

Baltimore/Washington International Thurgood Marshall Airport (FAA Designator BWI)

Noise Rule for Runway 15L/33R Updated February 2008

In 1989, the Federal Aviation Administration (FAA) approved the extension of Runway 15L/33R. In order to mitigate the greater noise exposure levels which would occur north of the extension of this Runway, a regulation prohibiting use of the Runway by those aircraft failing to meet established noise criteria was proposed by the Maryland Aviation Administration (MAA). A condition of FAA's approval of this project was the implementation of the Noise Rule.

As of February 2008, the Noise Rule was updated to simplify determination of compliance. The Noise Rule for Runway 15L/33R now states:

Any aircraft producing more than 87.0 EPNdB as determined by averaging the Takeoff (TO) and Sideline (SL) 14 CFR Part 36 certification measurements is prohibited from operating on Runway 15L/33R, except for emergencies or mercy flights.

These certification values may be found in FAA AC 36-1H (or latest revision), the airplane's flight manual, or other suitable sources of the aircraft's 14 CFR Part 36 noise level certification measurements. AC 36-1H can be obtained at:

http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/0C7E20B642C8F8FC86256E3700761828?OpenDocument

The following pages list the common aircraft prohibited by this rule. (Note that 15L/33R is designed to handle aircraft up to 60,000 lbs. Hence all aircraft exceeding this weight are considered prohibited, regardless of sound level.)

MAA and the communities around BWI Airport greatly appreciate your cooperation in abiding by the Noise Rule. **If you have any questions, please feel free to contact Ellen Sample of the MAA Division of Noise & Land Use Compatibility Planning, at 410-859-7925.**

AIRCRAFT RESTRICTED FROM RUNWAY 15L/33R (Adapted from AC 36-1H, Appendix 1)

NOISE RULE PROHIBITED AIRCRAFT AC 36-1H, APPENDIX 1				NOISE LEVEL (EPNdB)				AV TO+SL
MANUFACTURER	MODEL	ENGINE MODEL	No.	TO	SL	AP	NOTES	EPNdB
BEECH	BEECHJET 400	JT15D-5	2	88.6	93.7	91.4	*	91.2
BOMBARDIER	CL-600	ALF-502L/L-2/L-2C	2	84.7	89.5	91.6	*	87.1
BOMBARDIER	CL-600 (WINGLETS)	ALF-502L/L-2/L-2C	2	84.8	89.5	91.6		87.2
CESSNA	650 CITATION VI	TFE731-3C-100S	2	82.2	92.4	93.8		87.3
CESSNA	650 CITATION III	TFE731-3B-100S	2	84.9	92.5	92.4		88.7
CESSNA	560 CITATION V	JT15D-5A	2	83.7	94.7	88.9		89.2
CESSNA	560 CITATION Ultra	JT15D-5D	2	82.9	95.9	85.7		89.4
CESSNA	560 CITATION V	JT15D-5A	2	84.6	94.6	88.9		89.6
CESSNA	S550 CITATION S/II	JT15D-4B	2	87.9	91.6	85.1	*	89.8
CESSNA	552	JT15D-5	2	89.3	94.7	88.5	*	92.0
DASSAULT	FALCON 20-F5 (M3547)	TFE731-5BR-2C	2	81.9	92.1	90.3		87.0
DASSAULT	FALCON 20-C5/D5/E5 (M3547)	TFE731-5BR-2C	2	82.9	91.9	90.6		87.4
DASSAULT	FALCON 50 (M1810)	TFE731-40-1	3	83.0	92.7	95.2		87.9
DASSAULT	FALCON 20-G (M2500)	ATF3-6-2C	2	87.5	88.3	95.9		87.9
DASSAULT	FALCON 50 (M2193)	TFE731-40-1	3	83.8	92.0	95.2		87.9
DASSAULT	FALCON 50	TFE731-3-1C	3	84.3	91.6	97.4		88.0
DASSAULT	FALCON 20-Basic/D/E/F (M2851)	CF700-2D-2Q	2	81.9	94.0	99.7		88.0
DASSAULT	FALCON 50 (M1230)	TFE731-3-1C	3	84.8	91.5	97.1		88.2
DASSAULT	FALCON 20-Basic/D/E	CF700-2D-2	2	90.0	92.3	101.7		91.2
DASSAULT	FALCON 20-F (M1400)	CF700-2D-2	2	90.0	92.3	103.0		91.2
GULFSTREAM	G-II GULFSTREAM	SPEY 511-8	2	90.9	102.7	98.2	12	96.8
GULFSTREAM	G-IIB/G-III	SPEY 511-8	2	91.1	103.4	97.3	12	97.3
GULFSTREAM	G-II GULFSTREAM	SPEY 511-8	2	92.5	103.0	98.3	12	97.8
ISRAEL AIRCRAFT	1124A WESTWIND 2	TFE731-3-1G	2	85.4	88.7	92.8	*	87.1
LEARJET	55	TFE731-3A-2B	2	84.2	90.9	90.6	*	87.6
LEARJET	55	TFE731-3A-2B	2	85.5	90.7	90.6	*	88.1
LEARJET	55B	TFE731-3A-2B	2	86.3	90.7	91.0	*	88.5
LEARJET	55C	TFE731-3AR-2B	2	86.2	91.0	92.4	*	88.6
LEARJET	55C	TFE731-3AR-2B	2	86.7	90.9	92.4	*	88.8
LEARJET	55C	TFE731-3AR-3B	2	86.7	91.5	92.4	*	89.1
LEARJET	55C	TFE731-3AR-3B	2	87.0	91.4	92.4	*	89.2
LEARJET	28/29	CJ610-8A	2	87.0	99.7	101.7		93.4
LEARJET	24F-A	CJ610-6	2	83.6	103.9	95.3		93.8
LEARJET	24E	CJ610-6	2	84.3	103.9	95.3		94.1
LEARJET	24F	CJ610-6	2	85.8	103.7	95.3		94.8
LEARJET	24/24D	CJ610-6	2	91.8	99.3	100.7	13	95.6
LEARJET	24D	CJ610-6	2	91.8	99.3	101.7	14	95.6
LEARJET	24B/D Raisbeck MK II	CJ610	2	87.6	104.0	98.0		95.8
LEARJET	23 Raisbeck MK II	CJ610-1/-4	2	88.0	103.8	98.0		95.9
LEARJET	24 Raisbeck MK II	CJ610-1/-4	2	89.0	103.8	98.0		96.4
LEARJET	25	CJ610-6	2	94.0	99.3	100.8		96.7

AIRCRAFT RESTRICTED FROM RUNWAY 15L/33R (Adapted from AC 36-1H, Appendix 1)

NOISE RULE PROHIBITED AIRCRAFT AC 36-1H, APPENDIX 1			NOISE LEVEL (EPNdB)				AV TO+SL	
MANUFACTURER	MODEL	ENGINE MODEL	No.	TO	SL	AP	NOTES	EPNdB
LEARJET	25C	CJ610-6	2	94.0	99.3	100.8	13	96.7
LEARJET	25D	CJ610-6	2	94.0	99.3	102.7	14	96.7
LEARJET	25D/25F	CJ610-6/8A	2	90.1	103.7	95.2		96.9
LEARJET	25/25B/C Raisb MK II	CJ610	2	91.0	103.8	99.0		97.4
LEARJET	24D	CJ610-6	2	91.9	104.0	96.7		98.0
LEARJET	25	CJ610-6	2	93.5	103.9	99.0		98.7
LEARJET	25B/C/D/F XR Dee Hwd	CJ610-6/8A		93.5	103.9	99.0		98.7
LOCKHEED	1329-23A/D/E (STAR 3 STC ST00258SE)	TFE731-3-1R	4	85.2	90.7	96.9		88.0
LOCKHEED	1329-25 (STAR 3 STC# ST00259SE)	TFE731-3-1R	4	85.4	90.7	96.9		88.1
LOCKHEED	1329-25 (AIRESEARCH)	TFE731-3	4	93.1	88.1	96.9	* **	90.6
MITSUBISHI	MU-300 (DIAMOND I)	JT15D-4	2	86.3	88.0	85.8	*	87.2
MITSUBISHI	MU-300-10 (DIAM. II)	JT15D-5	2	88.6	93.7	91.4	*	91.2
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	2	84.2	90.0	96.0		87.1
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	2	84.2	90.0	96.3		87.1
RAYTHEON	HAWKER 125- 3A/RA	TFE731-3-1H	2	85.5	89.8	95.7		87.7
RAYTHEON	HAWKER 125- 400A	TFE731-3-1H	2	85.5	89.8	95.7		87.7
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	2	88.0	89.2	96.3		88.6
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	2	88.0	89.2	96.3	33	88.6
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	2	91.6	92.1	96.0	25,33	91.9
RAYTHEON	HAWKER 125- 600A	VIPER 601-22	2	92.3	99.2	102.9	12	95.8
SABRELINER	SABRELINER 65	TFE731-3R	2	82.3	93.1	90.6	*	87.7
SABRELINER	SABRELINER 65	TFE731-3R	2	84.0	93.0	90.6	*	88.5
SABRELINER	SABRELINER 80	CF700-2D-2	2	90.7	91.3	100.2	*	91.0
SABRELINER	SABRELINER 80A/80SC	CF700-2D-2	2	91.2	91.4	101.1	*	91.3
SABRELINER	SABRELINER 40	JT12A-8	2	89.7	100.4	97.5		95.1
SABRELINER	SABRELINER 60A/60SC	JT12A-8	2	94.4	100.0	102.2		97.2
SABRELINER	SABRELINER 40	JT12A-8	2	94.5	100.1	98.4		97.3

AIRCRAFT RESTRICTED FROM RUNWAY 15L/33R (Adapted from AC 36-1H, Appendix 6 - Propeller)

NOISE RULE PROHIBITED AIRCRAFT AC 36-1H, APPENDIX 6		ENGINE DATA			PROPELLER		DIAM		NOISE LEVEL EPNdB			STAGE	NOTES	AV TO+SL
MANUFACTURER	MODEL	MFR	MODEL	NO.	MFR	MODEL	(IN)	BLADES	TO	SL	AP			EPNdB
BAE SYSTEMS (BAe)	748-2B	ROLLS ROYCE	DART 536-2	2	DOWTY ROTOL	CR212/4-30-4/22	144	4	88.7	93.3	92.8	3	1	91.0
BAE SYSTEMS (BAe)	748-2A	ROLLS-ROYCE	DART 532-2	2	DOWTY ROTOL	CR212/4-30-4/22	144	4	92.5	96.8	103.8	2		94.7
BAE SYSTEMS (BAe)	748-2B	ROLLS ROYCE	DART 535-2	2	DOWTY ROTOL	CR212/4-30-4/22	144	4	92.5	96.8	103.4	2		94.7
CASA	C-295	PRATT&WHITNEY	PW127-G	2	HAMILTON STANDARD	HS E568F	155	6	87.1	88.2	93.9	3	*	87.7
CONVAIR	580 (Aeroproduct.)	ALLISON	501-D13H	2	AEROPRODUCTS	A6441FN-606A	162	4	87.4	91.1	98.3	3		89.3
FOKKER	F27 MK500	ROLLS ROYCE	DART 7/MK535-7	2	DOWTY ROTOL	R193-4-30-4	138	4	86.9	90.1	94.3	3	1	88.5
FOKKER	F27 MK500	ROLLS ROYCE	DART 7/MK535-7R	2	DOWTY ROTOL	R193-4-30-4	138	4	87.4	89.8	94.3	3	1	88.6
FOKKER	F27 MK500/600	ROLLS ROYCE	DART 7/MK552-7R	2	DOWTY ROTOL	R193-4-30-4	138	4	87.4	89.8	94.1	3	1	88.6
FOKKER	F27 MK500	ROLLS ROYCE	DART 7/MK551-7R	2	DOWTY ROTOL	R193-4-30-4	138	4	87.6	89.8	94.3	3	1	88.7
FOKKER	F27 MK500/600	ROLLS ROYCE	DART 7/MK552-7R	2	DOWTY ROTOL	R193-4-30-4	138	4	87.6	89.8	94.3	3	1	88.7
FOKKER	F27 MK500	ROLLS ROYCE	DART 7/MK535-7R	2	DOWTY ROTOL	R193-4-30-4	138	4	90.6	92.2	100.3	2		91.4
FOKKER	F27 MK600	ROLLS ROYCE	DART7 MK532-7R	2	DOWTY ROTOL	R193-4-30-4	138	4	90.6	92.2	100.3	2		91.4
LOCKHEED	L382G	ALLISON	501-D22A	4	HAMILTON STD.	54H60	162	4	94.8	96.7	98.1	3	*	95.8

Notes for above Tables

1. Equipped With Standard Hushkit
 12. Equipped With Hushkit.
 13. Equipped With Learavia Engine Suppressor Nozzle (Gates Learjet).
 14. Equipped With Learavia With ECR 936 (Gates Learjet).
 25. Equipped With Thrust Reversers.
 33. Data Also Applies TFE731-3R-1H.
- * Full Power Takeoff
** 650 Meter Sideline