This appendix contains procedures for determining the GCNP quiet aircraft technology designation status for each aircraft subject to §93.361 determined during the noise certification process as prescribed under part 36 of this chapter. Where no certified noise level is available, the Administrator may approve an alternative measurement procedure.

Aircraft Noise Limit for GCNP Quiet Aircraft Technology Designation
A. For helicopters with a flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix H of 14 CFR part 36, the limit is 80 dB for helicopters having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for helicopters having a seating configuration of three or more passenger seats. The noise limit for helicopters with three or more passenger seats can be calculated by the formula:

\[ \text{EPNL}(H) = 80 + 10 \log \left( \frac{\text{# PAX seats}}{2} \right) \, \text{dB} \]

B. For helicopters with a flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix J of 14 CFR part 36, the limit is 77 dB for helicopters having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for helicopters having a seating configuration of three or more passenger seats. The noise limit for helicopters with three or more passenger seats can be calculated by the formula:

\[ \text{SEL}(J) = 77 + 10 \log \left( \frac{\text{# PAX seats}}{2} \right) \, \text{dB} \]

C. For propeller-driven airplanes with a measured flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix F of 14 CFR part 36 without the performance correction defined in Sec. F35.201(c), the limit is 69 dB for airplanes having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for airplanes having a seating configuration of three or more passenger seats. The noise limit for propeller-driven airplanes with three or more passenger seats can be calculated by the formula:

\[ \text{LA}_{\text{max}}(F) = 69 + 10 \log \left( \frac{\text{# PAX seats}}{2} \right) \, \text{dB} \]

D. In the event that a flyover noise level is not available in accordance with Appendix F of 14 CFR part 36, the noise limit for propeller-driven airplanes with a takeoff noise level obtained in accordance with the measurement procedures prescribed in Appendix G is 74 dB or 77 dB, depending on 14 CFR part 36 amendment level, for airplanes having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for airplanes having a seating configuration of three or more passenger seats. The noise limit for propeller-driven airplanes with three or more passenger seats can be calculated by the formula:

\[ \text{LA}_{\text{max}}(G) = 74 + 10 \log \left( \frac{\text{# PAX seats}}{2} \right) \, \text{dB for certifications obtained under 14 CFR part 36, Amendment 21 or earlier;} \]
\[ \text{LA}_{\text{max}}(G) = 77 + 10 \log \left( \frac{\text{# PAX seats}}{2} \right) \, \text{dB for certifications obtained under 14 CFR part 36, Amendment 22 or later.} \]

\[ \text{[FAA–2003–14715, 70 FR 16092, Mar. 29, 2005]} \]