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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
CONCORDE	CONCORDE	O-593/M-602	400.00	112.9	-	4,8
BOEING	B-747-100	JT9D-7F	750.00	100.5	10	4,6
BOEING	B-747-100	JT9D-7FWET	750.00	100.5	10	4,6
BOEING	B-747-200	JT9D-3A	767.00	100.5	10	4,6
BOEING	B-747-100	JT9D-7WET	750.00	100.2	10	4,6
BOEING	B-747-200	JT9D-7FWET	805.00	99.9	10	4,6
BOEING	B-747-200	JT9D-3AWET	773.00	99.6	10	4,6
BOEING	B-747-200	JT9D-7	770.00	99.4	10	4,6
BOEING	B-747-200	JT9D-7WET	785.00	99.3	10	4,6
BOEING	B-747-100	JT9D-7	710.00	99.1	10	4,6
BOEING	B-747-200	JT9D-7F	775.00	99.1	10	4,6
BOEING	B-747-200/300	RB211-524C2	833.00	99.1	10	15
BOEING	B-747-200/300	RB211-524C2	833.00	99.1	10	15
MCDONNELL DOUG.	DC-10-30	CF6-50C1	590.00	96.4	6	15
BOEING	B-747-SP	JT9D-7FWET	695.00	96.2	10	4,6
BOEING	B-747-SP	JT9D-7A	690.00	96.1	10	4,6
BOEING	B-747-200	RB211-524B	800.00	96.0	10	4
BOEING	B-747-200/300	RB211-524C2	775.00	95.7	10	15
BOEING	B-747-200/300	RB211-524C2	775.00	95.7	10	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	565.00	95.7	8	15
MCDONNELL DOUG.	DC-10-30	CF6-50CA	565.00	95.7	8	15
BOEING	B-747-SP	JT9D-7A	660.00	94.9	10	4,6
BOEING	B-747-SP	JT9D-7F	660.00	94.9	10	4,6
MCDONNELL DOUG.	DC-10-30	CF6-50C1	572.00	94.6	10	15
BOEING	B-747-200	JT9D-70A	820.00	94.1	10	4
MCDONNELL DOUG.	DC-10-30	CF6-50C	565.00	94.1	10	15
BOEING	B-707-300B/C COMTRAN QN	JT3D-3B	322.30	94.0	14	8
BOEING	B-747-200/300	RB211-524D4	833.00	93.9	10	8,15
BOEING	B-747-200/300	RB211-524D4	833.00	93.9	10	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C1	562.00	93.9	10	15
BOEING	B-747-SR	JT9D-7A	610.00	92.9	10	4,6
BOEING	B-727-200	JT8D-17RQN	208.00	92.6	5	2,8,15
BOEING	B-727-200	JT8D-17RQN	208.00	92.6	5	2,8,15
BOEING	B-727-200	JT8D-17QN	203.10	92.2	5	2,8,14,15
BOEING	B-727-200	JT8D-17QN	203.10	92.2	5	2,8,14,15
BOEING	B-747-200/300	CF6-50E	833.00	92.2	10	8,15
BOEING	B-747-200/300	CF6-50E	833.00	92.2	10	8,15
BOEING	B-747-200/300	CF6-50E2	833.00	92.2	10	8,15
BOEING	B-747-200/300	CF6-50E2	833.00	92.2	10	8,15
BOEING	B-747-100	CF6-45A2	767.00	92.0	10	8,15
BOEING	B-747-100	CF6-45A2	767.00	92.0	10	8,15
BOEING	B-747-100	CF6-50E2	750.00	92.0	10	8,15
BOEING	B-747-100	CF6-50E2	750.00	92.0	10	8,15
BOEING	B-747-100	CF6-50E2	750.00	92.0	10	8,15
BOEING	B-747-100	CF6-50E2	750.00	92.0	10	8,15

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

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	DC-10-40	JT9D-59A	572.00	91.8	10	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	572.00	91.8	10	15
MCDONNELL DOUG.	DC-08-63 W/ADC QN	JT3D-3B	355.00	91.7	12	8,15
MCDONNELL DOUG.	DC-10-40	JT9D-20	530.00	91.7	10	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	530.00	91.7	10	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	519.60	91.4	8	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	519.60	91.4	8	15
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	348.00	91.1	12	8,15,16
MCDONNELL DOUG.	DC-08-63F W/ADC QN	JT3D-7	355.00	91.0	12	8,15
BOEING	B-747-400	RB211-524G	875.00	90.8	10	8,15
BOEING	B-747-400	RB211-524G	875.00	90.8	10	8,15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	555.00	90.6	10	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	555.00	90.6	10	15
BAe	1-11-400	SPEY-MK511	89.50	90.5	8	8,15
BAe	1-11-500	SPEY-MK512	104.50	90.5	8	4
MCDONNELL DOUG.	DC-08-63 W/TNC QN	JT3D-3B	350.00	90.5	12	8,15
BOEING	B-727-200	JT8D-9QN	184.80	90.4	5	2,8,14,15
BOEING	B-727-200	JT8D-9QN	184.80	90.4	5	2,8,14,15
BOEING	B-747-400F	RB211-524G	875.00	90.4	10	8,15
BOEING	B-747-400F	RB211-524G	875.00	90.4	10	8,15
MCDONNELL DOUG.	DC-08-50 W/QNC QN	JT3D-3B	309.80	90.3	-	8,12
MCDONNELL DOUG.	DC-08-61 W/QNC QN	JT3D-3B	309.80	90.3	-	8,12
BOEING	B-747-200/300	RB211-524D4	775.00	90.2	10	8,15
BOEING	B-747-200/300	RB211-524D4	775.00	90.2	10	8,15
BOEING	B-747-SR	JT9D-7A	570.00	90.0	10	4,6
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	335.00	90.0	12	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	350.00	90.0	12	8,15,16
BAe	1-11-500	SPEY-MK512	99.70	89.9	8	4
BOEING	B-727-200	JT8D-17RQN	197.00	89.9	5	2,8,15
BOEING	B-727-200	JT8D-17RQN	197.00	89.9	5	2,8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	875.00	89.8	10	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	875.00	89.8	10	8,15
IAI	1121 COMMODORE	CJ610-5	18.50	89.7	-	4
IAI	1123 WESTWIND	CJ610-9	20.70	89.7	-	4
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	20.30	89.7	-	13
BOEING	B-747-200/300	CF6-50E2	775.00	89.6	10	8,15
BOEING	B-747-200/300	CF6-50E2	775.00	89.6	10	8,15
MCDONNELL DOUG.	DC-08-63 W/TNC QN	JT3D-7	355.00	89.6	12	8,15
BOEING	B-747-200/300	CF6-50E	775.00	89.4	10	8,15
BOEING	B-747-200/300	CF6-50E	775.00	89.4	10	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	875.00	89.4	10	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	875.00	89.4	10	8,15
MCDONNELL DOUG.	DC-08-63 (BAC/BACII)	JT3D-7	353.00	89.2	12	8,15,16
MCDONNELL DOUG.	DC-08-63 (BAC/R1)	JT3D-7	355.00	89.2	12	8,15,16
BOEING	B-727-200 (Fed Ex)	JT8D-9	189.20	89.1		8,15,25,28

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-727-200	JT8D-15QN	190.50	89.0	5	2,8,14,15
BOEING	B-727-200	JT8D-15QN	190.50	89.0	5	2,8,14,15
BOEING	B-747-400	RB211-524H	875.00	89.0	10	8,15
BOEING	B-747-400	RB211-524H	875.00	89.0	10	8,15
BOEING	B-747-400F	RB211-524H	875.00	89.0	10	8,15
BOEING	B-747-400F	RB211-524H	875.00	89.0	10	8,15
MCDONNELL DOUG.	DC-08-61 (BAC/BAC II)	JT3D-3B	325.00	88.8	15	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	335.00	88.8	12	8,15,16
MCDONNELL DOUG.	DC-10-30	CF6-6K	455.00	88.8	-	15
LOCKHEED	1329 JETSTAR	JT12A-8	42.00	88.7	-	8,13
BOEING	B-727-200	JT8D-17QN	190.50	88.5	5	2,8,14,15
BOEING	B-727-200	JT8D-17QN	190.50	88.5	5	2,8,14,15
BOEING	B-727-200 (Fed Ex)	JT8D-17	199.50	88.5		8,15,25,28
MCDONNELL DOUG.	DC-10-10	CF6-6D	440.00	88.5	5	15
MCDONNELL DOUG.	DC-10-10	CF6-6D	440.00	88.5	5	15
MCDONNELL DOUG.	DC-09-50	JT8D-15	121.00	88.4	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-15	121.00	88.4	-	1,8,15
MCDONNELL DOUG.	DC-10-40	JT9D-20	484.00	88.4	10	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	484.00	88.4	10	15
MCDONNELL DOUG.	DC-09-30	JT8D-17	121.00	88.2	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	121.00	88.2	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	121.00	88.2	-	1,8,15
BOEING	B-727-200	JT8D-7QN	172.50	88.0	5	2,8,15
BOEING	B-727-200	JT8D-7QN	172.50	88.0	5	2,8,15
BOEING	B-727-200 (Fed Ex)	JT8D-7	178.00	88.0		8,15,24,29
BOEING	B-737-200	JT8D-15QN	117.00	88.0	1	2,8,15
BOEING	B-737-200	JT8D-15QN	117.00	88.0	1	2,8,15
BOEING	B-737-200	JT8D-9QN	117.00	88.0	1	2,8,14,15
BOEING	B-737-200	JT8D-9QN	117.00	88.0	1	2,8,14,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	875.00	88.0	10	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	875.00	88.0	10	8,15
BOEING	B-747-400F	RB211-524G	830.00	88.0	10	8,15
BOEING	B-747-400F	RB211-524G	830.00	88.0	10	8,15
BOEING	B-747-400	CF6-80C2B1F	875.00	87.9	10	8,15
BOEING	B-747-400	CF6-80C2B1F	875.00	87.9	10	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	875.00	87.9	10	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	875.00	87.9	10	8,15
BOEING	B-747-400	RB211-524G	820.00	87.9	10	8,15
BOEING	B-747-400	RB211-524G	820.00	87.9	10	8,15
SABRELINER CORP.	SABRE 70	JT12A-8	21.00	87.9	-	8,12
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-7	335.00	87.8	12	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-7	335.00	87.8	12	8,15,16
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	875.00	87.6	10	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	875.00	87.6	10	8,15
BAe	1-11-400	MK511-W/HUSHKIT	89.50	87.5	8	15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-727-200	JT8D-15QN	184.20	87.5	5	2,8,14,15
BOEING	B-727-200	JT8D-15QN	184.20	87.5	5	2,8,14,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	875.00	87.5	10	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	875.00	87.5	10	8,15
BOEING	B-747-400F	CF6-80C2B1F	875.00	87.5	10	8,15
BOEING	B-747-400F	CF6-80C2B1F	875.00	87.5	10	8,15
MCDONNELL DOUG.	DC-09-40	JT8D-11	114.00	87.5	-	1,8,15
BOEING	B-737-200	JT8D-17QN	122.50	87.3	1	2,8,14,15
BOEING	B-737-200	JT8D-17QN	122.50	87.3	1	2,8,14,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	87.3	10	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	87.3	10	8,15
BOEING	B-727-200 (Fed Ex)	JT8D-17	190.50	87.2		8,15,25,28
MCDONNELL DOUG.	DC-10-30	CF6-50C2	590.00	87.2	15	8,15
LOCKHEED	L-1011-1	RB211-22C	430.00	87.1	10	
MCDONNELL DOUG.	DC-09-30	JT8D-7	108.00	87.1	-	8,15
BOEING	B-727-200 (Fed Ex)	JT8D-15	190.50	87.0		8,15,25
BOEING	B-737-200	JT8D-9QN	114.50	87.0	1	2,8,14,15
BOEING	B-737-200	JT8D-9QN	114.50	87.0	1	2,8,14,15
BOEING	B-747-200/300	CF6-80C2B1F	833.00	86.9	10	8,15
BOEING	B-747-200/300	CF6-80C2B1F	833.00	86.9	10	8,15
LOCKHEED	L-1011-1	RB211-22C	422.00	86.9	10	
BOEING	B-727-100 (Fed Ex)	JT8D-7	174.50	86.8		8,15,16,28
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	833.00	86.8	10	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	833.00	86.8	10	8,15
BOEING	B-727-200	JT8D-9QN	172.50	86.7	5	2,8,14,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	820.00	86.7	10	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	820.00	86.7	10	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	830.00	86.7	10	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	830.00	86.7	10	8,15
BOEING	B-747-400F	RB211-524H	830.00	86.7	10	8,15
BOEING	B-747-400F	RB211-524H	830.00	86.7	10	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	590.00	86.7	-	8,15
BOEING	B-727-200 (Fed Ex)	JT8D-7	172.60	86.6		8,15,24,29
MCDONNELL DOUG.	DC-09-30	JT8D-9	108.00	86.5	-	8,15
BOEING	B-747-400	RB211-524H	820.00	86.3	10	8,15
BOEING	B-747-400	RB211-524H	820.00	86.3	10	8,15
BOEING	B-747-400D	CF6-80C2B1F	833.00	86.3	10	8,15
BOEING	B-747-400D	CF6-80C2B1F	833.00	86.3	10	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	875.00	86.3	10	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	875.00	86.3	10	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	110.00	86.3	-	1,8,15
BOEING	B-727-100	JT8D-7FCD	169.50	86.1	5	3,8,14,15
BOEING	B-747-200/300	CF6-80C2B1F	820.00	86.1	10	8,15
BOEING	B-747-200/300	CF6-80C2B1F	820.00	86.1	10	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	86.1	10	8,15,23

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	86.1	10	8,15,23
BOEING	B-727-200 (Fed Ex)	JT8D-9	173.88	86.0		8,15,24,28
GENERAL DYNAMICS	CV-440	R-2800	48.00	86.0	-	5
MCDONNELL DOUG.	DC-09-50	JT8D-17	115.00	85.9	-	1,8,15
BAe	1-11-200	SPEY-MK506	80.00	85.8	8	15
BOEING	B-737-200	JT8D-7QN	109.00	85.8	1	2,8,14
MCDONNELL DOUG.	DC-09-30	JT8D-15	114.00	85.8	-	1,8,15
MCDONNELL DOUG.	DC-09-40	JT8D-15	114.00	85.8	-	1,8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	830.00	85.6	10	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	830.00	85.6	10	8,15
MCDONNELL DOUG.	DC-08-72	CFM56-2-C1	362.50	85.6	12	
MCDONNELL DOUG.	DC-08-73	CFM56-2-C1	362.50	85.6	12	
BOEING	B-727-200 (Fed Ex)	JT8D-9	165.60	85.5		8,15,24,28
MCDONNELL DOUG.	DC-09-30	JT8D-7	108.00	85.5	-	1,8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	108.00	85.4	-	1,8,15
LOCKHEED	L-1011-1	RB211-22C	416.00	85.3	10	8
MCDONNELL DOUG.	DC-10-10	CF6-6D1	440.00	85.3	8	15
RAYTHEON	HAWKER 125- 400A	VIPER-522	23.60	85.3		8,15
BOEING	B-727-100 (Fed Ex)	JT8D-7	160.50	85.2		8,15,16,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	175.00	85.2		8,15,24,29
BOEING	B-737-200	JT8D-15QN	115.50	85.2	1	2,8,15
BOEING	B-737-200	JT8D-15QN	115.50	85.2	1	2,8,15
BOEING	B-747-400	CF6-80C2B1F	820.00	85.2	10	8,15
BOEING	B-747-400	CF6-80C2B1F	820.00	85.2	10	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	820.00	85.2	10	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	820.00	85.2	10	8,15
BOEING	B-747-400F	CF6-80C2B1F	830.00	85.2	10	8,15
BOEING	B-747-400F	CF6-80C2B1F	830.00	85.2	10	8,15
LOCKHEED	L-1011-1	RB211-22C	396.00	85.2	10	4,8
MCDONNELL DOUG.	DC-10-10	CF6-6D	410.00	85.2	14	15
MCDONNELL DOUG.	DC-10-10	CF6-6D	410.00	85.2	14	15
LOCKHEED	L-1011	RB211-22B	430.00	85.1	14	4,5
LOCKHEED	L-1011	RB211-22B	430.00	85.1	14	4,5
BOEING	B-727-100	JT8D-9FCD	169.50	85.0	5	3,8,15
BOEING	B-727-100	JT8D-9FCD	169.50	85.0	5	3,8,15
DOUGLAS	DC-3	R-1830-90C	25.20	85.0	-	5
MCDONNELL DOUG.	DC-10-40	JT9D-20	430.00	85.0	10	15
BOEING	B-737-200	JT8D-9QN	109.00	84.8	1	2,8,14,15
BOEING	B-737-200	JT8D-9QN	109.00	84.8	1	2,8,14,15
MCDONNELL DOUG.	DC-09-40	JT8D-11	107.00	84.8	-	1,8,15
RAYTHEON	HAWKER 125- 3A/R	VIPER-522	22.70	84.8	-	8,15
RAYTHEON	HAWKER 125- 3A/RA	VIPER-522	22.70	84.8		8,15
LEARJET	LEARJET 23	CJ610-1	12.50	84.7	-	4,8
SABRELINER CORP.	SABRE 60	JT12A-8	20.10	84.7	-	8,12
BOEING	B-737-200	JT8D-17QN	115.50	84.5	1	2,8,14,15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	820.00	84.5	10	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	820.00	84.5	10	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2	555.00	84.4	10	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	820.00	84.3	10	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	820.00	84.3	10	8,15
MCDONNELL DOUG.	DC-09-50	JT8D-15	110.00	84.3	-	1,8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	65.50	84.2	10	8,15,16
BAe	1-11-200	MK506-W/HUSHKIT	80.00	84.1	8	15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	84.1	10	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	84.1	10	8,15
MCDONNELL DOUG.	DC-08-71	CFM56-2-C1	337.00	84.1	15	
SABRELINER CORP.	SABRE 60A	JT12A-8	22.70	83.8	-	8,12
BOEING	B-727-100	JT8D-7FCD	160.50	83.7	5	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	160.50	83.7	5	3,8,14,15
BOEING	B-747-400F	PW4056 FB2B/2C	830.00	83.7	10	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	830.00	83.7	10	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	83.7	2	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	83.7	2	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	555.00	83.6	5	8,15
SABRELINER CORP.	SABRE 40A	JT12A-8	19.60	83.4	-	8,12
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	83.2	10	8,15,23
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	83.2	10	8,15,23
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	83.2	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	83.2	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	83.1	2	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	83.1	2	8,15
RAYTHEON	HAWKER 125- 1A	VIPER-522	21.20	83.1	-	8,15
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	69.70	82.8	10	8,15,16
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	69.70	82.8	10	8,15,16
LEARJET	LEARJET 25B/C	CJ610-6	15.00	82.8	20	4,8,18
BOEING	B-767-300/300ER	RB211-524G	407.00	82.6	5	8,15
BOEING	B-767-300/300ER	RB211-524G	407.00	82.6	5	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	82.6	20	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	82.6	-	8,15,16
MCDONNELL DOUG.	DC-10-30	CF6-6K	410.00	82.6	-	8,15
BOEING	B-727-100	JT8D-9FCD	160.50	82.4	5	3,8,15
BOEING	B-737-200	JT8D-7QN	100.50	82.4	1	2,8,14
BOEING	B-737-200	JT8D-7QN	100.50	82.4	1	2,8,14
BOEING	B-767-200	JT9D-7R4E	360.00	82.3	1	8,15
BOEING	B-767-200	JT9D-7R4E	360.00	82.3	1	8,15
LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	16.30	82.3	10	8,13
LOCKHEED	1329-25 JETSTAR	TFE731-3-IE	43.80	82.3	20	4
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	82.1	2	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	82.1	2	8,15
BOEING	B-737-200 (AVAERO)	JT8D-15	123.50	81.9	1	8,15,32

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	121.50	81.9	1	8,15,31
RAYTHEON	HAWKER 125- 600A	VIPER 601-22	25.50	81.9	-	8,15,16
BOEING	B-737-200 (AVAERO)	JT8D-9	120.50	81.8	1	8,15,31
BOEING	B-737-200 (AVAERO)	JT8D-15	124.50	81.7	1	8,15,31
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	123.50	81.7	1	8,15,32
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	124.50	81.6	1	8,15,31
BOEING	B-767-300	JT9D-7R4D(B)	351.00	81.6	5	8,15
BOEING	B-767-300	JT9D-7R4D(B)	351.00	81.6	5	8,15
BOEING	B-727-100 (Dee Hwd)	TAY651-54	169.50	81.5		8,15
BOEING	B-727-100 (Dee Hwd)	TAY651-54	169.50	81.5		8,15
BOEING	B-737-200 (AVAERO)	JT8D-9	117.50	81.5	1	8,15,30
BOEING	B-767-300/300ER	RB211-524H	407.00	81.5	5	8,15
BOEING	B-767-300/300ER	RB211-524H	407.00	81.5	5	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	81.4	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	81.4	0	8,15
BOEING	B-727-100 (Fed Ex)	JT8D-9	160.50	81.3		8,15,16,29
BOEING	B-737-100 (AVAERO)	JT8D-7	114.50	81.3	1	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-7	114.50	81.3	1	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	117.50	81.3	1	8,15,30
LOCKHEED	L-188	501-D13	116.00	81.3	-	4,8
MCDONNELL DOUG.	DC-09-30 w/ABS STC165CH	JT8D-9	111.70	81.3	0	8,15,16
MCDONNELL DOUG.	DC-09-40 w/ABS STC165CH	JT8D-9	111.70	81.3	0	8,15,16
BOEING	B-737-200 ADV (AVAERO)	JT8D-7	114.50	81.2	1	8,15,30
BOEING	B-767-300/300ER	PW4056	407.00	81.2	5	8,15
BOEING	B-767-300/300ER	PW4056	407.00	81.2	5	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	81.2	1	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	81.2	1	8,15
MCDONNELL DOUG.	DC-09-30 w/ABS STC165CH	JT8D-7	108.50	81.1	0	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ABS STC1613GL	JT8D-7	105.00	81.0	0	8,15,16
NIHON	YS-11A-200	DART MK 542	54.00	81.0	-	5
MCDONNELL DOUG.	DC-10-10	CF6-6D1	386.50	80.9	15	15
MCDONNELL DOUG.	DC-10-10	CF6-6D1	386.50	80.9	15	15
MORANE-SAULNIER	MS 760B (PARIS II)	MARBORE VI C2	8.65	80.9	10	19
BOEING	B-767-300	JT9D-7R4E	351.00	80.8	5	8,15
BOEING	B-767-300	JT9D-7R4E	351.00	80.8	5	8,15
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	115.50	80.6	1	8,15,30
BOEING	B-767-300	CF6-80A	351.00	80.6	5	8,15
BOEING	B-767-300	CF6-80A	351.00	80.6	5	8,15
LEARJET	LEARJET 24D	CJ610-6	13.50	80.6	20	4,8,17
LEARJET	LEARJET 24D	CJ610-6	13.50	80.6	-	8
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	80.6	1	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	80.6	1	8,15
SABRELINER CORP.	SABRE 80A	CF700-2D-2	25.50	80.5	-	12
BOEING	B-737-400	CFM56-3-B1	142.50	80.4		8,15
BOEING	B-737-400	CFM56-3-B1	142.50	80.4	5	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	412.00	80.3	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	412.00	80.3	5	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	80.3	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	80.3	0	8,15
MCDONNELL DOUG.	DC-09-30 w/ABS STC1613GL	JT8D-7	103.00	80.2	0	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	80.1	-	8,15,16
MCDONNELL DOUG.	DC-09-40 w/ABS STC165CH	JT8D-11	111.00	80.1	0	8,15,16
BOEING	B-737-200 (AVAERO)	JT8D-15	118.50	80.0	1	8,15,30
BOEING	B-747-100	CF6-45A2	570.00	80.0	10	8,15
BOEING	B-747-100	CF6-45A2	570.00	80.0	10	8,15
BOEING	B-767-300/300ER	PW4060	408.00	80.0	5	8,15
BOEING	B-767-300/300ER	PW4060	408.00	80.0	5	8,15
BOEING	B-777-200	RR TRENT 875	535.00	80.0		8,15
BOEING	B-777-200	RR TRENT 875	535.00	80.0		8,15
MCDONNELL DOUG.	DC-09-30 w/ABS STC1613GL	JT8D-9	105.00	80.0	0	8,15,16
AIRBUS	A-310-322	JT9D-7R4E1	337.30	79.9		8,15
MCDONNELL DOUG.	DC-09-30 w/ABS STC165CH	JT8D-11	111.00	79.9	0	8,15,16
BOEING	B-767-300/300ER	CF6-80C2B4	407.00	79.8	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	407.00	79.8	5	8,15
MCDONNELL DOUG.	DC-09-30 w/ABS STC165CH	JT8D-7	105.00	79.8	0	8,15,16
AVRO	146-RJ 85	LF507-1F	97.00	79.7	18	8,15,22
AVRO	146-RJ 85	LF507-1F	97.00	79.7	18	8,15,22
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	118.50	79.7	1	8,15,30
BOEING	B-767-300	CF6-80A2	351.00	79.7	5	8,15
BOEING	B-767-300	CF6-80A2	351.00	79.7	5	8,15
LEARJET	LEARJET 25D	CJ610-6	15.00	79.7	8	8,13
LEARJET	LEARJET 25F	CJ610-6	15.00	79.7	8	4,8
MCDONNELL DOUG.	DC-09-10	JT8D-7	90.70	79.7	10	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	79.7	1	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	79.7	1	8,15
SABRELINER CORP.	SABRE 80	CF700-2D-2	23.30	79.6	15	12
AIRBUS	A-300B4-2C	CF6-50C	346.50	79.4	-	4,8,9
BOEING	B-777-200	RR TRENT 877	535.00	79.3		8,15
BOEING	B-777-200	RR TRENT 877	535.00	79.3		8,15
MCDONNELL DOUG.	DC-09-30 w/ABS STC1613GL	JT8D-9	103.00	79.3	0	8,15,16
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	79.2	6	4
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	79.2	6	4
AIRBUS	A-300B	CF6-50A	302.00	79.1	-	4,8
BOEING	B-767-300/300ER	CF6-80C2B6	412.00	79.1	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	412.00	79.1	5	8,15
AIRBUS	A-310-322	JT9D-7R4E1	330.69	79.0		8,15
AIRBUS	A-310-304	CF6-80C2A2	346.12	78.9		8,15
MCDONNELL DOUG.	DC-09-30 w/ABS STC165CH	JT8D-9	105.00	78.8	0	8,15,16
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	408.00	78.7	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	408.00	78.7	5	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	78.7	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	78.7	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	78.7	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	78.7	0	8,15
MCDONNELL DOUG.	DC-09-10	JT8D-7	90.70	78.6	10	1,8,15
AIRBUS	A-300B4-2C	CF6-50C	336.60	78.5	-	4,8,9
BOEING	B-767-300/300ER	CF6-80C2B6F	408.00	78.5	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	408.00	78.5	5	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	78.4	5	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	78.4	5	8,15
BOEING	B-737-500	CFM56-3-B1(R)	132.80	78.4		8,15
BOEING	B-737-500	CFM56-3-B1(R)	132.80	78.4		8,15
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.90	78.3	-	4,8
AIRBUS	A-300B2-1A	CF6-50A	312.40	78.3	-	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.40	78.3	-	4,8,9
BAe	BAe-146-300A	ALF-502R-5	97.50	78.3	18	8,15,22
BAe	BAe-748 SERIES 2B	RR-DART-MK535	46.50	78.3	15	8,15
MCDONNELL DOUG.	DC-09-20 w/ABS STC1613GL	JT8D-9	100.00	78.3	0	8,15,16
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	78.3	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	78.3	0	8,15
AIRBUS	A-310-324	PW4152	346.12	78.2		8,15
BOEING	B-737-300	CFM56-3-B1	139.50	78.2	1	8,15
BOEING	B-737-300	CFM56-3-B1	139.50	78.2	1	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	412.00	78.2	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	412.00	78.2	5	8,15
BAe	VISCOUNT 745	RR DART6 MK510	72.50	78.1	-	11
BOEING	B-777-200	RR TRENT 875	506.00	78.1		8,15
BOEING	B-777-200	RR TRENT 875	506.00	78.1		8,15
BAe	BAE-748 SERIES 2A	RR DART MK532-2L	44.50	78.0	15	8,15
BAe	BAe-748 SERIES 2B	MK535-W/HUSHKIT	46.50	78.0	15	8,15
BOEING	B-767-300/300ER	PW4060 PHASE 3 (FB2C)	412.00	78.0	-	8,15,23
FOKKER	F-27-200	MK532-7	43.50	78.0	-	5
FOKKER	F-27-500/600	MK532-7R	43.50	78.0	-	5
AIRBUS	A-300B4-2C	CF6-50C	330.00	77.9	-	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	330.00	77.9	-	4,8,9
BOEING	B-737-500	CFM56-3-B1	139.00	77.9		8,15
BOEING	B-737-500	CFM56-3-B1	139.00	77.9		8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	407.00	77.8	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	407.00	77.8	5	8,15
BOEING	B-777-200	PW4077	535.00	77.8		8,15
BOEING	B-777-200	PW4077	535.00	77.8		8,15
LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	13.50	77.8	10	8,13
BOEING	B-737-400	CFM56-3-B1	138.50	77.7	5	8,15
BOEING	B-737-400	CFM56-3-B1	138.50	77.7		8,15
BOEING	B-767-200/200ER	CF6-80C2B4	387.00	77.7	1	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
SABRELINER CORP.	SABRE 75A	CF700-2D-2	23.00	77.7	-	4
BAe	BAe-146-300A	ALF-502R-5	95.00	77.6	18	8,15,22
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	77.5	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	77.5	0	8,15
BOEING	B-777-200	RR TRENT 877	506.00	77.4		8,15
BOEING	B-777-200	RR TRENT 877	506.00	77.4		8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	77.4	0	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	77.4	0	8,15
AIRBUS	A-310-221	JT9D-7R4D1	313.05	77.3		8,15
AIRBUS	A-310-308	CF6-80C2A8	361.55	77.3		8,15
BOEING	B-767-200/200ER	PW4056 PHASE 3 (FB2C)	395.00	77.3	-	8,15,23
FAIRCHILD	F-27-F	RR DART MK529	38.50	77.3	-	11
AIRBUS	A-310-203	CF6-80A3	313.05	77.2		8,15
AIRBUS	A-310-203C	CF6-80A3	313.05	77.2		8,15
BOEING	B-737-400	CFM56-3C-1	150.00	77.2	5	8,15
BOEING	B-737-400	CFM56-3C-1	150.00	77.2	5	8,15
AIRBUS	A-300B2-1C	CF6-50C	312.40	77.1	-	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.40	77.1	-	4,8,9
BOEING	B-767-200	JT9D-7R4D	315.00	77.1	1	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	380.00	77.1	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	380.00	77.1	5	8,15
DASSAULT	FALCON 20	CF700-2D-2	28.60	77.0	10	8,15
DASSAULT	FALCON 20	CF700-2D-2	28.60	77.0	10	8,15
AIRBUS	A-310-222	JT9D-7R4E1	313.05	76.9		8,15
AIRBUS	A-300B1	CF6-50A	302.00	76.8	-	4,8,9
AIRBUS	A-300B1	CF6-50A	302.00	76.8	-	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	76.8	-	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	76.8	-	4,8,9
BAe	BAe-146-200A	ALF-502R-5	93.00	76.7	18	8,15,22
BAe	BAe-146-200A	ALF-502R-3A/-5	89.50	76.5	18	8,15,22
BOEING	B-767-300/300ER	RB211-524G	340.00	76.4	5	8,15
BOEING	B-767-300/300ER	RB211-524G	340.00	76.4	5	8,15
AIRBUS	A-310-203C	CF6-80A3	305.55	76.3		8,15
MCDONNELL DOUG.	DC-09-10 w/ABS STC1563GL	JT8D-7	90.70	76.3	10	8,15,16
AIRBUS	A-310-324	PW4152	330.69	76.2		8,15
BOEING	B-767-200/200ER	PW4052	351.00	76.2	1	8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3R-1H	25.50	76.1	-	8,15,20,26
RAYTHEON	HAWKER 125- 700A	TFE731-3R-1H	25.50	76.1	-	8,15,20,26
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.40	76.0	-	4
AIRBUS	A-300B2-1C	CF6-50C	302.00	76.0	-	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.00	76.0	-	4,8,9
FOKKER	F-27 MK500/600	MK552-7R	45.90	76.0	0	15,16
FOKKER	F-27-100	RR DART6 MK514	39.00	76.0	-	11
GULFSTREAM	500S	IO-540-E1B5	6.80	76.0	-	10
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	75.9	-	4,8,9

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	75.9	-	4,8,9
AIRBUS	A-310-222	JT9D-7R4E1	305.55	75.9		8,15
BOEING	B-757-200	PW2037	255.50	75.9		8,15
BOEING	B-757-200	PW2037	255.50	75.9		8,15
BOEING	B-757-200	RB211-535C	240.00	75.9		8,15
BOEING	B-757-200	RB211-535C	240.00	75.9		8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	351.00	75.9	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	351.00	75.9	5	8,15
BAe	BAe-146-300A	LF507	101.50	75.8		8,15,22
BOEING	B-767-200/200ER	CF6-80C2B2	351.00	75.8	1	8,15
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	25.50	75.8		8,15
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	25.50	75.8		8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	25.50	75.8	-	8,15,26
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	25.50	75.8	-	8,15,26
AVRO	146-RJ 100	LF507-1F	101.50	75.7	18	8,15,22
AVRO	146-RJ 100	LF507-1F	101.50	75.7	18	8,15,22
BOEING	B-767-300	JT9D-7R4D(B)	300.00	75.7	5	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	75.7	5	8,15
AIRBUS	A-310-308	CF6-80C2A8	346.12	75.6		8,15
BOEING	B-737-300	CFM56-3B-2	139.50	75.6	1	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	75.6	1	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	600.00	75.6	10	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	600.00	75.6	10	8,15
BOEING	B-767-300/300ER	RB211-524H	340.00	75.5	5	8,15
BOEING	B-767-300/300ER	RB211-524H	340.00	75.5	5	8,15
FOKKER	F-28 MK4000	SPEY MK555-15H	73.00	75.5	15	
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	24.20	75.4		8,15,26
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	24.20	75.4		8,15,26
BOEING	B-737-400	CFM56-3B-2	138.50	75.3	5	8,15
BOEING	B-737-400	CFM56-3B-2	138.50	75.3	5	8,15
BOEING	B-747-400D	CF6-80C2B1F	600.00	75.3	10	8,15
BOEING	B-747-400D	CF6-80C2B1F	600.00	75.3	10	8,15
FOKKER	F-27 MK500/600	MK552-7R	45.00	75.3	0	15,16
BEECH	C35	E-185-11	2.70	75.0	-	11
BEECH	E35	E-225-8	2.70	75.0	-	11
BOEING	B-757-200	PW2037(BG-3)	250.00	75.0	5	8,15
BOEING	B-757-200	PW2037(BG-3)	250.00	75.0	5	8,15
LOCKHEED	1329-25 JETSTAR w/STAR 3	TFE731-3	44.50	75.0	20	8,15,34
BOEING	B-767-300	JT9D-7R4E	300.00	74.8	5	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	74.8	5	8,15
LOCKHEED	1329-23 JETSTAR w/STAR 3	TFE731-3	44.25	74.7	20	8,15,33
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	74.7	0	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	74.7	0	8,15
AIRBUS	A-310-204	CF6-80C2A2	313.05	74.6		8,15
LEARJET	LEARJET 24F	CJ610-6	12.90	74.6	20	4,8

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-767-300	CF6-80A	300.00	74.5	5	8,15
BOEING	B-767-300	CF6-80A	300.00	74.5	5	8,15
BOEING	B-777-200	GE90-76B	535.00	74.5		8,15
BOEING	B-777-200	GE90-76B	535.00	74.5		8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	74.5	0	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	74.5	0	8,15
AVRO	146-RJ 100	LF507-1F	97.50	74.3	18	8,15,22
AVRO	146-RJ 100	LF507-1F	97.50	74.3	18	8,15,22
BOEING	B-737-400	CFM56-3C-1	138.50	74.3	5	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	74.3	5	8,15
BOEING	B-767-200/200ER	PW4052	335.00	74.3	1	8,15
CESSNA	207	IO-520-F	3.80	74.3	-	11
GENERAL DYNAMICS	CV-580	501-D13	54.60	74.3	-	10
BOEING	B-767-200/200ER	CF6-80C2B4	351.00	73.8	1	8,15
AIRBUS	A-320-211	CFM56-5A1	162.00	73.7	-	8,15
BOEING	B-757-200	PW2040	255.50	73.7		8,15
BOEING	B-757-200	PW2040	255.50	73.7		8,15
BOEING	B-757-200	RB211-535E4	255.50	73.7	-	8,15,35
BOEING	B-757-200	RB211-535E4	255.50	73.7	-	8,15,35
BOEING	B-767-300	CF6-80A2	300.00	73.7	5	8,15
BOEING	B-767-300	CF6-80A2	300.00	73.7	5	8,15
BOEING	B-737-300	CFM56-3-B1	124.50	73.6	1	8,15
BOEING	B-737-300	CFM56-3-B1	124.50	73.6	1	8,15
BAe	BAe-146-300A	LF507	95.00	73.4		8,15,22
BOEING	B-767-200/200ER	PW4056	340.00	73.3	1	8,15
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	48.50	73.2	15	15
BOEING	B-757-200	PW-2037(BG-3)	240.00	73.2	5	8,15
BOEING	B-777-200	PW4077	447.50	73.1		8,15
BOEING	B-777-200	PW4077	447.50	73.1		8,15
LEARJET	LEARJET 24E	CJ610-6	12.90	73.1	20	4,8
BEECH	B55	IO-470-L	5.10	73.0	-	11
CESSNA	T210L	TSI0-520-R	3.80	73.0	-	11
AIRBUS	A-320-231	V2500.A1	162.00	72.9		8,15
AVRO	146-RJ 70	LF507-1F	95.00	72.9	18	8,15,22
AVRO	146-RJ 70	LF507-1F	95.00	72.9	18	8,15,22
BOEING	B-767-200	JT9D-7R4D	282.00	72.9	1	8,15
BOEING	B-757-200	RB211-535C	220.00	72.8		8,15
BOEING	B-757-200	RB211-535C	220.00	72.8	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	345.00	72.7	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	345.00	72.7	5	8,15
AIRBUS	A-310-221	JT9D-7R4D1	275.57	72.6		8,15
BOEING	B-777-200	GE90-76B	506.00	72.6		8,15
BOEING	B-777-200	GE90-76B	506.00	72.6		8,15
JETSTREAM	JETSTREAM 4100	TPE331-14-801H/802H/805	24.00	72.5		12,15
AIRBUS	A-310-203	CF6-80A3	275.57	72.4		8,15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
AIRBUS	A-310-204	CF6-80C2A2	295.41	72.4		8,15
AIRBUS	A-310-304	CF6-80C2A2	295.41	72.4		8,15
BAe	BAe-146-100A	ALF-502R-3A/-5	84.00	72.4	18	8,15,22
BOEING	B-757-200	RB211-535E4	255.50	72.4		8,15,36
BOEING	B-757-200	RB211-535E4	255.50	72.4		8,15,36
BOEING	B-757-200	RB211-535E4B	255.50	72.4		8,15,36
BOEING	B-757-200	RB211-535E4B	255.50	72.4	5	8,15,36
RAYTHEON	HAWKER 125-3A/RA	TFE731-3-1H	23.60	72.4	-	8,15
RAYTHEON	HAWKER 125-3A/RA	TFE731-3-1H	23.60	72.4	-	8,15
RAYTHEON	HAWKER 125-400A	TFE731-3-1H	23.60	72.4	-	8,15
RAYTHEON	HAWKER 125-400A	TFE731-3-1H	23.60	72.4	-	8,15
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	48.50	72.3	15	15
AVRO	146-RJ 85	LF507-1F	93.00	72.3	18	8,15,22
AVRO	146-RJ 85	LF507-1F	93.00	72.3	18	8,15,22
BOEING	B-757-200	RB211-535E4B	255.50	72.3	-	8,15,35
BOEING	B-757-200	RB211-535E4B	255.50	72.3	-	8,15,35
BOEING	B-737-500	CFM56-3-B1(R)	115.50	72.2		8,15
BOEING	B-737-500	CFM56-3-B1(R)	115.50	72.2		8,15
IAI	1125 ASTRA	TFE731-3A-200G	24.65	72.1	12	8,15
DASSAULT	FALCON 20-C5/D5/E5	TFE731-5AR-2C	29.10	72.0	15	8,15
FOKKER	F100	RR TAY MK620-15	95.00	72.0	-	8,15
PIPER	PA-28-235	O-540-B4B5	3.00	72.0	-	11
MITSUBISHI	MU300 DIAMOND I	JT15D-4	14.10	71.9	-	12
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	47.40	71.8	15	15
BEECH	BEECHJET 400	JT15D-5	15.80	71.8	-	15
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	15.80	71.8	-	15
RAYTHEON	HAWKER 125-1000A	PW305	31.00	71.8		8,15
RAYTHEON	HAWKER 125-1000A	PW305	31.00	71.8		8,15
DASSAULT	FALCON 200	ATF3-6A-4C	32.00	71.7	5	8,15
IAI	1124IW WESTWIND IW	TFE731-3-1G	23.50	71.7	12	15
JETSTREAM	JETSTREAM 4100	TPE331-14-801H/802H	23.00	71.6		12,15
LEARJET	LEARJET 35A	TFE731-2	18.00	71.6	8	15
LEARJET	LEARJET 36A	TFE731-2	18.00	71.6	8	15
SHORTS	SKYVAN	TPE-331-201	12.50	71.6	15	
BOEING	B-737-300	CFM56-3B-2	124.50	71.5	1	8,15
BOEING	B-737-300	CFM56-3B-2	124.50	71.5	1	8,15
BOEING	B-757-200	PW-2037(BG-3)	230.00	71.4	5	8,15
CESSNA	210	IO-520-L	3.80	71.4	-	10,11
DASSAULT	FALCON 20	CF700-2D2Q	28.60	71.4	-	8,15
DASSAULT	FALCON 20-D	CF700-2D-2 w/GE CID 654	28.66	71.4	0	8,15
BOEING	B-767-200/200ER	CF6-80A	279.90	71.3	1	8,15
DASSAULT	FALCON 900	TFE731-5AR-1C	45.50	71.2	20	8,15
RAYTHEON	HAWKER 125-1A	TFE731-3-1H	21.70	71.2		8,15
RAYTHEON	HAWKER 125-1A	TFE731-3-1H	21.70	71.2		8,15
RAYTHEON	HAWKER 125-3A	TFE731-3-1H	21.70	71.2		8,15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	21.70	71.2		8,15
SHORTS	3-30	PT6A-45A	22.40	71.2	-	8,15
BEECH	C99 AIRLINER	PT6A-34	11.30	71.1	-	5,11
MCDONNELL DOUG.	MD-90-30	V2525-D5	156.00	71.1	5	8,15
AIRBUS	A-320-111	CFM56-5A1	149.90	71.0		8,15
AIRBUS	A-320-111	CFM56-5A1	149.90	71.0		8,15
BEECH	35-B33	I0-470-K	3.00	71.0	-	10,11
BEECH	A36	IO-520-BA	3.60	71.0	-	11
BEECH	B36TC BONANZA	TSIO-520U	3.85	71.0	-	11
BEECH	B55(3BLD)	IO-470-L	5.10	71.0	-	11
BOEING	B-737-500	CFM56-3-B1	115.50	71.0		8,15
BOEING	B-737-500	CFM56-3-B1	115.50	71.0		8,15
CESSNA	T210M	TSI0-520-R	3.80	71.0	-	11
CESSNA	TU206G	TSI0-520-M	3.60	71.0	-	11
EMBRAER	EMB 110-P2	PT6A-34	12.50	71.0	-	4
FAIRCHILD	SA226-AT	TPE-331-3U-303G	12.50	71.0	-	4
FAIRCHILD	SA226-T	TPE-331-3U-303G	12.50	71.0	-	4
FAIRCHILD	SA226-TC METRO II	TPE-331-3UW-303G	12.50	71.0	-	4
GULFSTREAM	GULFSTREAM I	RR DART MK529	35.10	71.0	-	15
PIPER	PA-31-350	TI0-540-J2BD	7.00	71.0	-	11
PIPER	PA-32-300	IO-540-K1G5D	3.40	71.0	-	
PIPER	PA-32R-300	IO-540-K1G5D	3.60	71.0	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.60	71.0	-	11
DASSAULT	FALCON 50	TFE731-3-1C	38.80	70.9	20	8,15
DASSAULT	FALCON 50	TFE731-3-1C	38.80	70.9	20	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	300.00	70.8	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	300.00	70.8	5	8,15
SABRELINER CORP.	SABRE 65	TFE731-3R-1D	24.00	70.8	-	8,12
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	44.07	70.7	15	15
AIRBUS	A-320-211	CFM56-5A1	149.90	70.7	-	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	70.6	10	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	70.6	10	8,15
LEARJET	LEARJET 36	TFE731-2	17.00	70.6	8	4
LEARJET	LEARJET 35	TFE731-2	17.00	70.4	8	4
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.20	70.4	-	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.20	70.4	-	8,15
AIRBUS	A-320-231	V2500.A1	149.90	70.3		8,15
BOEING	B-767-200/200ER	CF6-80C2B2	300.00	70.3	1	8,15
BOEING	B-767-300/300ER	PW4060	315.00	70.3	5	8,15
BOEING	B-767-300/300ER	PW4060	315.00	70.3	5	8,15
IAI	1124A WESTWIND II	TFE731-3-1G	23.50	70.3	12	15
IAI	1125 ASTRA	TFE731-3A-200G	23.50	70.3	12	8,15
PIPER	PA-42 CHEYENNE	PT6A-41	10.50	70.3	-	10,11
CESSNA	206	IO-520-A	3.30	70.2	-	11
CASA AIRCRAFT	CN-235-200	CT7-9C	34.80	70.1	10	15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BEECH	35-C33A	I0-520-B	3.30	70.0	-	11
BEECH	F33A	I0-520-B	3.40	70.0	-	11
BEECH	K35,M35	IO-470-C	3.00	70.0	-	11
CESSNA	182P	O-470-S	3.00	70.0	-	10,11
CESSNA	320C	TSI0-470-D	5.20	70.0	-	11
CESSNA	337H	IO-360-G	4.60	70.0	-	11
PIPER	601P	IO-540-S1A5	6.00	70.0	-	11
PIPER	PA-31-325	TIO-540-F2BD	6.50	70.0	-	11
PIPER	PA-32R-301	IO-540-K1G5D	3.60	70.0	-	11
PIPER	PA-46-31P MALIBU	TSIO-520-BE	4.10	70.0	-	11
BOEING	B-757-200	PW-2037(BG-3)	220.00	69.9	5	8,15
DASSAULT	FALCON 900	TFE731-5BR-1C	46.50	69.9	20	8,15
FOKKER	F100	RR TAY MK650-15	98.00	69.9	-	8,15
FOKKER	F100	RR TAY MK650-15	98.00	69.9	-	8,15
AVRO	146-RJ 70	LF507-1F	84.00	69.8	18	8,15,22
AVRO	146-RJ 70	LF507-1F	84.00	69.8	18	8,15,22
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	69.7		8,15,20
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	69.7		8,15
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	69.7		8,15
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	69.7		8,15,20
BEECH	H18	R-985AN-14B	9.90	69.6	-	11
BOEING	B-757-200	PW2037	220.00	69.6		8,15
BOEING	B-757-200	PW2037	220.00	69.6		8,15
FAIRCHILD	SA227-AT MERLIN III C	TPE-331-10U	13.20	69.5	-	5,11
CESSNA	CITATION V (560)	JT15D-5A	16.30	69.4		8,15
DASSAULT	FALCON 10	TFE731-2	19.30	69.4	15	8,15
DASSAULT	FALCON 10	TFE731-2	19.30	69.4	15	8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	22.00	69.3	7	7,8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	22.00	69.3	7	7,8,15
CESSNA	CITATION VI (650)	TFE731-3C-100S	22.00	69.3		8,15
DASSAULT	FALCON 20-C5/D5/E5	TFE731-5AR-2C	29.10	69.2		8,15,27
DASSAULT	FALCON 900	TFE731-5AR-1C	45.50	69.2	7	8,15
FAIRCHILD	SA226-AC METRO III	TPE-331-11U	14.50	69.2	-	10,11
FAIRCHILD	SA227-AT MERLIN IV C	TPE-331-11U	14.50	69.2	-	10,11
FOKKER	F70	RR TAY MK620-15	92.00	69.2		8,15
BAe	BAe-146-100A	ALF-502R-3A/-5	76.00	69.1	18	8,15,22
BEECH	V35B (3BLD)	I0-520-B	3.40	69.0	-	11
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	295.00	69.0	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	295.00	69.0	5	8,15
CESSNA	180	O-470-J	2.80	69.0	-	11
CESSNA	182Q	0-470-U	3.00	69.0	-	10,11
DEHAVILLAND	DHC-7	PT6A-50	45.50	69.0		15
MCDONNELL DOUG.	MD-90-30	V2528-D5	156.00	69.0	5	8,15
PIPER	PA-31-310	TI0-540-A2C	6.50	69.0	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.60	69.0	-	11

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-767-300/300ER	PW4056	295.00	68.9	5	8,15
BOEING	B-767-300/300ER	PW4056	295.00	68.9	5	8,15
FAIRCHILD	SA226-T(B) MERLIN IIIB	TPE-331-10U	12.50	68.9		5,11
LEARJET	LEARJET 31	TFE731-2-3B	17.00	68.9		13,15
BEECH	SUPER KINGAIR 200	PT6A-41	12.50	68.8	-	11
BEECH	SUPER KINGAIR B200	PT6A-41	12.50	68.8	-	10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	68.8	-	5,11
CASA AIRCRAFT	CN-235-100	CT7-9C	33.30	68.8	10	15
CESSNA	CITATION III (650)	TFE731-3B-100S	21.50	68.8	7	8,15
CESSNA	560	JT15D-5A	15.90	68.7	7	8,15
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	37.26	68.4	15	15
LEARJET	LEARJET 55B	TFE731-3A-2B	21.50	68.4	-	
SHORTS	SD3-60-300	PT6A-67R	27.10	68.3	15	13
RAYTHEON	HAWKER 125- 800XP	TFE731-5BR-1H	28.00	68.2	0	8,15
BOEING	B-757-200	RB211-535E4	220.00	68.1		8,15,36
BOEING	B-757-200	RB211-535E4	220.00	68.1	5	8,15,36
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	68.1		8,15,27
BEECH	C90	PT6A-21	9.70	68.0	-	10
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	68.0	-	11
CASA AIRCRAFT	C-212-DE	PT6A-5B	16.98	68.0	10	15
CESSNA	170B	C-145-2H	2.20	68.0	-	11
CESSNA	310Q	I0-470-V0	5.20	68.0	-	10,11
CESSNA	402C	TSIO-520-VB	6.90	68.0	-	11
PIPER	PA-23-250	IO-540-C4B5	5.20	68.0	-	11
PIPER	PA-28-236	O-540-J3A5D	3.00	68.0	-	11
BOEING	B-757-200	PW2040	220.00	67.9	5	8,15
BOEING	B-757-200	PW2040	220.00	67.9		8,15
SHORTS	3-60	PT6A-65R	26.40	67.9	5	8,15
BEECH	A36 BONANZA	IO-550-B	3.65	67.8	-	11
BOEING	B-757-200	RB211-535E4	220.00	67.8	-	8,15,35
BOEING	B-757-200	RB211-535E4	220.00	67.8	-	8,15,35
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	37.26	67.7	15	15
BOEING	B-767-300/300ER	CF6-80C2B6	288.70	67.6	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	288.70	67.6	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	288.70	67.6	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	288.70	67.6	5	8,15
CANADAIR	CHALLENGER CL-600	ALF-502L	41.25	67.5	20	15
CESSNA	CITATION II (550)	JT15D-4	14.60	67.4		8,15
IAI	1124 WESTWIND	TFE731-3-1G	22.90	67.4	20	8,15
CESSNA	CITATION I	JT15D-1A	11.90	67.3	15	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	53.00	67.2	20	15
BOEING	B-757-200	RB211-535E4B	220.00	67.1		8,15,36
BOEING	B-757-200	RB211-535E4B	220.00	67.1	5	8,15,36
CESSNA	CITATION ULTRA (560)	JT15D-5D	16.30	67.1		8,15
DEHAVILLAND	DHC-8 314	PW123	43.00	67.1		8,15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
AEROSPATIALE	ATR72-210	PW127/HS 247F	48.50	67.0	15	8,15
BEECH	58 (2BLD)	I0-520-C	5.40	67.0	-	11
BEECH	58TC	TSIO-520-WB	6.20	67.0	-	10,11
BEECH	E55 (2 BLD)	I0-520-C	5.30	67.0	-	11
CANADAIR	CHALLENGER CL-601	CF34-1A	45.10	67.0	20	15
CESSNA	401	TSIO-520-E	6.30	67.0	-	11
CESSNA	414A	TSIO-520-N	6.80	67.0	-	11
CESSNA	500	JT15D-1	10.90	67.0	15	15
DEHAVILLAND	DHC-6	PT6A-27	12.50	67.0	-	4
DEHAVILLAND	DHC-6	PT6A-27	12.50	67.0		4
LEARJET	LEARJET 55	TFE731-3B	20.50	67.0	-	15
PIPER	PA-28RT-201(2BLD)	I0-360-C1C6	2.80	67.0	-	11
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.90	67.0	-	11
CANADAIR	CHALLENGER CL-600	ALF-502L	40.40	66.9	20	12
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	35.60	66.7	15	15
BOEING	B-757-200	RB211-535E4B	220.00	66.7	-	8,15,35
BOEING	B-757-200	RB211-535E4B	220.00	66.7	-	8,15,35
DEHAVILLAND	DHC-8 102	PW120	34.50	66.7		15
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	34.72	66.5	15	15
BEECH	1900/1900C	PT6A-65B	16.60	66.5	-	10
CANADAIR	CHALLENGER CL-601	CF34-3A/A1/A2	45.10	66.5	20	15
AEROSPATIALE	ATR72-210	PW127/HS 247F	47.40	66.4	15	8,15
CANADAIR	CHALLENGER CL-601	CF34-1A	43.10	66.4	-	15
DEHAVILLAND	DHC-8 106	PW121	36.30	66.4		15
DEHAVILLAND	DHC-8 201/202	PW123	36.30	66.4		15
DORNIER	DORNIER 228	TPE-331-5-252D	13.10	66.3	-	
BEECH	B200/T/CT/C;C-12F(4 BLD)	PT6A-42	12.50	66.1	-	
BEECH	58P	TSIO-520WB	6.20	66.0	-	10,11
BEECH	99A	PT6A-27	10.40	66.0	-	4
BEECH	B80	IGS0-540-A1D	8.80	66.0	-	11
CESSNA	185F	I0-520-D	3.40	66.0	-	11
CESSNA	340A	TSIO-520-MB	6.00	66.0	-	11
GULFSTREAM	690B	TPE-331-5-251K	10.30	66.0	-	10
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.00	66.0	-	4
PIPER	PA-60-600	IO-540-K1J5	5.50	66.0	-	11
PIPER	PA-602P	IO-540-AA1A5	6.00	66.0	-	11
BEECH	65 QUEENAIR	IGSO-480-A1B6	7.70	65.9	-	11
CASA AIRCRAFT	C-212-CC	TPE 331-10/10R-501C/511	16.98	65.7	10	15
CASA AIRCRAFT	C-212-CF	TPE 331-10R-501C/511C	16.98	65.7	10	15
DEHAVILLAND	DHC-8 103	PW121	34.50	65.7		15
LEARJET	LEARJET 35 W/CENTURY III	TFE731-2	17.00	65.6	-	8,15
LEARJET	LEARJET 36 W/CENTURY III	TFE731-2	17.00	65.6	-	8,15
CESSNA	CITATION VII (650)	TFE731-4R-3S	22.45	65.4		8,15
DEHAVILLAND	DHC-8 311	PW123	43.00	65.4		8,15
FOKKER	F70	RR TAY MK620-15	81.00	65.4		8,15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
SAAB FAIRCHILD	SF340	GE CT7-5A2	27.30	65.3	15	12
BEECH	58/58A BARON (3 BLD)	IO-550-C	5.50	65.1	-	11
LEARJET	LEARJET 35A/36A	TFE731-2	18.30	65.1	8	8,15
BEECH	A24R	I0-360-A1B6	2.80	65.0	-	11
BELLANCA	17-30A	I0-540-T4B5D	3.30	65.0	-	4
CESSNA	177RG	I0-360-A1B6	2.80	65.0	-	11
CESSNA	310R	TSIO-520-BB	5.50	65.0	-	11
MOONEY	M20C	0-360-A1D	2.60	65.0	-	11
PIPER	PA-24-260	IO-540-B1A5	3.20	65.0	-	11
CESSNA	CARAVAN I	PT6A-114	7.30	64.9	10	
GULFSTREAM	GULFSTREAM IV - SP	RR TAY 611-8	74.60	64.9	20	8,15
CESSNA	S550 (SII)	JT15D-4B	15.10	64.8	7	8,15
MOONEY	M20M	TIO-540-AF1A	3.37	64.8		11,21
BEECH	300/300C KING AIR	PT6A-60A	14.00	64.7	-	
CASA AIRCRAFT	C-212-CD	TPE 331-10R-512C/502C	16.98	64.7	10	15
CASA AIRCRAFT	C-212-CE	TPE 331-10R-512C/502C	16.98	64.7	10	15
CASA AIRCRAFT	C-212-DF	TPE 331-10R-502C/512C/5	16.98	64.7	10	15
GULFSTREAM	GULFSTREAM IV	RR TAY 611-8	73.20	64.2	10	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	29.00	64.2	15	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	29.00	64.1	15	8,15
DASSAULT	FALCON 2000	CFE738-1-1B	36.50	64.0	20	8,15
GULFSTREAM	680FL	IGSO-540-B1A	8.50	64.0	-	11
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	64.0	-	4
PIPER	PA-34-200T	TSI0-360-E	4.80	64.0	-	11
PIPER	PA-34-220T	TSIO-360-KB	4.75	64.0	-	11
MOONEY	M20M	TIO-540-AF1A	3.20	63.9		11,21
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.90	63.8	15	4
JETSTREAM	JETSTREAM 31	TPE331-10U-501H	15.20	63.7	-	15
SAAB	2000	AE2100A	49.60	63.5	15	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	28.50	63.5	15	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	28.50	63.4	15	8,15
EMBRAER	EMB-120 BRASILIA	PW115	21.20	63.2	15	12
MAULE	MX7-235	0540-JIA5D	2.50	63.2	-	11
BEECH	58 (3BLD)	IO-520-C	5.40	63.0	-	11
BEECH	B60	TI0-541-E1C4	6.80	63.0	-	10,11
BEECH	C24R	IO-360-A1B6	2.80	63.0	-	11
BEECH	E55 (3BLD)	IO-520-C	5.30	63.0	-	11
CESSNA	172N	0-320-H2AD	2.30	63.0	-	10
CESSNA	CONQUEST I	PT6A-112	8.20	63.0	-	10,11
CESSNA	CONQUEST II	TPE-331-8	9.80	63.0	-	5,11
GULFSTREAM	112	IO-360-C1D6	2.70	63.0	-	11
GULFSTREAM	GA-7	O-320-D1D	3.80	63.0	-	4
PIPER	PA-28-200	I0-360-C1C	2.70	63.0	-	
SAAB	SF340A (Dowty props)	GE CT7-5A2	28.00	62.9	15	8,15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	47.50	62.7	20	15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
SAAB	SF340A (Dowty props)	GE CT7-5A2	27.27	62.7	15	8,15
CESSNA	CITATION II (550)	JT15D-4	13.30	62.6	15	15
BEECH	76	I0-360-A1G6D	3.90	62.0	-	11
BEECH	A100	PT6A-28	11.50	62.0	-	4
BEECH	F90 KINGAIR	PT6A-135	10.90	62.0	-	5,11
GULFSTREAM	695	TPE-331-10	10.30	62.0	-	5,15
GULFSTREAM	695 COMMANDER 980	TPE-331-10	10.30	62.0	-	5,11
PIPER	PA-31T	PT6A-28	9.00	62.0	-	4
PIPER	PA-44-180	O-360-E1A6D	3.80	62.0	-	11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.90	62.0	-	11
GULFSTREAM	690D COMMANDER 900	TPE-331-5	10.70	61.7	-	10
GULFSTREAM	695A COMMANDER 1000	TPE-331-10	11.20	61.6	-	5,11
BEECH	B100 KINGAIR	TPE-331-6	11.80	61.5	-	11
GULFSTREAM	690C COMMANDER 840	TPE-331-5	10.30	61.3	-	5,11
CESSNA	172	O-320-E2D	2.30	61.0	-	11
CESSNA	404	GTSIO-520-M	8.40	61.0	-	11
CESSNA	421C	GTSIO-520-L	7.50	61.0	-	11
LEARJET	LEARJET 60	PW305A	23.10	60.9		8,15
CESSNA	CITATION JET (525)	FJ44-1A	10.40	60.3		8,15
GULFSTREAM	AA-5A	O-320-E2G	2.20	60.0	-	11
PIPER	PA-28-140	O-320-E3D	2.20	60.0	-	11
PIPER	PA-28-151	O-320-E3D	2.20	60.0	-	11
PIPER	PA-28-181	O-360-A4M	2.55	60.0	-	11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.90	60.0	-	11
BEECH	C23	0-360-A4K	2.50	59.0	-	11
GULFSTREAM	560E	GO-480-C1B6	6.50	59.0	-	11
PIPER	PA-28-161	O-320-D3G	2.40	59.0	-	11
BEECH	A-23	IO-360-A	2.40	58.0	-	11
BEECH	D95A TRAVELAIR	IO-320-B1B	4.20	58.0	-	11
BELLANCA	8GCBC	0-360-C2E	2.20	58.0	-	11
MOONEY	M20J	I0-360-A1B6D	2.70	58.0	-	4
CLASSIC AIRCRAFT	WACO CLASSIC F-5	R-755-B2	2.70	57.8	-	11
GULFSTREAM	AA-5B TIGER	O-360-A4K	2.20	57.4	-	10,11
GULFSTREAM	AA-1B	O-235	1.60	57.1	-	11
PIPER	CHEYENNE 400LS	TPE-331-14	12.05	57.0	-	11
BEECH	77	O-235-L2C	1.70	56.0	-	11
CESSNA	150	0-200-A	1.60	56.0	-	11
PIPER	PA-30 TWIN COMANCHE	IO-320-B	3.60	56.0	-	11
PIPER	PA-38-112	O-235-L2C	1.70	56.0	-	11
CESSNA	150M	O-200-A	1.60	55.0	-	11
CESSNA	152	0-235-L2C	1.70	55.0	-	11
PIPER	PA-18-150	0-320-A2B	1.80	53.0	-	11
BELLANCA	7GCAA	0-320-A2B	1.70	51.0	-	4