

Ronald Reagan Washington National Airport

IATA/ICAO CODE: DCA/KDCA
 CITY: Washington(DC)
 STATE: VA
 COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name: Neal H. Phillips
 Title: Manager, Noise Abatement Office
 Airport: Ronald Reagan Washington National Airport
 Address: Metropolitan Wash Airports Authority, MA-15
 1 Aviation Circle
 Washington, DC 20001-6000.
 Phone: +1 703 417 8745
 Fax: +1 703 417 8371
 Email: Neal.Phillips@mwaa.com
 Airport Web Site: <http://www.metwashairports.com/reagan/reagan.htm>

ELEVATION: 15 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
01/19	6869	-	-	150
04/22	4911	-	-	150
15/33	5204	-	-	150

[Check FAA Airport Diagrams for current information.](#)

NOISE ABATEMENT PROCEDURES

Nonstop Flight:	Air carrier aircraft may not operate between the airport and any other airport that is more than 1250 statute miles away from Washington National Airport.
Departures:	<p>From take-off climb to 1500'. At 1500' reduce power to a target setting computed for hot day conditions at maximum gross take-off weight to give approximately 500 FPM climb. (in lieu of 1500', as the point of power reduction, the DCA 2 DME fix when departing northwest or northeast or the DCA 3 DME fix when departing south may be used). Maintain reduced power until past the DCA 10 DME Arc, gradually increase power to normal climb settings. Follow the Potomac or Anacostia River routes described below unless otherwise advised by ATC.</p> <p>ATC clearance to "continue climb" in no way eliminates the requirement to comply with noise abatement procedures, except that the</p>

	<p>specific ATC instruction to "expedite climb" releases the pilot from further compliance with noise abatement procedures.</p> <p>Northwest - Potomac River to abeam Georgetown Reservoir or the DCA 4 DME Arc, then continue over the river or via DCA R-328 until past DCA 10 DME Arc.</p> <p>Northeast - Anacostia River to DCA 5 DME fix, continuing at reduced power past the DCA 10 DME Arc.</p> <p>South - Potomac River to the DCA 5 DME fix, continuing at reduced power past the DCA 10 DME Arc.</p>
Arrivals:	<p>Aircraft shall be vectored so as to continue their approaches over the rivers while being spaced within the traffic flow. Aircraft making IFR approaches from the northwest shall be cleared for Washington DC (Va) 19-1 River Approach (visual) when weather is 3500' and 3 miles or better. Radar vectors will be provided to the final approach course. When cleared for a River Approach, aircraft may visually follow the river to the airport or may proceed via the DCA R-328 (148 degree inbound) or via the LDA Rwy 18 approach to abeam Georgetown Reservoir or the DAC 4 DME fix, then visually follow the river to the airport. A light on Memorial Bridge is installed to assist pilots in staying over the Potomac River during approaches from the northwest.</p> <p>Aircraft making IFR approaches from the south shall be cleared for a Washington DC 19-1 Mount Vernon Approach (visual) when weather is 3000' and 4 miles or better. When so cleared, aircraft will proceed inbound via DCA R-189 (009 degrees inbound) to abeam Oxonn (DC) LOM or DCA 5.6 DME fix, then will visually follow the river to the airport.</p>

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

Note: DCA has not been under FAA since 1987 and does not follow Part 159.40 (Nighttime noise limitation). The airport has its own regulations.

Per the "Metropolitan Washington Airports Regulations"

Part 3- AIRCRAFT RULES

Chapter II - Aircraft Operations

3.11 Nighttime Noise Limitations

(1) Except in an emergency, and except as allowed by paragraph (2) of this section, no person may operate an aircraft at National after 9:59pm and before 7:00am if the estimated noise levels in A-weighted decibels certified for the aircraft type and model by the FAA in accordance with Part 36 of Title 14, Code of Federal Regulations exceeds the applicable noise limit set forth below. No adjustment for gross weight will be allowed.

Arrivals: 85 dBA as generated on approach
Departures: 72 dBA as generated on take-off.

(2) An operation which is scheduled to arrive before 10:00pm and which is cleared for its final approach before 10:30pm shall not be subject to the noise limit for arrivals set forth in paragraph (1) of this Section.

(Note to the Reader: The FAA publishes Advisory Circular 36-3 "Estimated Airplane Noise Levels in A-weighted Decibels" which lists aircraft types and models and their estimated noise levels. A copy is available at Nationals Operations Office.)

3.12 Penalty

A violation of Section 3.11 shall subject the violator to a civil penalty not to exceed \$5000 for each violation

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA

Senate Bill S.1331 Aviation Competition Enhancement Act of 1997 (Introduced in the Senate) was introduced to modify the perimeter rule to increase airline competition at National. The perimeter rule in place bars nonstop flights longer than 1,250 miles from coming into or departing from National.

S.1331

Aviation Competition Enhancement Act of 1997

(Introduced in the Senate)

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October 29, 1997

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S.1331

Aviation Competition Enhancement Act of 1997 (Introduced in the Senate) S 1331 IS

105th CONGRESS

1st Session

S. 1331

To amend title 49, United States Code, to enhance domestic aviation competition by providing for the auction of slots at slot-controlled airports, and for other purposes.

IN THE SENATE OF THE UNITED STATES October 29, 1997

Mr. MCCAIN introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To amend title 49, United States Code, to enhance domestic aviation competition by providing for the auction of slots at slot-controlled airports, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the `Aviation Competition Enhancement Act of 1997'.

SEC. 2. FINDINGS.

The Congress finds that--

- (1) the Airline Deregulation Act anticipated the opening of markets and the growth of competitive airline service throughout the United States;
- (2) airline competition benefits communities and consumers and should be promoted by the Federal government;
- (3) the introduction of low-fare competition into certain markets has enabled more consumers to fly in those markets, resulting in enormous economic growth for those communities;
- (4) although the deregulation of the domestic airline industry has led to better service and lower fares for most air travelers, the full benefits of airline deregulation have yet to be realized, particularly in communities served by small hub airports and medium hub airports;
- (5) the Secretary of Transportation has the authority to promulgate and enforce standards of fair competition in the airline industry under section 41712 of title 49, United States Code;
- (6) studies by the General Accounting Office (GAO) and independent concerns show that concentration in the domestic airline industry continues to increase and that, where such concentration exists, fares have increased, with a significant impact on communities and their residents;
- (7) the GAO has identified operating limits, to include slot controls, perimeter rules, and other airport restrictions that continue to block airline entry at key airports in the East and upper Midwest, that have an impact on air transportation service throughout the country;
- (8) of the over 3,100 domestic air carrier slots at the 4 slot-controlled airports, which are known as `high density airports'--

(A) fewer than 45 slots are held collectively by air carriers started after deregulation; and

(B) foreign carriers hold approximately twice as many slots as new

entrant air carriers;

(9) the Department of Transportation allowed the established air carriers to retain a large portion of their slots free-of-charge when the current 'Buy-Sell Rule' was instituted in 1985;

(10) access to slot-controlled airports is crucial to establishing new air service in the heavily-traveled eastern and midwestern markets and if carriers are going to be able to increase services to markets served by small hub airports and medium hub airports, particularly in the Southeast and the Midwest;

(11) the 1993 National Commission to Ensure a Strong Competitive Airline Industry recommended that the Federal Aviation Administration (FAA) 'review the rule that limits operations at high density airports with the aim of either removing these artificial limits or raising them to the highest practicable level consistent with safety requirements';

(12) the GAO reports that additional action is needed because the Department of Transportation is limited in the number of new slots it can grant through the current exemption process;

(13) the perimeter rule at Washington National Airport is Federally-mandated; and

(14) increasing competition by removing barriers would not increase noise at Washington National Airport due to the continued applicability of limitations on the number of hourly air carrier operations, and noise restrictions that are in effect at Washington National Airport after 10:00 p.m., which further restrict operations by certain Stage 3 aircraft, the standard for the quietest aircraft technology.

SEC. 3. REDISTRIBUTION OF SLOTS BY AUCTION.

(a) IN GENERAL- Subpart II of part A of subtitle VII of title 49, United States Code, is amended by adding at the end thereof the following:

CHAPTER 455--SLOT AUCTIONS

Sec.

45501. General authority to create, withdraw, and auction slots.

45502. Auction.

45503. Special rules.

45504. Definitions.

Sec. 45501. General authority to create, withdraw, and auction slots

(a) IN GENERAL- The Secretary of Transportation shall allocate slots at each slot-controlled airport for assignment to new entrant air carriers and limited incumbent carriers in accordance with this chapter.

(b) APPLICATION PROCESS-

(1) REQUEST FOR SLOTS- An air carrier with appropriate Federal Aviation Administration safety certification and Department of Transportation economic certification may submit a request to the Secretary for slots at a high density airport. The

application shall include--

- (A) the markets to be served;
- (B) the times requested;
- (C) information on the passenger demand for the service to be provided; and
- (D) such additional information as the Secretary may require.

(2) ACTION ON REQUEST; FAILURE TO ACT- Within 45 days after a request under paragraph (1) is received by the Secretary, the Secretary shall--

(A) approve the request for processing if the Secretary believes that--

(i) the applicant can operate the service for a period of not less than 180 days; and

(ii) the service will improve the competitive environment; or

(B) return the request to the applicant for further information.

If the Secretary neither approves the request under subparagraph (A) nor returns the request under subparagraph (B) within the 45-day period beginning on the date it is received, then a request under paragraph (1) is deemed to have been approved on the 45th day.

(3) PRIORITY FOR CERTAIN MARKETS- In carrying out this subsection, the Secretary shall give priority to the consideration of applications that propose to provide service to communities served by small hub airports, medium hub airports, and other airports that do not have service to the high-density airport to which the application relates.

(c) ALLOCATION PROCESS-

(1) IF SLOTS ARE AVAILABLE- If an application under subsection (b) is approved for processing, the Secretary first shall allocate slots within 60 minutes of the requested times if--

(A) unused slots are available; or

(B) slots may be awarded through the exemption process in accordance with the Federal Aviation Administration's air traffic priorities.

(2) IF SLOTS ARE UNAVAILABLE- If an application under subsection (b) is approved for processing but the requested slots are not available for allocation under paragraph (a) of this subsection, then the Secretary may withdraw slots, under subsection (d), for

(d) WITHDRAWAL OF SLOTS FOR AUCTION-

(1) WITHDRAWAL OF EXISTING SLOT ASSIGNMENTS- The Secretary shall withdraw, from major carriers at each airport--

(A) for the first auction under this section, not more than 10 percent of the auctionable slots assigned to such carriers at that airport; and

(B) for any subsequent auction under this section, not more than 5 percent of the auctionable slots assigned to such carriers at that airport.

(2) FREQUENCY- Auctions under this section shall not be held more frequently than 24 months after the preceding auction.

(3) AUCTIONABLE SLOTS- For purposes of this subsection, an auctionable slot is--

(A) a slot assigned to an air carrier in 1985 that is still assigned to that air carrier, or a slot received in even exchange with another air carrier for a slot assigned to that air carrier in 1985; and

(B) any slot other than a slot--

(i) used by a major carrier to provide service to an airport that is a small or medium hub airport; or

(ii) acquired for value by an air carrier before July 1, 1997.

Sec. 45502. Auction

(a) GENERAL AUTHORITY- The Secretary of Transportation shall assign a slot to a qualified applicant through the use of a system of competitive bidding.

(b) USES TO WHICH BIDDING MAY APPLY- A slot may be assigned under this subsection if the Secretary determines that the assignment of such slot will, or is reasonably likely to, increase competition among air carriers nationally, regionally, or in the markets affected by the slot assignment in accordance with section 45501(b).

(c) DESIGN OF SYSTEMS OF COMPETITIVE BIDDING- In identifying slots to be withdrawn for auction under section 45501(d)(1), in specifying eligibility and other characteristics of such slots, and in designing the methodologies for use under this subsection, the Secretary shall include safeguards to protect the public interest in the use of the slots and shall seek to promote the following objectives:

(1) increasing competition in the provision of air transportation in a way that benefits the public, including those residing in rural areas;

(2) promoting economic opportunity and competition and ensuring that air transportation at competitive rates is readily accessible to the American people by avoiding excessive concentration of slots

among major air carriers;

(3) recovery for the public of a portion of the value of the slots made available by competitive bidding and the avoidance of unjust enrichment through the methods employed to award slots; and

(4) efficient and intensive use of slots.

(d) **BIDDER QUALIFICATION**- No air carrier other than a new entrant air carrier or a limited incumbent carrier may participate in a system of competitive bidding under this section. No license shall be granted to an applicant selected pursuant to this section unless the Secretary determines that the applicant is qualified to utilize the slot or slots to be so assigned.

(e) **RULES OF CONSTRUCTION**- Nothing in this section, or in the use of competitive bidding, shall--

(1) alter slots allocation criteria and procedures established by the other provisions of this subtitle;

(2) diminish the authority of the Secretary under the other provisions of this Act to regulate or reclaim slots;

(3) be construed to convey any rights, including any expectation of renewal of a slot assignment, that differ from the rights that apply to other slots at the same airport that were not issued pursuant to this section; or

(4) be construed to prohibit the Secretary from issuing additional slots.

(f) **CONSIDERATION OF REVENUES IN PUBLIC INTEREST DETERMINATIONS**-

(1) **CONSIDERATION PROHIBITED**- In making a decision to assign slots pursuant to this section, and in prescribing regulations pursuant to this section, the Secretary may not base a finding of public interest, convenience, and necessity on the expectation of Federal revenues from the use of a system of competitive bidding under this section.

(2) **CONSIDERATION LIMITED**- In prescribing regulations pursuant to this section, the Secretary may not base a finding of public interest, convenience, and necessity solely or predominantly on the expectation of Federal revenues from the use of a system of competitive bidding under this section.

(3) **CONSIDERATION OF DEMAND FOR SLOTS**- Nothing in this subsection shall be construed to prevent the Secretary from considering consumer demand for slots-based services.

(g) **TREATMENT OF REVENUES**-

(1) **GENERAL RULE**- Except as provided in paragraph (2), all proceeds from the use of a competitive bidding system under this

subsection shall be deposited in the Airport and Airway Trust Fund established under section 9502 of the Internal Revenue Code of 1986.

(2) DEPOSIT AND USE OF AUCTION ESCROW ACCOUNTS- Any deposits the Secretary may require for the qualification of any person to bid in a system of competitive bidding pursuant to this subsection shall be deposited in an interest bearing account at a financial institution designated for purposes of this subsection by the Secretary (after consultation with the Secretary of the Treasury). Within 45 days following the conclusion of the competitive bidding--

(A) the deposits of successful bidders shall be paid to the Treasury;

(B) the deposits of unsuccessful bidders shall be returned to such bidders; and

(C) the interest accrued to the account shall be transferred to the Airport and Airway Trust Fund.

(h) EVALUATION- Not later than March 1, 1999, the Secretary shall conduct a public inquiry and submit to the Congress a report--

(1) containing a statement of the revenues obtained, and a projection of the future revenues, from the use of competitive bidding systems under this section;

(2) describing the methodologies established by the Secretary pursuant to subsections (c) and (d);

(3) comparing the relative advantages and disadvantages of such methodologies in terms of attaining the objectives described in such subsections; and

(4) recommending any statutory changes that are needed to improve the competitive bidding process.

Sec. 45503. Special rules

(a) Resale or Reversion of Purchased Slots-

(1) RESALE- A slot assigned by competitive bidding under section 45502 may be--

(A) sold by the air carrier to which it was assigned only to a new entrant air carrier or limited incumbent carrier within 24 months of the slot acquisition; or

(B) leased to any air carrier, except that any such leased slot shall be sold to a new entrant air carrier or limited incumbent air carrier that offers to purchase it.

(2) REVERSION- A slot assigned by competitive bidding under

section 45502 that is lost by the air carrier to which it was assigned under section 93.227 of the Federal Aviation Administration's regulations (14 C.F.R. 93.227), shall be returned to the Federal Aviation Administration.

(b) OTHER EXISTING SLOTS-

(1) EXPIRATION- Any slot not withdrawn for assignment under this chapter shall continue in effect until the earlier of--

(A) the date on which it is subsequently withdrawn for such assignment; or

(B) the date on which it expires or is withdrawn according to the terms of its assignment.

(2) FUTURE REVENUES- Any amount paid for assignment or use of an expired slot shall be treated in accordance with the provisions of section 45502(h) as if received under that section.

(c) APPLICATION OF 80-PERCENT RULE-

(1) IN GENERAL- In applying section 93.227(a) of the Federal Aviation Administration's regulations (14 C.F.R. 93.227(a)), the Secretary of Transportation shall take such action as may be necessary to maximize slot usage.

(2) STUDY- The Secretary of Transportation shall initiate a study to determine whether the application of the high density rule contained in subpart S of part 93 of title 14, Code of Federal Regulations, promotes or hinders airline competition or has no effect on airline competition, and the impact of changes to the rule on safety.

(3) USE OF SLOTS BY COMMUTER OPERATORS- The Secretary of Transportation shall limit the use of air carrier slots by commuter air carriers. In carrying out this paragraph, the Secretary shall weigh the benefits of the use of air carrier slots by commuter air carriers against the use of those slots by other air carriers, taking into account the provisions of section 93.227 of the Federal Aviation Administration's regulations (49 C.F.R. 93.227).

Sec. 45504. Definitions

For purposes of this chapter--

(1) HIGH DENSITY AIRPORT- The term 'high density airport' has the meaning given it by section 41714(h)(2) of this title.

(2) NEW ENTRANT AIR CARRIER; LIMITED INCUMBENT CARRIER- The terms 'new entrant air carrier' and 'limited incumbent carrier' have the meaning given such terms by section 93.213 of the Federal Aviation Administration's regulations (14 C.F.R. 93.213).

(3) COMMUTER AIR CARRIER- The term 'commuter air carrier' has the

meaning given that term by section 41714(h)(1) of this title.

(4) MAJOR CARRIER- The term `major carrier' means an air carrier to which Part 121 of title 14, Code of Federal Regulations, applies.

(5) MEDIUM HUB AIRPORT- The term `medium hub airport' means an airport that each year has at least 0.25 percent, but less than 1.00 percent, of the total annual boardings in the United States.

(6) SLOT- The term `slot' has the meaning given that term by section 41714(h)(4) of this title.

(7) SMALL HUB AIRPORT- The term `small hub airport' has the meaning given that term by section 41731(a)(3).

SEC. 4. SECRETARY MAY GRANT EXEMPTIONS TO PERIMETER RULE.

(a) IN GENERAL- The Secretary of Transportation shall by order grant exemptions from the application of section 6012 of the Washington Metropolitan Airport Authority Act of 1986 (49 U.S.C. App. 2461) to all air carriers to operate limited frequencies and aircraft on select routes between Washington National Airport and other airports if the Secretary finds that the exemption will--

- (1) provide air transportation service with network benefits; and
- (2) increase competition in multiple markets.

(b) CRITERIA- The Secretary shall apply the criteria set forth in section 45502(c) of this title in granting exemptions under subsection (a).

(c) LIMITATIONS- Any exemption granted under subsection (a)--

- (1) may not affect the number of hourly commercial operations permitted at Washington National Airport; and
- (2) may not be granted with respect to any aircraft that is not a Stage 3 aircraft (as defined by the Secretary).

(d) The Secretary shall not approve applications that propose to relinquish service to small hub airports and medium hub airports in return for long haul service beyond the perimeter rule. The Secretary shall subsequently prohibit the holder of the exemption from shifting service among slots at Washington National Airport in order to provide the high frequency service that it relinquished to provide long haul service under the exemption.

(e) REPORT- Within 1 year after the date of enactment of this Act, and biannually thereafter, the Secretary shall certify to the United States Senate Committee on Commerce, Science, and Transportation and the United States House of Representatives Committee on Transportation and Infrastructure that noise standards, air traffic congestion, airport-related vehicular congestion, safety standards, and adequate air service to communities within the perimeter described in section 6012 of the Washington Metropolitan Airport Authority Act of 1986 (49 U.S.C. App. 2461) have been maintained at levels that are the same as, or better than, the levels maintained in 1997.

SEC. 5. COMPLAINTS CONCERNING PREDATORY BEHAVIOR.

Section 41712 of title 49, United States Code, is amended

- (1) by inserting `(a) GENERAL- ' before `On the initiative'; and
- (2) by adding at the end thereof the following:

(b) PREDATORY BEHAVIOR COMPLAINTS- If an air carrier files a complaint under subsection (a) that another air carrier has engaged in predatory behavior, then the Secretary of Transportation shall respond to that complaint within 90 days by--

- (1) finding that the air carrier that is the subject of the complaint has engaged in predatory behavior;
- (2) finding that such air carrier has not engaged in such behavior;
or
- (3) requesting additional information from the parties; or
- (4) finding that there is insufficient evidence on which to base a finding under paragraph (1) or (2) of this subsection.

High Density Rule in effect (6:00am to Midnight) Slots by hour,by category	
Air Carrier	37
Commuter	11
Other	12

ENGINE RUN-UP RESTRICTIONS

Per the "Metropolitan Washington Airports Regulations"

Part 3- AIRCRAFT RULES Chapter II - Aircraft Operations

3.13 Engine Runups: Taxiing

- (1) No person shall operate an engine of an aircraft on the Airport or taxi any aircraft on the Airport in such a manner that the exhaust of that engine is likely to cause injury or damage to any person or property on the grounds.
- (2) To minimize the impact of noise from aircraft on the areas surrounding National while providing for the efficient operation of the airport, the Airport Manager may set reasonable conditions for conducting engine runup checks or taxiing an aircraft after 9:59pm and before 7:00am.
- (3) No person shall conduct engine runup checks or taxi an aircraft after 9:59pm and before 7:00am except in compliance with any conditions the Airport Manager sets pursuant to paragraph (2) of this section.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	n/a	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	n/a	-
Avigation Easements	n/a	-
Zoning Laws	n/a	-
Real Estate/Property Disclosure Laws	n/a	-
Acquire Land for Noise Compatibility to date	n/a	-
Population within each noise contour level relative to aircraft operations	-	65 DNL - 0 population
Airport Noise Contour Overlay Maps	n/a	-
Total Cost of Noise Mitigation Programs to Date	0	-
Source of Noise Mitigation Program Funding for Aircraft Noise	n/a	-

NOISE MONITORING SYSTEM

[Click here for link to the map of the noise monitoring system.](#)

FLIGHT TRACK MONITORING SYSTEM

Yes

NOISE LEVEL LIMITS

See airport curfews

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

Airport Historical Information Below:

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May 1990	Daytime (0700-2000)		Evening (2000-2200)	
Year end date	% Stage 3 Goal	% Stage 3 Regulatory Level	% Stage 3 Goal	% Stage 3 Regulatory Level
1990	46.67	N/A	40.94	N/A
1991	53.34	N/A	50.78	45.86
1992	60.01	56.41	60.62	Increasing at increasingly greater rate.
1993	66.68	Increasing at increasingly greater rate	70.46	
1994	73.35		80.30	v
1995	80.02		90.14	89.14
1996	86.69	v	100.00	
1997	93.36		92.43	
1998	100.00			

STAGE 3 RESTRICTIONS

See noise level limits.