

Article 4

Noise control standards for subsonic jet aircraft for which a prototype airworthiness certificate application was made by October 5, 1977 and where the aircraft design was modified after November 26, 1981 are shown in the following table:

Test points	Number of engines	Maximum take-off weight (kg)	Noise control standards when the take-off weight is greater than or equal to the upper	Minimum take-off weight (kg)	Noise control standards when the take-off weight is less than or equal to the lower	Noise control standards when the take-off weight is between the upper and lower limits

			limit		limit	
Approach noise level		280,000	108	35,000	101	$89.03 + 7.75 \log M$
Transverse noise level		400,000	106	35,000	97	$83.87 + 8.51 \log M$
Take-off noise level	Two or less	325,000	104	48,300	93	$70.62 + 13.29 \log M$
	Three	325,000	107	34,000	93	The standard is $67.56 + 16.61 \log M$ when the weight is between 34,000 kg and 66,720 kg, and $73.62 + 13.29 \log M$ when between 66,720 kg and 325,000 kg
	Four or more	325,000	108	34,000	93	The standard is $67.56 + 16.61 \log M$ when the weight is between 34,000 kg and 133,450 kg, and $74.62 + 13.29 \log M$ when between

						133,450 kg and 325,000 kg
Remarks	1. All noise level measurement points are the same as in Remarks 1, 2, and 3 in the foregoing article. 2. Measurement units are EPN dB; M represents the maximum take-off weight (1,000 kg).					