.0		
FAIRCHILD SWEARINGEN	SA226-AT	TPE-331-3U-303G	76.0		
FAIRCHILD SWEARINGEN	SA226-T	TPE-331-3U-303G	76.0		
FAIRCHILD SWEARINGEN	SA226-TC METRO II	TPE-331-3UW-303G	76.0		
GULFSTREAM AMERICAN	690B	TPE-331-5-251K	76.0		
GULFSTREAM AMERICAN	695	TPE-331-10	76.0		
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	76.0		
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	76.0		
BEECH	C90	PT6A-21	75.0		
CESSNA	CONQUEST I	PT6A-112	75.0		
BAC	JETSTREAM 31	TPE-331-10U-501H	74.7		
BEECH	A100	PT6A-28	74.0		
BEECH	B80	TGS0-540-A1D	74.0		

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
BEECH	E55 (3BLD)	IO-520-C	74.0		
BEECH	E55(2 BLD)	IO-520-C	74.0		
BEECH	99A	PT6A-27	74.0		
CESSNA	402C	TSIO-520-V8	74.0		
CESSNA	404	GTSIO-520-M	74.0		
CESSNA	421C	GTSIO-520-L	74.0		
GULFSTREAM AMERICAN	680FL	IGSO-540-B1A	74.0		
PIPER	PA-31T	PT6A-28	74.0		
PIPER	PA-31-325	TIO-540-F2BD	74.0		
PIPER	PA-31-350	TIO-540-J2BD	74.0		
CESSNA	310Q	IO-470-V0	73.7		
BEECH	855	IO-470-L	73.0		
BEECH	855(3BLD)	IO-470-L	73.0		
BEECH	58 (2BLD)	IO-520-C	73.0		
BEECH	58(3BLD)	IO-520-C	73.0		
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	73.0		
CESSNA	T310R	TSIO-520-BB	73.0		
CESSNA	320C	TSIO-470-D	73.0		
CESSNA	340A	TSIO-520-M8	73.0		
CESSNA	401	TSIO-520-E	73.0		
CESSNA	414A	TSIO-520-N	73.0		
GULFSTREAM AMERICAN	560E	G0-480-C186	73.0		
PIPER	PA-23-250	IO-540-C485	73.0		
PIPER	PA-31-310	TIO-540-A2C	73.0		
PIPER	PA-602P	IO-540-AA1A5	73.0		
PIPER	PA-60-600	IO-540-K1J5	73.0		
PIPER	601P	IO-540-S1A5	73.0		
CESSNA	337H	IO-360-G	72.0		
GULFSTREAM AMERICAN	GA-7	O-320-D10	72.0		
PIPER	PA-34-200T	TSIO-360-E	72.0		
PIPER	PA-34-220T	TSIO-360-KR	72.0		
BEECH	76	LO-360-A166D	71.0		
PIPER	PA-44-180	O-360-E1A6D	71.0		
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	71.0		
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	71.0		
CESSNA	CITATION III	TFE-731-3-100S	70.6	20	
BEECH	35-833	IO-470-K	68.0		
CESSNA	210	IO-520-L	67.1		
BEECH	A36	IO-520-BA	64.0		
BEECH	B36TC BONANZA	TSIO-520U	64.0		
BEECH	F33A	IO-520-B	64.0		
BEECH	V35B (3 BLD)	IO-520-B	64.0		
BEECH	35-C33A	IO-520-B	64.0		
BELLANCA	17-30A	TO-540-T485D	64.0		

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MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
CESSNA	TU206G	TSIO-520-M	64.0		
CESSNA	T210L	TSIO-520-R	64.0		
CESSNA	T210M	TSIO-520-R	64.0		
CESSNA	185F	IO-520-D	64.0		
PIPER	PA-32RT-300	IO-540-K1A5D	64.0		
PIPER	PA-32R-300	IO-540-K1G5D	64.0		
PIPER	PA-32R-301	IO-540-K1G5D	64.0		
PIPER	PA-32R-301T	TI0-540-S1AD	64.0		
PIPER	PA-32-300	IO-540-K1G5D	64.0		
BEECH	E35	E-225-B	63.0		
BEECH	K35, M35	TD-470-C	63.0		
CESSNA	180	O-470-J	63.0		
PIPER	PA-24-260	IO-540-B1A5	63.0		
PIPER	PA-28-235	O-540-B4B5	63.0		
PIPER	PA-28-236	O-540-J3A5D	63.0		
BEECH	A24R	IO-360-A1B6	62.0		
BEECH	C23	O-360-A4K	62.0		
BEECH	C24R	IO-360-A1B6	62.0		
BEECH	C35	E-185-11	62.0		
BELLANCA	8GCBC	O-360-C2F	62.0		
CESSNA	172N	O-320-M2AD	62.0		
CESSNA	177RG	IO-360-A1B6	62.0		
GULFSTREAM AMERICAN	112	IO-360-C1D6	62.0		
MOONEY	M20C	O-360-A1D	62.0		
MOONEY	M20J	IO-360-A1B6D	62.0		
PIPER	PA-28RT-201(3RLD)	TSIO-360-FB	62.0		
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	62.0		
PIPER	PA-2R-181	O-360-14M	62.0		
BEECH	A-23	IO-360-A	61.0		
CESSNA	170B	C-145-2H	61.0		
CESSNA	172	O-320-E2D	61.0		
GULFSTREAM AMERICAN	AA-5A	O-320-E2G	61.0		
PIPER	PA-18-150	O-320-A2B	61.0		
PIPER	PA-28-140	O-320-E3D	61.0		
PIPER	PA-28-151	O-320-E3D	61.0		
PIPER	PA-28-161	O-320-D3G	61.0		
PIPER	PA-28-200	IO-360-C1C	61.0		
BEECH	77	O-235-L2C	60.0		
BELLANCA	7GCAA	O-320-A2B	60.0		
PIPER	PA-38-112	O-235-L2C	60.0		
CESSNA	150	O-200-A	59.0		
CESSNA	150M	O-200-A	59.0		
CESSNA	152	O-235-L2C	59.0		
GULFSTREAM AMERICAN	AA-1B	O-235	59.0		

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
CESSNA	182P	O-470-S	56.0		
CESSNA	182Q	O-470-U	56.0		
GULFSTREAM AMERICAN	AA-5B TIGER	O-360-A4K	52.0		

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

TAKOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST OBA	FLAPS	NOTES
AEROSPATIALE	MDHAWK 298	PT6A-45A	23.4	76.0		4
AEROSPATIALE	NORD-262C	RASTAN VIIA	22.9	78.3		4,8
AEROSPATIALE	SN601 CORVETTE	JT150-4	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	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	BAE 146-100A	ALF 502R-3	76.0	71.3	18	8,15
BAC	BAE 146-100A	ALF 502R-5	76.0	70.4	18	8,15
BAC	BAE 146-20	ALF 502R-3	82.3	74.2	18	8,15
BAC	BAE 146-20	ALF 502R-5	82.3	73.1	18	8,15
BAC	BAE 146-200A	ALF 502R-3	89.5	77.8	18	8,15
BAC	BAE 146-200A	ALF 502R-5	89.5	76.5	18	8,15
BAC	HS-125-1A	TFE-731-3	21.2	73.2		8,15
BAC	HS-125-1A	VIPER 522	21.2	83.1	50	8,15
BAC	HS-125-3A/R	VIPER 522	22.7	84.8		8,15
BAC	HS-125-3A/RA	TFE-731-3	23.6	75.3		8,15
BAC	HS-125-400A	TFE-731-3	25.5	77.8		8,15
BAC	HS-125-700A	TFE-731-3K	25.5	81.4		8,15
BAC	HS-748 SERIES 2A	RR DART MK532-2L	44.5	78.0	15	8,15
BAC	HS-748 SERIES 2B	MK535 W/HUSHKIT	46.5	78.0	15	8,15
BAC	HS-748 SERIES 2B	RR DART MK535	46.5	78.3	15	8,15
BAC	JETSTREAM 31	TPE-331-10U-501H	14.6	63.7		15
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-BA	3.6	71.0		11
BEECH	A-23	IO-360-A	2.4	58.0		11
BEECH	B100 KINGAIR	TPE-331-6	11.8	61.5		11
BEECH	B36TC BONANZA	TSIO-520U	3.8	71.0		11
BEECH	B55	IO-470-L	5.1	73.0		11
BEECH	B55C(36LD)	IO-470-L	5.1	71.0		11
BEECH	B60	TIO-541-F1C4	6.8	63.0		10,11

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
BEECH	R80	TG50-540-A10	8.8	66.0		11
BEECH	C23	T-360-A4K	2.5	59.0		11
BEECH	C24R	T0-360-A186	2.8	63.0		11
BEECH	C35	F-185-11	2.7	75.0		11
BEECH	C90	PT6A-21	9.7	68.0		10
BEECH	C99 AIRLINER	PT6A-34	11.3	73.0		5,11
BEECH	F35	F-225-8	2.7	75.0		11
BEECH	F56 (3RLD)	T0-520-C	5.3	63.0		11
BEECH	F55(2 BLD)	T0-520-C	5.3	67.0		11
BEECH	F33A	T0-520-B	3.4	70.0		11
BEECH	F90 KINGAIR	PT6A-135	10.9	62.0		5,11
BEECH	F35, F35	T0-470-C	3.0	70.0		11
BEECH	SUPER KING AIR 200	PT6A-41	12.5	68.8		11
BEECH	SUPER KINGAIR 9200	PT6A-41	12.5	68.8		10,11
BEECH	SUPER KINGAIR #200T/CT	PT6A-42	12.5	68.8		5,11
BEECH	V350 (3 BLD)	T0-520-B	3.4	69.0		11
BEECH	35-B33	T0-470-K	3.0	71.0		10,11
BEECH	35-C33A	T0-520-B	3.3	70.0		11
BEECH	58 (2BLD)	T0-520-C	5.4	67.0		11
BEECH	58P	TST0-520WB	6.2	66.0		10,11
BEECH	58TC	TST0-520-WB	6.2	67.0		10,11
BEECH	58(3RLD)	T0-520-C	5.4	63.0		11
BEECH	76	L0-360-A166D	3.9	62.0		11
BEECH	77	T-235-L2C	1.7	56.0		11
BEECH	99A	PT6A-27	10.4	66.0		4
BELLANCA	17-30A	T0-540-T4B5D	3.3	65.0		4
BELLANCA	76CAA	O-320-A2B	1.7	51.0		4
BELLANCA	86CBC	O-360-C2F	2.2	58.0		11
BOEING	B-707-120	JT3C-6	258.0	104.6		4,8
BOEING	B-707-120R	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	PCN, MK508	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

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
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-17KQN	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-17RON	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-15Q4	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-737-300	CFM56-3	124.5	73.5		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
BOEING	B-747-SP	JT9D-7A	690.0	96.1	10	4,6
BOEING	B-747-SP	JT9D-7FWET	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-3A WET	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
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-3A WET	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

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

TAKOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST DBA	FLAPS	NOTES
BOEING	B-747-200	JT9D-7MET	785.0	99.3	10	4,6
BOEING	B-747-200	CF6-50E	800.0	96.6	10	4
BOEING	B-747-200	R8211-524B	800.0	96.0	10	4
BOEING	B-747-200	JT9D-7F#ET	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
BOEING	B-757-200	R8211-535C	220.0	73.9		8,12
BOEING	B-767-200	CF6-80A	300.0	74.7		8,12
BOEING	B-767-200	JT9D-7R4	300.0	77.4		8,12
BRITISH-NORWAN	ISLANDER 8N-26	O-540-E4C5	6.2	68.0		11
CANADAIQ	CHALLENGER 600	ALF-502L	40.4	66.9	20	8,12
CANADAIQ	CHALLENGER 601	CF34-1A	43.1	66.4		8,15
CESSNA	CITATION I	JT15D-1A	11.9	67.3	15	15
CESSNA	CITATION II	JT15D-4	13.3	62.6	15	15
CESSNA	CITATION III	TFE-731-3-1005	20.0	70.6	20	8,15
CESSNA	CONQUEST I	PT6A-112	8.2	63.0		10,11
CESSNA	CONQUEST II	TPE-331-8	9.8	63.0		5,11
CESSNA	C500	JT15D-1	10.9	67.0	15	15
CESSNA	T6206G	TSIO-520-M	3.6	71.0		11
CESSNA	T210L	TSIO-520-K	3.8	73.0		11
CESSNA	T210M	TSIO-520-R	3.8	71.0		11
CESSNA	T310R	TSIO-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	172	O-320-E20	2.3	61.0		11
CESSNA	172N	O-320-M2AD	2.3	63.0		10
CESSNA	177RG	IO-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		10,11
CESSNA	182Q	O-470-U	3.0	69.0		10,11
CESSNA	185F	IO-520-D	3.4	66.0		11
CESSNA	210	IO-520-L	3.8	69.0		10,11
CESSNA	310Q	IO-470-V0	5.2	68.0		10,11
CESSNA	320C	TSIO-470-D	5.2	70.0		11
CESSNA	337H	IO-360-G	4.6	70.0		11
CESSNA	340A	TSIO-520-MB	6.0	66.0		11
CESSNA	401	TSIO-520-E	6.3	67.0		11
CESSNA	402C	TSIO-520-VB	6.9	68.0		11
CESSNA	404	GTSIO-520-M	8.4	61.0		11
CESSNA	414A	TSIO-520-N	6.8	67.0		11
CESSNA	421C	GTSIO-520-L	7.5	61.0		11
CONCORDE	CONCORDE	O-593/M-602	400.0	112.9		4,8

9/28/83

AC 36-3C

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

Appendix 2

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST OBA	FLAPS	NOTES
DASSAULT BREGUET	FALCON 10	TFE-731-2	18.3	66.1	15	8,15
DASSAULT BREGUET	FALCON 20	CF700-2D-2	28.6	77.0	10	8,15
DASSAULT BREGUET	FALCON 200	ATF3-6A-4C	32.0	71.7	5	8,12
DASSAULT BREGUET	FALCON 50	TFE-731-3-1C	38.8	70.9	20	8,15
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
FAIRCHILD SWEARINGEN	SA226-AT	TPE-331-3U-303G	12.5	71.0		4
FAIRCHILD SWEARINGEN	SA226-T	TPE-331-3U-303G	12.5	71.0		4
FAIRCHILD SWEARINGEN	SA226-TC METRO II	TPE-331-3UV-303G	12.5	71.0		4
FAIRCHILD SWEARINGEN	SA227-AC METRO III	TPE-331-11U	14.5	69.2		10,11
FAIRCHILD SWEARINGEN	SA227-AT MERLIN IV C	TPE-331-11U	14.5	69.2		10,11
FAIRCHILD SWEARINGEN	SA227-TT MERLIN III C	TPE-331-10U	13.2	69.5		5,11
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	8,13
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
GATES LEARJET	LEARJET 55	TFE-731-3B	20.5	67.0		8,15
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-1A	O-235	1.6	57.0		11
GULFSTREAM AMERICAN	AA-3A	O-320-F2G	2.2	60.0		11
GULFSTREAM AMERICAN	AA-5B TIGER	O-360-A4K	2.2	57.4		10,11
GULFSTREAM AMERICAN	GA-7	O-320-D1D	3.8	63.0		4
GULFSTREAM AMERICAN	GULFSTREAM I	NK529 W/HUSHKIT	35.1	69.0		15
GULFSTREAM AMERICAN	GULFSTREAM I	RR DART NK529	35.1	71.0		15
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY NK511-8	62.0	82.6	20	8,15
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY NK511-8	65.5	84.2	20	8,15
GULFSTREAM AMERICAN	GULFSTREAM IIE	SPEY NK511-8	68.2	83.0	10	8,15
GULFSTREAM AMERICAN	GULFSTREAM III	SPEY NK511-8	68.2	83.0	10	8,15
GULFSTREAM AMERICAN	112	IO-360-C106	2.7	63.0		11
GULFSTREAM AMERICAN	500S	IO-540-E1B5	6.8	76.0		10

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Appendix 2ESTIMATED 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
GULFSTREAM AMERICAN	560E	G0-480-C186	6.5	59.0		11
GULFSTREAM AMERICAN	680FL	IG50-540-B1A	8.5	64.0		11
GULFSTREAM AMERICAN	690B	TPE-331-5-251K	10.3	66.0		10
GULFSTREAM AMERICAN	690C COMMANDER 840	TPE-331-5	10.3	61.3		5,11
GULFSTREAM AMERICAN	690D COMMANDER 900	TPE-331-5	10.7	61.7		10
GULFSTREAM AMERICAN	695	TPE-331-10	10.3	62.0		5,15
GULFSTREAM AMERICAN	695 COMMANDER 980	TPE-331-10	10.3	60.9		5,11
GULFSTREAM AMERICAN	695A COMMANDER 1000	TPE-331-10	11.2	61.6		5,11
HAWKER SIDDELEY	TRIDENT 1	R8163 MK505-5	115.0	91.8		4,8
HAWKER SIDDELEY	TRIDENT 1E	R8163 MK511-5	130.0	99.8		4,8
HAWKER SIDDELEY	TRIDENT 2E	R8163 MK512-5	143.5	99.8		4,8
HAWKER SIDDELEY	TRIDENT 3B	R8163 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
ISRAEL AIRCRAFT IND.	1124 WESTWIND	TFE731-3-1G	22.9	70.6	12	8,15
LOCKHEED	L-1011	R8211-22B	430.0	85.1	14	4
LOCKHEED	L-1011-1	R8211-22C	396.0	85.2	10	4,8
LOCKHEED	L-1011-1	R8211-22C	416.0	85.3	10	8
LOCKHEED	L-1011-1	R8211-22C	422.0	86.9	10	
LOCKHEED	L-1011-1	R8211-22C	430.0	87.1	10	
LOCKHEED	L-188	501-D13	116.0	81.3		4,8
LOCKHEED	1329 JETSTAR	JT32A-8	42.0	88.7		8,13
LOCKHEED	1329-25 JETSTAR II	TFE731-3-1E	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

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MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST OBA	FLAPS	NOTES
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	RC0.12 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
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-2A-26A	TPE-331-5-252M	10.0	64.0		4
MITSUBISHI	MU-2A-36A	TPE-331-5-252M	11.0	66.0		4
MITSUBISHI	MU300 DIAMOND I	JT150-4	14.1	71.9		8,12
MOONEY	M20C	O-360-A1D	2.6	65.0		11
MOONEY	M20J	O-360-A186D	2.7	58.0		4
MYRON	YS-11A-200	OART 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-C485	5.2	68.0		11
PIPER	PA-24-260	IO-540-B1A5	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

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MANUFACTURER	AIRPLANE	ENGINE	GR WGT. 1000 LBS.	EST DBA	FLAPS	NOTES
PIPER	PA-29-151	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-360-14N	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-K1A5D	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-S1AD	3.6	69.0		11
PIPER	PA-32-300	IO-540-K1G5D	3.4	71.0		
PIPER	PA-34-200T	TS10-360-E	4.8	64.0		11
PIPER	PA-34-220T	TS10-360-KB	4.8	64.0		11
PIPER	PA-38-112	O-235-L2C	1.7	56.0		11
PIPER	PA-42 CHEYENNE	PT6A-41	10.5	70.3		10,11
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
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	19.6	83.4		8,12
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	20.1	84.7		8,12
ROCKWELL INTERNATIONAL	SABRE 60A	JT12A-8	22.7	83.8		8,12
ROCKWELL INTERNATIONAL	SABRE 65	TFE 731-3R-10	24.0	70.8		8,12
ROCKWELL INTERNATIONAL	SABRE 70	JT12A-8	21.0	87.9		8,12
ROCKWELL INTERNATIONAL	SABRE 75A	CF700-20-2	23.0	77.7		4
ROCKWELL INTERNATIONAL	SABRE 80	CF-700-20-2	23.3	79.6	15	12
ROCKWELL INTERNATIONAL	SABRE 80A	CF700-20-2	25.5	80.5		12
SHORTS	SD3-30	PT6A-45A	22.4	71.2		8,15
SHORTS	SD3-60	PT6A-65R	26.0	67.9	5	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
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

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APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
AEROSPATIALE	MDHAWK 298	PT6A-45A	86.0		
AEROSPATIALE	NORD-262C	BASTAN VIIA	88.9		
AEROSPATIALE	SN601 CORVETTE	JT15D-4	79.1	35	
AIRBUS	A-300B	CF6-50A	90.9	25	
AIRBUS	A-300B1	CF6-50A	90.7	15*	9
AIRBUS	A-300B1	CF6-50A	91.4	25	9
AIRBUS	A-300B2-K-3C	CF6-50C	90.7	15*	9
AIRBUS	A-300B2-K-3C	CF6-50C	91.3	25	9
AIRBUS	A-300B2-1A	CF6-50A	91.4	15*	9
AIRBUS	A-300B2-1A	CF6-50A	90.4	15*	9
AIRBUS	A-300B2-1A	CF6-50A	90.7	25	9
AIRBUS	A-300B2-1A	CF6-50A	90.9	25	9
AIRBUS	A-300B2-1C	CF6-50C	90.4	15*	9
AIRBUS	A-300B2-1C	CF6-50C	90.4	15*	9
AIRBUS	A-300B2-1C	CF6-50C	90.7	25	9
AIRBUS	A-300B2-1C	CF6-50C	90.9	25	9
AIRBUS	A-300B4-2C	CF6-50C	90.0	15*	9
AIRBUS	A-300B4-2C	CF6-50C	90.0	15*	9
AIRBUS	A-300B4-2C	CF6-50C	90.0	15*	9
AIRBUS	A-300B4-2C	CF6-50C	91.5	25	9
AIRBUS	A-300B4-2C	CF6-50C	91.5	25	9
AIRBUS	A-300B4-2C	CF6-50C	91.5	25	9
BAC	BAE 146-100A	ALF 502R-3	84.4	30*	
BAC	BAE 146-100A	ALF 502R-5	84.4	30*	
BAC	BAE 146-100A	ALF 502R-3	86.1	33	
BAC	BAE 146-100A	ALF 502R-5	86.1	33	
BAC	BAE 146-20	ALF 502R-3	84.6	30*	
BAC	BAE 146-20	ALF 502R-5	84.6	30*	
BAC	BAE 146-20	ALF 502R-3	86.3	33	
BAC	BAE 146-20	ALF 502R-5	86.3	33	
BAC	BAE 146-200A	ALF 502R-3	84.9	30*	
BAC	BAE 146-200A	ALF 502R-5	84.9	30*	
BAC	BAE 146-200A	ALF 502R-3	86.6	33	
BAC	BAE 146-200A	ALF 502R-5	86.6	33	
BAC	HS-125-1A	VIPER 522	98.5		
BAC	HS-125-1A	TFE-731-3	84.1	25*	
BAC	HS-125-1A	TFE-731-3	86.1	45	
BAC	HS-125-3A/R	VIPER 522	98.7	50	
BAC	HS-125-3A/RA	TFE-731-3	83.8	25*	
BAC	HS-125-3A/RA	TFE-731-3	85.8	45	
BAC	HS-125-400A	TFE-731-3	83.8	25*	
BAC	HS-125-400A	TFE-731-3	86.4	45	
BAC	HS-125-700A	TFE-731-3R	84.1	25*	
BAC	HS-125-700A	TFE-731-3R	86.1	45	

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APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
BAC	HS-748 SERIES 2A	RR DART MK532-2L	88.8	27	
BAC	HS-748 SERIES 2B	MK535 W/HUSHKIT	80.0	27	
BAC	HS-748 SERIES 2B	RR DART MK535	88.8	27	
BAC	JETSTREAM 31	TPE-331-10U-501H	74.7		
BAC	1-11-200	MK506 W/HUSHKIT	90.3	45	
BAC	1-11-200	SPEY MK506	94.3	45	
BAC	1-11-400	MK511 W/HUSHKIT	92.5	45	
BAC	1-11-400	SPFY MK511	96.2	45	
BAC	1-11-500	SPEY MK512	98.6		
BAC	1-11-500	SPFY MK512	98.6		
BEECH	A100	PT6A-28	74.0		
BEECH	A24R	IO-360-A1B6	62.0		
BEECH	A36	IO-520-BA	64.0		
BEECH	A-23	IO-360-A	61.0		
BEECH	B100 KINGAIR	TPE-331-6	77.1		
BEECH	B36TC BONANZA	TSIO-520U	64.0		
BEECH	B55	IO-470-L	73.0		
BEECH	B55(38LD)	IO-470-L	73.0		
BEECH	B60	TIO-541-E1C4	80.0		
BEECH	B80	IGSO-540-A1D	74.0		
BEECH	C23	O-360-A4K	62.0		
BEECH	C24K	IO-360-A1B6	62.0		
BEECH	C35	E-185-11	62.0		
BEECH	C90	PT6A-21	75.0		
BEECH	C99 AIRLINER	PT6A-34	77.1		
BEECH	E35	E-225-8	63.0		
BEECH	E55 (38LD)	IO-520-C	74.0		
BEECH	E55(2 BLD)	IO-520-C	74.0		
BEECH	F33A	IO-520-B	64.0		
BEECH	F90 KINGAIR	PT6A-135	77.3		
BEECH	K35,M35	IO-470-C	63.0		
BEECH	SUPER KING AIR 200	PT6A-41	77.8		
BEECH	SUPER KINGAIR B200	PT6A-41	77.8		
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	77.8		
BEECH	V35B (3 BLD)	IO-520-B	64.0		
BEECH	35-B33	IO-470-K	68.0		
BEECH	35-C33A	IO-520-B	64.0		
BEECH	58 (28LD)	IO-520-C	73.0		
BEECH	58P	TSIO-520WB	77.0		
BEECH	58TC	TSIO-520-WB	77.0		
BEECH	58(38LD)	IO-520-C	73.0		
BEECH	76	LO-360-A1G60	71.0		
BEECH	77	O-235-L2C	60.0		
BEECH	99A	PT6A-27	74.0		

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APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
BELLANCA	17-30A	I0-540-T4B5D	64.0		
BELLANCA	7GCAA	0-320-A2R	60.0		
BELLANCA	8GCBC	0-360-C2E	62.0		
BOEING	B-707-120	JT3C-6	101.0		
BOEING	B-707-120B	JT3D-3	105.8		
BOEING	B-707-220	JT4A-3	100.6		
BOEING	B-707-320	JT4A-11	98.6		
BOEING	B-707-320B	JT3D-3B	106.8		
BOEING	B-707-320C	JT3D-3B	107.8		
BOEING	B-707-420	RC0.MK508	97.8		
BOEING	B-720	JT3C-7	98.6		
BOEING	B-720B	JT3D-1	104.8		
BOEING	B-727-100	JT8D-7FCD	89.1	30*	3
BOEING	B-727-100	JT8D-7FCD	89.1	30*	3
BOEING	B-727-100	JT8D-9FCD	92.2	30*	3
BOEING	B-727-100	JT8D-7FCD	94.5	40	3
BOEING	B-727-100	JT8D-7FCD	94.5	40	3
BOEING	B-727-100	JT8D-9FCD	96.0	40	3
BOEING	B-727-100	JT8D-9FCD	96.0	40	3
BOEING	B-727-200	JT8D-15QN	86.1	30*	2
BOEING	B-727-200	JT8D-15QN	86.1	30*	2
BOEING	B-727-200	JT8D-17QN	86.1	30*	2
BOEING	B-727-200	JT8D-17QN	86.1	30*	2
BOEING	B-727-200	JT8D-17RON	86.1	30*	2
BOEING	B-727-200	JT8D-17RON	86.1	30*	2
BOEING	B-727-200	JT8D-7QN	87.4	30*	2
BOEING	B-727-200	JT8D-9QN	86.1	30*	2
BOEING	B-727-200	JT8D-15	98.0	40	
BOEING	B-727-200	JT8D-15QN	88.9	40	2
BOEING	B-727-200	JT8D-15QN	88.9	40	2
BOEING	B-727-200	JT8D-17QN	88.9	40	2
BOEING	B-727-200	JT8D-17QN	88.9	40	2
BOEING	B-727-200	JT8D-17RON	88.9	40	2
BOEING	B-727-200	JT8D-17RON	88.9	40	2
BOEING	B-727-200	JT8D-7	97.8	40	
BOEING	B-727-200	JT8D-7QN	90.6	40	2
BOEING	B-727-200	JT8D-9	98.0	40	
BOEING	B-727-200	JT8D-9QN	88.9	40	2
BOEING	B-727-200	JT8D-9QN	88.9	40	2
BOEING	B-737-100	JT8D-9	94.5	40	
BOEING	B-737-200	JT8D-15QN	88.3	30*	2
BOEING	B-737-200	JT8D-15QN	88.3	30*	2
BOEING	B-737-200	JT8D-17QN	88.3	30*	2
BOEING	B-737-200	JT8D-7QN	85.8	30*	2

Appendix 2

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
BOEING	B-737-200	JT8D-9QN	87.9	30*	2
BOEING	B-737-200	JT8D-9QN	87.9	30*	2
BOEING	B-737-200	JT8D-9QN	87.9	30*	2
BOEING	B-737-200	JT8D-15QN	92.1	40	2
BOEING	B-737-200	JT8D-15QN	91.9	40	2
BOEING	B-737-200	JT8D-17QN	91.6	40	2
BOEING	B-737-200	JT8D-17QN	91.0	40	2
BOEING	B-737-200	JT8D-7QN	88.8	40	2
BOEING	B-737-200	JT8D-7QN	88.8	40	2
BOEING	B-737-200	JT8D-9	94.5	40	
BOEING	B-737-200	JT8D-9QN	90.8	40	2
BOEING	B-737-200	JT8D-9QN	91.9	40	2
BOEING	B-737-200	JT8D-9QN	92.0	40	2
BOEING	B-737-300	CFM56-3	87.3		
BOEING	B-747-SP	JT9D-7A	92.8	30	6
BOEING	B-747-SP	JT9D-7A	93.1	30	6
BOEING	B-747-SP	JT9D-7F	93.1	30	6
BOEING	B-747-SP	JT9D-7FWET	93.5	30	6
BOEING	B-747-SR	JT9D-7A	95.6	30	6
BOEING	B-747-SR	JT9D-7A	96.1	30	6
BOEING	B-747-100	JT9D-3	104.6	30	7
BOEING	B-747-100	JT9D-3AWET	105.8	30	7
BOEING	B-747-100	JT9D-7	97.2	30	6
BOEING	B-747-100	JT9D-7	105.3	30	7
BOEING	B-747-100	JT9D-7F	97.8	30	6
BOEING	B-747-100	JT9D-7FWET	97.8	30	6
BOEING	B-747-100	JT9D-7WET	97.3	30	6
BOEING	B-747-100	JT9D-7WET	105.6	30	7
BOEING	B-747-200	CF6-50F	94.4	30	
BOEING	B-747-200	CF6-50E	95.5	30	
BOEING	B-747-200	CF6-50E	95.5	30	
BOEING	B-747-200	JT9D-3A	95.9	30	6
BOEING	B-747-200	JT9D-3A	103.1	30	7
BOEING	B-747-200	JT9D-3A	103.4	30	7
BOEING	B-747-200	JT9D-3AWET	96.1	30	6
BOEING	B-747-200	JT9D-7	96.1	30	6
BOEING	B-747-200	JT9D-7	102.5	30	7
BOEING	B-747-200	JT9D-7F	96.6	30	6
BOEING	B-747-200	JT9D-7FWET	97.2	30	6
BOEING	B-747-200	JT9D-7WET	96.7	30	6
BOEING	B-747-200	JT9D-7WET	103.0	30	7
BOEING	B-747-200	JT9D-70A	95.2	30	
BOEING	B-747-200	RB211-524B	97.2	30	
BOEING	B-757-200	RB211-535C	89.6	30	

9/28/83

AC 36-3C
Appendix 2ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
FOR AIRPLANES AT PART-36 APPENDIX -C- LOCATIONS

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
BOEING	B-767-200	CF6-80A	91.5		
BOEING	B-767-200	JT9D-7R4	92.0		
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	73.0		
CANADAI R	CHALLENGER 600	ALF-502L	81.7	45	
CANADAI R	CHALLENGER 601	CF34-1A	80.4		
CESSNA	CITATION I	JT15D-1A	77.7	40	
CESSNA	CITATION II	JT15D-4	79.3	40	
CESSNA	CITATION III	TFE-731-3-1005	70.6	20	
CESSNA	CONQUEST I	PT6A-112	75.0		
CESSNA	CONQUEST II	TPE-331-B	76.5		
CESSNA	C500	JT15D-1	77.7	40	
CESSNA	TU206G	TS10-520-M	64.0		
CESSNA	T210L	TS10-520-R	64.0		
CESSNA	T210M	TS10-520-R	64.0		
CESSNA	T310R	TS10-520-BB	73.0		
CESSNA	150	O-200-A	59.0		
CESSNA	150M	O-200-A	59.0		
CESSNA	152	O-235-L2C	59.0		
CESSNA	170B	C-145-2H	61.0		
CESSNA	172	O-320-E2D	61.0		
CESSNA	172N	O-320-H2AD	62.0		
CESSNA	177RG	IO-360-A1B6	62.0		
CESSNA	180	O-470-J	63.0		
CESSNA	182P	O-470-S	56.0		
CESSNA	182Q	O-470-U	56.0		
CESSNA	185F	IO-520-D	64.0		
CESSNA	210	IO-520-L	67.1		
CESSNA	310Q	IO-470-V0	73.7		
CESSNA	320C	TS10-470-D	73.0		
CESSNA	337H	IO-360-G	72.0		
CESSNA	340A	TS10-520-MB	73.0		
CESSNA	401	TS10-520-E	73.0		
CESSNA	402C	TS10-520-VB	74.0		
CESSNA	404	GTS10-520-M	74.0		
CESSNA	414A	TS10-520-N	73.0		
CESSNA	421C	GTS10-520-L	74.0		
CONCORD F	CONCORDE	O-593/M-602	109.5		
DASSAULT BREQUET	FALCON 10	TFE-731-2	82.1	30*	
DASSAULT BREQUET	FALCON 10	TFE-731-2	86.2	52	
DASSAULT BREQUET	FALCON 20	CF700-2D-2	93.1	40	
DASSAULT BREQUET	FALCON 200	ATF3-6A-4C	84.1	40	
DASSAULT BREQUET	FALCON 50	TFE-731-3-1C	87.6	48	
DASSAULT BREQUET	FALCON 50	TFE-731-1C	82.0	20*	
DEHAVILLAND	DHC-6	PT6A-27	78.0		

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
DEHAVILLAND	DHC-7	PT6A-50	84.0		
EMBRAER	EMB 110-P2	PT6A-34	76.0		
FAIRCHILD SWEARINGEN	SA226-AT	TPE-331-3U-303G	76.0		
FAIRCHILD SWEARINGEN	SA226-T	TPE-331-3U-303G	76.0		
FAIRCHILD SWEARINGEN	SA226-TC METRO II	TPE-331-3UW-303G	76.0		
FAIRCHILD SWEARINGEN	SA227-AC METRO III	TPE-331-11U	78.5		
FAIRCHILD SWEARINGEN	SA227-AT MERLIN IV C	TPE-331-11U	78.5		
FAIRCHILD SWEARINGEN	SA227-TT MERLIN III C	TPE-331-10U	78.5		
GATES LEARJET	LEARJET 23	CJ610-1	89.7		
GATES LEARJET	LEARJET 240	CJ610-6	94.7	40	
GATES LEARJET	LEARJET 24E	CJ610-6	88.3	40	
GATES LEARJET	LEARJET 24F	CJ610-6	88.3	40	
GATES LEARJET	LEARJET 25C	CJ610-6	93.8	40	
GATES LEARJET	LEARJET 25D	CJ610-6	88.2	40	
GATES LEARJET	LEARJET 25F	CJ610-6	88.2	40	
GATES LEARJET	LEARJET 35	TFF731-2	83.1	40	
GATES LEARJET	LEARJET 35A	TFF731-2	82.2	40	
GATES LEARJET	LEARJET 36	TFF731-2	83.1	40	
GATES LEARJET	LEARJET 36A	TFF731-2	82.2	40	
GATES LEARJET	LEARJET 55	TFF-731-3B	81.5		
GENERAL DYNAMICS	CV-440	R-2800	84.0		
GENERAL DYNAMICS	CV-580	501-D13	85.7		
GENERAL DYNAMICS	CV-880-22	CJ-805-3	94.8		
GENERAL DYNAMICS	CV-880-22M	CJ-805-3B	94.8		
GULFSTREAM AMERICAN	AA-1B	O-235	59.0		
GULFSTREAM AMERICAN	AA-5A	O-320-E2G	61.0		
GULFSTREAM AMERICAN	AA-5B TIGER	O-360-A4K	52.0		
GULFSTREAM AMERICAN	GA-7	O-320-D1D	72.0		
GULFSTREAM AMERICAN	GULFSTREAM I	MK529 W/HUSHKIT	77.9		
GULFSTREAM AMERICAN	GULFSTREAM I	RR DART MK529	85.9		
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	83.9	20*	
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	83.9	20*	
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	90.6	39	
GULFSTREAM AMERICAN	GULFSTREAM II	SPEY MK511-8	90.7	39	
GULFSTREAM AMERICAN	GULFSTREAM IIB	SPEY MK511-8	82.5	20*	
GULFSTREAM AMERICAN	GULFSTREAM IIB	SPEY MK511-8	89.7	39	
GULFSTREAM AMERICAN	GULFSTREAM III	SPEY MK511-8	82.5	20*	
GULFSTREAM AMERICAN	GULFSTREAM III	SPEY MK511-8	89.7	39	
GULFSTREAM AMERICAN	112	IO-360-C106	62.0		
GULFSTREAM AMERICAN	500S	IO-540-E185	77.0		
GULFSTREAM AMERICAN	560E	G0-480-C186	73.0		
GULFSTREAM AMERICAN	680FL	IGSO-540-B1A	74.0		
GULFSTREAM AMERICAN	690B	TPE-331-5-251K	76.0		
GULFSTREAM AMERICAN	690C COMMANDER 840	TPE-331-5	77.4		

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST OBA	FLAPS	NOTES
GULFSTREAM AMERICAN	6900 COMMANDER 900	TPE-331-5	77.4		
GULFSTREAM AMERICAN	695	TPE-331-10	76.0		
GULFSTREAM AMERICAN	695 COMMANDER 980	TPE-331-10	77.4		
GULFSTREAM AMERICAN	695A COMMANDER 1000	TPE-331-10	77.9		
HAWKER SIDDELEY	TRIDENT 1	RB163 MK505-5	100.9		
HAWKER SIDDELEY	TRIDENT 1E	RB163 MK511-5	101.9		
HAWKER SIDDELEY	TRIDENT 2E	RB163 MK512-5	101.9		
HAWKER SIDDELEY	TRIDENT 3B	RB163 MK512-5	102.9		
ISRAEL AIRCRAFT IND.	1121 COMMODORE	CJ610-5	100.0		
ISRAEL AIRCRAFT IND.	1123 WESTWIND	CJ610-9	99.0		
ISRAEL AIRCRAFT IND.	1124 WESTWIND	TPE731-3-16	84.0	20	
LOCKHEED	L-1011	RB211-22P	91.3	33*	5
LOCKHEED	L-1011	RB211-22R	92.1	42	5
LOCKHEED	L-1011-1	RB211-22C	90.0	33*	
LOCKHEED	L-1011-1	RB211-22C	90.8	33*	
LOCKHEED	L-1011-1	RB211-22C	91.4	33*	
LOCKHEED	L-1011-1	RB211-22C	92.7	42	
LOCKHEED	L-188	501-D13	89.5		
LOCKHEED	1329 JETSTAR	JT12A-B	101.0	50	
LOCKHEED	1329-25 JETSTAR II	TFF731-3-IE	88.3	50	
MCDONNELL DOUGLAS	DC10-10	CF6-6D	90.3	35*	
MCDONNELL DOUGLAS	DC10-10	CF6-6D	91.1	35*	
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	89.8	35*	
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	91.1	35*	
MCDONNELL DOUGLAS	DC10-10	CF6-6D	95.1	50	
MCDONNELL DOUGLAS	DC10-10	CF6-6D	95.7	50	
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	94.7	50	
MCDONNELL DOUGLAS	DC10-10	CF6-6D1	95.7	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	93.0	35*	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	93.4	35*	
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	93.5	35*	
MCDONNELL DOUGLAS	DC10-30	CF6-6K	88.7	35*	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	96.0	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50A	96.3	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C	96.2	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	97.1	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C1	97.3	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	94.2	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2	95.1	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2B	94.2	50	
MCDONNELL DOUGLAS	DC10-30	CF6-50C2R	95.1	50	
MCDONNELL DOUGLAS	DC10-30	CF6-6K	94.2	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	89.4	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	89.4	35*	

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST OBA	FLAPS	NOTES
MCDONNELL DOUGLAS	DC10-40	JT9D-20	90.2	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	94.9	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	94.9	35*	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	94.5	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	94.5	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-20	94.9	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	97.1	50	
MCDONNELL DOUGLAS	DC10-40	JT9D-59A	97.1	50	
MCDONNELL DOUGLAS	DC8-10	JT3C-6	99.8		
MCDONNELL DOUGLAS	DC8-20	JT4A-3	99.8		
MCDONNELL DOUGLAS	DC8-30	JT4A-9	99.8		
MCDONNELL DOUGLAS	DC8-40	PC0.12 MK509	103.8		
MCDONNELL DOUGLAS	DC8-50	JT3D-1	104.8		
MCDONNELL DOUGLAS	DC8-50	JT3D-38	106.8		
MCDONNELL DOUGLAS	DC8-55	JT3D-38	106.8		
MCDONNELL DOUGLAS	DC8-61	JT3D-38	106.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-38	100.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-38	100.8		
MCDONNELL DOUGLAS	DC8-62	JT3D-7	103.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-38	100.8		
MCDONNELL DOUGLAS	DC8-63	JT3D-7	103.8		
MCDONNELL DOUGLAS	DC9-10	JT8D-7	95.7	50	
MCDONNELL DOUGLAS	DC9-10	JT8D-7	89.1	50	1
MCDONNELL DOUGLAS	DC9-30	JT8D-9	90.6		1
MCDONNELL DOUGLAS	DC9-30	JT8D-15	90.9	50	1
MCDONNELL DOUGLAS	DC9-30	JT8D-17	92.2	50	1
MCDONNELL DOUGLAS	DC9-30	JT8D-7	96.0	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-9	93.8	50	
MCDONNELL DOUGLAS	DC9-30	JT8D-9	90.8	50	1
MCDONNELL DOUGLAS	DC9-30	JT8D-7	89.9	50	1
MCDONNELL DOUGLAS	DC9-40	JT8D-11	90.0	50	1
MCDONNELL DOUGLAS	DC9-40	JT8D-11	90.9	50	1
MCDONNELL DOUGLAS	DC9-40	JT8D-15	90.9	50	1
MCDONNELL DOUGLAS	DC9-50	JT8D-15	89.5	40*	1
MCDONNELL DOUGLAS	DC9-50	JT8D-17	89.5	40*	1
MCDONNELL DOUGLAS	DC9-50	JT8D-15	92.0	50	1
MCDONNELL DOUGLAS	DC9-50	JT8D-17	92.3	50	1
MCDONNELL DOUGLAS	DC9-80	JT8D-209	83.9	40	
MCDONNELL DOUGLAS	DC9-80	JT8D-217	83.9	40	
MESSERSCHMITT-BOLKOW	HFR-320 HANSA	CJ610-9	99.0		
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	76.0		
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	76.0		
MITSUBISHI	MU300 DIAMOND I	JT15D-4	77.2	30	
MOONEY	M20C	O-360-A10	62.0		

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST DBA	FLAPS	NOTES
MOONEY	M20J	IO-360-A1B6D	62.0		
NIHON	YS-11A-200	DART MK 542	90.0		
PIPER	PA-18-150	O-320-A2B	61.0		
PIPER	PA-23-250	IO-540-C4B5	73.0		
PIPER	PA-24-260	IO-540-B1A5	63.0		
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FR	62.0		
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	62.0		
PIPER	PA-28-140	O-320-E3D	61.0		
PIPER	PA-28-151	O-320-E3D	61.0		
PIPER	PA-28-161	O-320-D3G	61.0		
PIPER	PA-28-181	O-360-14M	62.0		
PIPER	PA-28-200	IO-360-C1C	61.0		
PIPER	PA-28-235	O-540-B4B5	63.0		
PIPER	PA-28-236	O-540-J3A5D	63.0		
PIPER	PA-31T	PT6A-28	74.0		
PIPER	PA-31-310	TI0-540-A2C	73.0		
PIPER	PA-31-325	TI0-540-F2RD	74.0		
PIPER	PA-31-350	TI0-540-J2RD	74.0		
PIPER	PA-32RT-300	IQ-540-K1A5D	64.0		
PIPER	PA-32R-300	IO-540-K1G5D	64.0		
PIPER	PA-32R-301	IO-540-K1G5D	64.0		
PIPER	PA-32R-301T	TI0-540-S1A0	64.0		
PIPER	PA-32-300	IO-540-K1G5D	64.0		
PIPER	PA-34-200T	TSIO-360-E	72.0		
PIPER	PA-34-220T	TSIO-360-KB	72.0		
PIPER	PA-38-112	O-235-L2C	60.0		
PIPER	PA-42 CHEYENNE	PT6A-41	77.1		
PIPER	PA-44-180	O-360-E1A6D	71.0		
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	71.0		
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	71.0		
PIPER	PA-602P	IO-540-AA1A5	73.0		
PIPER	PA-60-600	IO-540-K1J5	73.0		
PIPER	601P	IO-540-S1A5	73.0		
ROCKWELL INTERNATIONAL	SABRE 40A	JT12A-8	92.0		
ROCKWELL INTERNATIONAL	SABRE 60	JT12A-8	92.0	24	
ROCKWELL INTERNATIONAL	SABRE 60A	JT12A-8	95.4		
ROCKWELL INTERNATIONAL	SABRE 65	TFE 731-3R-10	81.7		
ROCKWELL INTERNATIONAL	SABRE 70	JT12A-8	93.8		
ROCKWELL INTERNATIONAL	SABRE 75A	CF700-2D-2	90.3	25	
ROCKWELL INTERNATIONAL	SABRE 80	CF-700-2D-2	90.3	25	
ROCKWELL INTERNATIONAL	SABRE 80A	CF700-2D-2	91.0		
SHORTS	SD3-30	PT6A-45A	81.8		
SHORTS	SD3-60	PT6A-65R	80.1	30	
VFW FOKKER	F-27-200	MK532-7	88.1		

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	EST 08A	FLAPS	NOTES
VFW FOKKER	F-27-400/600	MK532-7R	86.8		
VFW FOKKER	F-28 MK1000	SPEY MK555-15	94.1	42	
VFW FOKKER	F-28 MK2000	SPEY MK555-15	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.