

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	34.72	34.17	66.5	84.9	30	15
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	37.26	36.16	68.4	84.7	30	15
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	35.60	35.27	66.7	84.8	30	15
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	37.26	36.16	67.7	84.7	30	15
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	44.07	43.87	70.7	82.7	30	15
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	48.50	47.07	73.2	82.4	30	15
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	47.40	47.07	71.8	82.2	33	15
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	48.50	47.07	72.3	82.2	33	15
AEROSPATIALE	ATR72-210	PW127/HS 247F	47.40	47.07	66.4	81.0	33	8,15
AEROSPATIALE	ATR72-210	PW127/HS 247F	48.50	47.07	67.0	81.0	33	8,15
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.40	23.00	76.0	86.0	-	4
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.90	22.70	78.3	88.9	-	4,8
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.90	12.40	63.8	79.1	35	4
AIRBUS	A-300B	CF6-50A	302.00	269.00	79.1	90.9	25	4,8
AIRBUS	A-300B1	CF6-50A	302.00	269.00	76.8	90.7	15*	4,8,9
AIRBUS	A-300B1	CF6-50A	302.00	269.00	76.8	91.4	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	281.10	76.8	90.7	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	281.10	76.8	91.4	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.40	286.70	78.3	90.4	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.40	286.70	78.3	90.9	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.00	281.10	76.0	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.00	281.10	76.0	90.7	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.40	286.70	77.1	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.40	286.70	77.1	90.9	25	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	286.70	75.9	90.7	15*	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	286.70	75.9	91.3	25	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	330.00	293.30	77.9	90.0	15*	4,8,9

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
AIRBUS	A-300B4-2C	CF6-50C	330.00	293.30	77.9	91.5	25	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	336.60	293.30	78.5	90.0	15*	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	346.50	293.30	79.4	90.0	15*	4,8,9
AIRBUS	A-310-203	CF6-80A3	275.57	261.24	72.4	87.4	40	8,15
AIRBUS	A-310-203	CF6-80A3	313.05	267.85	77.2	87.5	40	8,15
AIRBUS	A-310-203C	CF6-80A3	305.55	267.85	76.3	87.5	40	8,15
AIRBUS	A-310-203C	CF6-80A3	313.05	267.85	77.2	87.5	40	8,15
AIRBUS	A-310-204	CF6-80C2A2	295.41	268.96	72.4	89.0	40	8,15
AIRBUS	A-310-204	CF6-80C2A2	313.05	268.96	74.6	89.0	40	8,15
AIRBUS	A-310-221	JT9D-7R4D1	275.57	261.24	72.6	89.0	40	8,15
AIRBUS	A-310-221	JT9D-7R4D1	313.05	267.85	77.3	89.2	40	8,15
AIRBUS	A-310-222	JT9D-7R4E1	305.55	267.85	75.9	89.2	40	8,15
AIRBUS	A-310-222	JT9D-7R4E1	313.05	268.96	76.9	89.2	40	8,15
AIRBUS	A-310-304	CF6-80C2A2	295.41	273.37	72.4	89.1	40	8,15
AIRBUS	A-310-304	CF6-80C2A2	346.12	273.37	78.9	89.1	40	8,15
AIRBUS	A-310-308	CF6-80C2A8	346.12	273.37	75.6	88.9	40	8,15
AIRBUS	A-310-308	CF6-80C2A8	361.55	273.37	77.3	88.9	40	8,15
AIRBUS	A-310-322	JT9D-7R4E1	330.69	271.16	79.0	90.1	40	8,15
AIRBUS	A-310-322	JT9D-7R4E1	337.30	273.37	79.9	90.1	40	8,15
AIRBUS	A-310-324	PW4152	330.69	271.16	76.2	91.6	40	8,15
AIRBUS	A-310-324	PW4152	346.12	273.37	78.2	91.6	40	8,15
AIRBUS	A319-112/P	CFM56-5B6/P	123.45	121.25	64.9	84.1	20*	8,15
AIRBUS	A319-112/P	CFM56-5B6/P	123.45	121.25	64.9	84.9	40	8,15
AIRBUS	A319-112/P	CFM56-5B6/P	166.44	149.91	73.3	84.3	20*	8,15
AIRBUS	A319-112/P	CFM56-5B6/P	166.44	149.91	73.3	85.4	40	8,15
AIRBUS	A319-114	CFM56-5A5	123.45	121.25	64.6	84.5	40	8,15
AIRBUS	A319-114	CFM56-5A5	163.14	149.91	74.0	84.9	40	8,15

4/25/02

AC 36-3H
APPENDIX 2

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dba</u>	<u>APP</u> <u>dba</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
AIRBUS	A319-131	V2522A5	123.45	121.25	65.7	82.9	40	8,15
AIRBUS	A319-131	V2522A5	158.73	149.91	73.2	83.5	40	8,15
AIRBUS	A-320-111	CFM56-5A1	149.90	139.90	71.0	85.2	20*	8,15
AIRBUS	A-320-111	CFM56-5A1	149.90	139.90	71.0	85.9	35	8,15
AIRBUS	A-320-211	CFM56-5A1	149.90	142.20	70.7	84.4	20*	8,15
AIRBUS	A-320-211	CFM56-5A1	162.00	142.20	73.7	85.6	35	8,15
AIRBUS	A320-214/P	CFM56-5B4/P	132.27	127.86	65.2	84.2	20*	8,15
AIRBUS	A320-214/P	CFM56-5B4/P	132.27	127.86	65.2	85.1	35	8,15
AIRBUS	A320-214/P	CFM56-5B4/P	70.7	149.91	83.5	84.1	20*	(CFM56-5B4/P) Tj

0-1141Tj 109.5 G TD 0.081 Tc (CFM56-5A1) Tj 144.75 G TD 0.2812 Tc (62.XC T2.XC T2.XC709.5 G TD 0.237c (84.4) Tj 27.75 0 TD 0.375 Tc (20*) Tj ET 1 1 1 rg 510 532.5 40.5 19.5 re f

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dB</u>	<u>APP</u> <u>dB</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	84.00	83.50	71.2	85.7	24*	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	84.00	83.50	69.3	87.4	33	8,15,22,43
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	84.00	83.50	71.2	87.4	33	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	90.00	83.50	73.4	85.7	24*	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	90.00	83.50	73.4	87.4	33	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	95.00	83.50	72.9	85.7	24*	8,15,22,43
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	95.00	83.50	72.9	87.4	33	8,15,22,43
BAE SYSTEMS (AVRO)	146-RJ 85	LF507-1F	89.50	77.50	71.1	85.2	24*	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 85	LF507-1F	89.50	77.50	71.1	86.7	33	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 85	LF507-1F	97.00	85.00	73.7	85.6	24*	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 85	LF507-1F	97.00	85.00	73.7	87.3	33	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 100	LF507-1F	95.00	83.00	73.3	85.5	24*	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 100	LF507-1F	95.00	83.00	73.3	87.2	33	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 100	LF507-1F	101.50	88.50	75.7	85.8	24*	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 100	LF507-1F	101.50	88.50	75.7	87.6	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-100A	ALF-502R-3A/-5	76.00	72.40	69.1	86.5	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-100A	ALF-502R-3A/-5	84.00	77.50	72.4	87.0	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-200A	ALF-502R-3A/-5	89.50	77.50	76.5	87.0	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-200A	ALF-502R-5	93.00	81.00	76.7	87.2	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-300A	ALF-502R-5	95.00	83.00	77.6	87.3	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-300A	ALF-502R-5	97.50	84.50	78.3	87.0	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-300A	LF507	95.00	83.00	73.4	87.2	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-300A	LF507	101.50	88.50	75.8	87.6	33	8,15,22
BAE SYSTEMS (BAe)	BAE-748 SERIES 2A	RR DART MK532-2L	44.50	41.50	78.0	88.8	27	8,15
BAE SYSTEMS (BAe)	BAe-748 SERIES 2B	RR-DART MK535-W/HUSHKIT	46.50	43.00	78.0	80.0	27	8,15
BAE SYSTEMS (BAe)	BAe-748 SERIES 2B	RR-DART-MK535	46.50	43.00	78.3	88.8	27	8,15
BAE SYSTEMS (JETSTREAM)	JETSTREAM 31	TPE331-10U-501H	15.20	14.60	63.7	74.7	-	15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BAE SYSTEMS (JETSTREAM)	JETSTREAM 4100	TPE331-14-801H/802H	23.00	22.30	71.6	76.4	15	12,15
BAE SYSTEMS (JETSTREAM)	JETSTREAM 4100	TPE331-14-801H/802H/805H	24.00	23.30	72.5	76.3	15	12,15
BEECH	1900/1900C	PT6A-65B	16.60	16.10	66.5	77.0	-	10
BEECH	300/300C KING AIR	PT6A-60A	14.00	14.00	64.7	75.9	-	
BEECH	35-B33	IO-470-K	3.00	3.00	71.0	68.0	-	10,11
BEECH	35-C33A	IO-520-B	3.30	3.30	70.0	64.0	-	11
BEECH	58 (2BLD)	IO-520-C	5.40	5.40	67.0	73.0	-	11
BEECH	58 (3BLD)	IO-520-C	5.40	5.40	63.0	73.0	-	11
BEECH	58/58A BARON (3 BLD)	IO-550-C	5.50	5.40	65.1	73.3	-	11
BEECH	58P	TSIO-520WB	6.20	6.20	66.0	77.0	-	10,11
BEECH	58TC	TSIO-520-WB	6.20	6.20	67.0	77.0	-	10,11
BEECH	65 QUEENAIR	IGSO-480-A1B6	7.70	7.40	65.9	73.8	-	11
BEECH	76	IO-360-A1G6D	3.90	3.90	62.0	71.0	-	11
BEECH	77	O-235-L2C	1.70	1.70	56.0	60.0	-	11
BEECH	99A	PT6A-27	10.40	10.40	66.0	74.0	-	4
BEECH	A100	PT6A-28	11.50	11.20	62.0	74.0	-	4
BEECH	A-23	IO-360-A	2.40	2.40	58.0	61.0	-	11
BEECH	A24R	IO-360-A1B6	2.80	2.80	65.0	62.0	-	11
BEECH	A36	IO-520-BA	3.60	3.60	71.0	64.0	-	11
BEECH	A36 BONANZA	IO-550-B	3.65	3.65	67.8	64.0	-	11
BEECH	B100 KINGAIR	TPE-331-6	11.80	11.20	61.5	77.1	-	11
BEECH	B200/T/CT/C;C-12F(4 BLD)	PT6A-42	12.50	12.50	66.1	76.6	-	
BEECH	B36TC BONANZA	TSIO-520U	3.85	3.85	71.0	64.0	-	11
BEECH	B55	IO-470-L	5.10	5.10	73.0	73.0	-	11
BEECH	B55(3BLD)	IO-470-L	5.10	5.10	71.0	73.0	-	11
BEECH	B60	TIO-541-E1C4	6.80	6.80	63.0	80.0	-	10,11
BEECH	B80	IGSO-540-A1D	8.80	8.80	66.0	74.0	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dB</u>	<u>APP</u> <u>dB</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
BEECH	BEECHJET 400	JT15D-5		14.20	71.8	83.0	-	15

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<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-717-200	BR700-715C1-30	121.00	110.00	69.4	82.4	40	8,15,52
BOEING	B-717-200	BR700-715C1-30 (MP)	104.50	98.00	65.2	81.7	40	8,15,53
BOEING	B-717-200	BR700-715C1-30 (MP)	121.00	110.00	69.5	82.9	40	8,15,53
BOEING	B-727-100	JT8D-7FCD	160.50	137.50	83.7	89.1	30*	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	160.50	137.50	83.7	94.5	40	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	169.50	137.50	86.1	89.1	30*	3,8,14,15
BOEING	B-727-100	JT8D-9FCD	160.50	137.50	82.4	96.0	40	3,8,15
BOEING	B-727-100	JT8D-9FCD	169.50	137.50	85.0	92.2	30*	3,8,15
BOEING	B-727-100	JT8D-9FCD	169.50	137.50	85.0	96.0	40	3,8,15
BOEING	B-727-100 (Dee Hwd)	TAY651-54	169.50	142.50	81.5	86.4	30	8,15
BOEING	B-727-100 (Dee Hwd)	TAY651-54	169.50	137.50	81.5	89.6	40	8,15
BOEING	B-727-100 (Fed Ex)	JT8D-7	160.50	137.50	85.2	90.0	30	8,15,16,28
BOEING	B-727-100 (Fed Ex)	JT8D-7	174.50	142.50	86.8	90.3	30	8,15,16,28
BOEING	B-727-100 (Fed Ex)	JT8D-9	160.50	142.50	81.3	89.6	30	8,15,16,29
BOEING	B727-100RE(Rohr)	JT8D-217C/JT8D-9	160.50	142.50	75.7	87.0	30	8,15,37
BOEING	B727-100RE(Rohr)	JT8D-217C/JT8D-9	169.50	142.50	77.5	87.0	30	8,15,37
BOEING	B727-100RE(Rohr)	JT8D-217C/JT8D-9	174.50	142.50	78.6	87.0	30	8,15,37
BOEING	B727-100RE(Rohr)	JT8D-219/JT8D-7B	169.50	142.50	77.1	87.0	30	8,15,37
BOEING	B727-100RE(Rohr)	JT8D-219/JT8D-7B	174.50	142.50	78.1	87.0	30	8,15,37
BOEING	B727-100RE(Rohr)	JT8D-219/JT8D-9	169.50	142.50	76.9	87.0	30	8,15,37
BOEING	B727-100RE(Rohr)	JT8D-219/JT8D-9	174.50	142.50	77.8	87.0	30	8,15,37
BOEING	B-727-200	JT8D-15QN	184.20	142.50	87.5	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-15QN	184.20	142.50	87.5	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-15QN	190.50	142.50	89.0	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-15QN	190.50	142.50	89.0	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	190.50	142.50	88.5	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	190.50	142.50	88.5	88.9	40	2,8,14,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-727-200	JT8D-17QN	203.10	158.00	92.2	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	203.10	158.00	92.2	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	197.00	142.50	89.9	86.1	30*	2,8,15
BOEING	B-727-200	JT8D-17RQN	197.00	142.50	89.9	88.9	40	2,8,15
BOEING	B-727-200	JT8D-17RQN	208.00	142.50	92.6	86.1	30*	2,8,15
BOEING	B-727-200	JT8D-17RQN	208.00	142.50	92.6	88.9	40	2,8,15
BOEING	B-727-200	JT8D-7QN	172.50	142.50	88.0	87.4	30*	2,8,15
BOEING	B-727-200	JT8D-7QN	172.50	142.50	88.0	90.6	40	2,8,15
BOEING	B-727-200	JT8D-9QN	172.50	142.50	86.7	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-9QN	184.80	142.50	90.4	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-9QN	184.80	142.50	90.4	88.9	40	2,8,14,15
BOEING	B-727-200 (Fed Ex)	JT8D-15	190.50	161.00	87.0	89.6	30	8,15,25
BOEING	B-727-200 (Fed Ex)	JT8D-17	190.50	161.00	87.2	89.6	30	8,15,25,28
BOEING	B-727-200 (Fed Ex)	JT8D-17	199.50	166.00	88.5	89.9	30	8,15,25,28
BOEING	B-727-200 (Fed Ex)	JT8D-7	172.60	150.00	86.6	90.3	30	8,15,24,29
BOEING	B-727-200 (Fed Ex)	JT8D-7	178.00	150.00	88.0	90.3	30	8,15,24,29
BOEING	B-727-200 (Fed Ex)	JT8D-9	165.60	154.50	85.5	89.6	30	8,15,24,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	173.88	150.00	86.0	89.4	30	8,15,24,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	175.00	150.00	85.2	89.9	30	8,15,24,29
BOEING	B-727-200 (Fed Ex)	JT8D-9	189.20	160.00	89.1	89.6	30	8,15,25,28
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-15	184.00	156.00	78.7	90.0	30	8,15,37,47
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-15	209.42	164.00	85.2	90.4	30	8,15,37,47
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-17	190.50	159.00	80.4	90.1	30	8,15,37,48
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-17	209.50	162.00	85.1	90.2	30	8,15,37,48
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-17A	203.10	164.00	82.8	90.6	30	8,15,37
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-9	184.00	156.00	79.1	90.0	30	8,15,37,46
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-9	198.50	162.00	83.1	90.2	30	8,15,37,46

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-15	197.00	159.00	82.0	90.1	30	8,15,37,50,51
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-15	198.70	162.00	82.0	90.2	30	8,15,37,50,51
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-17	198.70	162.00	82.0	90.1	30	8,15,37
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-9	190.50	152.50	79.8	89.8	30	8,15,37,46
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-9	198.70	162.00	81.9	90.2	30	8,15,37,49,51
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-9	198.70	162.00	82.2	90.2	30	8,15,37,46
BOEING	B-737-100 (AVAERO)	JT8D-7	114.50	107.00	81.3	88.8	30	8,15,30
BOEING	B-737-200	JT8D-15QN	115.50	101.00	85.2	88.3	30*	2,8,15
BOEING	B-737-200	JT8D-15QN	115.50	101.00	85.2	92.1	40	2,8,15
BOEING	B-737-200	JT8D-15QN	117.00	101.00	88.0	88.3	30*	2,8,15
BOEING	B-737-200	JT8D-15QN	117.00	101.00	88.0	91.9	40	2,8,15
BOEING	B-737-200	JT8D-17QN	115.50	101.00	84.5	91.6	40	2,8,14,15
BOEING	B-737-200	JT8D-17QN	122.50	103.50	87.3	88.3	30*	2,8,14,15
BOEING	B-737-200	JT8D-17QN	122.50	103.50	87.3	91.0	40	2,8,14,15
BOEING	B-737-200	JT8D-7QN	100.50	95.00	82.4	85.8	30*	2,8,14
BOEING	B-737-200	JT8D-7QN	100.50	95.00	82.4	88.8	40	2,8,14
BOEING	B-737-200	JT8D-7QN	109.00	98.00	85.8	88.8	40	2,8,14
BOEING	B-737-200	JT8D-9QN	109.00	95.00	84.8	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	109.00	95.00	84.8	90.8	40	2,8,14,15
BOEING	B-737-200	JT8D-9QN	114.50	103.00	87.0	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	114.50	103.00	87.0	91.9	40	2,8,14,15
BOEING	B-737-200	JT8D-9QN	117.00	101.70	88.0	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	117.00	101.70	88.0	92.0	40	2,8,14,15
BOEING	B-737-200 (AVAERO)	JT8D-15	118.50	107.00	80.0	88.8	30	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-15	123.50	107.00	81.9	88.8	30	8,15,32
BOEING	B-737-200 (AVAERO)	JT8D-15	124.50	107.00	81.7	88.8	30	8,15,31
BOEING	B-737-200 (AVAERO)	JT8D-7	114.50	107.00	81.3	88.8	30	8,15,30

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-737-200 (AVAERO)	JT8D-9	117.50	107.00	81.5	88.8	30	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-9	120.50	107.00	81.8	88.8	30	8,15,31
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	118.50	107.00	79.7	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	123.50	107.00	81.7	88.8	30	8,15,32
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	124.50	107.00	81.6	88.8	30	8,15,31
BOEING	B-737-200 ADV (AVAERO)	JT8D-7	114.50	107.00	81.2	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	115.50	88.00	80.6	90.1	40	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	117.50	107.00	81.3	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	121.50	107.00	81.9	88.8	30	8,15,31
BOEING	B-737-300	CFM56-3-B1	124.50	110.00	73.6	87.7	30*	8,15
BOEING	B-737-300	CFM56-3-B1	124.50	110.00	73.6	89.5	40	8,15
BOEING	B-737-300	CFM56-3-B1	139.50	121.00	78.2	88.2	30*	8,15
BOEING	B-737-300	CFM56-3-B1	139.50	121.00	78.2	90.4	40	8,15
BOEING	B-737-300	CFM56-3B-2	124.50	110.00	71.5	87.7	30*	8,15
BOEING	B-737-300	CFM56-3B-2	124.50	110.00	71.5	89.5	40	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	121.00	75.6	88.2	30*	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	121.00	75.6	90.4	40	8,15
BOEING	B-737-400	CFM56-3-B1	138.50	121.00	77.7	88.3	30*	8,15
BOEING	B-737-400	CFM56-3-B1	138.50	121.00	77.7	90.4	40	8,15
BOEING	B-737-400	CFM56-3-B1	142.50	121.00	80.4	88.3	30*	8,15
BOEING	B-737-400	CFM56-3-B1	142.50	121.00	80.4	90.4	40	8,15
BOEING	B-737-400	CFM56-3B-2	138.50	121.00	75.3	88.3	30*	8,15
BOEING	B-737-400	CFM56-3B-2	138.50	121.00	75.3	90.4	40	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	124.00	78.4	88.5	30*	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	124.00	78.4	90.7	40	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	121.00	74.3	88.3	30*	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	121.00	74.3	90.4	40	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-737-400	CFM56-3C-1	150.00	124.00	77.2	88.5	30*	8,15
BOEING	B-737-400	CFM56-3C-1	150.00	124.00	77.2	90.7	40	8,15
BOEING	B-737-500	CFM56-3-B1	115.50	105.00	71.0	87.5	30*	8,15
BOEING	B-737-500	CFM56-3-B1	115.50	105.00	71.0	89.1	40	8,15
BOEING	B-737-500	CFM56-3-B1	139.00	114.00	77.9	88.0	30*	8,15
BOEING	B-737-500	CFM56-3-B1	139.00	114.00	77.9	89.8	40	8,15
BOEING	B-737-500	CFM56-3-B1(R)	115.50	105.00	72.2	87.5	30*	8,15
BOEING	B-737-500	CFM56-3-B1(R)	115.50	105.00	72.2	89.1	40	8,15
BOEING	B-737-500	CFM56-3-B1(R)	132.80	114.00	78.4	88.0	30*	8,15
BOEING	B-737-500	CFM56-3-B1(R)	132.80	114.00	78.4	89.8	40	8,15
BOEING	B-737-600	CFM56-7B/2 DAC (B18 derate)	124.00	120.50	69.0	85.9	30*	8,15,54
BOEING	B-737-600	CFM56-7B/2 DAC (B18 derate)	124.00	120.50	69.0	87.7	40	8,15,54
BOEING	B-737-600	CFM56-7B/2 DAC (B18 derate)	143.50	120.50	73.7	85.9	30*	8,15,54
BOEING	B-737-600	CFM56-7B/2 DAC (B18 derate)	143.50	120.50	73.7	87.7	40	8,15,54
BOEING	B-737-600	CFM56-7B18	124.00	120.50	69.2	84.0	30*	8,15
BOEING	B-737-600	CFM56-7B18	124.00	120.50	69.2	86.2	40	8,15
BOEING	B-737-600	CFM56-7B18	143.50	120.50	73.7	84.0	30*	8,15
BOEING	B-737-600	CFM56-7B18	143.50	120.50	73.7	86.2	40	8,15
BOEING	B-737-600	CFM56-7B20	124.00	120.50	68.2	84.0	30*	8,15
BOEING	B-737-600	CFM56-7B20	124.00	120.50	68.2	86.2	40	8,15
BOEING	B-737-600	CFM56-7B20	143.50	120.50	72.7	84.0	30*	8,15
BOEING	B-737-600	CFM56-7B20	143.50	120.50	72.7	86.2	40	8,15
BOEING	B-737-600	CFM56-7B20/2 DAC	124.00	120.50	68.0	85.9	30*	8,15,54
BOEING	B-737-600	CFM56-7B20/2 DAC	124.00	120.50	68.0	87.7	40	8,15,54
BOEING	B-737-600	CFM56-7B20/2 DAC	143.50	120.50	72.5	85.9	30*	8,15,54
BOEING	B-737-600	CFM56-7B20/2 DAC	143.50	120.50	72.5	87.7	40	8,15,54
BOEING	B-737-600	CFM56-7B22	124.00	120.50	66.9	84.0	30*	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-737-600	CFM56-7B22	124.00	120.50	66.9	86.2	40	8,15
BOEING	B-737-600	CFM56-7B22	143.50	120.50	71.1	84.0	30*	8,15
BOEING	B-737-600	CFM56-7B22	143.50	120.50	71.1	86.2	40	8,15
BOEING	B-737-600	CFM56-7B22/2 DAC	124.00	120.50	66.7	85.9	30*	8,15,54
BOEING	B-737-600	CFM56-7B22/2 DAC	124.00	120.50	66.7	87.7	40	8,15,54
BOEING	B-737-600	CFM56-7B22/2 DAC	143.50	120.50	70.9	85.9	30*	8,15,54
BOEING	B-737-600	CFM56-7B22/2 DAC	143.50	120.50	70.9	87.7	40	8,15,54
BOEING	B-737-700	CFM56-7B20	133.00	128.00	70.0	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B20	133.00	128.00	70.0	86.6	40	8,15
BOEING	B-737-700	CFM56-7B20	154.50	129.20	75.1	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B20	154.50	129.20	75.1	86.7	40	8,15
BOEING	B-737-700	CFM56-7B20/2 DAC	133.00	128.00	69.8	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B20/2 DAC	133.00	128.00	69.8	88.0	40	8,15,54
BOEING	B-737-700	CFM56-7B20/2 DAC	154.50	129.20	74.9	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B20/2 DAC	154.50	129.20	74.9	88.1	40	8,15,54
BOEING	B-737-700	CFM56-7B22	133.00	128.00	68.7	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B22	133.00	128.00	68.7	86.6	40	8,15
BOEING	B-737-700	CFM56-7B22	154.50	129.20	73.4	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B22	154.50	129.20	73.4	86.7	40	8,15
BOEING	B-737-700	CFM56-7B22/2 DAC	133.00	128.00	68.4	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B22/2 DAC	133.00	128.00	68.4	88.0	40	8,15,54
BOEING	B-737-700	CFM56-7B22/2 DAC	154.50	129.20	73.1	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B22/2 DAC	154.50	129.20	73.1	88.1	40	8,15,54
BOEING	B-737-700	CFM56-7B24	133.00	128.00	67.7	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B24	133.00	128.00	67.7	86.6	40	8,15
BOEING	B-737-700	CFM56-7B24	154.50	129.20	72.0	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B24	154.50	129.20	72.0	86.7	40	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-737-700	CFM56-7B24/2 DAC	133.00	128.00	67.5	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B24/2 DAC	133.00	128.00	67.5	88.0	40	8,15,54
BOEING	B-737-700	CFM56-7B24/2 DAC	154.50	129.20	71.8	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B24/2 DAC	154.50	129.20	71.8	88.1	40	8,15,54
BOEING	B-737-700	CFM56-7B26	133.00	128.00	66.5	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B26	133.00	128.00	66.5	86.6	40	8,15
BOEING	B-737-700	CFM56-7B26	154.50	129.20	70.9	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B26	154.50	129.20	70.9	86.7	40	8,15
BOEING	B-737-700	CFM56-7B26/2 DAC	133.00	128.00	66.3	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B26/2 DAC	133.00	128.00	66.3	88.0	40	8,15,54
BOEING	B-737-700	CFM56-7B26/2 DAC	154.50	129.20	70.6	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B26/2 DAC	154.50	129.20	70.6	88.1	40	8,15,54
BOEING	B-737-700 IGW/-700C	CFM56-7B24	159.00	134.00	73.0	84.8	30*	8,15,55
BOEING	B-737-700 IGW/-700C	CFM56-7B24	159.00	134.00	73.0	86.9	40	8,15,55
BOEING	B-737-700 IGW/-700C	CFM56-7B24	171.00	134.00	75.4	84.8	30*	8,15,55
BOEING	B-737-700 IGW/-700C	CFM56-7B24	171.00	134.00	75.4	86.9	40	8,15,55
BOEING	B-737-700 IGW/-700C/BBJ	CFM56-7B26; -7B26/B1	159.00	134.00	71.8	84.8	30*	8,15,55
BOEING	B-737-700 IGW/-700C/BBJ	CFM56-7B26; -7B26/B1	159.00	134.00	71.8	86.9	40	8,15,55
BOEING	B-737-700 IGW/-700C/BBJ	CFM56-7B26; -7B26/B1	171.00	134.00	74.2	84.8	30*	8,15,55
BOEING	B-737-700 IGW/-700C/BBJ	CFM56-7B26; -7B26/B1	171.00	134.00	74.2	86.9	40	8,15,55
BOEING	B-737-700 IGW/BBJ	CFM56-7B27/B3	159.00	134.00	71.6	84.8	30*	8,15,55
BOEING	B-737-700 IGW/BBJ	CFM56-7B27/B3	159.00	134.00	71.6	86.9	40	8,15,55
BOEING	B-737-700 IGW/BBJ	CFM56-7B27/B3	171.00	134.00	73.6	84.8	30*	8,15,55
BOEING	B-737-700 IGW/BBJ	CFM56-7B27/B3	171.00	134.00	73.6	86.9	40	8,15,55
BOEING	B-737-800	CFM56-7B24	155.50	144.00	72.7	85.4	30*	8,15
BOEING	B-737-800	CFM56-7B24	155.50	144.00	72.7	87.4	40	8,15
BOEING	B-737-800	CFM56-7B24	174.20	146.30	76.8	85.5	30*	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-737-800	CFM56-7B24	174.20	146.30	76.8	87.5	40	8,15
BOEING	B-737-800	CFM56-7B24/2 DAC	155.50	144.00	72.4	86.8	30*	8,15,54
BOEING	B-737-800	CFM56-7B24/2 DAC	155.50	144.00	72.4	88.7	40	8,15,54
BOEING	B-737-800	CFM56-7B24/2 DAC	174.20	146.30	76.5	86.9	30*	8,15,54
BOEING	B-737-800	CFM56-7B24/2 DAC	174.20	146.30	76.5	88.8	40	8,15,54
BOEING	B-737-800	CFM56-7B26/2 DAC	155.50	144.00	71.1	86.8	30*	8,15,54
BOEING	B-737-800	CFM56-7B26/2 DAC	155.50	144.00	71.1	88.7	40	8,15,54
BOEING	B-737-800	CFM56-7B26/2 DAC	174.20	146.30	75.0	86.9	30*	8,15,54
BOEING	B-737-800	CFM56-7B26/2 DAC	174.20	146.30	75.0	88.8	40	8,15,54
BOEING	B-737-800	CFM56-7B27/2 DAC	155.50	144.00	70.4	86.8	30*	8,15,54
BOEING	B-737-800	CFM56-7B27/2 DAC	155.50	144.00	70.4	88.7	40	8,15,54
BOEING	B-737-800	CFM56-7B27/2 DAC	174.20	146.30	74.2	86.9	30*	8,15,54
BOEING	B-737-800	CFM56-7B27/2 DAC	174.20	146.30	74.2	88.8	40	8,15,54
BOEING	B-737-800	CFM56-7B27/2B1 DAC	155.50	144.00	70.3	86.8	30*	8,15,54
BOEING	B-737-800	CFM56-7B27/2B1 DAC	155.50	144.00	70.3	88.7	40	8,15,54
BOEING	B-737-800	CFM56-7B27/2B1 DAC	174.20	146.30	73.9	86.9	30*	8,15,54
BOEING	B-737-800	CFM56-7B27/2B1 DAC	174.20	146.30	73.9	88.8	40	8,15,54
BOEING	B-737-800/BBJ 2	CFM56-7B26; -7B26/B1	155.50	144.00	71.3	85.4	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B26; -7B26/B1	155.50	144.00	71.3	87.4	40	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B26; -7B26/B1	174.20	146.30	75.3	85.5	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B26; -7B26/B1	174.20	146.30	75.3	87.5	40	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27/B1; -7B27/B2	155.50	144.00	70.5	85.4	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27/B1; -7B27/B2	155.50	144.00	70.5	87.4	40	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27/B1; -7B27/B2	174.20	146.30	74.1	85.5	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27/B1; -7B27/B2	174.20	146.30	74.1	87.5	40	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27; -7B27/B3	155.50	144.00	70.7	85.4	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27; -7B27/B3	155.50	144.00	70.7	87.4	40	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dBA</u>	<u>APP</u> <u>dBA</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
BOEING	B-737-800/BBJ 2	CFM56-7B27; -7B27/B3	174.20	146.30	74.5	85.5	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27; -7B27/B3	174.20	146.30	74.5	87.5	40	8,15
BOEING	B-737-800W	CFM56-7B24	155.50	144.00	71.9	85.2	30*	8,15,56
BOEING	B-737-800W	CFM56-7B24	155.50	144.00	71.9	87.3	40	8,15,56
BOEING	B-737-800W	CFM56-7B24	174.20	146.30	76.0	85.4	30*	8,15,56
BOEING	B-737-800W	CFM56-7B24	174.20	146.30	76.0	87.4	40	8,15,56
BOEING	B-737-800W	CFM56-7B24/2 DAC	155.50	144.00	71.7	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B24/2 DAC	155.50	144.00	71.7	88.6	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B24/2 DAC	174.20	146.30	75.7	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B24/2 DAC	174.20	146.30	75.7	88.7	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B26/2 DAC	155.50	144.00	70.2	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B26/2 DAC	155.50	144.00	70.2	88.6	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B26/2 DAC	174.20	146.30	73.8	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B26/2 DAC	174.20	146.30	73.8	88.7	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2 DAC	155.50	144.00	69.6	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2 DAC	155.50	144.00	69.6	88.6	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2 DAC	174.20	146.30	73.1	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2 DAC	174.20	146.30	73.1	88.7	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2B1 DAC	155.50	144.00	69.4	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2B1 DAC	155.50	144.00	69.4	88.6	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2B1 DAC	174.20	146.30	72.9	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2B1 DAC	174.20	146.30	72.9	88.7	40	8,15,54,56
BOEING	B-737-800W/BBJ 2	CFM56-7B26; -7B26/B1	155.50	144.00	70.4	85.2	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B26; -7B26/B1	155.50	144.00	70.4	87.3	40	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B26; -7B26/B1	174.20	146.30	74.1	85.4	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B26; -7B26/B1	174.20	146.30	74.1	87.4	40	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27/B1; -7B27/B2	155.50	144.00	69.6	85.2	30*	8,15,56

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-737-800W/BBJ 2	CFM56-7B27/B1; -7B27/B2	155.50	144.00	69.6	87.3	40	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27/B1; -7B27/B2	174.20	146.30	73.2	85.4	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27/B1; -7B27/B2	174.20	146.30	73.2	87.4	40	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	155.50	144.00	69.8	85.2	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	155.50	144.00	69.8	87.3	40	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	174.20	146.30	73.4	85.4	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	174.20	146.30	73.4	87.4	40	8,15,56
BOEING	B-737-900	CFM56-7B24	164.00	146.30	74.8	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B24	164.00	146.30	74.8	87.4	40	8,15
BOEING	B-737-900	CFM56-7B24	174.20	147.30	77.1	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B24	174.20	147.30	77.1	87.4	40	8,15
BOEING	B-737-900	CFM56-7B26	164.00	146.30	73.0	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B26	164.00	146.30	73.0	87.4	40	8,15
BOEING	B-737-900	CFM56-7B26	174.20	147.30	75.2	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B26	174.20	147.30	75.2	87.4	40	8,15
BOEING	B-737-900	CFM56-7B27	164.00	146.30	72.4	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B27	164.00	146.30	72.4	87.4	40	8,15
BOEING	B-737-900	CFM56-7B27	174.20	147.30	74.5	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B27	174.20	147.30	74.5	87.4	40	8,15
BOEING	B-737-900	CFM56-7B27/B1	164.00	146.30	72.1	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B27/B1	164.00	146.30	72.1	87.4	40	8,15
BOEING	B-737-900	CFM56-7B27/B1	174.20	147.30	74.2	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B27/B1	174.20	147.30	74.2	87.4	40	8,15
BOEING	B-747-100	CF6-45A2	570.00	564.00	80.0	92.3	25*	8,15
BOEING	B-747-100	CF6-45A2	570.00	564.00	80.0	93.4	30	8,15
BOEING	B-747-100	CF6-45A2	767.00	605.00	92.0	92.6	25*	8,15
BOEING	B-747-100	CF6-45A2	767.00	605.00	92.0	93.9	30	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-747-100	CF6-50E2	750.00	564.00	92.0	92.3	25*	8,15
BOEING	B-747-100	CF6-50E2	750.00	605.00	92.0	92.6	25*	8,15
BOEING	B-747-100	CF6-50E2	750.00	564.00	92.0	93.4	30	8,15
BOEING	B-747-100	CF6-50E2	750.00	605.00	92.0	93.9	30	8,15
BOEING	B-747-100	JT9D-7	710.00	564.00	99.1	97.2	30	4,6
BOEING	B-747-100	JT9D-7F	750.00	585.00	100.5	97.8	30	4,6
BOEING	B-747-100	JT9D-7FWET	750.00	585.00	100.5	97.8	30	4,6
BOEING	B-747-100	JT9D-7WET	750.00	585.00	100.2	97.3	30	4,6
BOEING	B-747-200	JT9D-3A	767.00	564.00	100.5	95.9	30	4,6
BOEING	B-747-200	JT9D-3AWET	773.00	585.00	99.6	96.1	30	4,6
BOEING	B-747-200	JT9D-7	770.00	564.00	99.4	96.1	30	4,6
BOEING	B-747-200	JT9D-70A	820.00	630.00	94.1	95.2	30	4
BOEING	B-747-200	JT9D-7F	775.00	564.00	99.1	96.6	30	4,6
BOEING	B-747-200	JT9D-7FWET	805.00	630.00	99.9	97.2	30	4,6
BOEING	B-747-200	JT9D-7WET	785.00	630.00	99.3	96.7	30	4,6
BOEING	B-747-200	RB211-524B	800.00	630.00	96.0	97.2	30	4
BOEING	B-747-200/300	CF6-50E	775.00	564.00	89.4	92.9	25*	8,15
BOEING	B-747-200/300	CF6-50E	775.00	564.00	89.4	94.4	30	8,15
BOEING	B-747-200/300	CF6-50E	833.00	666.00	92.2	93.8	25	8,15
BOEING	B-747-200/300	CF6-50E	833.00	630.00	92.2	94.8	30	8,15
BOEING	B-747-200/300	CF6-50E2	775.00	564.00	89.6	92.3	25*	8,15
BOEING	B-747-200/300	CF6-50E2	775.00	564.00	89.6	93.4	30	8,15
BOEING	B-747-200/300	CF6-50E2	833.00	666.00	92.2	93.0	25	8,15
BOEING	B-747-200/300	CF6-50E2	833.00	630.00	92.2	94.2	30	8,15
BOEING	B-747-200/300	CF6-80C2B1F	820.00	564.00	86.1	92.7	25*	8,15
BOEING	B-747-200/300	CF6-80C2B1F	820.00	564.00	86.1	93.7	30	8,15
BOEING	B-747-200/300	CF6-80C2B1F	833.00	666.00	86.9	93.3	25*	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-747-200/300	CF6-80C2B1F	833.00	666.00	86.9	95.0	30	8,15
BOEING	B-747-200/300	RB211-524C2	775.00	564.00	95.7	95.3	25*	15
BOEING	B-747-200/300	RB211-524C2	775.00	564.00	95.7	96.5	30	15
BOEING	B-747-200/300	RB211-524C2	833.00	666.00	99.1	95.9	25	15
BOEING	B-747-200/300	RB211-524C2	833.00	585.00	99.1	96.8	30	15
BOEING	B-747-200/300	RB211-524D4	775.00	564.00	90.2	93.5	25*	8,15
BOEING	B-747-200/300	RB211-524D4	775.00	564.00	90.2	93.5	30	8,15
BOEING	B-747-200/300	RB211-524D4	833.00	666.00	93.9	93.5	25*	8,15
BOEING	B-747-200/300	RB211-524D4	833.00	666.00	93.9	94.1	30	8,15
BOEING	B-747-400	CF6-80C2B1F	820.00	564.00	85.2	92.5	25*	8,15
BOEING	B-747-400	CF6-80C2B1F	820.00	564.00	85.2	93.3	30	8,15
BOEING	B-747-400	CF6-80C2B1F	875.00	652.00	87.9	92.9	25*	8,15
BOEING	B-747-400	CF6-80C2B1F	875.00	652.00	87.9	94.2	30	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	820.00	564.00	85.2	92.5	25*	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	820.00	564.00	85.2	93.3	30	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	875.00	652.00	87.9	92.9	25*	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	875.00	652.00	87.9	94.2	30	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	820.00	564.00	84.3	93.1	25*	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	820.00	564.00	84.3	93.4	30	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	875.00	652.00	87.5	93.2	25*	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	875.00	652.00	87.5	93.9	30	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	820.00	564.00	84.5	93.0	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	820.00	564.00	84.5	93.3	30	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	875.00	652.00	87.6	93.1	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	875.00	652.00	87.6	93.8	30	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	564.00	83.2	91.8	25*	8,15,23
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	564.00	83.2	92.0	30	8,15,23

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	564.00	84.1	93.0	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	564.00	84.1	93.1	30	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	652.00	86.1	91.9	25*	8,15,23
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	652.00	86.1	92.5	30	8,15,23
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	652.00	87.3	93.0	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	652.00	87.3	93.5	30	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	820.00	564.00	86.7	93.9	30	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	820.00	564.00	86.7	94.1	25*	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	875.00	652.00	89.8	94.0	25*	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	875.00	652.00	89.8	94.3	30	8,15
BOEING	B-747-400	RB211-524G	820.00	564.00	87.9	92.4	30	8,15
BOEING	B-747-400	RB211-524G	820.00	585.00	87.9	92.8	25	8,15
BOEING	B-747-400	RB211-524G	875.00	652.00	90.8	92.5	25*	8,15
BOEING	B-747-400	RB211-524G	875.00	652.00	90.8	93.0	30	8,15
BOEING	B-747-400	RB211-524H	820.00	564.00	86.3	92.4	30	8,15
BOEING	B-747-400	RB211-524H	820.00	585.00	86.3	92.8	25	8,15
BOEING	B-747-400	RB211-524H	875.00	652.00	89.0	92.5	25*	8,15
BOEING	B-747-400	RB211-524H	875.00	652.00	89.0	93.0	30	8,15
BOEING	B-747-400D	CF6-80C2B1F	600.00	564.00	75.3	92.6	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F	600.00	564.00	75.3	93.9	30	8,15
BOEING	B-747-400D	CF6-80C2B1F	833.00	630.00	86.3	93.0	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F	833.00	630.00	86.3	94.2	30	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	600.00	564.00	75.6	92.6	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	600.00	564.00	75.6	93.9	30	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	833.00	630.00	86.8	93.0	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	833.00	630.00	86.8	94.2	30	8,15
BOEING	B-747-400F	CF6-80C2B1F	830.00	630.00	85.2	92.8	25*	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dB</u>	<u>APP</u> <u>dB</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
BOEING	B-747-400F	CF6-80C2B1F	830.00	630.00	85.2	93.9	30	8,15
BOEING	B-747-400F	CF6-80C2B1F	875.00	666.00	87.5	93.0	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F	875.00	666.00	87.5	94.3	30	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	830.00	630.00	85.6	92.8	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	830.00	630.00	85.6	93.9	30	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	875.00	666.00	88.0	93.0	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	875.00	666.00	88.0	94.3	30	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	830.00	630.00	83.7	92.2	25*	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	830.00	630.00	83.7	92.8	30	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	875.00	666.00	86.3	92.3	25*	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	875.00	666.00	86.3	93.0	30	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	830.00	630.00	86.7	94.1	25*	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	830.00	630.00	86.7	94.1	30	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	875.00	666.00	89.4	94.0	25*	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	875.00	666.00	89.4	94.4	30	8,15
BOEING	B-747-400F	RB211-524G	830.00	630.00	88.0	92.6	25*	8,15
BOEING	B-747-400F	RB211-524G	830.00	630.00	88.0	92.8	30	8,15
BOEING	B-747-400F	RB211-524G	875.00	666.00	90.4	92.5	25*	8,15
BOEING	B-747-400F	RB211-524G	875.00	666.00	90.4	93.1	30	8,15
BOEING	B-747-400F	RB211-524H	830.00	630.00	86.7	92.6	25*	8,15
BOEING	B-747-400F	RB211-524H	830.00	630.00	86.7	92.8	30	8,15
BOEING	B-747-400F	RB211-524H	875.00	666.00	89.0	92.5	25*	8,15
BOEING	B-747-400F	RB211-524H	875.00	666.00	89.0	93.1	30	8,15
BOEING	B-747-SP	JT9D-7A	660.00	450.00	94.9	92.8	30	4,6
BOEING	B-747-SP	JT9D-7A	690.00	450.00	96.1	93.1	30	4,6
BOEING	B-747-SP	JT9D-7F	660.00	475.00	94.9	93.1	30	4,6
BOEING	B-747-SP	JT9D-7FWET	695.00	475.00	96.2	93.5	30	4,6

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-747-SR	JT9D-7A	570.00	564.00	90.0	95.6	30	4,6
BOEING	B-747-SR	JT9D-7A	610.00	564.00	92.9	96.1	30	4,6
BOEING	B-757-200	PW2037	220.00	198.00	69.6	86.2	25*	8,15
BOEING	B-757-200	PW2037	220.00	198.00	69.6	87.2	30	8,15
BOEING	B-757-200	PW2037	255.50	210.00	75.9	86.7	25*	8,15
BOEING	B-757-200	PW2037	255.50	210.00	75.9	87.9	30	8,15
BOEING	B-757-200	PW2037 (CBQFC)	220.00	198.00	68.0	85.0	25*	8,15,40
BOEING	B-757-200	PW2037 (CBQFC)	220.00	198.00	68.0	86.0	30	8,15,40
BOEING	B-757-200	PW2037 (CBQFC)	255.50	210.00	74.3	85.5	25*	8,15,40
BOEING	B-757-200	PW2037 (CBQFC)	255.50	210.00	74.3	86.5	30	8,15,40
BOEING	B-757-200	PW2037 (nCBQFC)	220.00	198.00	68.1	85.1	25*	8,15,41
BOEING	B-757-200	PW2037 (nCBQFC)	220.00	198.00	68.1	86.0	30	8,15,41
BOEING	B-757-200	PW2037 (nCBQFC)	255.50	210.00	74.5	85.6	25*	8,15,41
BOEING	B-757-200	PW2037 (nCBQFC)	255.50	210.00	74.5	86.5	30	8,15,41
BOEING	B-757-200	PW-2037(BG-3)	220.00	198.00	69.6	86.2	25*	8,15,39
BOEING	B-757-200	PW-2037(BG-3)	220.00	198.00	69.6	87.2	30	8,15,39
BOEING	B-757-200	PW2037(BG-3)	255.50	210.00	75.9	86.7	25*	8,15,39
BOEING	B-757-200	PW2037(BG-3)	255.50	210.00	75.9	87.9	30	8,15,39
BOEING	B-757-200	PW2040	220.00	198.00	67.9	86.2	25*	8,15
BOEING	B-757-200	PW2040	220.00	198.00	67.9	87.2	30	8,15
BOEING	B-757-200	PW2040	255.50	210.00	73.7	86.7	25*	8,15
BOEING	B-757-200	PW2040	255.50	210.00	73.7	87.9	30	8,15
BOEING	B-757-200	PW2040 (CBQFC)	220.00	198.00	66.6	85.0	25*	8,15,40
BOEING	B-757-200	PW2040 (CBQFC)	220.00	198.00	66.6	86.0	30	8,15,40
BOEING	B-757-200	PW2040 (CBQFC)	255.50	210.00	72.2	85.5	25*	8,15,40
BOEING	B-757-200	PW2040 (CBQFC)	255.50	210.00	72.2	86.5	30	8,15,40
BOEING	B-757-200	PW2040 (nCBQFC)	220.00	198.00	66.7	85.1	25*	8,15,41

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-757-200	PW2040 (nCBQFC)	220.00	198.00	66.7	86.0	30	8,15,41
BOEING	B-757-200	PW2040 (nCBQFC)	255.50	210.00	72.4	85.6	25*	8,15,41
BOEING	B-757-200	PW2040 (nCBQFC)	255.50	210.00	72.4	86.5	30	8,15,41
BOEING	B-757-200	RB211-535C	220.00	198.00	72.8	88.9	25*	8,15
BOEING	B-757-200	RB211-535C	220.00	198.00	72.8	90.0	30	8,15
BOEING	B-757-200	RB211-535C	240.00	210.00	75.9	89.2	30	8,15
BOEING	B-757-200	RB211-535C	240.00	210.00	75.9	89.2	25*	8,15
BOEING	B-757-200	RB211-535E4	220.00	198.00	67.8	84.5	25*	8,15,35
BOEING	B-757-200	RB211-535E4	220.00	198.00	68.1	84.5	25*	8,15,36
BOEING	B-757-200	RB211-535E4	220.00	198.00	68.1	84.9	30	8,15,36
BOEING	B-757-200	RB211-535E4	220.00	198.00	67.8	84.9	30	8,15,35
BOEING	B-757-200	RB211-535E4	255.50	210.00	73.7	84.9	25*	8,15,35
BOEING	B-757-200	RB211-535E4	255.50	210.00	73.7	84.9	25*	8,15,36
BOEING	B-757-200	RB211-535E4	255.50	210.00	73.7	85.3	30	8,15,35
BOEING	B-757-200	RB211-535E4	255.50	210.00	73.7	85.3	30	8,15,36
BOEING	B-757-200	RB211-535E4B	220.00	198.00	66.7	84.5	25*	8,15,35
BOEING	B-757-200	RB211-535E4B	220.00	198.00	67.1	84.5	25*	8,15,36
BOEING	B-757-200	RB211-535E4B	220.00	198.00	66.7	84.9	30	8,15,35
BOEING	B-757-200	RB211-535E4B	220.00	198.00	67.1	84.9	30	8,15,36
BOEING	B-757-200	RB211-535E4B	255.50	210.00	72.3	84.9	25*	8,15,35
BOEING	B-757-200	RB211-535E4B	255.50	210.00	72.4	84.9	25*	8,15,36
BOEING	B-757-200	RB211-535E4B	255.50	210.00	72.3	85.3	30	8,15,35
BOEING	B-757-200	RB211-535E4B	255.50	210.00	72.4	85.3	30	8,15,36
BOEING	B-757-300	RB211-535E4	236.00	210.00	71.0	85.1	25	8,15,35
BOEING	B-757-300	RB211-535E4	236.00	210.00	71.0	85.7	30	8,15,35
BOEING	B-757-300	RB211-535E4	275.00	224.00	77.2	85.6	25	8,15,35
BOEING	B-757-300	RB211-535E4	275.00	224.00	77.2	86.2	30	8,15,35

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-757-300	RB211-535E4B	235.87	210.00	69.0	85.1	25	8,15,35
BOEING	B-757-300	RB211-535E4B	235.87	210.00	69.0	85.7	30	8,15,35
BOEING	B-757-300	RB211-535E4B	275.00	224.00	75.1	85.6	25	8,15,35
BOEING	B-757-300	RB211-535E4B	275.00	224.00	75.1	86.2	30	8,15,35
BOEING	B-757-300	RB211-535E4C	235.87	210.00	69.0	85.1	25	8,15,35
BOEING	B-757-300	RB211-535E4C	235.87	210.00	69.0	85.7	30	8,15,35
BOEING	B-757-300	RB211-535E4C	275.00	224.00	75.1	85.6	25	8,15,35
BOEING	B-757-300	RB211-535E4C	275.00	224.00	75.1	86.2	30	8,15,35
BOEING	B-767-200	JT9D-7R4D	282.00	257.00	72.9	90.4	30	8,15
BOEING	B-767-200	JT9D-7R4D	315.00	270.00	77.1	89.2	25*	8,15
BOEING	B-767-200	JT9D-7R4E	360.00	300.00	82.3	89.5	25*	8,15
BOEING	B-767-200	JT9D-7R4E	360.00	300.00	82.3	91.3	30	8,15
BOEING	B-767-200/200ER	CF6-80A	279.90	257.00	71.3	89.1	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B2	300.00	270.00	70.3	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B2	351.00	300.00	75.8	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B4	351.00	270.00	73.8	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B4	387.00	300.00	77.7	88.4	30	8,15
BOEING	B-767-200/200ER	PW4052	335.00	270.00	74.3	90.0	30	8,15
BOEING	B-767-200/200ER	PW4052	351.00	285.00	76.2	90.0	30	8,15
BOEING	B-767-200/200ER	PW4056	340.00	270.00	73.3	89.1	30	8,15
BOEING	B-767-200/200ER	PW4056 PHASE 3 (FB2C)	395.00	300.00	77.3	88.4	30	8,15,23
BOEING	B-767-300	CF6-80A	300.00	280.00	74.5	89.1	25*	8,15
BOEING	B-767-300	CF6-80A	300.00	280.00	74.5	89.2	30	8,15
BOEING	B-767-300	CF6-80A	351.00	320.00	80.6	89.2	25*	8,15
BOEING	B-767-300	CF6-80A	351.00	320.00	80.6	89.4	30	8,15
BOEING	B-767-300	CF6-80A2	300.00	280.00	73.7	89.1	25*	8,15
BOEING	B-767-300	CF6-80A2	300.00	280.00	73.7	89.2	30	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-767-300	CF6-80A2	351.00	320.00	79.7	89.2	25*	8,15
BOEING	B-767-300	CF6-80A2	351.00	320.00	79.7	89.4	30	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	280.00	75.7	89.7	25*	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	280.00	75.7	91.2	30	8,15
BOEING	B-767-300	JT9D-7R4D(B)	351.00	320.00	81.6	90.8	25*	8,15
BOEING	B-767-300	JT9D-7R4D(B)	351.00	320.00	81.6	92.3	30	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	280.00	74.8	89.7	25*	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	280.00	74.8	91.2	30	8,15
BOEING	B-767-300	JT9D-7R4E	351.00	320.00	80.8	90.8	25*	8,15
BOEING	B-767-300	JT9D-7R4E	351.00	320.00	80.8	92.3	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	300.00	280.00	70.8	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	300.00	280.00	70.8	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	351.00	340.00	75.9	88.7	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	351.00	340.00	75.9	90.0	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	380.00	280.00	77.1	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	380.00	280.00	77.1	88.5	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	407.00	320.00	79.8	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	407.00	320.00	79.8	89.3	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	295.00	280.00	69.0	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	295.00	280.00	69.0	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	412.00	320.00	80.3	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	412.00	320.00	80.3	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	288.70	280.00	67.6	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	288.70	280.00	67.6	88.5	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	412.00	320.00	79.1	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	412.00	320.00	79.1	89.3	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	345.00	280.00	72.7	88.4	25*	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-767-300/300ER	CF6-80C2B6F	345.00	280.00	72.7	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	408.00	320.00	78.5	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	408.00	320.00	78.5	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	288.70	280.00	67.6	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	288.70	280.00	67.6	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	408.00	320.00	78.7	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	408.00	320.00	78.7	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	407.00	320.00	77.8	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	407.00	320.00	77.8	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	412.00	340.00	78.2	88.7	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	412.00	340.00	78.2	90.3	30	8,15
BOEING	B-767-300/300ER	PW4056	295.00	280.00	68.9	89.9	25*	8,15
BOEING	B-767-300/300ER	PW4056	295.00	280.00	68.9	90.2	30	8,15
BOEING	B-767-300/300ER	PW4056	407.00	320.00	81.2	90.2	25*	8,15
BOEING	B-767-300/300ER	PW4056	407.00	320.00	81.2	90.5	30	8,15
BOEING	B-767-300/300ER	PW4060	315.00	280.00	70.3	89.9	25*	8,15
BOEING	B-767-300/300ER	PW4060	315.00	280.00	70.3	90.2	30	8,15
BOEING	B-767-300/300ER	PW4060	408.00	320.00	80.0	90.2	25*	8,15
BOEING	B-767-300/300ER	PW4060	408.00	320.00	80.0	90.5	30	8,15
BOEING	B-767-300/300ER	PW4060 PHASE 3 (FB2C)	412.00	320.00	78.0	88.7	30	8,15,23
BOEING	B-767-300/300ER	RB211-524G	340.00	280.00	76.4	88.7	30	8,15
BOEING	B-767-300/300ER	RB211-524G	340.00	280.00	76.4	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524G	407.00	320.00	82.6	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524G	407.00	320.00	82.6	89.2	30	8,15
BOEING	B-767-300/300ER	RB211-524H	340.00	280.00	75.5	88.7	30	8,15
BOEING	B-767-300/300ER	RB211-524H	340.00	280.00	75.5	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524H	407.00	320.00	81.5	88.7	25*	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dBA</u>	<u>APP</u> <u>dBA</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
BOEING	B-767-300/300ER	RB211-524H	407.00	320.00	81.5	89.2	30	8,15
BOEING	B-777-200	GE90-76B	506.00	445.00	72.6	87.6	25*	8,15,57
BOEING	B-777-200	GE90-76B	506.00	445.00	72.6	88.5	30	8,15,57
BOEING	B-777-200	GE90-76B	545.00	460.00	75.1	87.7	25*	8,15,57
BOEING	B-777-200	GE90-76B	545.00	460.00	75.1	88.7	30	8,15,57
BOEING	B-777-200	GE90-76B(BLK IV)	506.00	445.00	72.6	87.6	25*	8,15,58
BOEING	B-777-200	GE90-76B(BLK IV)	506.00	445.00	72.6	88.5	30	8,15,58
BOEING	B-777-200	GE90-76B(BLK IV)	545.00	470.00	75.1	87.8	25*	8,15,58
BOEING	B-777-200	GE90-76B(BLK IV)	545.00	470.00	75.1	88.8	30	8,15,58
BOEING	B-777-200	GE90-77B	506.00	445.00	72.5	87.6	25*	8,15,57
BOEING	B-777-200	GE90-77B	506.00	445.00	72.5	88.5	30	8,15,57
BOEING	B-777-200	GE90-77B	545.00	460.00	74.9	87.7	25*	8,15,57
BOEING	B-777-200	GE90-77B	545.00	460.00	74.9	88.7	30	8,15,57
BOEING	B-777-200	GE90-77B(BLK IV)	506.00	445.00	72.6	87.6	25*	8,15,58
BOEING	B-777-200	GE90-77B(BLK IV)	506.00	445.00	72.6	88.5	30	8,15,58
BOEING	B-777-200	GE90-77B(BLK IV)	545.00	470.00	75.2	87.8	25*	8,15,58
BOEING	B-777-200	GE90-77B(BLK IV)	545.00	470.00	75.2	88.8	30	8,15,58
BOEING	B-777-200	GE90-85B	545.00	445.00	72.9	87.6	25*	8,15,57
BOEING	B-777-200	GE90-85B	545.00	445.00	72.9	88.5	30	8,15,57
BOEING	B-777-200	GE90-85B	632.50	460.00	78.7	87.7	25*	8,15,57
BOEING	B-777-200	GE90-85B	632.50	460.00	78.7	88.7	30	8,15,57
BOEING	B-777-200	GE90-85B(BLK IV)	545.00	445.00	72.5	87.6	25*	8,15,58
BOEING	B-777-200	GE90-85B(BLK IV)	545.00	445.00	72.5	88.5	30	8,15,58
BOEING	B-777-200	GE90-85B(BLK IV)	632.50	470.00	78.0	87.8	25*	8,15,58
BOEING	B-777-200	GE90-85B(BLK IV)	632.50	470.00	78.0	88.8	30	8,15,58
BOEING	B-777-200	GE90-90B	545.00	445.00	71.8	87.6	25*	8,15,57
BOEING	B-777-200	GE90-90B	545.00	445.00	71.8	88.5	30	8,15,57

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-777-200	GE90-90B	656.00	460.00	78.7	87.7	25*	8,15,57
BOEING	B-777-200	GE90-90B	656.00	460.00	78.7	88.7	30	8,15,57
BOEING	B-777-200	GE90-90B(BLK IV)	545.00	445.00	70.6	87.6	25*	8,15,58
BOEING	B-777-200	GE90-90B(BLK IV)	545.00	445.00	70.6	88.5	30	8,15,58
BOEING	B-777-200	GE90-90B(BLK IV)	656.00	470.00	78.1	87.8	25*	8,15,58
BOEING	B-777-200	GE90-90B(BLK IV)	656.00	470.00	78.1	88.8	30	8,15,58
BOEING	B-777-200	GE90-94B(BLK IV)	580.00	445.00	72.0	87.6	25*	8,15,58
BOEING	B-777-200	GE90-94B(BLK IV)	580.00	445.00	72.0	88.5	30	8,15,58
BOEING	B-777-200	GE90-94B(BLK IV)	656.00	470.00	77.0	87.8	25*	8,15,58
BOEING	B-777-200	GE90-94B(BLK IV)	656.00	470.00	77.0	88.8	30	8,15,58
BOEING	B-777-200	PW4074	440.90	440.90	71.3	88.7	25*	8,15
BOEING	B-777-200	PW4074	440.90	440.90	71.3	89.5	30	8,15
BOEING	B-777-200	PW4074	535.00	445.00	77.5	88.7	25*	8,15
BOEING	B-777-200	PW4074	535.00	445.00	77.5	89.5	30	8,15
BOEING	B-777-200	PW4077	445.00	440.90	70.8	88.7	25*	8,15
BOEING	B-777-200	PW4077	445.00	440.90	70.8	89.5	30	8,15
BOEING	B-777-200	PW4077	545.00	445.00	77.5	88.7	25*	8,15
BOEING	B-777-200	PW4077	545.00	445.00	77.5	89.5	30	8,15
BOEING	B-777-200	PW4090	545.00	445.00	74.9	88.5	25*	8,15,59
BOEING	B-777-200	PW4090	545.00	445.00	74.9	89.1	30	8,15,59
BOEING	B-777-200	PW4090	656.00	470.00	81.3	89.0	25*	8,15,59
BOEING	B-777-200	PW4090	656.00	470.00	81.3	89.5	30	8,15,59
BOEING	B-777-200	PW4090 at PW4074 rating	447.40	445.00	71.3	88.5	25*	8,15,59
BOEING	B-777-200	PW4090 at PW4074 rating	447.40	445.00	71.3	89.1	30	8,15,59
BOEING	B-777-200	PW4090 at PW4074 rating	535.00	470.00	77.5	89.0	25*	8,15,59
BOEING	B-777-200	PW4090 at PW4074 rating	535.00	470.00	77.5	89.5	30	8,15,59
BOEING	B-777-200	PW4090 at PW4077 rating	447.50	445.00	70.7	88.5	25*	8,15,59

APPENDIX 2

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dB</u>	<u>APP</u> <u>dB</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
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**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
BOEING	B-777-300	PW4098	550.00	445.00	74.4	88.8	25*	8,15
BOEING	B-777-300	PW4098	550.00	445.00	74.4	89.7	30	8,15
BOEING	B-777-300	PW4098	660.00	524.00	81.0	90.1	25*	8,15
BOEING	B-777-300	PW4098	660.00	524.00	81.0	91.0	30	8,15
BOEING	B-777-300	RR TRENT 884	550.00	445.00	76.5	88.4	25*	8,15
BOEING	B-777-300	RR TRENT 884	550.00	445.00	76.5	89.5	30	8,15
BOEING	B-777-300	RR TRENT 884	660.00	524.00	85.0	89.8	25*	8,15
BOEING	B-777-300	RR TRENT 884	660.00	524.00	85.0	90.7	30	8,15
BOEING	B-777-300	RR TRENT 892	550.00	445.00	75.0	88.4	25*	8,15
BOEING	B-777-300	RR TRENT 892	550.00	445.00	75.0	89.5	30	8,15
BOEING	B-777-300	RR TRENT 892	660.00	524.00	82.9	89.8	25*	8,15
BOEING	B-777-300	RR TRENT 892	660.00	524.00	82.9	90.7	30	8,15
BOMBARDIER	BD-700-1A10 (Global Express)	BR700-710-A2-20	93.50	78.50	73.6	83.2	30	8,15
BOMBARDIER	BD-700-1A10 (Global Express)	BR700-710-A2-20	96.00	78.50	74.6	83.2	30	8,15
BOMBARDIER	CL-600-2C10 (CRJ700)	CF34-8C1	72.50	66.90	68.2	82.5	45	8,15
BOMBARDIER	CL-600-2C10 (CRJ700)	CF34-8C1	75.00	66.90	69.1	82.5	45	8,15
BOMBARDIER	DHC-6	PT6A-27	12.50	12.50	67.0	78.0	-	4
BOMBARDIER	DHC-6	PT6A-27	12.50	12.50	67.0	78.0		4
BOMBARDIER	DHC-7	PT6A-50	45.50	42.00	69.0	84.0	25	15
BOMBARDIER	DHC-8 102	PW120	34.50	33.90	66.7	81.2	35	15
BOMBARDIER	DHC-8 103	PW121	34.50	33.90	65.7	81.2	35	15
BOMBARDIER	DHC-8 106	PW121	36.30	33.90	66.4	81.2	35	15
BOMBARDIER	DHC-8 201/202	PW123	36.30	33.90	66.4	81.2	35	15
BOMBARDIER	DHC-8 311	PW123	43.00	42.00	65.4	80.7	35	8,15
BOMBARDIER	DHC-8 314	PW123	43.00	42.00	67.1	80.6	35	8,15
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	61.70	60.50	61.0	81.6	35	8,15,42
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	61.70	60.50	61.0	83.4	15	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
CASA AIRCRAFT	CN-235-300	CT7-9C3	34.83	34.39	69.1	80.2	15	15
CESSNA	150	0-200-A	1.60	1.60	56.0	59.0	-	11
CESSNA	150M	O-200-A	1.60	1.60	55.0	59.0	-	11
CESSNA	152	0-235-L2C	1.70	1.70	55.0	59.0	-	11
CESSNA	170B	C-145-2H	2.20	2.20	68.0	61.0	-	11
CESSNA	172	O-320-E2D	2.30	2.30	61.0	61.0	-	11
CESSNA	172N	0-320-H2AD	2.30	2.30	63.0	62.0	-	10
CESSNA	177RG	IO-360-A1B6	2.80	2.80	65.0	62.0	-	11
CESSNA	180	O-470-J	2.80	2.80	69.0	63.0	-	11
CESSNA	182P	O-470-S	3.00	3.00	70.0	56.0	-	10,11
CESSNA	182Q	0-470-U	3.00	3.00	69.0	56.0	-	10,11
CESSNA	185F	IO-520-D	3.40	3.40	66.0	64.0	-	11
CESSNA	206	IO-520-A	3.30	3.30	70.2	63.5	-	11
CESSNA	206H	IO-580-AIA	3.60	3.60	69.3	63.7	-	11,21
CESSNA	207	IO-520-F	3.80	3.80	74.3	63.8	-	11
CESSNA	210	IO-520-L	3.80	3.80	71.4	67.1	-	10,11
CESSNA	310Q	IO-470-V0	5.20	5.20	68.0	73.7	-	10,11
CESSNA	310R	TSIO-520-BB	5.50	5.50	65.0	73.0	-	11
CESSNA	320C	TSIO-470-D	5.20	5.20	70.0	73.0	-	11
CESSNA	337H	IO-360-G	4.60	4.60	70.0	72.0	-	11
CESSNA	340A	TSIO-520-MB	6.00	6.00	66.0	73.0	-	11
CESSNA	401	TSIO-520-E	6.30	6.30	67.0	73.0	-	11
CESSNA	402C	TSIO-520-VB	6.90	6.90	68.0	74.0	-	11
CESSNA	404	GTSIO-520-M	8.40	8.40	61.0	74.0	-	11
CESSNA	414A	TSIO-520-N	6.80	6.80	67.0	73.0	-	11
CESSNA	421C	GTSIO-520-L	7.50	7.50	61.0	74.0	-	11
CESSNA	500	JT15D-1	10.90	10.90	67.0	77.7	40	15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
CESSNA	560	JT15D-5A	15.90	15.20	68.7	80.5	35	8,15
CESSNA	CARAVAN I	PT6A-114	7.30	7.30	64.9	73.0	-	
CESSNA	CITATION BRAVO (550)	PW530A	14.80	13.50	61.3	82.3	40	8,15
CESSNA	CITATION ENCORE (560)	PW535A	16.63	15.20	58.3	83.0	35	8,15
CESSNA	CITATION EXCEL (560XL)	PW545	20.00	18.70	60.6	85.0	35	8,15
CESSNA	CITATION I	JT15D-1A	11.90	11.40	67.3	77.7	40	8,15
CESSNA	CITATION II (550)	JT15D-4	13.30	12.70	62.6	79.3	40	8,15
CESSNA	CITATION II (550)	JT15D-4	14.60	13.50	67.4	79.8	40	8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	21.50	19.00	68.8	81.1	20*	8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	22.00	20.00	69.3	81.4	20*	7,8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	22.00	20.00	69.3	84.8	37	7,8,15
CESSNA	CITATION JET (525)	FJ44-1A	10.40	9.70	60.3	81.7	35	8,15
CESSNA	CITATION JET II (525A)	FJ44-2C	12.38	11.50	62.7	80.3	35	8,15
CESSNA	CITATION ULTRA (560)	JT15D-5D	16.30	15.20	67.1	78.0	35	8,15
CESSNA	CITATION V (560)	JT15D-5A	16.30	15.20	69.4	80.5	35	8,15
CESSNA	CITATION VI (650)	TFE731-3C-100S	22.00	20.00	69.3	84.8	40	8,15
CESSNA	CITATION VII (650)	TFE731-4C-3S	23.00	20.00	65.7	78.0	20*	8,15
CESSNA	CITATION VII (650)	TFE731-4C-3S	23.00	20.00	65.7	81.6	40	8,15
CESSNA	CITATION VII (650)	TFE731-4R-3S	22.45	20.00	65.4	81.6	40	8,15
CESSNA	CONQUEST I	PT6A-112	8.20	8.20	63.0	75.0	-	10,11
CESSNA	CONQUEST II	TPE-331-8	9.80	9.80	63.0	76.5	-	5,11
CESSNA	S550 (SII)	JT15D-4B	15.10	14.40	64.8	79.6	35	8,15
CESSNA	T206H	TIO-540-AJIA	3.60	3.60	65.6	63.8	-	11,21
CESSNA	T210L	TSIO-520-R	3.80	3.80	73.0	64.0	-	11
CESSNA	T210M	TSIO-520-R	3.80	3.80	71.0	64.0	-	11
CESSNA	TU206G	TSIO-520-M	3.60	3.60	71.0	64.0	-	11
CIRRUS DESIGN CORP.	SR 20 (2 Bladed Prop)	IO-360-ES	2.90	2.90	72.3	61.9	-	11,21

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
CIRRUS DESIGN CORP.	SR 20 (3 Bladed Prop)	IO-360-ES	2.90	2.90	72.1	61.9	-	11,21
CIRRUS DESIGN CORP.	SR 22	IO-550-N	3.40	3.40	73.6	63.8	-	11,21
CLASSIC AIRCRAFT	WACO CLASSIC F-5	R-755-B2	2.70	2.70	57.8	63.4	-	11
CONCORDE	CONCORDE	O-593/M-602	400.00		112.9	109.5	-	4,8
DASSAULT	FALCON 10	TFE731-2	19.30	17.64	69.4	81.8	30*	8,15
DASSAULT	FALCON 10	TFE731-2-1C	19.30	17.64	69.4	85.3	52	8,15
DASSAULT	FALCON 20	CF700-2D-2	28.60	27.30	77.0	90.1	25*	8,15
DASSAULT	FALCON 20-Basic/D/E	CF700-2D-2	28.66	27.32	77.0	90.3	40	8,15
DASSAULT	FALCON 20-Basic/D/E/F (M2851)	CF700-2D-2Q	28.66	27.32	71.4	88.9	40	8,15
DASSAULT	FALCON 20-C5/D5/E5 (M3500)	TFE731-5AR-2C	29.10	27.73	72.0	81.8	40	8,15
DASSAULT	FALCON 20-C5/D5/E5 (M3530)	TFE-731-5BR-2C	29.10	27.73	69.2	81.8	40	8,15
DASSAULT	FALCON 20-C5/D5/E5 (M3547)	TFE731-5BR-2C	30.50	28.88	72.1	82.2	40	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	27.76	70.6	79.4	25*	8,15
DASSAULT	FALCON 20-F5 (M3500)	TFE731-5AR-2C	29.10	27.73	70.6	81.0	40	8,15
DASSAULT	FALCON 20-F5 (M3530)	TFE-731-5BR-2C	29.10	27.73	68.1	81.0	40	8,15
DASSAULT	FALCON 20-F5 (M3547)	TFE731-5BR-2C	30.50	28.88	71.4	81.3	40	8,15
DASSAULT	FALCON 20-G (M2500)	ATF3-6-2C	32.00	27.56	71.7	84.1	40	8,15
DASSAULT	FALCON 50	TFE731-3-1C	38.80	35.70	70.9	82.0	20*	8,15
DASSAULT	FALCON 50	TFE731-3-1C	38.80	35.72	70.9	87.6	48	8,15
DASSAULT	FALCON 50 (M1810)	TFE731-40-1	40.79	35.72	70.6	84.5	48	8,15
DASSAULT	FALCON 50 (M1230)	TFE731-3-1C	40.78	35.71	72.6	82.0	20*	8,15
DASSAULT	FALCON 50 (M1230)	TFE731-3-1C	40.78	35.71	72.6	87.3	48	8,15
DASSAULT	FALCON 50 (M2193)	TFE731-40-1	40.79	35.72	70.6	84.5	48	8,15
DASSAULT	FALCON 200	ATF3-6A-4C	32.00	27.60	71.7	84.1	40	8,15
DASSAULT	FALCON 900	TFE731-5AR-1C	45.50	42.00	69.2	81.0	20*	8,15
DASSAULT	FALCON 900	TFE731-5AR-1C	45.50	42.00	71.2	82.6	40	8,15
DASSAULT	FALCON 900 (M1196)	TFE731-5AR-1C	46.50	42.00	72.2	82.6	40	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
DASSAULT	FALCON 900B (M1200)	TFE731-5BR-1C	46.50	42.00	69.9	82.6	40	8,15
DASSAULT	FALCON 900EX (M3000)	TFE731-60-1	49.00	44.50	68.2	82.9	40	8,15
DASSAULT	FALCON 2000	CFE738-1-1B	36.50	33.00	64.0	83.8	40	8,15
DOUGLAS	DC-3	R-1830-90C	25.20	24.40	85.0	84.0	-	5
EMBRAER	EMB 110-P2	PT6A-34	12.50	12.50	71.0	76.0	-	4
EMBRAER	EMB-120 BRASILIA	PW115	21.20	21.20	63.2	81.8	45	12
EMBRAER	EMB-145ER	AE3007A	45.41	41.22	65.9	82.9	45	8,15
EMBRAER	EMB-145LR	AE3007A1/1	48.50	42.54	68.0	82.5	45	8,15
ESTUMKEDA, LTD d.b.a MICCO AIRCRAFT CO.	MAC-145B	IO-540-T4B5	2.85	2.74	72.5	63.1	-	11,21
EXTRA FLUGZEUGBAU	EA 400	TSIOL-550-A	4.41	4.41	67.9	64.0	-	11,21
FAIRCHILD	F-27-F	RR DART MK529	38.50	36.70	77.3	87.0	-	11
FAIRCHILD DORNIER	328-100 Mod 10	PW 119B	30.84	29.17	66.6	83.0	12	15,38
FAIRCHILD DORNIER	328-100 Mod 20	PW 119C	30.84	29.17	67.0	83.0	12	15,38
FAIRCHILD DORNIER	328-300	PW306B	33.51	31.06	62.2	79.5	32	8,15
FAIRCHILD DORNIER	328-300 Mod 10	PW306B	34.52	31.72	62.7	80.3	32	8,15
FAIRCHILD DORNIER	DORNIER 228	TPE-331-5-252D	13.10	12.60	66.3	74.7	-	
FAIRCHILD DORNIER	SA226-AC METRO III	TPE-331-11U	14.50	14.00	69.2	78.5	-	10,11
FAIRCHILD DORNIER	SA226-AT	TPE-331-3U-303G	12.50	12.50	71.0	76.0	-	4
FAIRCHILD DORNIER	SA226-T	TPE-331-3U-303G	12.50	12.50	71.0	76.0	-	4
FAIRCHILD DORNIER	SA226-T(B) MERLIN IIIB	TPE-331-10U	12.50	12.50	68.9	78.5	-	5,11
FAIRCHILD DORNIER	SA226-TC METRO II	TPE-331-3UW-303G	12.50	12.50	71.0	76.0	-	4
FAIRCHILD DORNIER	SA227-AT MERLIN III C	TPE-331-10U	13.20	13.20	69.5	78.5	-	5,11
FAIRCHILD DORNIER	SA227-AT MERLIN IV C	TPE-331-11U	14.50	14.00	69.2	78.5	-	10,11
FOKKER	F100	RR TAY MK620-15	95.00	88.00	72.0	83.3	42	8,15
FOKKER	F100	RR TAY MK650-15	98.00	88.00	69.9	82.1	25*	8,15
FOKKER	F100	RR TAY MK650-15	98.00	88.00	69.9	82.8	42	8,15
FOKKER	F-27 MK500/600	MK552-7R	45.00	41.00	75.3	79.1	40	15,16

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
FOKKER	F-27 MK500/600	MK552-7R	45.90	43.50	76.0	79.4	40	15,16
FOKKER	F-27-100	RR DART6 MK514	39.00	37.50	76.0	82.6	-	11
FOKKER	F-27-200	MK532-7	43.50	41.00	78.0	88.1	-	5
FOKKER	F-27-500/600	MK532-7R	43.50	42.00	78.0	86.8	-	5
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	59.00	79.2	94.1	42	4
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	59.00	79.2	94.7	42	4
FOKKER	F-28 MK4000	SPEY MK555-15H	73.00	64.00	75.5	86.3	-	
FOKKER	F70	RR TAY MK620-15	81.00	75.00	65.4	78.6	42	8,15
FOKKER	F70	RR TAY MK620-15	92.00	81.00	69.2	79.0	42	8,15
FOUND AIRCRAFT CANADA	FBA-2C1	IO-540-D4A5	3.20	3.20	75.9	63.1	-	11,21
GENERAL DYNAMICS	CV-440	R-2800	48.00	47.20	86.0	84.0	-	5
GENERAL DYNAMICS	CV-580	501-D13	54.60	52.00	74.3	85.7	-	10
GULFSTREAM	112	IO-360-C1D6	2.70	2.70	63.0	62.0	-	11
GULFSTREAM	500S	IO-540-E1B5	6.80	6.80	76.0	77.0	-	10
GULFSTREAM	560E	GO-480-C1B6	6.50	6.50	59.0	73.0	-	11
GULFSTREAM	680FL	IGSO-540-B1A	8.50	8.00	64.0	74.0	-	11
GULFSTREAM	690B	TPE-331-5-251K	10.30	9.70	66.0	76.0	-	10
GULFSTREAM	690C COMMANDER 840	TPE-331-5	10.30	9.70	61.3	77.4	-	5,11
GULFSTREAM	690D COMMANDER 900	TPE-331-5	10.70	10.60	61.7	77.4	-	10
GULFSTREAM	695	TPE-331-10	10.30	9.70	62.0	77.4	-	5,15
GULFSTREAM	695 COMMANDER 980	TPE-331-10	10.30	9.70	62.0	77.4	-	5,11
GULFSTREAM	695A COMMANDER 1000	TPE-331-10	11.20	10.60	61.6	77.9	-	5,11
GULFSTREAM	AA-1B	O-235	1.60	1.60	57.1	59.0	-	11
GULFSTREAM	AA-5A	O-320-E2G	2.20	2.20	60.0	61.0	-	11
GULFSTREAM	AA-5B TIGER	O-360-A4K	2.20	2.20	57.4	52.0	-	10,11
GULFSTREAM	G100	TFE731-40R-200G	24.65	20.70	67.0	81.2	40	8,15
GULFSTREAM	G200	PW306A	34.85	28.00	74.0	81.4	40	8,15,45

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
GULFSTREAM	G200	PW306A	34.85	28.00	74.0	83.1	40	8,15,44
GULFSTREAM	GA-7	O-320-D1D	3.80	3.80	63.0	72.0	-	4
GULFSTREAM	GULFSTREAM I	RR DART MK529	35.10	33.60	71.0	85.9	-	15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	80.1	83.9	20*	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	82.6	83.9	20*	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	82.6	90.6	39	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	65.50	58.50	84.2	90.7	39	8,15,16
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	69.70	58.50	82.8	82.5	20*	8,15,16
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	69.70	58.50	82.8	89.7	39	8,15,16
GULFSTREAM	GULFSTREAM IV	RR TAY 611-8	73.20	58.50	64.2	80.7	39	8,15
GULFSTREAM	GULFSTREAM IV - SP	RR TAY 611-8	74.60	66.00	64.9	81.3	39	8,15
GULFSTREAM	G-V	BR700-710A1-10	90.50	75.30	68.0	82.0	39	8,15
IAI	1121 COMMODORE	CJ610-5	18.50	18.50	89.7	100.0	-	4
IAI	1123 WESTWIND	CJ610-9	20.70	19.00	89.7	99.0	-	4
IAI	1124 WESTWIND	TFE731-3-1G	22.90	19.00	67.4	84.0	40	8,15
IAI	1124A WESTWIND II	TFE731-3-1G	23.50	19.00	70.3	84.2	40	15
IAI	1124IW WESTWIND IW	TFE731-3-1G	23.50	19.00	71.7	84.0	40	15
IAI	1125 ASTRA	TFE731-3A-200G	23.50	20.70	70.3	80.4	40	8,15
IAI	1125 ASTRA	TFE731-3A-200G	24.65	20.70	72.1	80.4	40	8,15
LEARJET	LEARJET 23	CJ610-1	12.50	11.90	84.7	89.7	-	4,8
LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	13.50	11.90	77.8	92.0	40	8,13
LEARJET	LEARJET 24D	CJ610-6	13.50	11.90	80.6	89.4	40	8
LEARJET	LEARJET 24D	CJ610-6	13.50	11.90	80.6	94.7	40	4,8,17
LEARJET	LEARJET 24E	CJ610-6	12.90	11.90	73.1	88.3	40	4,8
LEARJET	LEARJET 24F	CJ610-6	12.90	11.90	74.6	88.3	40	4,8
LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	16.30	13.30	82.3	92.0	40	8,13
LEARJET	LEARJET 25B/C	CJ610-6	15.00	13.30	82.8	93.8	40	4,8,18

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
LEARJET	LEARJET 25D	CJ610-6	15.00	13.30	79.7	88.2	40	8,13
LEARJET	LEARJET 25F	CJ610-6	15.00	13.30	79.7	88.2	40	4,8
LEARJET	LEARJET 31	TFE731-2-3B	17.00	15.30	68.9	82.9	40	13,15
LEARJET	LEARJET 35	TFE731-2	17.00	14.30	70.4	83.1	40	4
LEARJET	LEARJET 35 W/CENTURY III	TFE731-2	17.00	14.30	65.6	81.6	40	8,15
LEARJET	LEARJET 35A	TFE731-2	18.00	15.30	71.6	81.7	40	15
LEARJET	LEARJET 35A/36A	TFE731-2	18.30	15.30	65.1	81.7	40	8,15
LEARJET	LEARJET 36	TFE731-2	17.00	14.30	70.6	83.1	40	4
LEARJET	LEARJET 36 W/CENTURY III	TFE731-2	17.00	14.30	65.6	81.6	40	8,15
LEARJET	LEARJET 36A	TFE731-2	18.00	15.30	71.6	81.7	40	15
LEARJET	LEARJET 45	TFE731-20R-1B	20.50	19.20	60.7	81.5	40	8,15
LEARJET	LEARJET 55	TFE731-3B	20.50	17.00	67.0	81.5	40	15
LEARJET	LEARJET 55B	TFE731-3A-2B	21.50	18.00	68.4	81.9	40	
LEARJET	LEARJET 60	PW305A	23.10	19.50	60.9	77.4	40	8,15
LEARJET	LEARJET 60	PW305A	23.50	19.50	60.9	77.4	40	8,15
LOCKHEED	1329 JETSTAR	JT12A-8	42.00	35.00	88.7	101.0	50	8,13
LOCKHEED	1329-23 JETSTAR w/STAR 3	TFE731-3	44.25	36.00	74.7	88.3	59	8,15,33
LOCKHEED	1329-25 JETSTAR	TFE731-3-IE	43.80	36.00	82.3	88.3	50	4
LOCKHEED	1329-25 JETSTAR w/STAR 3	TFE731-3	44.50	36.00	75.0	88.3	59	8,15,34
LOCKHEED	L-1011	RB211-22B	430.00	358.00	85.1	91.3	33*	4,5
LOCKHEED	L-1011	RB211-22B	430.00	358.00	85.1	92.1	42	4,5
LOCKHEED	L-1011-1	RB211-22C	396.00	358.00	85.2	90.0	33*	4,8
LOCKHEED	L-1011-1	RB211-22C	416.00	358.00	85.3	90.8	33*	8
LOCKHEED	L-1011-1	RB211-22C	422.00	358.00	86.9	91.4	33*	
LOCKHEED	L-1011-1	RB211-22C	430.00	358.00	87.1	92.7	42	
LOCKHEED	L-188	501-D13	116.00	95.70	81.3	89.5	-	4,8
MAULE	MX7-235	0540-JIA5D	2.50	2.50	63.2	62.7	-	11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
MCDONNELL DOUG.	DC-08-50 (QNC QN)	JT3D-3B	309.80	240.00	90.3	94.5	-	8,12
MCDONNELL DOUG.	DC-08-61 (BAC/BAC II)	JT3D-3B	325.00	240.00	88.8	91.2	35	8,15,16
MCDONNELL DOUG.	DC-08-61 (QNC QN)	JT3D-3B	309.80	240.00	90.3	94.5	-	8,12
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	335.00	240.00	90.0	89.8	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	335.00	250.00	90.0	90.0	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	348.00	240.00	91.1	89.8	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-7	335.00	250.00	87.8	93.1	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-7	350.00	240.00	88.8	93.0	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	335.00	250.00	88.8	89.3	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	350.00	240.00	90.0	88.9	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-7	335.00	250.00	87.8	93.1	35	8,15,16
MCDONNELL DOUG.	DC-08-63 (ADC QN)	JT3D-3B	355.00	245.00	91.7	96.0	50	8,15
MCDONNELL DOUG.	DC-08-63 (BAC/BACII)	JT3D-7	353.00	258.00	89.2	93.2	35	8,15,16
MCDONNELL DOUG.	DC-08-63 (BAC/BACII)	JT3D-7	353.00	275.00	89.2	93.5	35	8,15,16
MCDONNELL DOUG.	DC-08-63 (BAC/R1)	JT3D-7	355.00	275.00	89.2	93.5	35	8,15,16
MCDONNELL DOUG.	DC-08-63 (TNC QN)	JT3D-3B	350.00	250.00	90.5	95.4	50	8,15
MCDONNELL DOUG.	DC-08-63 (TNC QN)	JT3D-7	355.00	275.00	89.6	95.2	35	8,15
MCDONNELL DOUG.	DC-08-63F (ADC QN)	JT3D-7	355.00	245.00	91.0	95.9	50	8,15
MCDONNELL DOUG.	DC-08-71	CFM56-2-C1	337.00	245.00	84.1	88.8	46	
MCDONNELL DOUG.	DC-08-72	CFM56-2-C1	362.50	245.00	85.6	88.6	46	
MCDONNELL DOUG.	DC-08-73	CFM56-2-C1	362.50	245.00	85.6	88.6	46	
MCDONNELL DOUG.	DC-09-10	JT8D-7	90.70	81.70	78.6	89.1	50	1,8,15
MCDONNELL DOUG.	DC-09-10	JT8D-7	90.70	81.70	79.7	95.7	50	8,15
MCDONNELL DOUG.	DC-09-10 (ABS STC1563GL)	JT8D-7	90.70	81.70	76.3	86.7	40	8,15,16
MCDONNELL DOUG.	DC-09-20 (ABS STC1613GL)	JT8D-9	100.00	93.40	78.3	86.8	40	8,15,16
MCDONNELL DOUG.	DC-09-30	JT8D-15	114.00	101.00	85.8	90.9	50	1,8,15
MCDONNELL DOUG.	DC-09-30	JT8D-17	121.00	101.00	88.2	92.2	50	1,8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dBA</u>	<u>APP</u> <u>dBA</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
MCDONNELL DOUG.	DC-09-30	JT8D-7	108.00	99.00	85.5	89.9	50	1,8,15
MCDONNELL DOUG.	DC-09-30	JT8D-7	108.00	99.00	87.1	96.0	50	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	108.00	99.00	85.4	90.6	50	1,8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	108.00	99.00	86.5	93.8	50	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	110.00	99.00	86.3	90.8	50	1,8,15
MCDONNELL DOUG.	DC-09-30 (ABS STC1613GL)	JT8D-7	103.00	99.00	80.2	87.0	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC1613GL)	JT8D-7	105.00	101.00	81.0	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC1613GL)	JT8D-9	103.00	99.00	79.3	87.0	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC1613GL)	JT8D-9	105.00	101.00	80.0	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-11	111.00	101.00	79.9	87.2	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-7	105.00	101.00	79.8	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-7	108.50	101.00	81.1	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-9	105.00	99.00	78.8	87.0	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-9	111.70	102.00	81.3	87.2	40	8,15,16
MCDONNELL DOUG.	DC-09-40	JT8D-11	107.00	102.00	84.8	90.0	50	1,8,15
MCDONNELL DOUG.	DC-09-40	JT8D-11	114.00	102.00	87.5	90.9	50	1,8,15
MCDONNELL DOUG.	DC-09-40	JT8D-15	114.00	102.00	85.8	90.9	50	1,8,15
MCDONNELL DOUG.	DC-09-40 (ABS STC165CH)	JT8D-11	111.00	99.00	80.1	87.3	40	8,15,16
MCDONNELL DOUG.	DC-09-40 (ABS STC165CH)	JT8D-9	111.70	101.00	81.3	87.4	40	8,15,16
MCDONNELL DOUG.	DC-09-50	JT8D-15	110.00	110.00	84.3	89.5	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-15	121.00	110.00	88.4	89.5	40*	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-15	121.00	110.00	88.4	92.0	50	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	115.00	104.00	85.9	89.5	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	121.00	110.00	88.2	89.5	40*	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	121.00	110.00	88.2	92.3	50	1,8,15
MCDONNELL DOUG.	DC-10-10	CF6-6D	410.00	363.50	85.2	90.3	35*	15
MCDONNELL DOUG.	DC-10-10	CF6-6D	410.00	363.50	85.2	95.1	50	15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dB</u>	<u>APP</u> <u>dB</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
MCDONNELL DOUG.	DC-10-10	CF6-6D	440.00	363.50	88.5	91.1	35*	15
MCDONNELL DOUG.	DC-10-10	CF6-6D	440.00	363.50	88.5	95.7	50	15
MCDONNELL DOUG.	DC-10-10	CF6-6D1	386.50	363.50	80.9	89.8	35*	15
MCDONNELL DOUG.	DC-10-10	CF6-6D1	386.50	363.50	80.9	94.7	50	15
MCDONNELL DOUG.	DC-10-10	CF6-6D1	440.00	363.50	85.3	95.7	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	519.60	403.00	91.4	93.0	35*	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	519.60	403.00	91.4	96.0	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	565.00	403.00	95.7	93.4	35*	15
MCDONNELL DOUG.	DC-10-30	CF6-50C	565.00	411.00	94.1	96.2	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50C1	562.00	403.00	93.9	97.1	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50C1	572.00	421.00	94.6	93.5	35*	15
MCDONNELL DOUG.	DC-10-30	CF6-50C1	590.00	411.00	96.4	97.3	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50C2	555.00	403.00	84.4	94.2	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2	590.00	411.00	87.2	95.1	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	555.00	424.00	83.6	94.2	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	590.00	411.00	86.7	95.1	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50CA	565.00	424.00	95.7	96.3	50	15
MCDONNELL DOUG.	DC-10-30	CF6-6K	410.00	403.00	82.6	88.7	35*	8,15
MCDONNELL DOUG.	DC-10-30	CF6-6K	455.00	403.00	88.8	94.2	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	430.00	403.00	85.0	94.5	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	484.00	403.00	88.4	89.4	35*	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	484.00	403.00	88.4	94.5	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	530.00	403.00	91.7	90.2	35*	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	530.00	403.00	91.7	94.9	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	555.00	403.00	90.6	94.9	35*	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	555.00	403.00	90.6	97.1	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	572.00	403.00	91.8	94.9	35*	15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dB</u>	<u>APP</u> <u>dB</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
MCDONNELL DOUG.	DC-10-40	JT9D-59A	572.00	403.00	91.8	97.1	50	15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	128.00	80.3	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	128.00	80.3	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	130.00	83.2	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	130.00	83.2	83.9	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	128.00	78.7	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	128.00	78.7	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	130.00	81.4	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	130.00	81.4	83.9	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	128.00	78.7	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	128.00	78.7	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	150.00	83.7	83.9	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	150.00	83.7	85.0	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	128.00	78.3	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	128.00	78.3	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	150.00	83.1	83.9	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	150.00	83.1	85.0	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	128.00	77.5	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	128.00	77.5	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	150.00	82.1	83.9	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	150.00	82.1	85.0	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	120.00	74.7	83.3	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	120.00	74.7	83.7	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	130.00	81.2	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	130.00	81.2	84.3	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	120.00	74.5	83.3	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	120.00	74.5	83.7	40	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW</u> <u>1000 LBS</u>	<u>MLW</u> <u>1000 LBS</u>	<u>TO</u> <u>dBA</u>	<u>APP</u> <u>dBA</u>	<u>APP</u> <u>FLAPS</u>	<u>NOTES</u>
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	130.00	80.6	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	130.00	80.6	84.3	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	128.00	77.4	83.5	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	128.00	77.4	84.2	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	130.00	79.7	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	130.00	79.7	84.3	40	8,15
MCDONNELL DOUG.	MD-90-30	V2525-D5	156.00	142.00	71.1	83.3	40	8,15
MCDONNELL DOUG.	MD-90-30	V2525-D5	166.00	142.00	73.0	83.3	40	8,15
MCDONNELL DOUG.	MD-90-30	V2528-D5	156.00	142.00	69.0	83.3	40	8,15
MCDONNELL DOUG.	MD-90-30	V2528-D5	166.00	142.00	71.0	83.3	40	8,15
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	20.30	19.40	89.7	99.0	-	13
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	10.00	64.0	76.0	-	4
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.00	10.20	66.0	76.0	-	4
MITSUBISHI	MU300 DIAMOND I	JT15D-4	14.10	13.20	71.9	77.2	30	12
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	15.80	14.20	71.8	83.0	-	15
MOONEY	M20C	0-360-A1D	2.60	2.60	65.0	62.0	-	11
MOONEY	M20F w/MODWORK STC# SA02204AT	IO-360-E5	2.74	2.74	74.4	62.0	-	11,21
MOONEY	M20J	IO-360-A1B6D	2.70	2.70	58.0	62.0	-	4
MOONEY	M20M	TIO-540-AF1A	3.20	3.20	63.9	63.3	-	11,21
MOONEY	M20M	TIO-540-AF1A	3.37	3.37	64.8	63.3	-	11,21
MORANE-SAULNIER	MS 760B (PARIS II)	MARBORE VIC2	8.65	6.96	80.9	91.5	55	19
NIHON	YS-11A-200	DART MK 542	54.00	52.90	81.0	90.0	-	5
OSTMECKLENBURGISCH E FLUGZEUGBAU	OMF-100-160	O-320-D2A	1.96	1.96	61.0	61.0	-	11,21
PIPER	601P	IO-540-S1A5	6.00	6.00	70.0	73.0	-	11
PIPER	CHEYENNE 400LS	TPE-331-14	12.05	11.10	57.0	78.5	-	11
PIPER	PA-18-150	0-320-A2B	1.80	1.80	53.0	61.0	-	11
PIPER	PA-23-250	IO-540-C4B5	5.20	4.94	68.0	73.0	-	11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
PIPER	PA-24-260	IO-540-B1A5	3.20	3.20	65.0	63.0	-	11
PIPER	PA-28-140	O-320-E3D	2.20	2.20	60.0	61.0	-	11
PIPER	PA-28-151	O-320-E3D	2.20	2.20	60.0	61.0	-	11
PIPER	PA-28-161	O-320-D3G	2.40	2.40	59.0	61.0	-	11
PIPER	PA-28-181	O-360-A4M	2.55	2.50	60.0	62.0	-	11
PIPER	PA-28-200	IO-360-C1C	2.70	2.70	63.0	61.0	-	
PIPER	PA-28-235	O-540-B4B5	3.00	3.00	72.0	63.0	-	11
PIPER	PA-28-236	O-540-J3A5D	3.00	3.00	68.0	63.0	-	11
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.80	2.80	67.0	62.0	-	11
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.90	2.90	67.0	62.0	-	11
PIPER	PA-30 TWIN COMANCHE	IO-320-B	3.60	3.60	56.0	70.6	-	11
PIPER	PA-31-310	TIO-540-A2C	6.50	6.50	69.0	73.0	-	11
PIPER	PA-31-325	TIO-540-F2BD	6.50	6.50	70.0	74.0	-	11
PIPER	PA-31-350	TIO-540-J2BD	7.00	7.00	71.0	74.0	-	11
PIPER	PA-31T	PT6A-28	9.00	9.00	62.0	74.0	-	4
PIPER	PA-32-300	IO-540-K1G5D	3.40	3.40	71.0	64.0	-	
PIPER	PA-32R-300	IO-540-K1G5D	3.60	3.60	71.0	64.0	-	11
PIPER	PA-32R-301	IO-540-K1G5D	3.60	3.60	70.0	64.0	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.60	3.60	69.0	64.0	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.60	3.60	71.0	64.0	-	11
PIPER	PA-34-200T	TSIO-360-E	4.80	4.50	64.0	72.0	-	11
PIPER	PA-34-220T	TSIO-360-KB	4.75	4.50	64.0	72.0	-	11
PIPER	PA-38-112	O-235-L2C	1.70	1.70	56.0	60.0	-	11
PIPER	PA-42 CHEYENNE	PT6A-41	10.50	9.40	70.3	77.1	-	10,11
PIPER	PA-44-180	O-360-E1A6D	3.80	3.80	62.0	71.0	-	11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.90	3.90	62.0	71.0	-	11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.90	3.90	60.0	71.0	-	11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
PIPER	PA-46-31P MALIBU	TSIO-520-BE	4.10	4.10	70.0	63.9	-	11
PIPER	PA-602P	IO-540-AA1A5	6.00	6.00	66.0	73.0	-	11
PIPER	PA-60-600	IO-540-K1J5	5.50	5.50	66.0	73.0	-	11
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.20	19.55	70.4	83.3	25*	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.20	19.55	70.4	85.8	45	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.70	19.55	71.2	83.3	25*	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.70	19.55	71.2	85.8	45	8,15
RAYTHEON	HAWKER 125- 1A	VIPER-522	21.20	19.60	83.1	98.5	50	8,15
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	21.70	20.00	71.2	83.5	25*	8,15
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	21.70	20.00	71.2	86.0	45	8,15
RAYTHEON	HAWKER 125- 3A/R	VIPER-522	22.70	20.00	84.8	98.7	50	8,15
RAYTHEON	HAWKER 125- 3A/RA	TFE731-3-1H	23.60	20.00	72.4	83.0	25*	8,15
RAYTHEON	HAWKER 125- 3A/RA	TFE731-3-1H	23.60	20.00	72.4	85.5	45	8,15
RAYTHEON	HAWKER 125- 3A/RA	VIPER-522	22.70	20.00	84.8	98.7	45	8,15
RAYTHEON	HAWKER 125- 400A	TFE731-3-1H	23.60	20.00	72.4	83.0	25*	8,15
RAYTHEON	HAWKER 125- 400A	TFE731-3-1H	23.60	20.00	72.4	85.5	45	8,15
RAYTHEON	HAWKER 125- 400A	VIPER-522	23.60	20.00	85.3	98.7	45	8,15
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	25.50	22.00	75.8	83.6	25*	8,15
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	25.50	22.00	75.8	86.1	45	8,15
RAYTHEON	HAWKER 125- 600A	VIPER 601-22	25.50	22.00	81.9	96.0	45	8,15,16
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	24.20	22.00	75.4	83.6	25*	8,15,26
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	24.20	22.00	75.4	86.1	45	8,15,26
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	25.50	22.00	75.8	83.6	25*	8,15,26
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	25.50	22.00	75.8	86.1	45	8,15,26
RAYTHEON	HAWKER 125- 700A	TFE731-3R-1H	25.50	22.00	76.1	83.5	25*	8,15,20,26
RAYTHEON	HAWKER 125- 700A	TFE731-3R-1H	25.50	22.00	76.1	86.0	45	8,15,20,26
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	23.35	69.7	82.5	25*	8,15,20

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TOGW 1000 LBS</u>	<u>MLW 1000 LBS</u>	<u>TO dBA</u>	<u>APP dBA</u>	<u>APP FLAPS</u>	<u>NOTES</u>
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	23.35	69.7	82.5	25*	8,15
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	23.35	69.7	85.0	45	8,15
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	23.35	69.7	85.0	45	8,15,20
RAYTHEON	HAWKER 125- 800XP	TFE731-5BR-1H	28.00	23.35	68.2	82.6	45	8,15
RAYTHEON	HAWKER 125-1000A	PW305	31.00	25.00	71.8	82.2	25*	8,15
RAYTHEON	HAWKER 125-1000A	PW305	31.00	25.00	71.8	82.9	45	8,15
SAAB	2000	AE2100A	49.60	47.40	63.5	78.9	20	8,15
SAAB	SF340A (Dowty props)	GE CT7-5A2	27.27	26.50	62.7	75.8	20	8,15
SAAB	SF340A (Dowty props)	GE CT7-5A2	28.00	27.20	62.9	82.0	20	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	28.50	28.00	63.4	82.0	20	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	29.00	28.50	64.1	82.0	20	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	28.50	28.00	63.5	78.8	20	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	29.00	28.50	64.2	78.8	20	8,15
SAAB FAIRCHILD	SF340	GE CT7-5A2	27.30	26.50	65.3	80.0	35	12
SABRELINER CORP.	SABRE 40A	JT12A-8	19.60	17.50	83.4	92.0	-	8,12
SABRELINER CORP.	SABRE 60	JT12A-8	20.10	17.50	84.7	92.0	24	8,12
SABRELINER CORP.	SABRE 60A	JT12A-8	22.70	20.60	83.8	95.4	-	8,12
SABRELINER CORP.	SABRE 65	TFE731-3R-1D	24.00	21.80	70.8	81.7	-	8,12
SABRELINER CORP.	SABRE 70	JT12A-8	21.00	18.50	87.9	93.8	-	8,12
SABRELINER CORP.	SABRE 75A	CF700-2D-2	23.00	22.00	77.7	90.3	25	4
SABRELINER CORP.	SABRE 80	CF700-2D-2	23.30	22.00	79.6	90.3	25	12
SABRELINER CORP.	SABRE 80A	CF700-2D-2	25.50	22.00	80.5	91.0	-	12
SHORTS	3-30	PT6A-45A	22.40	22.10	71.2	81.8	-	8,15
SHORTS	3-60	PT6A-65R	26.40	26.10	67.9	80.1	30	8,15
SHORTS	SD3-60-300	PT6A-67R	27.10	26.50	68.3	84.0	30	13
SHORTS	SKYVAN	TPE-331-201	12.50	12.50	71.6	77.3	46	
VICKERS ARMSTRONGS	VISCOUNT 745	RR DART6 MK510	72.50	64.00	78.1	84.6	-	11

Reference Notes

- * Less than maximum flap setting.
- 1. Engines equipped with P-36 acoustical treatment.
- 2. Quiet nacelles and double wall fan duct treatment.
- 3. Double wall fan duct treatment.
- 4. Retain from AC 36-3A.
- 5. Estimated using non-certification measurement data.
- 6. Nacelle with fixed lip inlet.
- 7. Increased takeoff thrust rating.
- 8. Thrust cutback used.
- 9. ICAO Annex 16 certification data source.
- 10. DOT/FAA noise measurements.
- 11. Propeller noise estimation model.
- 12. Certification spectra analyzed to obtain dBA.
- 13. Estimated using certification data from aircraft with similar engines.
- 14. Estimated using the Integrated Noise Model (INM).
- 15. Based on manufacturer's data.
- 16. Equipped with hushkit.
- 17. Equipped with Learavia engine suppressor nozzle and ECR 936.
- 18. Equipped with Learavia engine suppressor nozzle.
- 19. DGAC noise measurements.
- 20. Equipped with thrust reversers.
- 21. Estimated using 14 CFR part 36, Appendix G certification data.
- 22. Airbrake open on approach.
- 23. Equipped with Noise Reduction Inlet.
- 24. Fed Ex lightweight hushkit
- 25. Fed Ex heavyweight hushkit
- 26. Data for TFE-731-3R-1H also applies to TFE-731-3-1H
- 27. Equipped with modification M3530
- 28. Equipped with Boeing inlet.
- 29. Equipped with Burbank Aeronautical Corporation inlet.
- 30. AvAero lightweight hushkit
- 31. AvAero heavyweight hushkit
- 32. AvAero heavyweight hushkit with lightweight hushkit nozzle
- 33. Equipped with STAR3 STC ST00258SE
- 34. Equipped with STAR3 STC ST00259SE
- 35. Engines equipped with 48 fan outlet guide vanes

Reference Notes

36. Engines equipped with 70 fan outlet guide vanes
37. Re-engined with JT8D-200 series engines and MD-80 nacelles in the outboard positions. Original JT8D engine retained in center position with new internal exhaust gas mixer and new acoustically treated tailpipe.
38. Auxiliary power unit off for approach.
39. Data for PW2037 (BG-3) also applies to PW2037 (BG-12).
40. Engines equipped with Cutback Fan Blades and Quiet Fan Case.
41. Engines equipped with non-Cutback Fan Blades and Quiet Fan Case.
42. Mod Sup 39; Propeller RPM limited to 850 for approach.
43. Equipped with Modification HCM00020R
44. Equipped with auxiliary power unit.
45. Not equipped with auxiliary power unit.
46. Data also applies to center engine JT8D-9A/-15/-15A/-17/-17A/-17R/-17AR(APR Deactivated) derated to JT8D-9 thrust rating.
47. Data also applies to center engine JT8D-15A/-17/-17A/-17R/-17AR(APR Deactivated) derated to JT8D-15 thrust rating.
48. Data also applies to center engine JT8D-17A/-17R/-17AR(APR Deactivated) derated to JT8D-17 thrust rating.
49. Data also applies to center engine JT8D-9A/-15/-15A/-17/-17A/-17R/-17AR(APR Deactivated) derated per AFM Supplement.
50. Data also applies to center engine JT8D-15A/-17/-17A/-17R/-17AR(APR Deactivated) derated per AFM Supplement.
51. Center Engine Takeoff Thrust Is Derated.
52. Original Production configuration (treated tailcone).
53. Modified Production configuration (hardwall tailcone).
54. DAC Engines (Dual Annular Combustor).
55. 737-700 IGW (Increased Gross Weight).
56. Equipped With Winglets.
57. Engine build G01 through G06.
58. Engine build G07, G08, G09, G12, G13 or G15.
59. Engine build configuration PW4090 or PW4090-3.