Annex II
Propellerflugzeuge, Motorsegler und Tragschrauber bis 8'618kg MTOM

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Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Aeronca Aircraft Corporation	Continental A-65-8	Sensenich	/	567	/ 63.8	/ 76.0	D
11AC	Univair J-3 Exhaust System	74CK-0-74	2300 / 2300	1.88			
Alisport Srl.	Alisport Srl. A302efi	Alisport Srl.	/	300	/ 59.9	/ 65.0	D
Silent II	Original	Monoplana	2045 / 2045	1.41			
Alisport Srl.	LZ Design D.O.O. EFI	LZ Design D.O.O.	22.0 / 22.0	313.5	/ 65.0	/ 65.0	D
Silent II electro		EFI-SIL-P15-100	4500 / 4500	1			
	noise level set to limit						
American Champion Aircraft Corp	Continental C-90-8F	Sensenich	/ 66.8	554	61.9 /	68.0 / 76.0	D
7AC		M76AK-2-46	/ 2475	1.88			
American Champion Aircraft Corp	Continental O-200-A	McCauley	/ 74.9	748	66.0 /	70.0 / 79.1	C
7ECA	Andere	1A100/ACM6948	/ 2650	1.75			
American Champion Aircraft Corp	Lycoming O-320-A2B	McCauley	/ 111.4	750	68.0 /	70.0 / 79.1	C
7GCB	Frankfurter	1A170/7448	/ 2700	1.88			
American Champion Aircraft Corp	Rolls-Royce O-200-A	MT-Propeller	/	612	66.5 /	68.2 / 76.3	B
7AC CONV		MT 178R 110-2C	/ 2490	1.78			
Auster	Lycoming O-290-D2	McCauley	/ 100.3	840	71.6 /	71.2 / 80.8	A
V		1A170/GM7450	/ 2500	1.88			
Auster	Lycoming O-290-D2	McCauley	/ 100.3	840	71.6 /	71.2 /	A
V		1A170/GM7448	/ 2500	1.88			
Auster	Lycoming O-290-3	Hordern Richmond Aircra	/ 100.3	840	/	/	-
V		HRA 53G	/ 2500				
	LK A						
AutoGyro	Rotax 912 ULS	AutoGyro	/	450	/ 64.9	/ 65.0	D
MTOsport	ROTAX	HTC 3B R (15°)	5800 / 5800	1.74			
Beagle	Gipsy 10-1-1	Fairey	/ 102.3	1090	65.5 /	74.5 / 84.5	D
A61 SRS.2		A 66696	/ 2300	2.01			
Binder	Franklin 6A4-150-B3	McCauley	/ 111.4	975	71.6 /	73.0 / 82.9	B
14-13-3		1A170/DM7456	/ 2600	1.88			
Binder	Continental C-90-12F	McCauley	/ 66.8	680	64.3 /	69.1 / 77.8	C
CP301S		1B90/CM7150	/ 2475	1.79			
Binder	Continental C-90-12F	Hoffmann	67.0 / 67.0	680	/ 66.4	/ 77.8	D
CP301S "SMARAGD	Liese D76	HO 14 HM-A 178 120	2475 / 2475	1.78			
Binder	Continental O-200-A	McCauley	/ 74.9	680	67.3 /	69.1 / 77.8	B
CP301S "SMARAGD"		1A100/MCM6758	/ 2680	1.7			
Binder	Continental C-90-12F	Hoffmann	/ 66.8	680	70.3 /	69.1 / 77.8	A
CP301S "SMARAGD"		F-H2LC1418311	/ 2475	1.83			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Boeing	Pratt & Whitney R-985-AN-14B	Hartzell	/	1452	73.0 /	79.4 / 88.0	D
E75		HC-B3R30-4	/ 2050	2.43			
Bücker	Hirth HM 504 A2	Hoffmann	/ 106.3	670	65.6 /	68.9 / 77.5	C
131	Frankfurter FTF60	HO-01-188 112	/ 2350	2			
Bücker	Lycoming IO-320-E2A	Hoffmann	/ 111.4	670	67.7 /	68.9 / 77.5	B
131	MécanAir	HO-23-188 125	/ 2600	1.88			
Bücker	Lycoming IO-320-E2A	Hoffmann	111.8 / 111.8	670	/ 70.8	/ 77.5	C
131	MécanAir	HO-23A-188125	2700 / 2700	1.88			
Bücker	Lycoming IO-320-E2A	Hoffmann	111.8 / 111.8	670	/	/ 77.5	-
131		HO-23A-188125	2700 / 2700	1.88			
	Considered to comply with requirements by virtue of early TC date without the need to determine ist noise level. Lärmklasse A						
Bücker	Hirth HM 504 A2	Hoffmann	/ 106.3	670	65.6 /	68.9 / 77.5	C
131	Original	HO-01-188 112	/ 2350	1.88			
Bücker	Lycoming IO-320-E2A	Hoffmann	111.8 / 111.8	670	/ 70.8	/ 77.5	C
131	MécanAir	HO 23-188 125	2700 / 2700	1.89			
Bücker	Hirth HM 504 A2	K+W Thun	/ 106.3	670	65.6 /	68.9 / 77.5	C
131	Frankfurter FTF60	D200/S111	/ 2350	2			
Bücker	Lycoming IO-320-E2A	MT-Propeller	111.8 / 111.8	670	/ 70.8	/ 77.5	C
131	MécanAir	MT 188R125-3E	2700 / 2700	1.88			
Bücker	Lycoming IO-320-E2A	Hoffmann	119.3 / 119.3	670	/ 69.7	/ 77.5	C
131	Frankfurter	HO-23A-188125	2700 / 2700	1.89			
Bücker	Lycoming AEIO-320-E2A	MT-Propeller	119.3 / 119.3	670	/ 69.7	/ 77.5	C
131	Frankfurter	MT 188R125-3E	2700 / 2700	1.88			
Bücker	Hirth HM 504 A2	K+W	/ 106.3	670	65.6 /	68.9 / 77.5	C
131	Original	D200/2111	/ 2350	2			
Bücker	Lycoming O-320-A2B	Hoffmann	111.8 / 111.8	675	/ 66.5	/ 77.7	D
131	Frankfurter FTT60	F-H2/LC23-205 125 7,5R	2700 / 2700	2.05			
Bücker	Letecke Zadody NP Walter Minor 4-III	Zbinden	/ 59.7	680	59.1 /	69.1 / 77.8	D
131	Frankfurter	V-406Z	/ 2300	1.92			
Bücker	Letecke Zadody NP Walter Minor 4-III	Zbinden/Schneider	/ 59.7	680	59.1 /	69.1 / 77.8	D
131	Frankfurter	ZS 02-23	/ 2300	1.92			
Bücker	Lycoming AIO-320-C1B	Hoffmann	/	670	64.5 /	68.9 / 77.5	C
131 APM	Schels	HO-23-188 125	2600 / 2600	1.88			
Bücker	Bramo SH-14A4	Hoffmann	95.2 / 95.2	640	63.0 / 68.0	68.5 / 76.9	D
133		HO-52-215-148	2050 / 2050	2.15			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Bücker	Bramo SH-14A4	K+W	/ 95.2	640	63.0 /	68.5 / 76.9	D
133		D220/S148	/ 2050	2.2			
Bücker	Lycoming AIO-360-B1B	Hoffmann	/ 148.9	640	71.0 /	68.5 / 76.9	A
133 BM		HO27HM200160	/ 2420	2.2			
Bücker	Lycoming AIO-360-B1B	MT-Propeller	148.9 / 148.9	640	/ 68.2	/ 76.9	D
133 BM	Frankfurter	MT 188R150 4G	2420 / 2420	2			
Bücker	Lycoming AEIO-360-B2F	MT-Propeller	/	640	/ 66.8	/ 76.9	D
133 C	Bitz Augsburg + Liese Dämpfer	188R150-4G	2300 / 2300	1.88			
Bücker	Hirth HM 500 A-1	Hoffmann	62.0 / 62.0	850	63.8 /	71.3 / 80.9	D
181 B1	Original	HOCO-F-H2-1881127 HO 1 RZ	2300 / 2300	1.88			
Bücker	Hirth HM 504 A-2	Hoffmann	62.0 / 62.0	850	63.8 /	71.3 / 80.9	D
181 B1	Original	HO 01-188 112	2300 / 2300	1.88			
C.A.S.A.	Tigre G-IV-A()()	Empresa	92.4 / 92.1	720	69.4 /	69.6 / 78.6	B
1.131-E S.2000		HC 212.111	1850 / 1850	2.11			
C.A.S.A.	Tigre G-IV-BE	MT-Propeller	111.8 / 111.8	720	/ 70.7	/ 78.6	C
1.131-E S.2000		MT 211 R 132-6V	2300 / 2300	2.11			
C.A.S.A.	Lycoming AEIO-360-B2F	Hoffmann	134.2 / 134.2	720	/ 68.2	/ 78.6	D
1.131-E S.2000	Griener	HO-27HM-180160	2500 / 2500	1.8			
C.A.S.A.	Tigre G-IV-A()()	MT-Propeller	92.4 / 92.1	720	69.4 /	69.6 / 78.6	B
1.131-E S.2000		MT 211 R 162-6V	1850 / 1850	2.11			
C.A.S.A.	Lycoming IO-360-B2F	MT-Propeller	134.2 / 127.5	720	/ 66.4	/ 78.6	D
1.131-E S.2000	Griener	MT 188R130-4G	2700 / 2500	1.88			
C.A.S.A.	Tigre G-IV-B	MT-Propeller	111.8 / 111.8	720	67.8 /	69.6 / 78.6	B
1.131-E S.2000	Original	MT 211 R 132-6V	2300 / 2300	2.11			
C.A.S.A.	Lycoming AEIO-360-B2F	Hoffmann	132.0 / 132.0	720	/ 65.1	/ 78.6	D
1.131-E S.2000	Bitz mit Dämmelement Liese R74	HO-27HM-180160	2500 / 2500	1.8			
C.A.S.A.	Tigre G-IV-A()()	Empresa	93.2 / 93.2	720	/ 69.7	/ 78.6	D
1.131-E S.2000	Bitz BI-L-CA-125/150	HC 212.111	1850 / 1850	2.11			
C.A.S.A.	Tigre G-IV-BE	Empresa	111.8 / 111.8	720	/ 67.5	/ 78.6	D
1.131-E S.2000	Bitz BI-L-CA-125/150	HC 212.111	2300 / 2300	2.11			
C.A.S.A.	Lycoming IO-360-B1E	Sensenich	134.2 / 134.2	720	/ 74.1	/ 78.6	A
1.131-E S.2000	Gomolzig Krybus-Modification. Christen Rückenflug-Ölsystem.	W76MZ/60	2700 / 2700	1.93			
Cessna Aircraft Company	Lycoming O-235-K2A	Hoffmann	/ 80.0	660	70.4 /	68.8 / 77.3	A
140		HO-14-178-115	/ 2600	1.8			
Cessna Aircraft Company	Continental C-85-12F	McCauley	/ 63.8	660	70.4 /	68.8 /	A
140		1B90/CF7148	/ 2500	1.8			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Cessna Aircraft Company	Continental C-90-12F	Sensenich	/ 67.0	660	65.3 /	68.8 / 77.3	C
140		M76-AK	/ 2350	1.879			
Cessna Aircraft Company	Continental C-85-12F	McCauley	/ 63.8	660	70.4 /	68.8 / 77.3	A
140		1A90/CF7150	/ 2500	1.8			
Cessna Aircraft Company	Cont./Rolls-Royce O-200-A	Sensenich	/ 74.9	660	69.0 /	68.8 / 77.3	A
140		M69CK52	/ 2750	1.75			
Cessna Aircraft Company	Lycoming O-235-K2A	Sensenich	/ 80.0	660	70.4 /	68.8 / 77.3	A
140		72CK-0-56	/ 2600	1.8			
Cessna Aircraft Company	Continental C-90-12F	McCauley	/ 66.8	680	66.5 /	69.1 / 77.8	C
140 A		1B90/CM7146	/ 2475	1.8			
Cessna Aircraft Company	Lycoming O-360-A4M	Sensenich	/	998	66.1 /	73.3 / 83.2	D
170 A		76EM8S5-0-60	2450 / 2450	1.95			
Cessna Aircraft Company	Lycoming O-340-A1A	Hartzell	/ 126.6	998	71.6 /	73.3 / 83.2	B
170 A		HC-A2XL-1	/ 2700	1.82			
Cessna Aircraft Company	Lycoming O-360-A3A	Sensenich	/	998	66.1 /	73.3 / 83.2	D
170 B		76EM8S5-0-60	2450 / 2450	1.95			
Cessna Aircraft Company	Lycoming O-360-A1A	Hartzell	/ 133.7	998	71.9 /	73.3 / 83.2	B
170 B		HC-C2YK-1	/ 2700	1.88			
Cessna Aircraft Company	Continental O-300-A	McCauley	109.6 / 109.6	998	/ 73.2	/ 83.2	D
170,-A,-B	Liese 2 x D76	1A170/DM7653	2700 / 2700	1.93			
Cessna Aircraft Company	Continental C-145-2	McCauley	109.6 / 109.6	998	/ 73.2	/ 83.2	D
170,-A,-B	Liese 2 x D76	1A170/DM7653	2700 / 2700	1.93			
Cessna Aircraft Company	Continental C-145-2	McCauley	/ 108.4	1000	72.2 /	73.3 / 83.2	B
170,-A,-B		1A170/DM7653	/ 2580	1.93			
Comco	Rotax 912	Kievprop	/	472.5	/ 58.8	/ 65.0	D
Ikarus C 42 B	Heggemann Prop.: 22° bei 400mm ab Nabe	BB 263/1700	2140 / 2140	1.7			
Comco	Rotax 912 S	Neuform	/	472.5	/ 62.1	/ 65.0	D
Ikarus C 42 B	Heggemann	CR3-V-80-R2H	5800 / 5800	1.8			
Comco	Rotax 912 S	Neuform	/	472.5	/ 57.5	/ 65.0	D
Ikarus C 42 B	Heggemann Prop.: 27° bei 365 mm ab Propmitte	CR3-75	5800 / 5800	1.747			
Comte	Armstrong GENET MAJOR	Hoffmann	/ 104.3	900	69.5 /	72.0 / 81.7	C
AC-4		HO53-213B126	/ 2050	2.13			
De Havilland	Gipsy MAJOR 10MK2	Hoffmann	108.1 / 108.1	952	/ 68.1	/ 82.5	D
DHC 1MK 20 "Chipmunk"		HO-21-198B-140L	2400 / 2400	1.98			

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De Havilland	Gipsy MAJOR 10MK2	Fairey	/ 104.3	952	70.0 /	72.7 / 82.5	C
DHC 1MK 22		FR-A-66 753	/ 2400	2.04			
De Havilland	Gipsy MAJOR 10M 2	Fairey	/ 104.3	1000	71.9 /	73.3 / 83.2	B
DHC 1MK 22	Andere	A66753	/ 2400	2.06			
De Havilland	Gipsy MAJOR 10MK2	Fairey	/ 104.3	1000	72.9 /	73.3 / 83.2	B
DHC 1MK 22		A66753	/ 2400	2.04			
De Havilland	Pratt & Whitney PT6A-34	Hartzell	/	3629	84.0 /	80.0 / 88.0	A
DHC-3		B3TN-3DY/T10282	2200 / 2200	2.6			
De Havilland	Gipsy MAJOR I	De Havilland	/ 82.0	795	64.0 /	70.6 / 80.0	D
DH 60 C		5234/HX8	/ 2000	2.08			
De Havilland	Gipsy MAJOR 10MK2	Hoffmann	/ 108.4	828	63.5 /	71.0 / 80.6	D
DH 82 A		HO21-198B140	/ 2060	1.98			
De Havilland	Gipsy MAJOR 1C	De Havilland	/ 82.0	828	64.1 /	71.0 / 80.6	D
DH 82 A		DH5220/H	/ 2100	1.93			
De Havilland	Gipsy MAJOR 1H	Hoffmann	/ 82.0	828	60.0 /	71.0 / 80.6	D
DH 82 A		HO 21-HM194B 140LK	/ 2100	1.98			
De Havilland	Gipsy MAJOR 1	Hoffmann	104.4 / 104.4	828	/ 68.4	/ 80.6	D
DH 82 A		HO21-198B140L	2100 / 2100	1.98			
De Havilland	Gipsy MAJOR 1C	Hoffmann	/ 82.0	828	60.0 /	71.0 / 80.6	D
DH 82 A (N.Z.)		HO 21-HM194B 142LK	/ 2100	1.98			
De Havilland	Gipsy MAJOR 1C	Hoffmann	/ 82.0	828	60.0 /	71.0 / 80.6	D
DH 82 A (N.Z.)		HO 21-HM198B 140L	/ 2100	1.98			
De Havilland	Gipsy MAJOR I	DRG Propellers	/ 82.0	839	69.0 /	71.2 / 80.7	C
DH-82A		67104	/ 2100	2.1			
Dornier	Lycoming GSO-48OB1B6	Hartzell	/ 253.2	1850	75.4 /	80.0 / 88.0	C
DO-27-H2	Frankfurter	HC-93Z20-2CL	/ 2181	2.36			
Dornier	Lycoming GSO-480B1B6	Hartzell	/ 238.0	1850	72.3 /	80.0 / 88.0	D
DO-27-H2	Frankfurter FFT 60	HC-93Z20-2C1	/ 2053	2.36			
Dornier	Lycoming GO-480-B1A6	Hartzell	194.0 / 194.0	1850	/ 81.0	/ 88.0	D
DO-27-Q5	Liese 2x76x300-L	HC-A2MV20-1A/V10133()-3	3000 / 3000	2.49			
Dornier	Lycoming GO-480-B	Hartzell	/ 194.0	1850	/ 81.4	/ 88.0	D
DO-27-Q5	Liese 2x76x300-L	HC-82x20-1B	3000 / 3000	2.49			
DTA sas	Rotax 914 UL2	DUC	/	450	/ 62.4	/ 65.0	D
J-RO AlpineGyro	Florian Raboud J-RO AlpineGyro Prop.pitch: 24.5°	Flash 2	5800 / 5800	1.72			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
DTA sas	Rotax 914 UL2	DUC	/	520	/ 64.7	/ 65.0	D
J-RO AlpineGyro	Florian Raboud J-RO AlpineGyro Prop.pitch: 24.5°	Flash 2	5800 / 5800	1.72			
Dyn-Aero	Rotax 914 UL2	MT-Propeller	84.0 / 84.0	472.5	/ 64.2	/ 65.0	D
MCR-ULC	ROTAX P/N 979406	MTV-34-1-A/164-200	5700 / 5700	1.64			
Dyn-Aero	Rotax 914 UL2	Dyn'Aero	84.0 / 84.0	472.5	/ 61.4	/ 65.0	D
MCR-ULC	Original	MKIHE 1000	2366 / 2366	1.56			
Dyn-Aero	Rotax 914 UL3	MT-Propeller	84.0 / 84.0	472.5	/ 64.2	/ 65.0	D
MCR-ULC	ROTAX P/N 979406	MTV-34-1-A/164-200	5700 / 5700	1.64			
Dyn-Aero	Rotax 914 UL2	Neuform	84.0 / 84.0	472.5	/ 61.4	/ 65.0	D
MCR-ULC	Original	DR3-56-47-101.6	2366 / 2366	1.56			
Eidg. Flugzeugwerk	Hispano-Suiza HS 12Y51	Escher-Wyss	/	3100	/	/ 88.0	-
C-3603		E-W V7	/				
	Considered to comply with requirements by virtue of early TC date without the need to determine ist noise level.						
Eidg. Flugzeugwerk	Lycoming T53L7A	Hamilton	819.8 / 819.8	3700	/ 74.5	/ 88.0	D
C-3605		53C51-23	1693 / 1693	3.05			
ELA Aviacion S.L	Rotax 914 UL2	DUC	/	450	/ 62.3	/ 65.0	D
ELA 10 Eclipse	Florian Raboud J-RO AlpineGyro Prop.pitch: 22.5°	Flash 2	5800 / 5800	1.72			
Ercoupe	Continental C-90-12F	McCauley	/ 66.8	572	68.7 /	68.0 / 76.0	A
415 C		1A90/CF7144	/ 2475	1.8			
Ercoupe	Continental C-90-12F	McCauley	/ 66.8	635	59.6 /	68.5 / 76.8	D
415 D	MSW	1A90/CF7144	/ 2450	1.8			
Evektor	Rotax 912 S	DUC	/	472.5	/ 57.9	/ 65.0	D
EV 97 Modell 2000 R	Evektor E604-1001 Prop.: 24° bei 20cm von Blattspitze	Swirl 174	5800 / 5800	1.73			
Evektor	Rotax 912 S	Woodcomp	/	472.5	/ 58.2	/ 65.0	D
EV 97 Modell 2000 R	Evektor E604-1001 Prop.: 22° bei r=51cm ab Blattwurzel	Classic 170/3/R	5800 / 5800	1.72			
Experimental	Continental C-90-8F	Warp	53.0 / 53.0	575	/ 68.5	/ 76.0	C
PELICAN CLUB GS		Warp Drive	2300 / 2300	1.78			
	Propellereinstellung 8°						
Experimental	Lycoming O-320-D1A	MT-Propeller	117.6 / 117.6	544	/ 67.7	/ 76.0	C
Van's RV-3A	Communication Tech. CT-DF 02.020-60/Er	MTV-18-C/175-36	2500 / 2500				
Experimental	Hapi 212 (VW 1835)	Arplast	44.8 / 44.8	366	/ 69.0	/ 76.0	A
Sonerai I	Eigenbau	4TGE/2	2750 / 2750	1.56			
Experimental	Hirth F23A	Nater	48.0 / 48.0	328	/ 63.7	/ 76.0	D
Marco J5		VKN-V 130 LD	5600 / 5600	1.35			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Jabiru 3300	Sensenich	/	499	/ 71.8	/ 70.0	A
Sonex Waiex	Jabiru	W54SK-64G	3200 / 3200	1.371			
	VEL Art. 2 (Kunstflug)						
Experimental	Continental C-90-8F	Hoffmann	/ 66.8	580	70.4 /	68.0 / 76.0	A
AERO 101		HO-14-178-120	/ 2280	1.78			
Experimental	Continental C-90-8F	Sensenich	/ 66.8	580	70.4 /	68.0 / 76.0	A
AERO 101		W76CK42	/ 2280	1.93			
Experimental	Rotax 914 UL	FD-Composites	/	560	/ 68.0	/ 70.0	C
FD-Composite AC10	Florian Raboud J-RO AlpineGyro	FDP-01	5800 / 5800	1.81			
	Prop.pitch: 15.3°						
Experimental	Rotax 912 ULS	Warp	73.5 / 73.5	580	/ 60.0	/ 70.3	D
Aerostyle Breezer	Heggemann Breezer	Warp Drive 68"	5000 / 5000	1.744			
Experimental	BMW R 1100 S	Woodcomp	72.0 / 72.0	580	/ 67.4	/ 76.0	C
Aerostyle Breezer	Aerostyle	SR2000	2200 / 2200	1.7			
Experimental	Rotax 912 ULS	Woodcomp	73.5 / 73.5	580	/ 64.0	/ 70.3	D
Aerostyle Breezer		SR200	5100 / 5100	1.68			
Experimental	Rotax 912 ULS	Neuform	/	640	/ 68.0	/ 71.8	D
Aerostyle Breezer 600	CKT Titan/Breezer	CR3-V70-R2H	5700 / 5700	1.7			
Experimental	Rotax 912 ULS	Neuform	/	640	/ 65.3	/ 71.8	D
Aerostyle Breezer 600	CKT Titan/Breezer	CR3-V70-R2H	5650 / 5500	1.7			
	Maximum take-off power limited to 5560 RPM						
Experimental	Rotax 462	Arplast	38.5 / 38.5	400	/ 63.4	/ 76.0	D
AFM-01	ROTAX BRD	162 DAM F4	2326 / 2326	1.62			
Experimental	Rotax 912 UL2	Arplast	/	540	/ 69.0	/ 70.0	A
Andromède	Millioud Olivier 4 en 1	PV50	5500 / 5500	1.62			
Experimental	Rotax 532LC	Perry	48.6 / 48.6	413	55.9 /	68.0 / 76.0	D
AVID FLYER		71-37	2325 / 2325	1.8			
Experimental	Mosler 82-X	Arplast	61.8 / 61.8	492	/ 65.2	/ 76.0	D
AVID FLYER MK IV	Eigenbau	153	2900 / 2900	1.53			
Experimental	Mid-West Aero Eng. AE100R	DUC	/	521	/ 72.4	/ 76.0	A
AVID FLYER MK IV	Chabbord Mid West Engine	Swirl 174	7500 / 7500	1.73			
	Propeller pitch: 26°						
Experimental	Rotax 912 ULS	Arplast	/	521	/ 63.7	/ 70.0	D
AVID FLYER MK IV	Original	Ecoprop 4T DE 3	5800 / 5800	1.7			
Experimental	Mid-West Aero Eng. AE100R	Arplast	73.0 / 73.0	521	/ 66.8	/ 76.0	C
AVID FLYER MK IV		PV50-3	5400 / 5400	1.7			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Rotax 618	IVO	55.1 / 55.1	522	/ 65.4	/ 76.0	D
AVID FLYER MK IV STOL		adjustable	2333 / 2333	1.8			
Experimental	Rotax 912 UL	Arplast	59.6 / 57.5	476	/ 63.9	/ 76.0	D
Avid Mk IV Speedwing		175 DWAP	2420 / 2332	1.66			
Experimental	Rotax 912	Arplast	59.7 / 59.7	492	/ 61.6	/ 76.0	D
AVID HAULER		175 DWAM	2220 / 2220	1.74			
Experimental	Göbler-Hirth F30A	IVOPROP	/	492	/ 69.0	/ 70.0	A
AVID HAULER		L372 HP	5000 / 5000	1.76			
Experimental	Rotax 582LC	Warp	48.6 / 48.6	492	/ 66.1	/ 76.0	C
AVID HAULER		Warp Drive	2000 / 2000	1.76			
Experimental	Jabiru 2200	Woodcomp	/	492	/ 65.1	/ 70.0	D
AVID HAULER		SR 35J	2750 / 2750	1.56			
Experimental	Rotax 532LC	Perry	47.6 / 47.6	492	/ 64.9	/ 76.0	D
AVID HAULER		71-37	2450 / 2450	1.81			
Experimental	Rotax 618	DUC	55.2 / 55.2	492	/ 70.9	/ 76.0	A
AVID HAULER 1e		PA 100G33B 20-12-99	2200 / 2200	1.72			
	Blattspitzen gebogen						
Experimental	Lycoming O-360-A3A	Sensenich	134.2 / 134.2	750	/ 71.6	/ 79.1	C
AVID Magnum	Liese	76EM8S5-0-60	2550 / 2550	1.93			
Experimental	Continental C-90-8F	Flottorp	/ 66.8	544	67.1 /	68.0 / 76.0	B
BREEZY RLU-1		72A48	/ 2475	1.79			
Experimental	Mazda Wankel Rotary 13B	IVOPROP	132.0 / 132.0	793	/ 71.0	/ 75.1	D
BREEZY RLU-1	Motiv Air STDMTV / ML372PQ26T	Magnum	2077 / 2077	1.76			
Experimental	Limbach L 2000 EB1.B	Hoffmann	59.6 /	545	69.8 /	68.0 / 76.0	A
BX-2	Andere	HO-V62R-L-150A	3400 / 3000	1.45			
Experimental	Rotax 912 UL	MT-Propeller	60.4 / 60.4	550	/ 70.6	/ 76.0	A
BX-2	Beninger/D'Epagnier	MTV-1-AR-160-03	2553 / 2553	1.6			
Experimental	Rotax 912 ULS2	Woodcomp	73.0 / 73.0	550	/ 64.0	/ 70.0	D
BX-2	Rotax/Aerotec	SR2000/3	5225 / 5225	1.6			
Experimental	Rotax 912	Arplast	60.4 / 58.8	550	/ 64.4	/ 76.0	D
BX-2		ARPLAST Ecoprop	2551 / 2332	1.68			
Experimental	Rotax 912 ULS	Neuform	/	550	/ 63.0	/ 70.0	D
BX-2	Rotax Nirosta	CR3-V-70R2	5500 / 5500	1.7			
Experimental	Sauer S2200UL	Wolf Aviation	62.5 / 62.5	550	/ 66.4	/ 70.0	D
BX-2	Sauer S2200UL	VP 2BL-160	2700 / 2700	1.6			
Experimental	Rotax 912 ULS2	Woodcomp	73.0 / 73.0	550	/ 64.0	/ 70.0	D
BX-2	Rotax/Aerotec	SR3000/3	5225 / 5225	1.6			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Rolls-Royce C-90-8F	Borgeaud/Pache	66.8 / 66.8	550	64.9 /	68.0 / 76.0	C
BX-2	Andere	BX-2	2400 / 2400	1.6			
Experimental	Continental A-65-8	Brändli	47.8 / 47.8	550	/ 63.6	/ 76.0	D
BX-2	Crossover D121	EVP1	2300 / 2300	1.6			
Experimental	Continental A-65	Brändli	/ 48.6	550	62.3 /	68.0 / 76.0	D
BX-2		160/150	/ 2300	1.6			
Experimental	Continental C-90-8F	Brändli	67.1 / 67.1	550	60.6 /	68.0 / 76.0	D
BX-2	Eigenbau	160/150	2475 / 2475	1.6			
Experimental	Rotax 912 ULS2	Woodcomp	73.0 / 73.0	600	/ 63.8	/ 70.8	D
BX-2	Rotax	SR3000/3	5225 / 5225	1.6			
Experimental	VW 1600	Brändli	37.2 / 35.7	375	/ 63.4	/ 76.0	D
BX-3 "Swing"			3500 / 3200	1.3			
Experimental	Rolls-Royce O-200-A	Legere	/ 97.2	530	66.8 /	68.0 / 76.0	B
BOUVREUIL P50		2102	/ 2600	1.8			
Experimental	Societe JPX JPX 4T50 AE	Brügger	37.4 / 37.4	360	64.5 /	68.0 / 76.0	C
COLIBRI "D"		136x75	3350 / 3350	1.36			
Experimental	Koenig SC430	Ruppert	/ 17.2	350	54.6 /	68.0 / 76.0	D
COLIBRI SL 1		COFP	/ 1300	1.95			
Experimental	Solo 2350B	Technoflug	17.2 / 14.9	280	/ 62.4	/ 76.0	D
Canard SC	Bucher	KS-118-3-S	3000 / 2640	1.18			
Experimental	Rotec R3600	MT-Propeller	/	725	/ 73.7	/ 73.7	A
Hatz CB-1	Original	MT 205 R120-6C	2450 / 2450	2.05			
Experimental	JPX PUL 212	Eigenbau	23.3 / 23.3	170	/ 66.5	/ 76.0	C
CRI-CRI MC 15	Eigenbau JPX	MC/AS 695-200-103	5500 / 5500	0.695			
Experimental	Rotax 912 ULS	Woodcomp	/	600	/ 65.5	/ 70.8	D
Sportcruiser	CZAW	SR 3000/2W	5800 / 5800	1.74			
Experimental	Rotax 912 ULS	Sensenich	/	630	/ 63.5	/ 71.5	D
Sportcruiser	CZAW SportCruiser	2A0R5R70EN	5800 / 5800	1.78			
Experimental	Göbler-Hirth 3503	Kievprop	/	300	/ 65.6	/ 70.0	D
Gyrotec DF02	Rotor Tec	243	6500 / 6500	1.61			
Experimental	Auto 1500	Hoffmann	/ 28.3	375	68.8 /	68.0 / 76.0	A
ERLA 5		F-H2/S11-133	/ 3200	1.33			
Experimental	Great Plains Aviation Supply 1600cc Long	Hoffmann	/ 28.3	410	68.8 /	68.0 /	A
ERLA 5		HO 11(A)HM-145 B 75	/ 3200	1.45			
	By virtue of the date of type certification this aircraft type is in accordance with SR 748.215.3 without the need to comply with the Standards of ICAO Annex 16, Volume I.						

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Rotax 912 ULS	Woodcomp	73.5 / 73.5	590	/ 62.1	/ 76.0	D
Europa		SR2000XA	5500 / 5500	1.6			
Experimental	Rotax 912 ULS	Warp Drive	/	590	/ 64.8	/ 70.5	D
Europa	ROTAX Europa XS Prop: 17.5°	62"	5800 / 5800	1.58			
Experimental	Rotax 914 UL2	Woodcomp	/	621	/ 67.6	/ 71.3	D
Europa XS		SR3000/3	5800 / 5800	1.6			
Experimental	LOM M-332 AK	MT-Propeller	140.0 / 140.0	527	/ 65.4	/ 76.0	D
Esprit VFII "SC"	Fry Aircraft Design	MTV-7-C/C175-112	2500 / 2500	1.75			
Experimental	Continental IO-580-B1A	MT-Propeller	231.6 / 231.6	1700	/ 80.0	/ 85.0	D
Express 2000 ER	MSW MSW/Express	MTV-9D/198-52	2500 / 2500	1.98			
Experimental	Continental IO-550-N	MT-Propeller	228.0 / 228.0	1497	/ 79.0	/ 85.0	D
Express S-90	MSW	MTV-9D/198-52	2500 / 2500	1.98			
Experimental	Lycoming Lyc IO-360-ES (1) B	MT-Propeller	/	1454	/ 76.7	/ 84.5	D
Wheeler Express CT	Eigenbau Walser/Rieben	MTV-12-D//180-17	2600 / 2600	1.8			
Experimental	Lycoming IO-360-B1E	Hartzell	134.2 / 129.7	952	65.7 /	72.7 / 82.5	D
GLASAIR II FT	MécanAir	HC-C2YK-1	2700 / 2500	1.88			
Experimental	Lycoming IO-360-B1E	Hartzell	180.0 / 180.0	999	/ 75.7	/ 83.2	C
GLASAIR II RG	Bullet 416	HC-F2YR-1BF/F7068-2	2565 / 2565	1.73			
Experimental	Lycoming IO-540-K1H5	Hartzell	304.2 / 304.2	1088	/ 76.7	/ 84.4	C
GLASAIR III RG	Eigenbau	HC-C2YK-1BF/F8475J-4	2500 / 2500	2.032			
Experimental	Lycoming IO-540-EXP	McCauley	213.2 / 213.2	1134	/ 78.4	/ 85.0	C
GLASAIR III RG	Model Theo Abt	B2D37C229/90RHC	2500 / 2500	2.08			
Experimental	Lycoming IO-360-B1E	Hartzell	134.2 / 134.2	862	70.5 /	71.5 / 81.1	B
GLASAIR RG		HC-C2YK-1	2700 / 2700	1.93			
Experimental	Lycoming IO-360-B1E	Hartzell	133.7 / 133.7	862	69.8 /	71.5 / 81.1	B
GLASAIR RG	MécanAir	HC-C2YK-1	2700 / 2700	1.88			
Experimental	Lycoming IO-360-B1E	Hartzell	134.2 / 128.2	862	65.9 /	71.5 / 81.1	D
GLASAIR RG	MécanAir	HC-C2YK-1	2700 / 2500	1.88			
Experimental	Lycoming O-320-D1A	MT-Propeller	119.3 / 119.3	951	/ 75.0	/ 82.5	C
GLASAIR II RG	MécanAir	MTV-12-C	2700 / 2700	1.75			
Experimental	Lycoming O-320	Felix Propeller Inc.	110.0 / 110.0	889	/ 68.0	/ 81.6	D
Glastar GS1		A70 61 BC9	2150 / 2150	1.78			
Experimental	Lycoming O-320	Prince	/	889	/ 72.6	/ 81.6	D
Glastar GS-1	Glastar 1	CF P-TIP 68/64 PK	2150 / 2150	1.72			
Experimental	Teledyne Mattituck O-360	MT-Propeller	/	889	/ 71.1	/ 76.9	D
Glastar GS-1	Glasair Aviation Lyc 360 (P/N 504-03000-0	MTV-15-B/183-402	2500 / 2500	1.83			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Lycoming O-320-D1F	Hartzell	114.0 / 114.0	889	/ 70.9	/ 81.6	D
Stoddard Hamilton / Glastar GS	NGS/Stoddard Hamilton 504-0200-01 Startdrehzahl reduziert auf 2500 1/min	HC-F2YL-1F	2500 / 2500	1.854			
Experimental	Lycoming O-320-D1F	Hartzell	114.0 / 114.0	889	/ 74.1	/ 81.6	C
Stoddard Hamilton / Glastar GS	NGS/Stoddard Hamilton 504-0200-01	HC-F2YL-1F	2650 / 2650	1.854			
Experimental	Porsche Austria VW-HB-2400 G/2	HB-Flugtechnik	72.0 / 72.0	700	/ 69.3	/ 78.2	D
HB-207 ALFA		HB-VP-3G 186 160 RZ	4000 / 4000	1.86			
Experimental	Porsche Austria VW-HB-2400 G/2	HB-Flugtechnik	60.3 / 60.3	700	/ 60.2	/ 78.2	D
HB-207 ALFA	Brditschka	HB-VP 5G-170 160 RZ	1682 / 1682	1.72			
Experimental	VW AUTO 1500	Schächtelin	/ 33.4	320	54.6 /	68.0 / 76.0	D
JODEL D-9	Andere	SC-Evra	/ 3200	1.3			
Experimental	VW AUTO 1500	Evra	/ 33.4	320	61.6 /	68.0 / 76.0	D
JODEL D-9		N 19ST	/ 3200	1.36			
Experimental	VW 1600	Hoffmann	/ 32.4	320	56.2 /	68.0 / 76.0	D
JODEL D-9	Andere	HO-11-137B85L	/ 3100	1.37			
Experimental	Jabiru 3300cc	Airmaster	/	700	/ 72.0	/ 73.2	A
Jabiru J250	Jabiru 4A293A0D1	AP332	2800 / 2800	1.53			
Experimental	Rotax 912 UL	Warp	58.9 / 58.9	476	/ 64.4	/ 76.0	D
KITFOX 3		3black	2235 / 2235	1.78			
Experimental	Jabiru 2200A	Jabiru	/	476	/ 67.4	/ 70.0	C
KITFOX 3	Original	C000242 D 60 PO 42	2700 / 2700	1.524			
Experimental	Rotax 582LC	GSC	48.4 / 48.4	476	/ 63.1	/ 76.0	D
KITFOX 3; -4	ROTAX	Tech III, Holz	2000 / 2000	1.676			
Experimental	Rotax 912 UL	IVO	60.7 / 60.7	544	/ 63.1	/ 76.0	D
KITFOX 4	Andere Skystar	IVO-Propeller	2420 / 2420	1.83			
Experimental	Rotax 582LC	Warp	35.7 / 35.7	544	/ 63.5	/ 76.0	D
KITFOX 4		Warp Drive 68"	2066 / 2066	1.73			
Experimental	Subaru EA-81 1800	Warp	47.8 / 47.8	500	/ 59.0	/ 76.0	D
KiTFOX IV-1100	Stratus Inc	Warp Drive 70"	2273 / 2273	1.78			
Experimental	Rotax 912 ULS	IVO	/	544	/ 63.3	/ 76.0	D
KiTFOX IV-1200		IVO-Propeller	2420 / 2420	1.734			
Experimental	Rotax 912 ULS	Airmaster	/	544	/ 69.9	/ 70.0	A
KiTFOX IV-1200		AP430	5700 / 5700	1.93			
Experimental	HKS 700T	Warp Drive	/	544	/ 64.8	/ 70.0	D
KiTFOX IV-1200		T6139	5000 / 5000	1.78			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Rotax 912 UL	IVO	56.0 / 56.0	544	/ 65.9	/ 76.0	D
KiTFOX IV-1200 Speedster	Skystar Prop. Einstellung auf 9°	IVO-Propeller	2288 / 2288	1.78			
Experimental	Rotax 912 UL	IVO	58.9 / 58.8	544	/ 64.8	/ 76.0	D
KiTFOX IV-1200 Speedster		IVO-Propeller	2420 / 2420	1.734			
Experimental	Rotax 912 UL	Arplast	/	500	/ 65.0	/ 70.0	D
KITFOX S4		175DWAP 62/3	2420 / 2420	1.75			
Experimental	Subaru EA-81	Woodcomp	73.5 / 73.5	634	/ 69.4	/ 76.8	C
KiTFOX V	Stratus Inc	SR2000XA	2455 / 2455	1.7			
Experimental	Rotax 912	Arplast	59.6 / 59.6	547	/ 66.2	/ 76.0	D
KITFOX 5	Skystar	175DWAM	2420 / 2420	1.75			
Experimental	Rotax 912 ULS	Woodcomp	/	703	/ 66.6	/ 73.2	D
KiTFOX VI	Skystar	SR2000	5600 / 5600	1.7			
Experimental	Rotax 912ULS	Sensenich	/	703	/ 68.4	/ 73.2	D
KITFOX S7	Kitfox Aircraft Pitch Setting Gage Nr. 2	3BOR5R68C	5800 / 5800	1.74			
Experimental	Rotax 912ULS	IVOPROP	/	703	/ 69.3	/ 73.2	D
KITFOX S7	Kitfox LLC max RPM: 55001/min	Medium 70	5500 / 5500	1.77			
Experimental	Rotax 912 UL	Arplast	58.9 / 58.9	635	/ 66.0	/ 76.8	D
KITFOX Vixen 1400		175 DWAP	2423 / 2423	1.75			
Experimental	VW 1600	Brügger	/ 32.4	300	54.5 /	68.0 / 76.0	D
KOLIBRI		BRUEGGER	/ 3100	1.37			
Experimental	VW 1600	Hoffmann	/ 32.4	340	62.1 /	68.0 / 76.0	D
KOLIBRI 2		HO-02-136B75	/ 3200	1.38			
Experimental	VW 1600	MT-Propeller	32.0 / 32.0	340	61.5 /	68.0 / 76.0	D
KOLIBRI MB2		MT 133L75-L B	3200 / 3200	1.33			
Experimental	VW 1600	Eigenbau	/ 32.4	340	58.5 /	68.0 / 76.0	D
KOLIBRI MB2		D143/P78	/ 3200	1.43			
Experimental	VW 1600	Hoffmann	/ 32.4	340	61.5 /	68.0 / 76.0	D
KOLIBRI MB2		HO-11*133S70	/ 3200	1.33			
Experimental	VW 1800	Eigenbau	/ 44.5	340	65.6 /	68.0 / 76.0	C
KOLIBRI MB2		108/3BHT	/ 3500	1.28			
Experimental	VW 1600	GT Prop.	/	340	/ 68.7	/ 70.0	A
KOLIBRI MB2	Eigenbau	GT-2/137/NT-FW101SLTC	2950 / 2950	1.37			
Experimental	VW 1600	Hoffmann	/ 32.4	355	62.1 /	68.0 / 76.0	D
KOLIBRI MB2		HO-02-136B75	/ 3100	1.36			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Societe JPX JPX 4T60/B	MT-Propeller	/ 46.6	370	65.5 /	68.0 / 76.0	C
KOLIBRI MB2		MT 145 L80-1	/ 3200	1.45			
Experimental	HAPI (VW) 75 DMH	E-Props	/	380	/ 69.9	/ 70.0	A
KOLIBRI MB2		Belisandre	3400 / 3400	1.46			
Experimental	VW 2180 CC	Brügger	/ 32.4	390	58.5 /	68.0 / 76.0	D
KOLIBRI MB2		100x136	/ 3200	1.36			
Experimental	Lycoming O-235-L2A	MT-Propeller	86.9 / 86.9	710	/ 74.2	/ 78.4	A
LANCAIR 235	Lancair/Liese	MTV-1-F	2700 / 2700	1.6			
Experimental	Lycoming O-235-P2A	MT-Propeller	/	710	60.8 /	69.5 / 78.4	D
LANCAIR 235	Dobis	MTV-1-F/157-07	2500 / 2500	1.57			
Experimental	Lycoming O-235-P2A	MT-Propeller	/	710	62.0 /	69.5 / 78.4	D
LANCAIR 235	Liese	MTV-1-F/160-07	2500 / 2500	1.6			
Experimental	Lycoming IO-320-B1A	MT-Propeller	117.6 / 117.6	765	/ 72.0	/ 74.6	C
LANCAIR 320	Liese	MTV-12-B/175-17	2500 / 2500	1.92			
Experimental	Lycoming O-320-E2A; -E2D	MT-Propeller	111.8 / 111.8	765	/ 76.4	/ 79.4	A
LANCAIR 320	Erni 01	MTV-17-C/175-17	2700 / 2700	1.75			
Experimental	Lycoming O-320-D1F	MT-Propeller	111.8 / 111.8	794	/ 72.8	/ 75.1	C
LANCAIR 320	Liese	MTV-12-C/170-36	2700 / 2700	1.7			
Experimental	Lycoming IO-360-A1A	Aero Composites	132.0 / 132.0	765	/ 72.0	/ 74.6	C
LANCAIR 360	MécanAir	ACI 2000	2500 / 2500	1.778			
Experimental	Lycoming O-360-A1A	MT-Propeller	/	765	/ 74.2	/ 74.6	A
LANCAIR 360	Muffler Tube	MTV-12-B/175-59d	2550 / 2550	1.75			
Experimental	Lycoming O-360-A1A	MT-Propeller	134.0 / 134.0	765	/ 70.0	/ 79.4	D
LANCAIR 360 MKII	Liese	MTV-12-B/175-17d	2522 / 2522	1.75			
Experimental	Rotax 912 UL	Sport Prop	58.0 / 58.0	520	/ 62.5	/ 76.0	D
Lambada UFM 13/520		Varia 16-2 R	2305 / 2305	1.58			
	Prop.: Einstellwinkel 16°						
Experimental	Continental IO-550-N13	MT-Propeller	230.0 / 230.0	998	/ 74.0	/ 78.7	D
LANCAIR Legacy 2000	Tuboly T1	MTV 9-D/183-50a	2450 / 2450	1.83			
Experimental	Lycoming O-235-L2A	Great American	/ 88.1	646	68.9 /	68.6 / 77.0	A
LONG EZE	MEIGA/Wülsag	62X60	/ 2650	1.6			
Experimental	Lycoming O-235-L2A	Hoffmann	/ 88.1	646	71.4 /	68.6 / 77.0	A
LONG EZE	MEIGA/Wülsag	HO-14BHM148B	/ 2700	1.48			
Experimental	Lycoming O-235-C2A	Hendrickson	/ 80.0	660	66.7 /	68.8 / 77.3	C
LONG EZE		H62XL66	/ 2600	1.59			
Experimental	Lycoming O-235-P1	Hoffmann	89.4 / 82.0	660	66.9 /	68.8 / 77.3	C
LONG EZE		HO-V72G/170U	2800 / 2700	1.65			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Lycoming O-235-P2A	Hoffmann	89.4 / 80.0	660	66.3 /	68.8 / 77.3	C
LONG EZE		HO-V113B-L	2800 / 2500	1.5			
Experimental	Lycoming O-235-L2C	Eigenbau	/ 86.1	660	68.7 /	68.8 / 77.3	B
LONG EZE		B+T 62X66	/ 2700	1.6			
Experimental	Lycoming O-235-P2A	Hoffmann	89.4 / 80.0	660	64.4 /	68.8 / 77.3	C
LONG EZE		HO-V113B-L	2800 / 2500	1.5			
Experimental	Lycoming O-235-L2A	Hendrickson	/ 86.1	660	68.5 /	68.8 / 77.3	B
LONG EZE	MEIGA/Wülsag	H58G74	/ 2680	1.46			
Experimental	Lycoming O-235-P1	Hoffmann	89.4 / 88.1	660	67.9 /	68.8 / 77.3	B
LONG EZE		HO-V72G/170U	2800 / 2600	1.66			
Experimental	Lycoming O-235-L2C	MT-Propeller	89.4 / 86.1	660	66.0 /	68.8 / 77.3	C
LONG EZE		MTV-1-F	2800 / 2700	1.55			
Experimental	Lycoming O-320-D3G	Eigenbau	121.5 / 121.5	660	67.6 /	68.8 / 77.3	B
LONG EZE		B+T Prop.62X75	2700 / 2700	1.59			
Experimental	Lycoming O-235-L2A	Hendrickson	/ 86.1	660	64.8 /	68.8 / 77.3	C
LONG EZE	MEIGA/Wülsag	H58G74	/ 2700	1.46			
Experimental	Lycoming O-320-D2A	Great American	/	690	/ 72.8	/ 73.0	A
LONG EZE		62X72	2700 / 2700	1.575			
Experimental	Rolls-Royce C90-14F	Hoffmann	/ 66.8	635	64.5 /	68.5 / 76.8	C
LUTON MAJOR LA5		HO-14-183100	/ 2400	1.82			
Experimental	Continental A-65-8	Hoffmann	/ 48.6	490	63.0 /	68.0 / 76.0	D
MIGNET HM19C		HO-14-178-100	/ 2300	1.78			
Experimental	Continental C-90-12	Hoffmann	/ 66.8	530	63.7 /	68.0 / 76.0	C
MIGNET HM19C		HO-14-178-100	/ 2475	1.78			
Experimental	Continental C-90-14F	Hoffmann	/ 66.8	590	63.4 /	68.0 / 76.0	C
MIGNET HM380		HO-14-178-115	/ 2475	1.78			
Experimental	Rotax 914 F3	MT-Propeller	/	544	/ 59.4	/ 70.0	D
Dyn-Aero MCR M	Rotax/ASPES MK II	MTV-6-A/170-125	5800 / 5800	1.71			
Experimental	Rotax 914 F2	MT-Propeller	/	544	/ 60.7	/ 70.0	D
Dyn-Aero MCR M	Rotax/ASPES	MTV-6-A/170-125	5800 / 5800	1.7			
Experimental	Rotax 912 UL	MT-Propeller	58.0 / 58.0	450	/ 66.9	/ 76.0	C
Dyn-Aero MCR-01	Dyn-Aero MMOMOE 101	MTV 7-A/152-106	2420 / 2420	1.52			
Experimental	Rotax 912 UL	MT-Propeller	60.5 / 60.5	490	/ 67.0	/ 70.0	C
Dyn-Aero MCR-01	Chabord EV1	MTV 6-A/152-106	5800 / 5800	1.52			
Experimental	Rotax 912 UL	MT-Propeller	60.5 / 60.5	490	/ 67.0	/ 70.0	C
Dyn-Aero MCR-01	Chabord EV1	MTV 7-A/152-106	5800 / 5800	1.52			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Rotax 912 ULS	MT-Propeller	73.5 / 73.5	490	/ 63.0	/ 76.0	D
Dyn-Aero MCR-01	Chabord	MTV 7-A/156-122	2160 / 2160	1.56			
Experimental	Rotax 914 F	MT-Propeller	/	544	/ 65.0	/ 70.0	D
Dyn-Aero MCR-01		MTV-6-A/170-125	5800 / 5800	1.7			
Experimental	Rotax 912 UL	MT-Propeller	59.6 / 59.6	490	/ 65.0	/ 70.0	D
Dyn-Aero MCR-01 Club	Chabord EV1	MTV 7-A/152-106	5300 / 5300	1.52			
Experimental	Rotax 912 S	MT-Propeller	74.5 / 74.5	490	/ 67.0	/ 70.0	C
Dyn-Aero MCR-01 Club	Chabord MCR-01	MTV 7-A/156-122	5500 / 5500	1.56			
Experimental	Rotax 914 UL	MT-Propeller	84.0 / 84.0	490	/ 67.7	/ 76.0	C
Dyn-Aero MCR-01 VLA 914		MTV 7-A/152-106	2390 / 2390	1.56			
Experimental	Rotax 912 ULS	MT-Propeller	73.5 / 73.5	750	/ 72.0	/ 74.2	C
Dyn-Aero MCR-4S	Chabord	MTV 6-A/156-122	5500 / 5500	1.57			
Experimental	Chevrolet SB V8 400C	MT-Propeller	208.0 / 208.0	1150	/ 73.9	/ 80.9	D
MJ-10 Haug Spitfire	Eigenbau	MTV-9-E-C/CL240-27X	4200 / 4200	2.4			
Experimental	Rotax 447E FA	GT Prop.	30.3 / 30.3	260	/ 67.3	/ 76.0	C
MINI MAX		160x90	2325 / 2325	1.605			
Experimental	Rotax 447 UL SCDI	GT Prop.	29.5 / 29.5	295	/ 63.1	/ 76.0	D
MINI MAX		GT-2/160/NO-FW75SLTC	6200 / 6200	1.605			
Experimental	Lycoming O-320-E3H	Sensenich	/ 111.4	680	67.2 /	69.1 / 77.8	B
MUSTANG II		74DM6-8-70	/ 2700	1.68			
Experimental	Hirth 2702R03E	Diverse	/ 26.3	310	60.7 /	68.0 / 76.0	D
NEUKOM AN 20B		FALTPROPELLER	/ 2370				
Experimental	Koenig SC430	Neukom	/ 11.1	260	56.4 /	68.0 / 76.0	D
NEUKOM AN-20B		Diverse	/ 2375	1.33			
Experimental	Koenig SD570	Borowski	/	260	62.1 /	68.0 / 76.0	D
NEUKOM AN-20B		KS-118-3	/ 3900	1.18			
Experimental	Koenig SC430	Neukom	/ 11.1	250	60.0 /	68.0 / 76.0	D
NEUKOM AN-20C		Diverse	/ 3300	1.05			
Experimental	Lycoming IO-360-X	Performance Propellers	134.2 / 134.2	567	/ 76.4	/ 76.0	A
One Design	LPE Corp. Custom made	OA 3 blade	2700 / 2700	1.72			
Experimental	Lycoming IO-360-C1B	MT-Propeller	134.2 / 134.2	610	/ 69.1	/ 76.2	C
One Design	MSW	MTV-12-B-C/C183-17e	2600 / 2600	1.83			
Experimental	Cub Crafters Inc. CC340	Catto Prop	132.4 / 132.4	846	/ 71.7	/ 76.1	D
CCK-1865 (Carbon Cub)	Eigenbau	80" 50	2700 / 2700	2.032			
Experimental	Rotax 912 ULS2	Alisport Srl.	73.5 / 73.5	560	/ 67.6	/ 70.0	C
Pioneer 300	ROTAX	Idrovario	5700 / 5700	1.76			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Revmaster 2100-D	Maloof	/ 55.7	612	68.1 /	68.2 / 76.3	B
POLLIWAGEN		2C 3.9	/ 3500	1.43			
Experimental	Limbach L 2000 EB1	Hoffmann	60.7 / 60.7	550	75.3 /	68.0 / 76.0	A
POTTIER P-180		HO-V62R	3400 / 3400	1.505			
Experimental	Limbach L 2000 EB1	Hoffmann	/ 54.7	550	66.4 /	68.0 / 76.0	B
POTTIER P-180		HO-V62R	/ 3000	1.505			
Experimental	Sauer SD 2500 H1S	Arplast	/	550	/ 66.0	/ 70.0	D
POTTIER P-180S		Ecoprop 4TG/3	2700 / 2700	1.5			
Experimental	VW Typ 1 (1835)	Hoffmann	/	360	/ 65.7	/ 70.0	D
POTTIER P-80S	Eigenbau	HO-17A-132B-97L	3300 / 3300	1.32			
Experimental	Rotax 582	GSC	48.4 / 48.6	453	/ 74.7	/ 76.0	A
PULSAR		GSC Prop. 56x38	2630 / 2630	1.43			
Experimental	Rotax 582	GSC	48.6 / 48.6	480	/ 71.8	/ 76.0	A
PULSAR		GSC Prop. 56x38	2703 / 2703	1.41			
Experimental	Jabiru 2200	Prince	/	480	/ 60.5	/ 70.0	D
PULSAR	Original	P-Tip P56AT52LK	2700 / 2700	1.42			
Experimental	Rotax 912	GSC Canada	60.4 / 57.7	477	/ 67.7	/ 76.0	C
PULSAR XP	ROTAX	GSC	2551 / 2290	1.53			
Experimental	Rotax 912 ULS FR	Woodcomp	60.4 /	480	/ 61.5	/ 76.0	D
PULSAR XP		SR3000/3	5250 / 5250	1.47			
Experimental	Rotax 912 UL	Woodcomp	60.4 / 60.4	480	/ 72.4	/ 76.0	A
PULSAR XP		SR2000XA	5800 / 5800	1.47			
Experimental	Rotax 912 UL	GSC	56.8 / 56.8	480	/ 67.9	/ 76.0	C
PULSAR XP	ROTAX Aero Design	Wooden blades	2107 / 2107	1.63			
Experimental	Rotax 912 UL2	GSC Canada	59.6 / 59.6	480	/ 64.2	/ 70.0	D
PULSAR XP	Heggemann 4/4 Standard Prop. Einstellwinkel: 21°	2-Bl. 60"	2420 / 2420	1.542			
Experimental	Rotax 912 ULSFR	Woodcomp	60.4 / 60.4	480	/ 62.1	/ 76.0	D
PULSAR XP		SR2000XA	5250 / 5250	1.47			
Experimental	Rotax 912 ULS FR	Woodcomp	60.4 /	480	/ 61.5	/ 76.0	D
PULSAR XP		SR2000	5250 / 5250	1.47			
Experimental	Rotax 912 UL	MT-Propeller	59.6 / 59.6	480	/ 61.9	/ 76.0	D
PULSAR XP	Eigenbau	MTV 7-A/152-106	2420 / 2420	1.52			
Experimental	Rotax 912 UL	Woodcomp	/	505	/ 64.6	/ 70.0	D
PULSAR XP	Aerodesigns Pulsar XP	VAR2	5500 / 5500	1.7			
Experimental	Rotax 912 UL	MT-Propeller	59.6 / 59.6	505	/ 62.6	/ 76.0	D
PULSAR XP	Eigenbau	MTV 7-A/152-106	2420 / 2420	1.52			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Rotax 912 UL2	GSC Canada	59.6 / 59.6	505	/ 62.5	/ 76.0	D
PULSAR XP	Heggemann 4/4 Standard Prop. Einstellwinkel: 21°	2-Bl. 60"	2420 / 2420	1.542			
Experimental	Onan 22 HP	Cowley	/ 16.2	225	57.7 /	68.0 / 76.0	D
QUICKIE		P30 D42	/ 3600	1.06			
Experimental	Onan 18 HP	Cowley	/ 13.1	225	56.8 /	68.0 / 76.0	D
QUICKIE		P30 D42	/ 3600	1.06			
Experimental	Mosler MMCB	Brügger	26.0 / 26.0	255	61.2 /	68.0 / 76.0	D
QUICKIE Q2	Eigenbau	115x80	3250 / 3250	1.15			
Experimental	VW VW 1600	Bezzola	/ 33.4	410	71.6 /	68.0 / 76.0	A
RETRO		2R-143	/ 3450	1.43			
Experimental	Lycoming IO-320-A2C	MT-Propeller	117.6 / 117.6	680	/ 72.5	/ 72.7	A
Van's RV-4	Danielsson RV-4	MTV-18-C/175-36a	2700 / 2700	1.75			
Experimental	Lycoming O-360-A1A	MT-Propeller	/	680	/ 72.2	/ 72.7	A
Van's RV-4	Experimental	MTV-12-B	2500 / 2500	1.83			
Experimental	Lycoming O-320-D1A	Prince	117.6 / 117.6	680	/ 70.4	/ 77.8	C
Van's RV-4	Suppertrapp 422-25000	68/74PK Q-Tip	2200 / 2200	1.73			
Experimental	Lycoming O-320-D1A	Prince	117.6 / 117.6	680	/ 67.7	/ 77.8	D
Van's RV-4	Eigenbau	68/76 LK P-Tip	2700 / 2700	1.73			
Experimental	Lycoming O-320-D1A	Sensenich	114.0 / 114.0	726	/ 65.9	/ 78.7	D
Van's RV-6	Gomolzig Typ 3	70CM7S9-0-79	2200 / 2200	1.78			
Experimental	Lycoming O-360-A3A	MT-Propeller	/	726	/ 71.8	/ 73.7	C
Van's RV-6	Gomolzig RV6-NSD-3-606500	MTV-12-B/183-59	2600 / 2600	1.83			
Experimental	Lycoming IO-360-EXP-ZAE	Whirlwind	/	749	/ 67.0	/ 74.2	D
Van's RV-6A	Liese RV-6A - 2x76/150	GA200L-816	2350 / 2350	1.81			
Experimental	Lycoming O-320-D1A	Sensenich	/	815	/ 70.3	/ 75.5	D
Van's RV-7	Liese 60x150 L	70CM7S9-0-80	2240 / 2240	1.78			
Experimental	Lycoming IO-360-M1B	MT-Propeller	/	816	/ 73.4	/ 75.6	A
Van's RV-7	Liese 2x76x150-L	MTV-12-B/183-59B	2500 / 2500	1.83			
Experimental	Lycoming IO-360-M1B	MT-Propeller	/	817	/ 72.3	/ 75.6	C
Van's RV-7	Liese RV-7	MTV-12-B/183-59B	2500 / 2500	1.83			
Experimental	Aro Sport Power IO-320-D1A	Sensenich	/	816	/ 69.0	/ 75.6	D
Van's RV-7A	Vettermann 4-2	70CM7S9-0-79	2500 / 2500	1.73			
Experimental	Mattituck TMX IO-360	Hartzell	/	816.5	/ 70.9	/ 75.6	D
Van's RV-7A	Vettermann/Liese RV-7	C2YR-1BFP/F7497-2	2500 / 2500	1.828			
Experimental	Mattituck TMX IO-360	Catto Prop	/	817	/ 70.9	/ 75.6	D
Van's RV-7A	Liese RV-7	72x74	2700 / 2700	1.83			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Mattituck TMX IO-320	Sensenich	/	817	/ 69.5	/ 75.6	D
Van's RV-7A	Liese RV-7A	70CM7S9-0-79	2600 / 2600	1.76			
Experimental	Lycoming YIO-360-M1B	Hartzell	/	817	/ 71.4	/ 75.6	C
Van's RV-7A	Vettermann Trombone 2 in 2	HC-C2YR-1BFP/F7497	2500 / 2500	1.88			
	Maximum take-off engine rotational speed limited to 2500 RPM						
Experimental	Mattituck TMX IO-360	Sensenich	/	817	/ 71.2	/ 75.6	D
Van's RV-7A	Liese RV-7A	72FM8S9-1-85	2350 / 2350	1.8			
Experimental	Mattituck TMX IO-540-X	MT-Propeller	/	1225	/ 77.5	/ 81.9	D
Van's RV-10	Vettermann 6-2	MTV-12-B/193-53	2500 / 2500	1.93			
Experimental	Lycoming IO-540-X	Hartzell	/	1225	/ 79.2	/ 81.9	C
Van's RV-10	Liese 2xRV-10	C2YR-1BFP/F8068D	2500 / 2500	2.03			
Experimental	Lycoming IO-540-D4A5	Hartzell	/	1225	/ 77.7	/ 81.9	D
Van's RV-10	Vettermann RV-10	C2YR-1BFP/F8068D	2500 / 2500	2.025			
Experimental	Rotax 912 ULS	Sensenich	/	599	/ 65.1	/ 70.8	D
Van's RV-12	Original	2A0R5R70E-V-0	5800 / 5800	1.778			
Experimental	Lycoming IO-360-M1B	MT-Propeller	/	816	/ 69.5	/ 75.6	D
Van's RV-8	Liese 76-300-L	MTV-12-B-C/C183-59b	2500 / 2500	1.83			
Experimental	Lycoming YIO-360-M1B	Hartzell	/	816	/ 75.2	/ 75.6	A
Van's RV-8	Vettermann EA EXH8 IO360M1B	HC-C2YR-1BFP/F7497-2	2500 / 2500	1.83			
	Propeller is limited to a maximum of 2500 RPM by the governor.						
Experimental	Lycoming Mattitick TMX-IO-360	Prince	/	817	/ 71.2	/ 75.6	D
Van's RV-8	Liese 2x76x150L	68/83PK	2500 / 2500	1.83			
Experimental	Rotax 912 UL2	Woodcomp	/	475	/ 67.4	/ 70.0	C
Rans S-10	Rans Inc.	SR 3000/2W	5800 / 5500	1.72			
	AFM Section 4.4: Takeoff: 50ft AGL - MAX CONT PWR (5500RPM)						
Experimental	Jabiru 2200	GT Prop.	/	499	/ 67.3	/ 70.0	C
Rans S-6S	Jabiru 2200	GT-2/157/NO-FW101SRTC	3300 / 3300	1.57			
Experimental	Rotax 912 ULS	MT-Propeller	73.5 / 73.5	600	/ 69.6	/ 70.8	C
Slepcev Storch Mk. IV	Slepcev/Rotax EO-1513	MT 188R108-1A	/	1.88			
Experimental	VW 1835	Arplast	44.8 /	366	61.1 /	68.0 / 76.0	D
Sonerai I	Eigenbau	ECO-4 TGE-2	2550 / 2550	1.56			
Experimental	VW 1500	Hoffmann	/ 33.4	320	59.6 /	68.0 / 76.0	D
STARK TURBULENT		HO-FH2/S1113	/ 3100	1.37			
Experimental	VW 1200	Rousseau	/ 22.2	270	65.0 /	68.0 / 76.0	C
STARK T. D31		Rousseau	/ 3200	1.33			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Rolls-Royce O-200-A	Hegi	/ 74.9	460	63.7 /	68.0 / 76.0	C
TAYLOR TITCH		60X60	/ 2730	1.55			
Experimental	Lycoming O-320-E3H	Felix Propeller Inc.	/	648	/ 70.1	/ 72.0	C
Tailwind W10	Liese 2x60x150L	68x74"	2700 / 2700	1.73			
Experimental	VW VW 1600	Hegi	/ 32.4	280	63.0 /	68.0 / 76.0	D
TEENIC'S	Andere	50X40	/ 3000	1.28			
Experimental	VW 1500	Hoffmann	/ 33.4	300	62.0 /	68.0 / 76.0	D
TIPSY N. MK II		HO-11-137B85	/ 3060	1.37			
Experimental	VW 1600	Hoffmann	/ 32.4	300	57.8 /	68.0 / 76.0	D
TIPSY N. MK II		HO-11-137B85	/ 2900	1.37			
Experimental	ARDEM 4C02	DRG Propellers	/ 29.3	330	65.7 /	68.0 / 76.0	C
TIPSY N. MK3		Z3405	/ 2950	1.45			
Experimental	ARDEM 4C02	Evra	/ 29.3	330	65.7 /	68.0 / 76.0	C
TIPSY N. MK3		HR 1201	/ 2950				
Experimental	Koenig SC430	Ernst Ruppert	/ 16.2	175	62.2 /	68.0 / 76.0	D
TWIN BABY		01/02	/ 3700	1.12			
Experimental	Lycoming O-235-C2C	Great American	/ 88.1	480	65.8 /	68.0 / 76.0	C
VARI EZE	MEIGA/Wülsag	58X68	/ 2600	1.48			
Experimental	Lycoming O-235-C2C	Hendrickson	/ 88.1	480	65.1 /	68.0 / 76.0	C
VARI EZE	MEIGA/Wülsag	H58G74	/ 2700	1.49			
Experimental	Lycoming O-235-C2C	MT-Propeller	/ 82.0	480	64.5 /	68.0 / 76.0	C
VARI EZE		MT 157LD160-2	/ 2600	1.58			
Experimental	Rolls-Royce O-200-A	Beaufils	/ 74.9	480	67.0 /	68.0 / 76.0	B
VARI EZE		Beaufils ET-122	/ 2750	1.49			
Experimental	Rolls-Royce C90-8F	Brügger	/ 66.8	480	65.6 /	68.0 / 76.0	C
VARI EZE		BRUEGGER	/ 2475	1.48			
Experimental	Lycoming O-235-C2C	MT-Propeller	/ 82.0	480	64.4 /	68.0 / 76.0	C
VARI EZE	MEIGA/Wülsag	MTV-1-AFLD1560	/ 2600	1.56			
Experimental	Rolls-Royce C90-8F	GAP	/ 66.8	480	63.8 /	68.0 / 76.0	C
VARI EZE		56CX70P	/ 2475	1.47			
Experimental	Lycoming O-235-L2C	Bruce Tifft (Holz)	/ 82.0	480	63.0 /	68.0 / 76.0	D
VARI EZE	Andere	58X72	/ 2500	1.473			
Experimental	Rolls-Royce O-200-A	MT-Propeller	75.9 / 75.9	520	63.3 /	68.0 / 76.0	C
VARI EZE		MTV-1-F	2750 / 2750	1.53			
Experimental	Rolls-Royce O-200-A	MT-Propeller	75.9 / 75.9	550	64.1 /	68.0 / 76.0	C
VARI EZE		MTV-1-F	2750 / 2750	1.53			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Lycoming IO-360-C1E6	MT-Propeller	200.0 / 200.0	1089	/ 76.5	/ 80.0	C
Velocity	CAT-Breer	MTV-12-B-230/LD 168-24	2500 / 2500	1.73			
Experimental	Lycoming AEIO-390-X	MT-Propeller	/	750	/ 70.6	/ 74.2	C
Votec 221	MSW	MTV-9-B-C/C193-18b	2500 / 2500	1.93			
Experimental	Lycoming O-540-J3A5	MT-Propeller	230.0 / 230.0	950	/ 72.8	/ 77.9	D
Votec 252 T	MSW	MTV-14-B-C/C195-30d	2500 / 2500	1.95			
Experimental	Lycoming YAEIO-580-EXP	MT-Propeller	/	950	/ 73.8	/ 77.9	C
Votec 322	MSW-Aviation 1	MTV-9-B-C/C203-20d	2500 / 2500	2.03			
Experimental	Lycoming AEIO-540-C1B	MT-Propeller	231.0 / 231.0	950	/ 68.7	/ 82.5	D
Votec 322	MSW	MTV-14-B-C/C195-30d	2500 / 2500	1.95			
Experimental	Lycoming YAEIO-580-EXP	MT-Propeller	/	950	/ 68.7	/ 82.5	D
Votec 322	MSW	MTV-14-B-C/C195-30d	2500 / 2500	1.95			
Experimental	Lycoming AEIO-540-X	MT-Propeller	/	950	/ 72.8	/ 77.9	D
Votec 322	MSW	MTV-9-B-C/C203-20d	2500 / 2500	2.03			
Experimental	Lycoming AEIO-540-C1B	MT-Propeller	240.0 / 240.0	950	/ 81.0	/ 82.5	A
Votec 322	MSW	MTV-14-B-C/C195-30d	2650 / 2650	1.95			
Experimental	Lycoming AEIO-580	MT-Propeller	/	870	/ 70.9	/ 76.6	D
Votec 351	MSW-Aviation 1	MTV-9-B-C/C203-20d	2500 / 2500	2.03			
Experimental	VW 1800 CC	Woodcomp	/	440	/ 67.0	/ 70.0	C
Volksplane VP-1		SR 29 T-VW 1800	2850 / 2850	1.5			
Experimental	VW 1500H	Hegi	/ 33.4	380	65.7 /	68.0 / 76.0	C
Volksplane VP-1		8-74	/ 3300	1.37			
Experimental	Rotax 582	Woodcomp	47.8 / 47.8	440	/ 69.8	/ 70.0	A
Volksplane VP-1	Original	SR200	6200 / 6200	1.45			
Experimental	Rotax 582	Woodcomp	47.8 / 47.8	440	/ 62.2	/ 70.0	D
Volksplane VP-1	Original Einstellwinkel: 12.5°	SR200	6400 / 6400	1.6			
Experimental	Rolls-Royce O-200-A	Eigenbau	74.9 / 74.9	520	/ 65.2	/ 76.0	D
W.A.R. FW 190 1/2	Eigenbau	PONCELET 59 X 62	2750 / 2750	1.52			
Experimental	Rotax 582	Schmidtler	/	450	/ 68.9	/ 70.0	A
Enduro	Original	4-Blatt	6300 / 6300	1.8			
Experimental	Rotax 912 ULS2	Woodcomp	/	545	/ 65.0	/ 70.0	D
Zenair CH-701	ROTAX Nirosta	SR2000XA	5250 / 5250	1.7			
Experimental	Rotax 912 UL	Warp Drive	/	545	/ 67.5	/ 70.0	C
Zenair CH-701 STOL	Zenair Rotax	CF68R	5400 / 5400	1.7272			
Experimental	Rotax 912 UL	Warp Drive	/	545	/ 69.8	/ 70.0	A
Zenair CH-701 STOL	Zenair Rotax	CF70R	5400 / 5400	1.78			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Experimental	Lycoming IO-360-B1B	Prince	132.0 / 132.0	1050	/ 76.0	/ 79.5	C
Zenith CH-300 TRI-Z (Mk II)	Heggemann Archer II	P-Tip Comp 6423 P70AT 66LK	2500 / 2500	1.78			
Experimental	Lycoming O-320-A2B	MT-Propeller	111.8 / 111.8	840	66.9 /	71.2 / 80.8	C
Zenair TRI-Z		MT 180R145-3D	2700 / 2700	1.8			
Experimental	Rotax 912 UL	Warp	59.0 / 59.0	545	/ 65.1	/ 70.0	D
Zenair Zodiac 601 HDS		Warp Drive 68"	2288 / 2288	1.73			
	Prop.: am Boden einstellbar (19°)						
Experimental	Rotax 912 UL	Woodcomp	59.0 / 59.0	545	/ 64.9	/ 76.0	D
Zenair Zodiac 601 HDS		SR2000XA	5500 / 5200	1.73			
	MCP ab 500ft/GND						
Fairchild	Ranger 6-440-C5	Hoffmann	/ 122.5	1162	72.9 /	75.5 / 85.4	C
24R46A		HO-33-214-12	/ 2300	2.14			
Fairchild	Warner R-500-7	Hoffmann	/ 122.5	1162	73.0 /	75.5 / 85.4	C
24-W-41-A		HO-33-218-132	/ 2100	2.18			
Fairchild	Ranger 6-440-C5	Sensenich	/ 122.5	1162	75.3 /	75.5 / 85.4	B
F24R46A		86AB-54	/ 2350	2.2			
Falco	Lycoming O-320-A2B	Hartzell	/ 122.5	750	70.6 /	70.0 / 79.1	A
F8L	Andere	HC-A2XL-1	/ 2700	1.82			
Falco	Lycoming O-320-A2A	Hartzell	/ 111.4	820	70.2 /	70.9 / 80.4	B
F8L	Robin (modifiziert)	HC-C2YL-1B	/ 2700	1.82			
Falco	Lycoming O-320-A2B	Hartzell	/ 111.4	820	71.6 /	70.9 / 80.4	A
F8L	Andere	HC-C2YL-1B	/ 2700	1.82			
Falco	Lycoming O-320-E1C	Hartzell	110.0 / 110.0	820	/ 73.1	/ 80.4	C
F8L	Meeder Zeichn. Nr. 599-02.02.92 STC SA 0452	HC-C2YL-1BF/F7663A-4	2700 / 2700	1.83			
Falco	Lycoming O-320-B3B	Hartzell	117.6 / 117.6	820	71.4 /	70.9 / 80.4	A
F8-L 4		HC-C2YL-1/7663A-4	2500 / 2500	1.85			
Fieseler	Argus Motorenwerke AS 10E	MT-Propeller	176.5 /	1485	/ 76.9	/ 88.0	D
FI 156 C-3	Original	MT 256 R 140-6AB	2000 /	2.56			
Flight Design	Rotax 912 ULS	Neuform	64.5 / 64.5	472.5	/ 57.3	/ 70.0	D
CT SW	Original	CR3-65-47-101.6"	4800 / 4800	1.7			
Flugzeugwerke Altenrhein AG (FF	Allison DDA 250-B17C	Hartzell	275.1 / 275.1	1080	/ 68.9	/ 84.3	D
AS 202/32TP		HC-BTF-7A/10173N-19R	2030 / 2030	2.08			
Flugzeugwerke Altenrhein AG (FF	Allison DDA 250-B17C	MT-Propeller	275.1 / 275.1	1080	/ 66.6	/ 84.3	D
AS 202/32TP		MTV-5-1-D-C-F-R(A)/CFR210-56	2030 / 2030	2.1			
Hawker Beechcraft Corporation	Pratt & Whitney R985 AN1	Hamilton	/ 297.8	3561	86.0 /	80.0 / 88.0	A
C18S		2D30-237	/ 2200	2.51			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Hawker Beechcraft Corporation **A35**	Continental E-185-8	Hartzell HC-A2X20-4A1	/ 122.5 / 2050	1200 2.13	67.5 /	76.0 / 85.8	D
Hawker Beechcraft Corporation **C35**	Continental E-185-11	Beech 215-109	/ 137.7 / 2300	1225 2.23	72.0 /	76.3 / 86.1	C
Hawker Beechcraft Corporation **D35**	Continental E-185-11	Beech 215-107	152.8 / 137.7 2600 / 2300	1236 2.23	72.6 /	76.5 / 86.2	C
Hawker Beechcraft Corporation **D35**	Continental E-185-11 MEIGA/Wülsag	Hartzell A2V20-4	152.8 / 137.9 2600 / 2300	1327 2.134	/ 86.3	/ 87.2	A
Hawker Beechcraft Corporation **F35**	Continental E-225-8	Hartzell HC-A2X20-4A1	/ 137.7 / 2300	1250 2.13	69.8 /	76.7 / 86.4	D
Hawker Beechcraft Corporation **G35**	Continental E-225-8	Beech 215-107	/ 137.7 / 2300	1350 2.13	68.8 /	78.0 / 87.5	D
Job **15-180/2**	Lycoming O-360-A3A Gomolzig JOB15-606500	Sensenich 76EM8S5-0-56	134.2 / 134.2 2700 / 2700	965 1.93	/ 68.9	/ 82.7	D
Job **15-180/2**	Lycoming O-360-A3A	Sensenich 76EM8S5-0-56	134.2 / 134.2 2700 / 2700	965 1.93	68.9 / 73.2	72.9 / 82.7	D
Jodel **D11-2**	Continental C-90-14F Liese Jodel D11	Evra D11-28-1B	/ 66.8 / 2475	620 1.775	62.2 /	68.3 / 76.4	D
Jodel **D9**	Stamo MS 1500/2	Hoffmann HO-11-137B 85L	/ 31.4 / 3100	320 1.37	57.6 /	68.0 / 76.0	D
Jodel **D9**	Stamo 1400	Hoffmann F-H2/S11-137	/ 31.4 / 3100	320 1.37	57.6 /	68.0 / 76.0	D
Jodel **D11**	Continental C-90-14F	Evra D 11 28 1B	/ 66.8 / 2500	620 1.8	64.2 /	68.3 / 76.4	C
Jodel **D11**	Rolls-Royce O-200-A Liese Jodel D11	Sensenich 69CK-0-52	74.5 / 74.5 2650 / 2650	620 1.75	/ 67.2	/ 76.4	D
Jodel **D11**	Continental C-85-12F	McCauley 1B90/CM/7152	/ 63.8 / 2575	620 1.8	61.2 /	68.3 / 76.4	D
Jodel **D11**	Continental C-85-8F	Evra D11-28-1B	/ 63.8 / 2575	620 1.77	61.2 /	68.3 /	D
Jodel **D11**	Continental C-90-8F,12F,14F	Versch. Festprop.	/ 66.8 / 2500	620 1.8	64.2 /	68.3 / 76.4	C
Jodel **D11-2**	Continental C-90-14F Liese Jodel D11	McCauley 1B90/CM 7152	66.8 / 66.8 2500 / 2500	620 1.78	/ 67.0	/ 76.4	D
Jodel **D11-2**	Continental C-90-14F Liese Jodel D11	Evra D 11 28 1B	66.8 / 66.8 2500 / 2500	620 1.8	/ 67.0	/ 76.4	D

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Jodel	Continental A-65	Diverse	/ 48.6	550	61.4 /	68.0 / 76.0	D
D112		Festprop.	/ 2300	0			
Jodel	Continental C-90-8F	Sensenich	/ 66.8	620	60.2 /	68.3 / 76.4	D
D112		74FK49	/ 2400	1.88			
Jodel	Continental C-85-8F	McCauley	/ 63.8	620	59.7 /	68.3 / 76.4	D
D112		1B90/CM7148	/ 2400	1.8			
Jodel	Continental O-200-A	Ratier	/ 74.9	620	60.2 /	68.3 / 76.4	D
D112		110600	/ 2680	1.67			
Jodel	Continental C-90-14F	Evra	/ 66.8	620	62.2 /	68.3 / 76.4	D
D117		D11-28-1B	/ 2475	1.775			
Jodel	Continental C-90-12F	Diverse	/ 66.8	650	62.2 /	68.7 / 77.1	D
D120		Festprop.	/ 2475	1.82			
Jodel	Lycoming O-360-A1A	Sensenich	/ 133.7	1200	75.7 /	76.0 / 85.8	B
D140		M76EM8-0-62	/ 2700	1.93			
Jodel	Lycoming IO-360B2F61	Sensenich	/ 133.7	1200	75.6 /	76.0 / 85.8	B
D140C		76EM8-0-62	/ 2700	1.93			
Jodel	Lycoming O-360-A3A	Sensenich	/ 133.7	1200	72.3 /	76.0 / 85.8	C
D140C	Gomolzig	76EM8-0-58	/ 2700	1.93			
Jodel	Lycoming IO-360-A1B6	MT-Propeller	139.8 / 139.8	1200	/ 72.7	/ 85.8	D
D140C	Gomolzig 74-0301	MTV-18-B/185-17	2500 / 2500	1.85			
Jodel	Lycoming IO-360-B2F6	Sensenich	/ 133.7	1200	72.3 /	76.0 / 85.8	C
D140C	Gomolzig	76EM8-0-58	/ 2700	1.93			
Jodel	Lycoming IO-360-B2F6	Sensenich	133.7 / 133.7	1200	70.2 / 74.1	76.0 / 85.8	D
D140C	Gomolzig	76EM8-0-62	2700 / 2600	1.93			
Jodel	Lycoming O-360-A3A	Sensenich	133.7 / 133.7	1200	70.2 / 74.1	76.0 / 85.8	D
D140C	Gomolzig	76EM8-0-62	2600 / 2600	1.93			
Jodel	Lycoming O-360-A1P	MT-Propeller	180.0 / 180.0	1200	/ 76.8	/ 85.8	D
D140C	mit Ski	MTV-12-B/188-53	2600 / 2600	1.88			
Jodel	Lycoming IO-360-C1F	Hartzell	148.9 / 136.4	1200	/ 82.6	/ 85.8	A
D140E		HC-C2YK-1BF	2700 / 2500	1.88			
Jodel	Lycoming O-360-A3A	Sensenich	134.2 / 134.2	1200	/ 73.4	/ 85.8	D
D140R	Gomolzig 74-0301	76EM8-0-58	2700 / 2700	1.93			
Jodel	Lycoming IO-360-A1D6	McCauley	/	1200	68.7 /	76.0 / 85.8	D
D140R	MécanAir 60-140-1000-60	B2D34C213/90DHA-16	2500 / 2500	1.93			
Jodel	Lycoming IO-360-B1B	MT-Propeller	133.7 / 133.7	960	66.3 /	72.8 / 82.7	D
DR 250-160	Gomolzig	MTV-20-B/180220	2500 / 2500	1.815			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Jodel	Continental O-200-A	Diverse	/ 74.9	750	67.7 /	70.0 / 79.1	C
DR 1050		Holzprop.	/ 2750	1.85			
Jodel	Rolls-Royce O-200-A	Evra	74.6 / 74.6	750	/ 68.6	/ 79.1	D
DR 1050	Gomolzig DR 1050-606500	D 11-28-4C	2750 / 2750	1.76			
Jodel	Continental O-200-A	Diverse	/ 74.9	750	66.8 /	70.0 / 79.1	C
DR 1050		Metallprop.	/ 2750	1.85			
Jodel	Continental O-200-A	Ratier	/ 74.9	750	67.7 /	70.0 / 79.1	C
DR 1050		FH 110-500R	/ 2750	1.85			
Jodel	Rolls-Royce O-200-A	Evra	74.6 / 74.6	780	/ 68.6	/ 79.7	D
DR 1050 M1	Gomolzig DR 1050-606500	D 11-28-4C	2750 / 2750	1.76			
Jodel	Continental O-200-A	Hoffmann	/ 74.9	780	66.8 /	70.4 / 79.7	C
DR 1050 M1		HO-14-170S-123	/ 2750	1.85			
Jodel	Potez 4-E-20	MT-Propeller	74.5 / 74.5	750	/ 68.3	/ 79.1	D
DR 1051		MTV-7F-170/09	2500 / 2500	1.7			
Jodel	Potez 4-E-20	Diverse	/ 78.0	750	66.7 /	70.0 / 79.1	C
DR 1051		Metallprop.	/ 2670	1.76			
Jodel	Potez 4-E-20	Diverse	/ 78.0	750	66.7 /	70.0 / 79.1	C
DR 1051		Holzprop.	/ 2670	1.76			
Jodel	Potez 4-E-20	Diverse	/ 78.0	780	68.6 /	70.4 / 79.7	B
DR 1051 M		Festprop.	/ 2650	1.74			
Jodel	Rolls-Royce O-200-A	Evra	73.5 / 73.5	700	/ 72.4	/ 78.2	A
U2V	Robin 2160	D11-28-4C	2600 / 2600	1.76			
Jodel	Cont./Rolls-Royce O-200-A	Sensenich	75.0 / 75.0	700	57.6 /	69.3 / 78.2	D
U2V		69CK-0-52	2431 / 2431	1.74			
Jodel	Continental O-200-A	Hoffmann	75.3 / 75.3	700	69.9 /	69.3 / 78.2	A
U2V		HO-14-183-11	2750 / 2750	1.83			
Jodel	Continental O-200-A	Schneider	75.3 / 75.3	700	66.2 /	69.3 / 78.2	C
U2V		Schneider	2750 / 2750	1.73			
Jodel	Continental O-200-A	Evra	75.3 / 75.3	700	69.9 /	69.3 / 78.2	A
U2V		D11-28-4C	2750 / 2750	1.76			
K+W Thun	Wright-Hispano W.-HISPANO 9Q	K+W	/ 186.4	1400	68.8 /	78.7 / 88.0	D
DEWOITINE D 26		D250/S170	/ 1900	2.5			
K+W Thun	Wright-Hispano W.-HISPANO 9QA	K+W	/ 186.4	1400	68.8 /	78.7 / 88.0	D
DEWOITINE D 26		D250/S180	/ 1900	2.5			
Klemm	Hirth HM 504-A2	Hoffmann	/ 63.8	780	71.3 /	70.4 / 79.7	A
35		185-123	/ 2360	1.85			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Luscombe	Continental A-65-8	Sensenich	/ 48.6	540	56.9 /	68.0 / 76.0	D
8A		76C-46	/ 2280	1.93			
Luscombe	Continental A-65-8F	Universal	/ 48.6	544	61.2 /	68.0 / 76.0	D
8A		74A-50	/ 2300	1.88			
Luscombe	Continental A-65-8F	McCauley	48.4 / 48.4	571	60.5 /	68.0 / 76.0	D
8A		1B90/CM7447	2150 / 2150				
Luscombe	Continental C-90-8F	Evra	/ 66.8	572	62.9 /	68.0 / 76.0	D
8A		N 177S	/ 2475	1.77			
Luscombe	Continental C-90-12F	McCauley	/ 66.8	635	63.9 /	68.5 / 76.8	C
8F		1B90/CM7154	/ 2400	1.8			
M&D Flugzeugbau GmbH & Co. K	M&D Flugzeugbau GmbH & Co. KG MD-TJ		/	600	/	/	-
JS-MD 3			/				
	This aircraft type conforms with the provisions of Article 6.1 of Regulation 216/2008 without the need to comply with the Standards of ICAO Annex 16, Volume I, Chapter 10, by virtue of being a self-sustaining powered sailplane.						
M.Dätwyler	Lycoming O-320-D2A	Sensenich	120.5 / 120.5	920	/ 74.4	/ 82.0	C
MD3-160		74DM6S8-0-62	2700 / 2700	1.88			
MAGNI GYRO Srl	Rotax 914 UL	Arplast	/	450	/ 64.8	/ 65.0	D
M16 Tandem Trainer	Original Prop.pitch: 12° 45' Rotor: 2 Bl. 28 ft	Ecoprop GL 170/3	5800 / 5800	1.71			
MAGNI GYRO Srl	Rotax 914 UL	Arplast	/	450	/ 64.8	/ 65.0	D
M24 Orion	Florian Raboud J-RO AlpineGyro Prop.pitch: 12° 45' TOP limit: 111hp@5500RPM	ECO GL 170/3 L	5500 / 5500	1.71			
Messerschmitt	Argus Motorenwerke As 10C/3	Schwarz	176.6 / 161.9	1380	73.2 /	78.4 / 87.8	D
ME 108 B	-	Me P7 Nabe:9-70-102-A-1	2000 / 1940	2.358			
Meteor	Lycoming O-340-A1A	Hartzell	/ 111.4	800	70.4 /	70.7 / 80.1	B
FL 55 B		HC-82XG1B	/ 2570	1.85			
Meteor	Lycoming O-360-A1A	McCauley	/ 133.7	900	67.8 /	72.0 / 81.7	C
FL 55 CM	Robin (modifiziert)	2D36C14-B	/ 2700	1.88			
Moravan	Aerotechnik CZ Mikron III AE 1	Stuecker	/	580	/	/ 76.0	-
E 114		64A	/				
	Considered to comply with requirements by virtue of early TC date without the need to determine ist noise level. Lärmklasse A						
Navion	Continental E-185-3	Hartzell	/ 137.7	1247	80.2 /	76.6 / 86.4	A
NA17(L-17A)		HC-12X20	/ 2300	2.15			
Navion	Continental E-225-8	Hartzell	/ 167.1	1247	75.1 /	76.6 / 86.4	B
NAVION A (L-17B)	Frankfurter 2x FTF 60	HC-A2V20-4	/ 2600	2.13			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Neukom	Koenig SC430 F+E	Fischer + Entw.	18.2 / 18.2	380	/ 62.3	/ 76.0	D
ELFE S4A TOP		Faltbar	2327 / 2327	1.3			
Norecrin	Regnier 4L00	Hoffmann	/ 100.3	1050	67.5 /	74.0 / 83.9	D
II		HO 42HM-200S 160	/ 2280	2.01			
	HO 42HM-200 S160						
Norecrin	Regnier 4L00	Hoffmann	/ 100.3	1050	67.5 /	74.0 / 83.9	D
II		HO-42-200515	/ 2280	2.01			
Piaggio Aero Industries S.p.A.	Lycoming GO-480-B1A6	Piaggio	/ 193.5	1820	73.0 /	80.0 / 88.0	D
FW-149-D		P1033-G4/D4	/ 1925	2.21			
Piaggio Aero Industries S.p.A.	Lycoming GO-480-B1A6	Piaggio	/ 193.5	1820	69.0 /	80.0 / 88.0	D
FW-P149-D	Frankfurter	P1033-G4/D4	/ 1925	2.2			
Piaggio Aero Industries S.p.A.	Lycoming GO-480-B1A6	Hartzell	204.3 / 196.8	1820	/ 74.1	/ 88.0	D
FW-P149-D	Gillet/Frankfurter FTF60	HC-A3MV20-1F/MV9333N-3	2182 / 1925	2.3			
Piel	Continental C-90-14F	MT-Propeller	/ 66.8	610	64.9 /	68.1 / 76.2	C
CP 301 A		MT 178R 120-2C	/ 2475	1.78			
Piel	Continental C-90-14F	Hoffmann	/ 66.8	610	66.3 /	68.1 / 76.2	B
CP 301 A		HO 14-183 110	/ 2475	1.77			
Piel	Continental O-200-A	McCauley	/ 74.9	610	63.6 /	68.1 / 76.2	C
CP 301 E		1A100/MCM6758	/ 2510	1.7			
Pilatus	Walter Motoren AS-410-A2	Argus	/ 179.3	1920	71.2 /	80.0 / 88.0	D
P2-05/06		L-22	/ 1880	2.59			
Pilatus	Lycoming GO-435-C2A	Hartzell	182.6 / 179.3	1575	/ 81.5	/ 88.0	D
P3-03,-05		HC-83V20-2C1	1990 / 1925	2.2			
Pilatus	Pratt & Whitney PT6A-25A	Hartzell	410.3 / 410.3	1900	73.0 /	80.0 / 88.0	D
PC-7		HC-B3TN-2	2200 / 2200	2.36			
Pilatus	Pratt & Whitney PT6A-25A	Hartzell	/ 410.3	2700	79.2 /	80.0 / 88.0	B
PC-7		HC-B3TN-2	/ 2200	2.36			
Pilatus	Pratt & Whitney PT6A-25C	Hartzell	521.7 / 521.7	2350	/ 75.8	/ 88.0	D
PC-7 MKII		HC-D4N-2A/D	2000 / 2000	2.44			
	Version Propeller HC-D4N-2E: Gemäss Gerätekennblatt F56-25 ist min. pitch bei -2A 14°, bei -2E 16°. Sonst identisch. Für -2E no acustical change						
Pilatus	Pratt & Whitney PT6A-25C	Hartzell	522.0 / 522.0	2700	/ 78.1	/ 88.0	D
PC-7 MKII		HC-D4N-2A	2000 / 2000	2.44			
	mit Niederdruck-Reifen						
Pilatus	Pratt & Whitney PT6A-25C	Hartzell	522.0 / 522.0	2850	/ 78.6	/ 88.0	D
PC-7 MKII		HC-D4N-2A	2000 / 2000	2.44			
	mit Hochdruck-Reifen, Version Propeller HC-D4N-2E: Gemäss Gerätekennblatt F56-25 ist min. pitch bei -2A 14°, bei -2E 16°. Sonst identisch. Für -2E no acustical change						

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Pilatus	Pratt & Whitney PT6A-62	Hartzell	708.4 / 671.1	2350	/ 78.6	/ 88.0	D
PC-9 (M)		HC-D4N-2A/D9512A	2000 / 2000	2.438			
Pilatus	Pratt & Whitney PT6A-62	Hartzell	708.4 / 671.1	3200	/ 84.6	/ 88.0	C
PC-9 (M)		HC-D4N-2A/D9512A	2000 / 2000	2.442			
Pilatus	Pratt & Whitney PT6A-62	Hartzell	708.2 / 708.2	2200	72.8 /	80.0 / 88.0	D
PC-9*		HC-D4N-2A	1996 / 1996	2.43			
Pilatus	Pratt & Whitney PT6A-68B	Hartzell	1193.0 / 1193.0	3100	/ 79.0	/ 85.0	D
PC-21		HC-E5A-2/E9193B(K)	2000 / 2000	2.67			
Pilatus	Pratt & Whitney PT6A-68B	Hartzell	1193.0 / 1193.0	3100	/ 82.3	/ 85.0	D
PC-21		HC-E5A-2/E9193B(K)	2000 / 2000	2.67			
	with External Smoke Generators						
Pilatus	Pratt & Whitney PT6A-68B	Hartzell	1193.0 / 1193.0	3600	/ 82.3	/ 85.0	D
PC-21		HC-E5A-2/E9193B(K)	2000 / 2000	2.67			
	Underwing Fuel Tanks						
Pilatus	Pratt & Whitney PT6A-68B	Hartzell	1193.0 / 1193.0	3780	/ 83.5	/ 85.0	C
PC-21		HC-E5A-2/E9193B(K)	2000 / 2000	2.67			
	Underwing Fuel Tanks						
Piper	Continental A-65	Diverse	/ 48.6	550	67.9 /	68.0 / 76.0	B
J3C		Festprop.	/ 2300	0			
Piper	Continental A-65-8	Sensenich	/ 48.6	553	67.9 /	68.0 / 76.0	B
J3C		43K10107	/ 2300	1.83			
Piper	Continental A-65-1	Sensenich	/ 48.6	553	67.9 /	68.0 / 76.0	B
J3C		W72CK-42	/ 2300	1.83			
Piper	Continental A-65-1	Hoffmann	/ 48.6	553	67.9 /	68.0 / 76.0	B
J3C		HO 17-178 100	/ 2300	1.78			
Piper	Continental C-90-12F	Hoffmann	/ 66.8	553	64.9 /	68.0 / 76.0	C
J3C		Ho 14-183 100	/ 2475	1.83			
Piper	Continental C-90-12F	McCauley	/ 66.8	553	64.9 /	68.0 / 76.0	C
J3C		1B90/CM7146	/ 2475	1.8			
Piper	Continental A-65-8	McCauley	/ 48.6	553	67.9 /	68.0 / 76.0	B
J3C		1B90/CM7443	/ 2300	188			
Piper	Continental C-90-12F	MT-Propeller	/ 66.8	580	64.9 /	68.0 /	C
J3C		MT 178R110-2C	/ 2475	1.78			
Piper	Cont./Rolls-Royce C-90-14F	Sensenich	67.1 / 67.1	580	/ 69.2	/ 76.0	C
J3C	Liese Typ D76(-2)	76 AK-2-40	2475 / 2475	1.88			
Piper	Continental C-90-12F	MT-Propeller	/ 66.8	580	64.9 /	68.0 /	C
J3C		MT 183R118-2C	/ 2475	1.83			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Piper	Continental C-85-8	Diverse	/ 63.8	580	66.0 /	68.0 / 76.0	C
J3C		Festprop.	/ 2525	0			
Piper	Continental C-90-8F	Diverse	/ 66.8	580	64.9 /	68.0 / 76.0	C
J3C		Festprop.	/ 2475	0			
Piper	Continental O-200-A	MT-Propeller	/ 74.9	580	68.1 /	68.0 / 76.0	A
J3C		183R100-2C	/ 2750	1.8			
Piper	Continental O-200-A	Diverse	/ 74.9	580	66.1 /	68.0 / 76.0	B
J3C		Festprop.	/ 2560	1.88			
Piper	Continental C-90-12F	MT-Propeller	/ 66.8	580	64.9 /	68.0 / 76.0	C
J3C		MT 183R100-2C	/ 2475	1.83			
Piper	Continental O-200-A	Diverse	/ 74.9	580	68.1 /	68.0 / 76.0	A
J3C		Festprop.	/ 2750	1.8			
Piper	Continental C-90-12F	Sensenich	/ 66.8	580	64.9 /	68.0 /	C
J3C-65/L-4.		W72GK-48	/ 2475	1.83			
Piper	Continental C-90-12F	MT-Propeller	/ 66.8	580	64.9 /	68.0 /	C
J3C-65/L-4.		MT 183R100-2C	/ 2475	1.83			
Piper	Continental C-90-12F	Sensenich	/ 66.8	580	64.9 /	68.0 / 76.0	C
J3C-65/L-4.		W72GK-50	/ 2475	1.83			
Piper	Continental C-90-14F	Sensenich	/ 66.8	580	64.9 /	68.0 /	C
J3C-65/L-4.		W72GK-48	/ 2475	1.83			
Piper	Lycoming O-290-D2	Sensenich	/ 100.3	795	68.6 /	70.6 / 80.0	C
PA-12		M74DM	/ 2600	1.88			
Piper	Lycoming O-290-D2	McCauley	/ 100.3	795	68.6 /	70.6 / 80.0	C
PA-12		1A170/DM 7445	/ 2600	1.88			
Piper	Lycoming O-320-A2B	Sensenich	/ 111.4	748	70.0 /	70.0 / 79.1	B
PA-16		74DM6-0-56	/ 2620	1.88			
Piper	Lycoming O-290-D2	Sensenich	/ 100.3	750	64.5 /	70.0 / 79.1	D
PA-16		M74DM52	/ 2450	1.88			
Piper	Continental C-90-8F	Sensenich	/ 66.8	680	65.4 /	69.1 / 77.8	C
PA-18		W72GK-50	/ 2475	1.82			
Piper	Continental C-90-14F	Sensenich	/ 66.8	680	65.4 /	69.1 / 77.8	C
PA-18		76AK-2-42	/ 2475	1.88			
Piper	Continental C-90-8F	McCauley	/ 66.8	680	60.8 /	69.1 / 77.8	D
PA-18		1A101/DCM6948	/ 2475	1.75			
Piper	Continental C-90-8F	Sensenich	/ 66.8	680	64.8 /	69.1 / 77.8	C
PA-18		M76-AK	/ 2475	1.93			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Piper	Lycoming O-290-D	Sensenich	/ 93.2	680	65.1 /	69.1 / 77.8	C
PA-18-125		74DM6-0-52	/ 2600	1.88			
Piper	Lycoming O-290-D2	Sensenich	/ 100.3	680	65.0 /	69.1 / 77.8	C
PA-18-135		74DM6-0-52	/ 2600	1.88			
Piper	Lycoming O-320-A2B	Sensenich	/ 111.4	794	63.1 /	70.6 / 80.0	D
PA-18-150	MEIGA/Wülsag	74DM6-0-56	/ 2690	1.88			
Piper	Lycoming O-320-A2B	Sensenich	111.4 / 111.4	794	65.6 /	70.6 / 80.0	D
PA-18-150		M74DM6-0-56	2700 / 2700	1.88			
Piper	Lycoming O-320-A2B	Sensenich	/ 111.4	794	66.7 /	70.6 / 80.0	C
PA-18-150	Balmer	74DM6-0-50	/ 2620	1.88			
Piper	Lycoming O-320-A2B	Sensenich	/ 111.4	794	66.6 /	70.6 / 80.0	C
PA-18-150		M74DM-0-50; -52; -54	/ 2700	1.88			
Piper	Lycoming O-320-A2B	Hoffmann	111.8 / 111.8	794	/ 70.2	/ 80.0	D
PA-18-150		HO4/23AHM-A170 105	2700 / 2700	1.7			
Piper	Lycoming O-320-A2B	Sensenich	111.4 / 111.4	794	65.6 /	70.6 / 80.0	D
PA-18-150		74DM6-0-58	2700 / 2700	1.88			
Piper	Lycoming O-320-B2B	Sensenich	/ 119.5	794	64.6 /	70.6 / 80.0	D
PA-18-150		74DM6-0-56	/ 2700	1.88			
Piper	Lycoming O-320-A2A	Sensenich	112.0 / 112.0	794	/ 69.1	/ 80.0	D
PA-18-150	Gomolzig 74-0201	M74 DM-0-52	2700 / 2700	1.88			
Piper	Lycoming O-320-A2B	Sensenich	111.4 / 111.4	794	65.6 /	70.6 / 80.0	C
PA-18-150		74DM6-0-60	2700 / 2700	1.88			
Piper	Lycoming O-320-A2B	Sensenich	/ 111.4	795	67.6 /	70.6 / 80.0	C
PA-18-150	MécanAir	74DM6-0-50	/ 2700	1.88			
Piper	Lycoming O-320-A2B	Sensenich	/ 111.4	907	66.6 /	72.1 / 81.8	D
PA-18-150		M74DM-0-50; -52; -54	/ 2700	1.88			
Piper	Lycoming O-320-B1A	McCauley	111.4 / 111.4	907	/	/ 81.8	-
PA-18-150		1A175/GM8244	2700 / 2700	2.08			
	By virtue of the date of type certification this aircraft type is in accordance with the provisions of Article 1b of the regulation on the emission of aircraft (VEL, SR 748.215.3) without the need to comply with the Standards of ICAO Annex 16, Volume I.						
Piper	Lycoming O-320-D2A	Sensenich	/ 119.5	794	64.6 /	70.6 / 80.0	D
PA-18-150/160		74DM6-0-56	/ 2700	1.88			
Piper	Lycoming O-320-B2B	Sensenich	/ 119.5	907	66.4 /	72.1 / 81.8	D
PA-18-150/160		74DM6-0-56	/ 2700	1.88			
Piper	Lycoming O-360-A2A	Hoffmann	133.7 / 133.7	793	64.3 / 65.6	70.6 / 79.9	D
PA-18-180		HO4/27HM-170120	2700 / 2700	1.7			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Piper	Lycoming O-360-C1G	MT-Propeller	134.2 / 134.2	794	/ 72.1	/ 80.0	C
PA-18-180	Liese V76-PA18	MTV-14-B/183-301a	2700 / 2700	1.83			
Piper	Lycoming O-360-A2A	McCauley	/ 133.7	794	74.0 /	70.6 /	A
PA-18-180		1A200/FA8243	/ 2700	2.08			
Piper	Lycoming O-360-A2A	Sensenich	/ 133.7	794	68.0 /	70.6 / 80.0	C
PA-18-180		76EM8S5-0-55	/ 2680	1.93			
Piper	Lycoming O-360-A1F6	Hoffmann	133.7 / 133.7	794	62.9 /	70.6 / 80.0	D
PA-18-180	MEIGA/Wülsag	HO4/27HM-170125	2700 / 2700	1.7			
Piper	Lycoming O-360-A3A	Sensenich	133.7 / 133.7	906	/ 68.3	/ 81.8	D
PA-18-180 (USA STC)		76EM8-0-52	2700 / 2700	1.93			
Piper	Lycoming O-360-A3A	Sensenich	133.7 / 133.7	907	/ 68.3	/ 81.8	D
PA-18-180 (USA STC)	Gomolzig	76EM8S5-0-55	2700 / 2700	1.93			
Piper	Lycoming O-360-A4A	Hoffmann	/ 133.7	794	61.4 /	70.6 / 80.0	D
PA-18-180M	MécanAir	HO4/27HM-170....	/ 2700	1.7			
Piper	Lycoming O-360-A3A	Hoffmann	134.2 / 134.2	794	/ 65.9	/ 80.0	D
PA-18-180M	Gomolzig PA18-606500	HO4/27HM-170 110	2700 / 2700	1.7			
Piper	Lycoming O-360-A3A	Hoffmann	134.2 / 134.2	794	/ 68.1	/ 80.0	D
PA-18-180M	MécanAir	HO4/27HM-170 110	2700 / 2700	1.7			
Piper	Lycoming O-360-A3A	Hoffmann	134.2 / 134.2	794	/ 69.2	/ 80.0	D
PA-18-180M	MécanAir	HO4/27HM-170-125	2700 / 2700	1.7			
Piper	Lycoming O-360-A4A	Hoffmann	/ 133.7	907	61.4 /	72.1 / 81.8	D
PA-18-180M	MécanAir	HO4/27HM-170 120	/ 2700	1.7			
Piper	Continental C-90-8F	McCauley	/ 66.8	680	62.1 /	69.1 / 77.8	D
PA-18		1B90/CM7150	/ 2475	1.88			
Piper	Continental C-90-8F	McCauley	/ 66.8	680	58.6 /	69.1 / 77.8	D
PA-18	Frankfurter	1B90/CM7150	/ 2475	1.88			
Piper	Continental C-90-14F	McCauley	/ 66.8	680	58.6 /	69.1 / 77.8	D
PA-18	Frankfurter	1B90/CM7146	/ 2475	1.88			
Piper	Continental C-90-14E	Sensenich	67.1 / 67.1	681	/ 67.4	/ 77.8	D
PA-18	Liese D76-2	M76AK-2-42	2475 / 2475	1.88			
Piper	Continental C-90-8F	Sensenich	/ 66.8	680	66.4 /	69.1 / 77.8	C
PA-19		M76AK2	/ 2475	1.93			
Piper	Continental C-90-8F	Sensenich	/ 66.8	680	58.6 /	69.1 / 77.8	D
PA-19	Frankfurter	M76AK2	/ 2475	1.88			
Piper	Continental C-90-14F	Sensenich	/ 66.8	680	58.6 /	69.1 / 77.8	D
PA-19	Frankfurter	M76AK2	/ 2475	1.88			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Piper	Lycoming O-235-C1B	Sensenich	/ 80.0	750	68.2 /	70.0 / 79.1	B
PA-22-108		M76-AM2	/ 2600	1.88			
Piper	Lycoming O-290-D2	Sensenich	/ 100.3	885	65.8 /	71.8 / 81.5	D
PA-22-135		M74DM	/ 2550	1.88			
Piper	Lycoming O-320-A	Sensenich	/ 111.4	907	70.8 /	72.1 / 81.8	B
PA-22-150		M74DM6-0-56	/ 2610	1.88			
Piper	Lycoming O-320-A3A	Hartzell	/ 111.4	1588	77.0 /	80.0 / 88.0	C
PA-23		HC-82XL-2C	/ 2700	1.82			
Piper	Lycoming O-320-B1A	Hartzell	/ 119.5	1724	72.0 /	80.0 / 88.0	D
PA-23-160		HC-82XG-2B	/ 2630	1.82			
Piper	Lycoming O-320-A2B	Sensenich	112.0 / 112.0	794	/ 68.7	/ 80.0	D
PA-18-150	Liese V-76	(M)74DM6-()-52	2700 / 2700	1.88			
Piper	Lycoming O-320-A2B	Sensenich	112.0 / 112.0	794	/ 68.7	/ 80.0	D
PA-18-150	Liese V-76	(M)74DM6-()-56	2700 / 2700	1.88			
Piper	Lycoming O-320-A2B	Sensenich	112.0 / 112.0	794	/ 70.0	/ 80.0	D
PA-18-150	Liese V-76	(M)74DM6-()-54	2700 / 2700	1.88			
Piper	Lycoming O-320-A2B	Sensenich	112.0 / 112.0	794	/ 67.4	/ 80.0	D
PA-18-150	Gomolzig PA18-606500	(M)74DM6-()-54	2700 / 2700	1.88			
Piper	Lycoming O-320-A2B	Sensenich	112.0 / 112.0	794	/ 66.2	/ 80.0	D
PA-18-150	Gomolzig Typ 3/PA18	(M)74DM6-()-56	2700 / 2700	1.88			
Pipistrel	Rotax 912 UL	Pipistrel	/	472.5	/ 61.2	/ 65.0	D
Sinus	Akrapovic Titanium	Vario	5350 / 5350	1.67			
Pipistrel	Rotax 503 UL DCDI 2V	Pipistrel	/	472.5	/ 65.0	/ 65.0	D
Taurus		Caliber 2 (Wood)	6500 / 6500	1.6			
Pipistrel	Rotax 912 ULS2	Woodcomp	/	600	/ 70.8	/ 70.8	A
Virus SW	Original	SR3000	5800 / 5800	1.74			
Pipistrel	Rotax 912 ULS2	MT-Propeller	/	600	/ 70.8	/ 70.8	A
Virus SW	Original	MTV-33-1-A/170-200	5800 / 5800	1.7			
Procaer	Lycoming O-320-B2A	Hartzell	/ 119.5	1030	72.3 /	73.7 / 83.6	B
F 15		HC-82XL-1D	/ 2700	1.82			
Procaer	Lycoming O-360-A1A	Hartzell	/ 133.7	1120	72.9 /	74.9 / 84.8	C
F 15 B		HC-92ZK-8D	/ 2700	1.82			
Remos	Rotax 912 ULS	GT Propellers	/	472.5	/ 58.5	/ 65.0	D
G-3/600		GT-164	/ 5200	1.695			
Republic Aviation Corporation	Franklin 6A8-215-9BF	Hartzell	/	1429	78.0 /	79.0 / 88.0	B
RC-3 (Seabee)	-	HC-D2MV20-3	2450 / 2450	2.134			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Rimowa Flugzeugwerke AG	Pratt & Whitney R-985-AN-14B	MT-Propeller	330.9 / 330.9	2000	/ 81.7	/ 85.0	D
Junkers F13	Original	5406/A1C1-6	1800 / 1800	2.91			
Roesgen	Continental A-65-8F	Hoffmann	/ 48.6	400	66.0 /	68.0 / 76.0	C
EPR 301		HO-14-178-100	/ 2300	1.78			
S.A.I.	Continental O-300-A	McCauley	108.1 / 108.1	860	/ 71.8	/ 81.1	D
KZ VII	Balmer	1A170/DM7649	2700 / 2700	1.9			
S.A.I.	Continental C-145-2	Koppers	/ 108.4	860	72.0 /	71.5 / 81.1	A
KZ VII		F200/00-74E	/ 2420	1.9			
S.A.I.	Continental O-300-A	Hoffmann	/ 108.4	860	73.5 /	71.5 / 81.1	A
KZ VII	Balmer	HO-30-190-12	/ 2700	1.9			
S.A.I.	Continental C-145-2	Hoffmann	/ 108.4	860	72.4 /	71.5 / 81.1	A
KZ VII		HO-30-190-12	/ 2520	1.9			
S.A.I.	Continental O-300-A	Hoffmann	108.1 / 108.1	860	/ 72.4	/ 81.1	C
KZ VII	Balmer	HO-30-190-12	2700 / 2700	1.9			
S.A.I.	Continental C-145-2	McCauley	/ 108.4	860	/	/ 81.1	-
KZ VII		1A170/DM7649	/ 2520	1.9			
	Lärmklasse A						
Saab	Lycoming O-360-A1A	McCauley	/ 133.7	1205	77.2 /	76.1 / 85.9	A
91 D		2D36C14/78KM-4	/ 2700	1.88			
Saab	Lycoming IO-360-C1C	Hoffmann	/ 148.9	1205	76.2 /	76.1 / 85.9	A
91 D		HO-V123K/180	/ 2700	1.8			
Sipa	Continental C-90-14F	Evra	/ 66.8	670	64.9 /	68.9 / 77.5	C
903	MécanAir	D11-28-1B	/ 2460	1.78			
Sipa	Continental C-90-14F	Hoffmann	/ 66.8	670	68.0 /	68.9 / 77.5	B
903		HO-14-178-120	/ 2500	1.77			
Sipa	Continental C-90-14F	Evra	/ 66.8	670	70.1 /	68.9 / 77.5	A
903		D11-28-1B	/ 2475	1.78			
Sipa	Continental C-90-14F	Evra	66.8 / 66.8	670	/ 68.4	/ 77.5	D
903	SAB	D11-28-1B	2320 / 2320	1.775			
SNCAN	Renault 4P05	Hoffmann	/ 104.3	770	61.9 /	70.3 / 79.5	D
STAMPE SV4A	Andere	HO-34HM-198S	/ 2200	1.99			
SNCAN	Renault 4P05	Hoffmann	/ 104.3	770	71.2 /	70.3 / 79.5	A
STAMPE SV4A		HO-34HM-L98S	/ 2200	1.99			
SNCAN	Renault 4P03	Merville	103.0 / 103.0	825	/ 69.6	/ 80.5	D
STAMPE SV4C	Bornand DBO-01	745	1900 / 1900	1.98			
SNCAN	Renault 4P03	Poncelet	/ 104.3	825	71.0 /	71.0 / 80.5	B
STAMPE SV4C		HL 2011	/ 2200	1.98			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Socata	Continental W670-6A	Evra	/ 164.1	1100	70.9 /	74.7 / 84.6	C
MS 317		HL 21552	/ 2075	2.42			
Socata	Continental W670-6A	Evra	/ 164.1	1100	70.9 /	74.7 / 84.6	C
MS 317		120-55-B7	/ 2075	2.42			
Socata	Argus Motorenwerke AS-10 C3B	MT-Propeller	/	1590	/	/	-
MS 500	Original LK: A	MT 256 R 140-6AB	/				
Socata	Moteurs Salmson 9-ABC	Helices Pignolo	/	1590	/	/	-
MS 502	Original LK: A	M-DA 255/260	/	2.55			
Socata	Lycoming O-540-E4B5	Hartzell	172.8 / 172.8	1490	/ 84.3	/ 88.0	C
MS 505	Gomolzig Maule 606 050	HC-C2YK-1BF	2550 / 2550	2.09			
Socata	Argus Motorenwerke AS-10 C3B	MT-Propeller	/	1590	/	/	-
MS 505	Original LK: A	MT 256 R 140-6AP	/				
Socata	Argus Motorenwerke AS-10 C3B	Hoffmann	/	1590	/	/	-
MS 505	Original	HO 82-256B 114	/				
Socata	Jacobs R-755A2	Evra	/ 226.9	1590	73.9 /	80.0 / 88.0	D
MS 505		130-38-29	/ 1950	2.6			
Socata	Lycoming O-540-E4B5	Hartzell	172.8 / 172.8	1590	/ 84.3	/ 88.0	C
MS 505	Gomolzig Maule 606 050	HC-C2YK-1BF	2550 / 2550	2.09			
Socata	Potez 6D02	Hartzell	/ 171.2	1800	77.7 /	80.0 / 88.0	C
MS 733		HC-B3Z22-7	/ 2500	2.13			
STOL Aircraft.	Lycoming IO-360-B1D	Hartzell	134.2 / 134.2	1724	/ 78.8	/ 88.0	D
UC-1 TWIN BEE		HC-C2YK-2RB/7666A-2	2700 / 2700	1.88			
Sud Aviation	Continental A-65	Merville	/ 48.6	485	63.3 /	68.0 / 76.0	C
GY-20		693 B	/ 2200	1.65			
Sud Aviation	Continental A-65	McCauley	/ 48.6	515	63.3 /	68.0 / 76.0	C
GY-20-1		1B90/CM7150	/ 2200	1.8			
Tatra	LOM M332AK	MT-Propeller	105.0 / 105.0	720	/ 71.5	/ 78.6	C
T-131 PA Jungmann	Liese Beech 35	MT 188L115-6AZ	2700 / 2700	1.88			
Uetz	Lycoming O-290-D2B	Sensenich	/ 111.4	870	71.0 /	71.6 / 81.3	B
U3M PELIKAN		M74DM56	/ 2700	1.88			
Uetz	Lycoming IO-320-B1A	Hoffmann	/	999	75.8 /	73.3 / 83.2	A
U4M PELIKAN	Liese 76/150	HO-V72L2/180DU	2700 / 2700	1.8			
Uetz	Lycoming O-320-A2B	McCauley	/ 111.4	1000	75.9 /	73.3 / 83.2	A
U4M PELIKAN		1C172/MGM7460	/ 2700	1.88			

Flugzeughersteller Muster	Motor Schalldämpfer	Propellerhersteller Muster	Start- / Dauer- Leistung [kW] Start- / Dauer- Drehz. [1/min]	MTOM [kg] Prop.- durchm. [m]	Pegel Kap.6 / Kap. 10 [dB(A)]	Grenzwert Kap.6 / Kap. 10 [dB(A)]	Geb.- klasse
Uetz	Lycoming O-320-A2B	Hartzell	/ 111.4	1000	72.9 /	73.3 / 83.2	B
U4M PELIKAN		HC-C2YL-1B	/ 2700	1.82			
Wolf Hirth	Franklin 6A-350-C1	Hartzell	/ 148.9	700	69.4 /	69.3 / 78.2	A
HI-27 MK II		HC-C2YF-4	/ 2600	2.03			
Yakovlev Design Bureau	WSK AI-14 R	Vpered Moscow	191.0 / 161.0	1316	/ 80.8	/ 87.1	C
YAK-18A	Original	B530-A35	2350 / 2050	2.4			