

Article 6

Noise control standards for propeller aircraft are shown in the following tables in accordance with their maximum take-off weight and date of application for a prototype airworthiness certificate.

I . Noise control standards for propeller aircraft with a maximum take-off weight greater than 5,700 kg for which a prototype airworthiness certificate application was made by December 31, 1984 are shown in the following table:

Test points	Take-off weight greater than or equal to 384,700 kg	Take-off weight less than or equal to 34,000 kg	Take-off weight between 34,000 kg and 384,700 kg
Approach noise level	105	98	$87.83+6.64 \log M$
Transverse noise level	103	96	$85.83+6.64 \log M$
Take-off noise level	Take-off weight greater than or equal to 384,700 kg	Take-off weight less than or equal to 34,000 kg	Take-off weight between 34,000 kg and 384,700 kg
	106	89	$63.56+16.61 \log M$
Remarks	A. Apart from the transverse parallel distance of 450 meters, all noise level measurement points are the same as in Remarks 1, 2, and 3 in Article 3. B. Measurement units are EPN dB; M represents the maximum take-off weight (1,000 kg).		

II . Noise control standards for propeller aircraft with a maximum take-off weight in excess of 5,700 kg for which a prototype airworthiness certificate application was made after January 1, 1985 but before November 16, 1988 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 limit	Minimum take-off weight (kg)	Noise control standards when the take-off weight is less than or equal to the lower limit	Noise control standards when the take-off weight is between the upper and lower limits
Approach noise level		280,000	105	35,000	98	$86.03 + 7.75 \log M$
Transverse noise level		400,000	103	35,000	94	$80.87 + 8.51 \log M$
Take-off noise level	Two or less	385,000	101	48,100	89	$66.65 + 13.29 \log M$
	Three	385,000	104	28,600	89	$69.65 + 13.29 \log M$
	Four or more	385,000	106	20,200	89	$71.65 + 13.29 \log M$
Remarks	<p>A. Apart from the transverse parallel distance of 450 meters, all noise level measurement points are the same as in Remarks 1, 2, and 3 in Article 3.</p> <p>B. Measurement units are EPN dB; M represents the maximum</p>					

	take-off weight (1,000 kg).
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III. Noise control standards for propeller aircraft with a maximum take-off weight of less than 8,618 kg for which a prototype airworthiness certificate application was made by November 16, 1988 are shown in the following table:

Test points	Take-off weight greater than or equal to 1,500 kg	Take-off weight less than or equal to 600 kg	Take-off weight between 600 kg and 1,500 kg
noise level	80	68	$68+13.33 \log M$
Remarks	C. Apart from the transverse parallel distance of 450 meters, all noise level measurement points are the same as in Remarks 1, 2, and 3 in Article 3. D. Measurement units are EPN dB; M represents the maximum take-off weight (1,000 kg).		

IV. Noise control standards for propeller aircraft with a maximum take-off weight greater than 8,618 kg for which a prototype airworthiness certificate application was made after November 17, 1988 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 limit	Minimum take-off weight (kg)	Noise control standards when the take-off weight is less than or equal to the lower limit	Noise control standards when the take-off weight is between the upper and lower limits
Approach		280,000	105	35,000	98	$86.03+7.75 \log$

noise level						M
Transverse noise level		400,000	103	35,000	94	$80.87+8.51 \log M$
Take-off noise level	Two or less	385,000	101	48,100	89	$66.65+13.29 \log M$
	Three	385,000	104	28,600	89	$69.65+13.29 \log M$
	Four or more	385,000	106	20,200	89	$71.65+13.29 \log M$
Remarks	<p>A. Apart from the transverse parallel distance of 450 meters, all noise level measurement points are the same as in Remarks 1, 2, and 3 in Article 3.</p> <p>B. Measurement units are EPN dB; M represents the maximum take-off weight (1,000 kg).</p>					

V. Noise control standards for propeller aircraft with a maximum take-off weight of less than 8,618 kg for which a prototype airworthiness certificate application was made after November 17, 1988 are shown in the following table:

Test points	Take-off weight greater than or equal to 1,400 kg	Take-off weight less than or equal to 600 kg	Take-off weight between 600 kg and 1,400 kg
noise level	88	76	$83.23+32.67 \log M$
Test points	Take-off weight greater than or equal to 1,500 kg	Take-off weight less than or equal to 570 kg	Take-off weight between 570 kg and 1,500 kg
noise level I	85	70	$78.71+35.7 \log M$
Remarks	<p>A. Take-off noise level measurement point: a location 2,500 meters away from the central line of the runway starting from the point at which an aircraft begins taxiing to take flight.</p> <p>B. Measurement units are L_{Amax} dB; M represents the maximum take-off weight (1,000 kg).</p>		

Either standards may be applied when the situation simultaneously

conforms to the conditions in Subparagraph 1 and Subparagraph 3 of the foregoing paragraph. The same when the situation simultaneously conforms to the conditions in Subparagraph 2 and Subparagraph 3 of the foregoing paragraph.

The noise control standards in Paragraph 1 are not applicable to stunt, special event, agricultural, and fire fighting propeller aircraft.