U.S. Department
of Transportation

**Federal Aviation
Administration**

Advisory Circular

Subject:

Date: 4/25/02 **AC No:** 36-3H
Initiated by: AEE-100 **Change:**

ESTIMATED AIRPLANE NOISE LEVELS IN A-WEIGHTED DECIBELS

1. Purpose. This circular provides listings of estimated airplane noise levels in units of A-weighted sound level in decibels (dBA), ranked in descending order for the conditions and assumptions described below. This information is provided both for aircraft that have been noise type certificated under 14 CFR part 36, and for aircraft for which no such requirement currently exists.

2. Cancellation. Advisory Circular 36-3G, Estimated Airplane Noise Levels in A-Weighted Decibels, dated April 2, 1996, is canceled.

3. Background. 14 CFR part 36 requires the reporting of turbojet and large transport category aircraft certificated noise levels in units of Effective Perceived Noise Level in decibels (EPNdB). Many airport and other community noise analyses utilize a noise rating scale that is based upon A-weighted decibels. For this reason, A-weighted noise levels for aircraft under 14 CFR part 36 conditions have been estimated to provide a reference source for aircraft noise levels that is consistent with the many noise rating scales having A-weighted noise level as the basic measure.

4. Noise Levels.

(a) A-weighted noise levels were estimated for each airplane as they might occur during type certification tests conducted under Appendices A, B, and C of 14 CFR part 36. However, it should be specifically noted that the reported levels are estimates and do not represent actual certificated values. This is because certification data are reported to the Federal Aviation Administration (FAA) in EPNdB for large transport category airplanes and turbojet powered aircraft. Where possible, the levels in dBA were estimated from certification data. Further, since 14 CFR part 91, Section 126(c) requires turbojet powered aircraft to use minimum certificated landing flap settings, noise levels for approaches at less than maximum flaps are listed for many turbojet aircraft.

(b) Propeller-driven small airplanes and commuter category airplanes are certificated in A-weighted noise level, however the certification flight procedure differs from that used for 14 CFR part 36, Appendix C noise certification. In addition, 14 CFR part 36 does not require approach noise tests for noise certification of propeller-driven small airplanes and commuter category airplanes. Therefore, the propeller-driven small airplane and commuter category airplane noise levels contained in this circular were also estimated.

(c) The listings of the various certificated and uncertificated airplanes include tabulations of their noise levels at maximum takeoff and landing gross weights. Noise level estimates are provided at 14 CFR part 36, Appendix C positions (6,500 meters from start of takeoff roll, and 2,000 meters from the runway threshold for approach).

(d) Since the noise levels are estimated as they might occur during type certification tests conducted under Appendix C of 14 CFR part 36, these values are intended to provide a consistent basis for comparison of noise levels of major aircraft models rather than establishing absolute levels of individual aircraft. The noise levels of individual aircraft may also differ due to variations in weight and operating procedures from those used during certification. For instance, takeoff noise levels are reduced substantially as aircraft takeoff weight is reduced. Takeoff weights during normal in-service operations are often less than the maximum certificated weight. In general, for equal application of noise control technology, the lower the maximum weight of an airplane the lower the noise level. Conversely, those aircraft normally associated with high weight, long range operation and, therefore, greater productivity, have higher noise levels and will appear predominantly at the top of the list. This aspect of increasing noise levels with increasing weight is embodied in the noise type certification requirements of 14 CFR part 36. The takeoff noise level is also dependent on which operating procedures are applied. The takeoff noise level estimates in the table(s) in this Advisory circular represent full thrust conditions for some aircraft and a reduced thrust condition, as permitted by 14 CFR part 36, for other aircraft. Neither of these conditions may be representative of the in-service operation of a particular aircraft at a particular airport. Similarly, approach noise levels are given for maximum landing weight. However, as Federal Aviation Regulations require turbojet powered aircraft to use the minimum certificated landing flap setting for normal approaches rather than the maximum certificated flap setting (the configuration that is most critical from a noise standpoint), estimates of approach noise levels with reduced flap settings have been included for many of these aircraft. An asterisk (*) next to the flap setting indicates less than maximum flaps. Variations in the absolute value of the noise estimates presented in this circular, for individual flights at actual airports, will occur when operating conditions do not conform with those corresponding to noise certification. However, the FAA believes that the ranking of aircraft noise levels that occur under uniform certification conditions provides the best information currently available on the relative noisiness of airplanes over a wide variety of conditions.

(e) In addition to the Appendix 1 listing of noise levels in order of descending magnitude, this Advisory Circular also provides the same data listed by aircraft manufacturer. This list, contained in Appendix 2, is presented as a convenience in locating data on specific airplanes.

(f) While these listings provide data on a wide variety of airplane types and models within types, other specific model designations (often peculiar to just one carrier) may not be shown. Thus, for example a Boeing 727-232 is not listed, but the equivalent data for a Boeing 727-200 with the proper engine should be used. Similarly, data for a McDonnell-Douglas DC-10-30 should be used for other models of the DC-10-30 series of aircraft.

(g) The FAA's Integrated Noise Model (INM) computer program may be useful in providing more detailed noise predictions for aircraft as they are actually flown. Further, the INM can provide

predictions of noise levels at other locations which may be of greater interest to a particular community.

5. Noise Level Estimation Procedure.

Noise level estimation procedures utilized in this revision are outlined below:

(a) The results of FAA noise measurement and assessment programs have been used to establish noise levels for certain aircraft. Reference note 10 identifies these aircraft.

(b) Noise levels for certain light propeller driven aircraft have been computed using primary reference data (either from Pilot Operating Handbooks or direct from the manufacturer) as input to the noise level estimation procedure outlined in Report FAA-EE-82-1. This procedure considers both propeller and engine noise components for reciprocating engine aircraft takeoff and approach operations. Noise levels estimated using this procedure are identified in this document by Reference note 11.

(c) In the case of certain general aviation jet aircraft, the appropriate maximum noise level one-third-octave frequency spectrum has been obtained from 14 CFR part 36 certification reports. The A-weighted sound level has been computed for each spectrum. Noise level estimates established using this procedure are identified by Reference note 12.

(d) The noise levels of certain other general aviation jet aircraft included in this report have been converted to A-weighted sound level from EPNL certification data using conversion factors derived for specific engine types. The details of the procedure are outlined in Report FAA-EE-82-1. Data appearing in this Advisory Circular derived using the above conversion technique are identified by Reference note 13.

(e) The noise levels of certain large jet aircraft included in this Advisory Circular have been derived from 14 CFR part 36 certification EPNL values using the FAA INM. Data appearing in this document derived using the INM procedure are identified by Reference note 14.

(f) The noise levels of certain large jet aircraft have been derived from data provided to the FAA directly by aircraft manufacturers. Data appearing in this document derived from such sources are identified by Reference note 15.

The FAA welcomes substantive discussion on any estimate in this document. Readers are encouraged to present data and alternative assumptions which they feel provide or lead to more accurate estimates of noise levels. Any person wishing to provide input to subsequent revisions of this AC are encouraged to write the Manager, Noise Division (AEE-100), Office of Environment and Energy, Federal Aviation Administration, 800 Independence Ave., SW, Washington, DC 20591.

6. **Distribution.**

Requests for additional copies of this Advisory Circular should be sent to:

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Requests to be placed on the mailing list to receive future revisions of this Advisory Circular should be sent to:

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7. **Revisions.** The airplane noise level listings in this Advisory Circular will be revised and updated periodically.

Carl E. Burleson
Director of Environment and Energy

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
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
MCDONNELL DOUG.	DC-10-30	CF6-50A	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
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

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-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-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-747-100	CF6-45A2	767.00	92.0	10	8,15
BOEING	B-747-100	CF6-50E2	750.00	92.0	10	8,15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	572.00	91.8	10	15
MCDONNELL DOUG.	DC-08-63 (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-10-30	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 (ADC QN)	JT3D-7	355.00	91.0	12	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
AIRBUS UK	1-11-400	SPEY-MK511	89.50	90.5	8	8,15
AIRBUS UK	1-11-500	SPEY-MK512	104.50	90.5	8	4
MCDONNELL DOUG.	DC-08-63 (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-747-400F	RB211-524G	875.00	90.4	10	8,15
MCDONNELL DOUG.	DC-08-50 (QNC QN)	JT3D-3B	309.80	90.3	-	8,12
MCDONNELL DOUG.	DC-08-61 (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-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
AIRBUS UK	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

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 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
MCDONNELL DOUG.	DC-08-63 (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-747-400F	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
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-747-400F	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/BACII)	JT3D-7	350.00	88.8	12	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 (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-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-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
BOEING	B-727-200	JT8D-7QN	172.50	88.0	5	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
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-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	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 W/N1 MOD	875.00	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
AIRBUS UK	1-11-400	MK511-W/HUSHKIT	89.50	87.5	8	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-747-400F	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-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-747-200/300	CF6-80C2B1F	833.00	86.9	10	8,15
LOCKHEED	L-1011-1	RB211-22C	422.00	86.9	10	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST dBA	FLAPS	NOTES
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-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-747-400F	PW4056 PKG A (FB2T)	830.00	86.7	10	8,15
BOEING	B-747-400F	RB211-524H	830.00	86.7	10	8,15
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-747-400D	CF6-80C2B1F	833.00	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-747-400	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
AIRBUS UK	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
MCDONNELL DOUG.	DC-08-72	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

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-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-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-15	209.42	85.2	5	8,15,37,47
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 W/N1 MOD	820.00	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
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-17	209.50	85.1	5	8,15,37,48
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-777-300	RR TRENT 884	660.00	85.0	5	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
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
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	820.00	84.5	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-10-30	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
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
AIRBUS UK	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
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-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.	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-777-300	PW4090	660.00	83.3	5	8,15,59
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
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-9	198.50	83.1	5	8,15,37,46
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
BOEING	B-777-300	RR TRENT 892	660.00	82.9	5	8,15
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-17A	203.10	82.8	5	8,15,37
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
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	82.6	-	8,15
MCDONNELL DOUG.	DC-10-30	CF6-6K	410.00	82.6	-	8,15
BOEING	B-777-200	RR TRENT 884	632.50	82.5	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-727-100	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-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
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-9	198.70	82.2	5	8,15,37,46
BOEING	B-777-200	RR TRENT 892	656.00	82.1	5	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	82.1	2	8,15
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-15	197.00	82.0	5	8,15,37,50,51
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-15	198.70	82.0	5	8,15,37,50,51
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-17	198.70	82.0	5	8,15,37
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-9	198.70	81.9	5	8,15,37,49,51
BOEING	B-737-200 (AVAERO)	JT8D-15	123.50	81.9	1	8,15,32
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-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
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

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	117.50	81.3	1	8,15,30
BOEING	B-777-200	PW4090	656.00	81.3	5	8,15,59
LOCKHEED	L-188	501-D13	116.00	81.3	-	4,8
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-9	111.70	81.3	0	8,15,16
MCDONNELL DOUG.	DC-09-40 (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-777-200	RR TRENT 895	656.00	81.2	5	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	81.2	1	8,15
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-7	108.50	81.1	0	8,15,16
BOEING	B-777-300	PW4098	660.00	81.0	5	8,15
MCDONNELL DOUG.	DC-09-30 (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
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-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
LEARJET	LEARJET 24D	CJ610-6	13.50	80.6	-	8
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-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-17	190.50	80.4	5	8,15,37,48
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
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.	DC-09-30 (ABS STC1613GL)	JT8D-7	103.00	80.2	0	8,15,16

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
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	80.1	-	8,15,16
MCDONNELL DOUG.	DC-09-40 (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-767-300/300ER	PW4060	408.00	80.0	5	8,15
MCDONNELL DOUG.	DC-09-30 (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 (ABS STC165CH)	JT8D-11	111.00	79.9	0	8,15,16
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-9	190.50	79.8	5	8,15,37,46
BOEING	B-767-300/300ER	CF6-80C2B4	407.00	79.8	5	8,15
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-7	105.00	79.8	0	8,15,16
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-777-200	RR TRENT 895	632.50	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
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
MCDONNELL DOUG.	DC-09-30 (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
AIRBUS	A-300B	CF6-50A	302.00	79.1	-	4,8
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-9	184.00	79.1	5	8,15,37,46
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
BOEING	B-777-200	RR TRENT 875	545.00	79.0	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-777-200	RR TRENT 877	555.00	79.0	5	8,15
AIRBUS	A-310-304	CF6-80C2A2	346.12	78.9		8,15
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-9	105.00	78.8	0	8,15,16
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-15	184.00	78.7	5	8,15,37,47
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	408.00	78.7	5	8,15
BOEING	B-777-200	GE90-85B	632.50	78.7	5	8,15,57
BOEING	B-777-200	GE90-90B	656.00	78.7	5	8,15,57
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
BOEING	B727-100RE(Rohr)	JT8D-217C/JT8D-9	174.50	78.6	5	8,15,37
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-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
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.90	78.3	-	4,8
AIRBUS	A-300B2-1A	CF6-50A	312.40	78.3	-	4,8,9
BAE SYSTEMS (BAe)	BAe-748 SERIES 2B	RR-DART-MK535	46.50	78.3	15	8,15
MCDONNELL DOUG.	DC-09-20 (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
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-767-300/300ER	CF6-80C2B7F	412.00	78.2	5	8,15
BOEING	B727-100RE(Rohr)	JT8D-219/JT8D-7B	174.50	78.1	5	8,15,37
BOEING	B-777-200	GE90-90B(BLK IV)	656.00	78.1	5	8,15,58
VICKERS ARMSTRONGS	VISCOUNT 745	RR DART6 MK510	72.50	78.1	-	11
BAE SYSTEMS (BAe)	BAE-748 SERIES 2A	RR DART MK532-2L	44.50	78.0	15	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
BAE SYSTEMS (BAe)	BAe-748 SERIES 2B	RR-DART 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
BOEING	B-777-200	GE90-85B(BLK IV)	632.50	78.0	5	8,15,58
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
BOEING	B-737-500	CFM56-3-B1	139.00	77.9		8,15
BOEING	B727-100RE(Rohr)	JT8D-219/JT8D-9	174.50	77.8	5	8,15,37
BOEING	B-767-300/300ER	CF6-80C2B7F	407.00	77.8	5	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
SABRELINER CORP.	SABRE 75A	CF700-2D-2	23.00	77.7	-	4
BOEING	B727-100RE(Rohr)	JT8D-217C/JT8D-9	169.50	77.5	5	8,15,37
BOEING	B-777-200	PW4074	535.00	77.5	5	8,15
BOEING	B-777-200	PW4077	545.00	77.5	5	8,15
BOEING	B-777-200	PW4090 at PW4074 rating	535.00	77.5	5	8,15,59
BOEING	B-777-200	PW4090 at PW4077 rating	545.00	77.5	5	8,15,59
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	77.5	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

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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*****TAKEOFF*****

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-737-400	CFM56-3C-1	150.00	77.2	5	8,15
BOEING	B-757-300	RB211-535E4	275.00	77.2	5	8,15,35
AIRBUS	A-300B2-1C	CF6-50C	312.40	77.1	-	4,8,9
AIRBUS	A321-211	CFM56-5B3/P; Mod No. 27772	205.02	77.1		8,15
BOEING	B727-100RE(Rohr)	JT8D-219/JT8D-7B	169.50	77.1	5	8,15,37
BOEING	B-737-900	CFM56-7B24	174.20	77.1	1	8,15
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-777-200	GE90-94B(BLK IV)	656.00	77.0	5	8,15,58
DASSAULT	FALCON 20	CF700-2D-2	28.60	77.0	10	8,15
DASSAULT	FALCON 20-Basic/D/E	CF700-2D-2	28.66	77.0	15	8,15
AIRBUS	A-310-222	JT9D-7R4E1	313.05	76.9		8,15
BOEING	B727-100RE(Rohr)	JT8D-219/JT8D-9	169.50	76.9	5	8,15,37
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
BOEING	B-737-800	CFM56-7B24	174.20	76.8	1	8,15
BAE SYSTEMS (BAe)	BAe-146-200A	ALF-502R-5	93.00	76.7	18	8,15,22
BAE SYSTEMS (BAe)	BAe-146-200A	ALF-502R-3A/-5	89.50	76.5	18	8,15,22
BOEING	B-737-800	CFM56-7B24/2 DAC	174.20	76.5	1	8,15,54
BOEING	B-777-300	RR TRENT 884	550.00	76.5	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 (ABS STC1563GL)	JT8D-7	90.70	76.3	10	8,15,16
AIRBUS	A-310-324	PW4152	330.69	76.2		8,15
AIRBUS	A321-231	V2533-A5	205.02	76.2		8,15
BOEING	B-767-200/200ER	PW4052	351.00	76.2	1	8,15
BOEING	B-777-200	RR TRENT 884	545.00	76.1	5	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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*****TAKEOFF*****

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST dBA	FLAPS	NOTES
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
BOEING	B-737-800W	CFM56-7B24	174.20	76.0	1	8,15,56
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
AIRBUS	A-310-222	JT9D-7R4E1	305.55	75.9		8,15
BOEING	B-757-200	PW2037	255.50	75.9	5	8,15
BOEING	B-757-200	PW2037(BG-3)	255.50	75.9	5	8,15,39
BOEING	B-757-200	RB211-535C	240.00	75.9	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	351.00	75.9	5	8,15
FOUND AIRCRAFT CANADA	FBA-2C1	IO-540-D4A5	3.20	75.9	-	11,21
BAE SYSTEMS (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- 700A	TFE731-3-1H	25.50	75.8	-	8,15,26
BAE SYSTEMS (AVRO)	146-RJ 100	LF507-1F	101.50	75.7	18	8,15,22
BOEING	B727-100RE(Rohr)	JT8D-217C/JT8D-9	160.50	75.7	5	8,15,37
BOEING	B-737-800W	CFM56-7B24/2 DAC	174.20	75.7	1	8,15,54,56
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-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
FOKKER	F-28 MK4000	SPEY MK555-15H	73.00	75.5	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-737-700 IGW/-700C	CFM56-7B24	171.00	75.4	1	8,15,55
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-737-800/BBJ 2	CFM56-7B26; -7B26/B1	174.20	75.3	1	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
BOEING	B-737-900	CFM56-7B26	174.20	75.2	1	8,15
BOEING	B-777-200	GE90-77B(BLK IV)	545.00	75.2	5	8,15,58
BOEING	B-737-700	CFM56-7B20	154.50	75.1	1	8,15
BOEING	B-757-300	RB211-535E4B	275.00	75.1	5	8,15,35
BOEING	B-757-300	RB211-535E4C	275.00	75.1	5	8,15,35
BOEING	B-777-200	GE90-76B	545.00	75.1	5	8,15,57
BOEING	B-777-200	GE90-76B(BLK IV)	545.00	75.1	5	8,15,58
BEECH	C35	E-185-11	2.70	75.0	-	11
BEECH	E35	E-225-8	2.70	75.0	-	11
BOEING	B-737-800	CFM56-7B26/2 DAC	174.20	75.0	1	8,15,54
BOEING	B-777-300	RR TRENT 892	550.00	75.0	5	8,15
LOCKHEED	1329-25 JETSTAR w/STAR 3	TFE731-3	44.50	75.0	20	8,15,34
BOEING	B-737-700	CFM56-7B20/2 DAC	154.50	74.9	1	8,15,54
BOEING	B-777-200	GE90-77B	545.00	74.9	5	8,15,57
BOEING	B-777-200	PW4090	545.00	74.9	5	8,15,59
BOEING	B-737-900	CFM56-7B24	164.00	74.8	1	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
AIRBUS	A-310-204	CF6-80C2A2	313.05	74.6		8,15
BOEING	B-777-200	RR TRENT 892	545.00	74.6	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
BOMBARDIER	BD-700-1A10 (Global Express)	BR700-710-A2-20	96.00	74.6	16	8,15
LEARJET	LEARJET 24F	CJ610-6	12.90	74.6	20	4,8
BOEING	B-737-800/BBJ 2	CFM56-7B27; -7B27/B3	174.20	74.5	1	8,15
BOEING	B-737-900	CFM56-7B27	174.20	74.5	1	8,15
BOEING	B-767-300	CF6-80A	300.00	74.5	5	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	74.5	0	8,15
BOEING	B-777-300	PW4098	550.00	74.4	5	8,15
MOONEY	M20F w/MODWORK STC# SA02204AT	IO-360-E5	2.74	74.4	-	11,21
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-737-700 IGW/-700C/BBJ	CFM56-7B26; -7B26/B1	171.00	74.2	1	8,15,55
BOEING	B-737-800	CFM56-7B27/2 DAC	174.20	74.2	1	8,15,54
BOEING	B-737-900	CFM56-7B27/B1	174.20	74.2	1	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27/B1; -7B27/B2	174.20	74.1	1	8,15
BOEING	B-737-800W/BBJ 2	CFM56-7B26; -7B26/B1	174.20	74.1	1	8,15,56
AIRBUS	A319-114	CFM56-5A5	163.14	74.0	10	8,15
GULFSTREAM	G200	PW306A	34.85	74.0	25	8,15,45
GULFSTREAM	G200	PW306A	34.85	74.0	25	8,15,44
BOEING	B-737-800	CFM56-7B27/2B1 DAC	174.20	73.9	1	8,15,54
BOEING	B-737-800W	CFM56-7B26/2 DAC	174.20	73.8	1	8,15,54,56
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
BAE SYSTEMS (AVRO)	146-RJ 85	LF507-1F	97.00	73.7	18	8,15,22
BOEING	B-737-600	CFM56-7B/2 DAC (B18 derate)	143.50	73.7	1	8,15,54
BOEING	B-737-600	CFM56-7B18	143.50	73.7	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
BOEING	B-757-200	PW2040	255.50	73.7	5	8,15
BOEING	B-757-200	RB211-535E4	255.50	73.7	5	8,15,35
BOEING	B-757-200	RB211-535E4	255.50	73.7	5	8,15,36
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-737-700 IGW/BBJ	CFM56-7B27/B3	171.00	73.6	1	8,15,55
BOMBARDIER	BD-700-1A10 (Global Express)	BR700-710-A2-20	93.50	73.6	16	8,15
CIRRUS DESIGN CORP.	SR 22	IO-550-N	3.40	73.6	-	11,21
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	90.00	73.4	18	8,15,22
BAE SYSTEMS (BAe)	BAe-146-300A	LF507	95.00	73.4		8,15,22
BOEING	B-737-700	CFM56-7B22	154.50	73.4	1	8,15
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	174.20	73.4	1	8,15,56
AIRBUS	A319-112/P	CFM56-5B6/P	166.44	73.3	10	8,15
AIRBUS	A320-214/P	CFM56-5B4/P	171.95	73.3	10	8,15
BAE SYSTEMS (AVRO)	146-RJ 100	LF507-1F	95.00	73.3	18	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
AIRBUS	A319-131	V2522A5	158.73	73.2	10	8,15
BOEING	B-737-800W/BBJ 2	CFM56-7B27/B1; -7B27/B2	174.20	73.2	1	8,15,56
BOEING	B-737-700	CFM56-7B22/2 DAC	154.50	73.1	1	8,15,54
BOEING	B-737-800W	CFM56-7B27/2 DAC	174.20	73.1	1	8,15,54,56
LEARJET	LEARJET 24E	CJ610-6	12.90	73.1	20	4,8
BEECH	B55	IO-470-L	5.10	73.0	-	11
BOEING	B-737-700 IGW/-700C	CFM56-7B24	159.00	73.0	1	8,15,55
BOEING	B-737-900	CFM56-7B26	164.00	73.0	1	8,15
CESSNA	T210L	TSI0-520-R	3.80	73.0	-	11
MCDONNELL DOUG.	MD-90-30	V2525-D5	166.00	73.0	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
AIRBUS	A-320-231	V2500.A1	162.00	72.9		8,15
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	95.00	72.9	18	8,15,22,43
BOEING	B-737-800W	CFM56-7B27/2B1 DAC	174.20	72.9	1	8,15,54,56
BOEING	B-767-200	JT9D-7R4D	282.00	72.9	1	8,15
BOEING	B-777-200	GE90-85B	545.00	72.9	5	8,15,57
BOEING	B-757-200	RB211-535C	220.00	72.8	5	8,15
BOEING	B-737-600	CFM56-7B20	143.50	72.7	1	8,15
BOEING	B-737-800	CFM56-7B24	155.50	72.7	1	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	5	8,15,57
BOEING	B-777-200	GE90-76B(BLK IV)	506.00	72.6	5	8,15,58
BOEING	B-777-200	GE90-77B(BLK IV)	506.00	72.6	5	8,15,58
DASSAULT	FALCON 50 (M1230)	TFE731-3-1C	40.78	72.6	20	8,15
BAE SYSTEMS (JETSTREAM)	JETSTREAM 4100	TPE331-14-801H/802H/805H	24.00	72.5		12,15
BOEING	B-737-600	CFM56-7B20/2 DAC	143.50	72.5	1	8,15,54
BOEING	B-777-200	GE90-77B	506.00	72.5	5	8,15,57
BOEING	B-777-200	GE90-85B(BLK IV)	545.00	72.5	5	8,15,58
ESTUMKEDA, LTD d.b.a MICCO AIRCRAFT CO.	MAC-145B	IO-540-T4B5	2.85	72.5	-	11,21
AIRBUS	A-310-203	CF6-80A3	275.57	72.4		8,15
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 SYSTEMS (BAe)	BAe-146-100A	ALF-502R-3A/-5	84.00	72.4	18	8,15,22
BOEING	B-737-800	CFM56-7B24/2 DAC	155.50	72.4	1	8,15,54
BOEING	B-737-900	CFM56-7B27	164.00	72.4	1	8,15
BOEING	B-757-200	PW2040 (nCBQFC)	255.50	72.4	5	8,15,41
BOEING	B-757-200	RB211-535E4B	255.50	72.4	5	8,15,36

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/RA	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
BOEING	B-757-200	RB211-535E4B	255.50	72.3	5	8,15,35
CIRRUS DESIGN CORP.	SR 20 (2 Bladed Prop)	IO-360-ES	2.90	72.3	-	11,21
BOEING	B-737-500	CFM56-3-B1(R)	115.50	72.2		8,15
DASSAULT	FALCON 900 (M1196)	TFE731-5AR-1C	46.50	72.2	20	8,15
BOEING	B-717-200	BR700-715A1-30 (MP)	121.00	72.1	5	8,15,53
BOEING	B-737-900	CFM56-7B27/B1	164.00	72.1	1	8,15
BOEING	B-777-200	RR TRENT 875	458.00	72.1	5	8,15
CIRRUS DESIGN CORP.	SR 20 (3 Bladed Prop)	IO-360-ES	2.90	72.1	-	11,21
DASSAULT	FALCON 20-C5/D5/E5 (M3547)	TFE731-5BR-2C	30.50	72.1	15	8,15
IAI	1125 ASTRA	TFE731-3A-200G	24.65	72.1	12	8,15
BOEING	B-717-200	BR700-715A1-30	121.00	72.0	5	8,15,52
BOEING	B-737-700	CFM56-7B24	154.50	72.0	1	8,15
BOEING	B-777-200	GE90-94B(BLK IV)	580.00	72.0	5	8,15,58
DASSAULT	FALCON 20-C5/D5/E5 (M3500)	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
BOEING	B-737-800W	CFM56-7B24	155.50	71.9	1	8,15,56
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
BOEING	B-737-700	CFM56-7B24/2 DAC	154.50	71.8	1	8,15,54
BOEING	B-737-700 IGW/-700C/BBJ	CFM56-7B26; -7B26/B1	159.00	71.8	1	8,15,55
BOEING	B-777-200	GE90-90B	545.00	71.8	5	8,15,57
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	15.80	71.8	-	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 125-1000A	PW305	31.00	71.8		8,15
BOEING	B-737-800W	CFM56-7B24/2 DAC	155.50	71.7	1	8,15,54,56
DASSAULT	FALCON 20-G (M2500)	ATF3-6-2C	32.00	71.7	10	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
BAE SYSTEMS (JETSTREAM)	JETSTREAM 4100	TPE331-14-801H/802H	23.00	71.6		12,15
BOEING	B-737-700 IGW/BBJ	CFM56-7B27/B3	159.00	71.6	1	8,15,55
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
CESSNA	210	IO-520-L	3.80	71.4	-	10,11
DASSAULT	FALCON 20-Basic/D/E/F (M2851)	CF700-2D-2Q	28.66	71.4	0	8,15
DASSAULT	FALCON 20-F5 (M3547)	TFE731-5BR-2C	30.50	71.4	10	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B26; -7B26/B1	155.50	71.3	1	8,15
BOEING	B-767-200/200ER	CF6-80A	279.90	71.3	1	8,15
BOEING	B-777-200	PW4074	440.90	71.3	5	8,15
BOEING	B-777-200	PW4090 at PW4074 rating	447.40	71.3	5	8,15,59
BOEING	B-777-200	RR TRENT 877	458.00	71.3	5	8,15
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	84.00	71.2	18	8,15,22
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- 3A	TFE731-3-1H	21.70	71.2		8,15
SHORTS	3-30	PT6A-45A	22.40	71.2	-	8,15
BAE SYSTEMS (AVRO)	146-RJ 85	LF507-1F	89.50	71.1	18	8,15,22
BEECH	C99 AIRLINER	PT6A-34	11.30	71.1	-	5,11
BOEING	B-737-600	CFM56-7B22	143.50	71.1	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
BOEING	B-737-800	CFM56-7B26/2 DAC	155.50	71.1	1	8,15,54
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
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-757-300	RB211-535E4	236.00	71.0	5	8,15,35
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 DORNIER	SA226-AT	TPE-331-3U-303G	12.50	71.0	-	4
FAIRCHILD DORNIER	SA226-T	TPE-331-3U-303G	12.50	71.0	-	4
FAIRCHILD DORNIER	SA226-TC METRO II	TPE-331-3UW-303G	12.50	71.0	-	4
GULFSTREAM	GULFSTREAM I	RR DART MK529	35.10	71.0	-	15
MCDONNELL DOUG.	MD-90-30	V2528-D5	166.00	71.0	5	8,15
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
BOEING	B-737-600	CFM56-7B22/2 DAC	143.50	70.9	1	8,15,54
BOEING	B-737-700	CFM56-7B26	154.50	70.9	1	8,15
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-777-200	PW4077	445.00	70.8	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
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
BOEING	B-737-800/BBJ 2	CFM56-7B27; -7B27/B3	155.50	70.7	1	8,15
BOEING	B-777-200	PW4090 at PW4077 rating	447.50	70.7	5	8,15,59
BOEING	B-737-700	CFM56-7B26/2 DAC	154.50	70.6	1	8,15,54
BOEING	B-777-200	GE90-90B(BLK IV)	545.00	70.6	5	8,15,58
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	70.6	10	8,15
DASSAULT	FALCON 20-F5 (M3500)	TFE731-5AR-2C	29.10	70.6	10	8,15
DASSAULT	FALCON 50 (M1810)	TFE731-40-1	40.79	70.6	20	8,15
DASSAULT	FALCON 50 (M2193)	TFE731-40-1	40.79	70.6	20	8,15
LEARJET	LEARJET 36	TFE731-2	17.00	70.6	8	4
BOEING	B-737-800/BBJ 2	CFM56-7B27/B1; -7B27/B2	155.50	70.5	1	8,15
BOEING	B-737-800	CFM56-7B27/2 DAC	155.50	70.4	1	8,15,54
BOEING	B-737-800W/BBJ 2	CFM56-7B26; -7B26/B1	155.50	70.4	1	8,15,56
LEARJET	LEARJET 35	TFE731-2	17.00	70.4	8	4
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-737-800	CFM56-7B27/2B1 DAC	155.50	70.3	1	8,15,54
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
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
BOEING	B-737-800W	CFM56-7B26/2 DAC	155.50	70.2	1	8,15,54,56
CESSNA	206	IO-520-A	3.30	70.2	-	11
CASA AIRCRAFT	CN-235-200	CT7-9C	34.83	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
BOEING	B-737-700	CFM56-7B20	133.00	70.0	1	8,15
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
CASA AIRCRAFT	C-295	PW 127 GM	46.30	69.9	10	15
DASSAULT	FALCON 900B (M1200)	TFE731-5BR-1C	46.50	69.9	20	8,15
FOKKER	F100	RR TAY MK650-15	98.00	69.9	-	8,15
AIRBUS	A321-211	CFM56-5B3/P; Mod No. 27772	165.34	69.8		8,15
BOEING	B-737-700	CFM56-7B20/2 DAC	133.00	69.8	1	8,15,54
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	155.50	69.8	1	8,15,56
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
BEECH	H18	R-985AN-14B	9.90	69.6	-	11
BOEING	B-737-800W	CFM56-7B27/2 DAC	155.50	69.6	1	8,15,54,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27/B1; -7B27/B2	155.50	69.6	1	8,15,56
BOEING	B-757-200	PW2037	220.00	69.6	5	8,15
BOEING	B-757-200	PW-2037(BG-3)	220.00	69.6	5	8,15,39
BOEING	B-717-200	BR700-715C1-30 (MP)	121.00	69.5	5	8,15,53
FAIRCHILD DORNIER	SA227-AT MERLIN III C	TPE-331-10U	13.20	69.5	-	5,11
BOEING	B-717-200	BR700-715C1-30	121.00	69.4	5	8,15,52

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-737-800W	CFM56-7B27/2B1 DAC	155.50	69.4	1	8,15,54,56
CESSNA	CITATION V (560)	JT15D-5A	16.30	69.4	7	8,15
DASSAULT	FALCON 10	TFE731-2	19.30	69.4	15	8,15
DASSAULT	FALCON 10	TFE731-2-1C	19.30	69.4	15	8,15
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	84.00	69.3	18	8,15,22,43
CESSNA	206H	IO-580-AIA	3.60	69.3	-	11,21
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	7	8,15
BOEING	B-737-600	CFM56-7B18	124.00	69.2	1	8,15
BOEING	B-777-300	PW4090	450.00	69.2	5	8,15,59
DASSAULT	FALCON 20-C5/D5/E5 (M3530)	TFE-731-5BR-2C	29.10	69.2	15	8,15
DASSAULT	FALCON 900	TFE731-5AR-1C	45.50	69.2	7	8,15
FAIRCHILD DORNIER	SA226-AC METRO III	TPE-331-11U	14.50	69.2	-	10,11
FAIRCHILD DORNIER	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 SYSTEMS (BAe)	BAe-146-100A	ALF-502R-3A/-5	76.00	69.1	18	8,15,22
BOMBARDIER	CL-600-2C10 (CRJ700)	CF34-8C1	75.00	69.1	8	8,15
CASA AIRCRAFT	CN-235-300	CT7-9C3	34.83	69.1	10	15
BEECH	V35B (3BLD)	I0-520-B	3.40	69.0	-	11
BOEING	B-737-600	CFM56-7B/2 DAC (B18 derate)	124.00	69.0	1	8,15,54
BOEING	B-757-300	RB211-535E4B	235.87	69.0	5	8,15,35
BOEING	B-757-300	RB211-535E4C	235.87	69.0	5	8,15,35
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	295.00	69.0	5	8,15
BOMBARDIER	DHC-7	PT6A-50	45.50	69.0		15
CESSNA	180	O-470-J	2.80	69.0	-	11
CESSNA	182Q	0-470-U	3.00	69.0	-	10,11
MCDONNELL DOUG.	MD-90-30	V2528-D5	156.00	69.0	5	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST dBA	FLAPS	NOTES
PIPER	PA-31-310	TI0-540-A2C	6.50	69.0	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.60	69.0	-	11
BOEING	B-767-300/300ER	PW4056	295.00	68.9	5	8,15
FAIRCHILD DORNIER	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	33.29	68.8	10	15
CESSNA	CITATION III (650)	TFE731-3B-100S	21.50	68.8	7	8,15
BOEING	B-737-700	CFM56-7B22	133.00	68.7	1	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
BOEING	B-737-700	CFM56-7B22/2 DAC	133.00	68.4	1	8,15,54
LEARJET	LEARJET 55B	TFE731-3A-2B	21.50	68.4	-	
SHORTS	SD3-60-300	PT6A-67R	27.10	68.3	15	13
BOEING	B-737-600	CFM56-7B20	124.00	68.2	1	8,15
BOMBARDIER	CL-600-2C10 (CRJ700)	CF34-8C1	72.50	68.2	8	8,15
DASSAULT	FALCON 900EX (M3000)	TFE731-60-1	49.00	68.2	20	8,15
RAYTHEON	HAWKER 125- 800XP	TFE731-5BR-1H	28.00	68.2	0	8,15
AIRBUS	A321-231	V2533-A5	165.34	68.1		8,15
BOEING	B-757-200	RB211-535E4	220.00	68.1	5	8,15,36
DASSAULT	FALCON 20-F5 (M3530)	TFE-731-5BR-2C	29.10	68.1	10	8,15
BEECH	C90	PT6A-21	9.70	68.0	-	10
BOEING	B-737-600	CFM56-7B20/2 DAC	124.00	68.0	1	8,15,54
BOEING	B-757-200	PW2037 (CBQFC)	220.00	68.0	5	8,15,40
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	68.0	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST dBA	FLAPS	NOTES
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
EMBRAER	EMB-145LR	AE3007A1/1	48.50	68.0	9	8,15
GULFSTREAM	G-V	BR700-710A1-10	90.50	68.0	10	8,15
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
EXTRA FLUGZEUGBAU	EA 400	TSIOL-550-A	4.41	67.9	-	11,21
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	5	8,15,35
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	37.26	67.7	15	15
BOEING	B-737-700	CFM56-7B24	133.00	67.7	1	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-737-700	CFM56-7B24/2 DAC	133.00	67.5	1	8,15,54
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	8,15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	53.00	67.2	20	15
BOEING	B-757-200	RB211-535E4B	220.00	67.1	5	8,15,36
BOMBARDIER	DHC-8 314	PW123	43.00	67.1		8,15
CESSNA	CITATION ULTRA (560)	JT15D-5D	16.30	67.1	7	8,15
AEROSPATIALE	ATR72-210	PW127/HS 247F	48.50	67.0	15	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
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
BOMBARDIER	DHC-6	PT6A-27	12.50	67.0		4
BOMBARDIER	DHC-6	PT6A-27	12.50	67.0	-	4
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
FAIRCHILD DORNIER	328-100 Mod 20	PW 119C	30.84	67.0	12	15,38
GULFSTREAM	G100	TFE731-40R-200G	24.65	67.0	25	8,15
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
BOEING	B-737-600	CFM56-7B22	124.00	66.9	1	8,15
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-717-200	BR700-715A1-30 (MP)	104.50	66.7	5	8,15,53
BOEING	B-737-600	CFM56-7B22/2 DAC	124.00	66.7	1	8,15,54
BOEING	B-757-200	RB211-535E4B	220.00	66.7	5	8,15,35
BOMBARDIER	DHC-8 102	PW120	34.50	66.7		15
BOEING	B-757-200	PW2040 (CBQFC)	220.00	66.6	5	8,15,40
FAIRCHILD DORNIER	328-100 Mod 10	PW 119B	30.84	66.6	12	15,38
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	34.72	66.5	15	15
BEECH	1900/1900C	PT6A-65B	16.60	66.5	-	10
BOEING	B-737-700	CFM56-7B26	133.00	66.5	1	8,15
CANADAIR	CHALLENGER CL-601	CF34-3A/A1/A2	45.10	66.5	20	15

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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST dBA	FLAPS	NOTES
AEROSPATIALE	ATR72-210	PW127/HS 247F	47.40	66.4	15	8,15
BOMBARDIER	DHC-8 106	PW121	36.30	66.4		15
BOMBARDIER	DHC-8 201/202	PW123	36.30	66.4		15
CANADAIR	CHALLENGER CL-601	CF34-1A	43.10	66.4	-	15
BOEING	B-717-200	BR700-715A1-30	104.50	66.3	5	8,15,52
BOEING	B-737-700	CFM56-7B26/2 DAC	133.00	66.3	1	8,15,54
FAIRCHILD 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-602P	IO-540-AA1A5	6.00	66.0	-	11
PIPER	PA-60-600	IO-540-K1J5	5.50	66.0	-	11
BEECH	65 QUEENAIR	IGSO-480-A1B6	7.70	65.9	-	11
EMBRAER	EMB-145ER	AE3007A	45.41	65.9	9	8,15
AIRBUS	A319-131	V2522A5	123.45	65.7	10	8,15
BOMBARDIER	DHC-8 103	PW121	34.50	65.7		15
CASA AIRCRAFT	C-212-CC	TPE 331-10/10R-501C/511C	16.98	65.7	10	15
CASA AIRCRAFT	C-212-CF	TPE 331-10R-501C/511C	16.98	65.7	10	15
CESSNA	CITATION VII (650)	TFE731-4C-3S	23.00	65.7	7	8,15
CESSNA	T206H	TIO-540-AJIA	3.60	65.6	-	11,21
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

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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST dBA	FLAPS	NOTES
BOMBARDIER	DHC-8 311	PW123	43.00	65.4		8,15
CESSNA	CITATION VII (650)	TFE731-4R-3S	22.45	65.4		8,15
FOKKER	F70	RR TAY MK620-15	81.00	65.4		8,15
SAAB FAIRCHILD	SF340	GE CT7-5A2	27.30	65.3	15	12
AIRBUS	A320-214/P	CFM56-5B4/P	132.27	65.2	10	8,15
BOEING	B-717-200	BR700-715C1-30 (MP)	104.50	65.2	5	8,15,53
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
AIRBUS	A319-112/P	CFM56-5B6/P	123.45	64.9	10	8,15
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	-	
BOEING	B-717-200	BR700-715C1-30	104.50	64.7	5	8,15,52
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/513C	16.98	64.7	10	15
AIRBUS	A319-114	CFM56-5A5	123.45	64.6	10	8,15
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

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	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
BAE SYSTEMS (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
CESSNA	CITATION JET II (525A)	FJ44-2C	12.38	62.7	15	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
FAIRCHILD DORNIER	328-300 Mod 10	PW306B	34.52	62.7	12	8,15
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	8,15
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	65.20	62.5	5	8,15
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	65.20	62.5	5	8,15,42
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	65.20	62.5	5	8,15
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	65.20	62.5	5	8,15,42
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	65.20	62.5	5	8,15
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	65.20	62.5	5	8,15,42
FAIRCHILD DORNIER	328-300	PW306B	33.51	62.2	12	8,15
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
CESSNA	CITATION BRAVO (550)	PW530A	14.80	61.3	15	8,15
GULFSTREAM	690C COMMANDER 840	TPE-331-5	10.30	61.3	-	5,11
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	61.70	61.0	5	8,15
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	61.70	61.0	5	8,15,42
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	61.70	61.0	5	8,15
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	61.70	61.0	5	8,15,42

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
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	61.70	61.0	5	8,15,42
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	61.70	61.0	5	8,15
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
OSTMECKLENBURGISCHE FLUGZEUGBAU	OMF-100-160	O-320-D2A	1.96	61.0	-	11,21
LEARJET	LEARJET 60	PW305A	23.10	60.9		8,15
LEARJET	LEARJET 60	PW305A	23.50	60.9	8	8,15
LEARJET	LEARJET 45	TFE731-20R-1B	20.50	60.7	8	8,15
CESSNA	CITATION EXCEL (560XL)	PW545	20.00	60.6	7	8,15
CESSNA	CITATION JET (525)	FJ44-1A	10.40	60.3	15	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
CESSNA	CITATION ENCORE (560)	PW535A	16.63	58.3	7	8,15
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

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
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

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
CONCORDE	CONCORDE	O-593/M-602		109.5	-	4,8
LOCKHEED	1329 JETSTAR	JT12A-8	35.00	101.0	50	8,13
IAI	1121 COMMODORE	CJ610-5	18.50	100.0	-	4
IAI	1123 WESTWIND	CJ610-9	19.00	99.0	-	4
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	19.40	99.0	-	13
RAYTHEON	HAWKER 125- 3A/R	VIPER-522	20.00	98.7	50	8,15
RAYTHEON	HAWKER 125- 3A/RA	VIPER-522	20.00	98.7	45	8,15
RAYTHEON	HAWKER 125- 400A	VIPER-522	20.00	98.7	45	8,15
AIRBUS UK	1-11-500	SPEY-MK512	87.00	98.6	45	4
RAYTHEON	HAWKER 125- 1A	VIPER-522	19.60	98.5	50	8,15
BOEING	B-707-300B/C (COMTRAN QN)	JT3D-3B	247.00	98.4	25	8
BOEING	B-747-100	JT9D-7F	585.00	97.8	30	4,6
BOEING	B-747-100	JT9D-7FWET	585.00	97.8	30	4,6
BOEING	B-747-100	JT9D-7WET	585.00	97.3	30	4,6
MCDONNELL DOUG.	DC-10-30	CF6-50C1	411.00	97.3	50	15
BOEING	B-747-100	JT9D-7	564.00	97.2	30	4,6
BOEING	B-747-200	JT9D-7FWET	630.00	97.2	30	4,6
BOEING	B-747-200	RB211-524B	630.00	97.2	30	4
MCDONNELL DOUG.	DC-10-30	CF6-50C1	403.00	97.1	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	403.00	97.1	50	15
BOEING	B-747-200/300	RB211-524C2	585.00	96.8	30	15
BOEING	B-747-200	JT9D-7WET	630.00	96.7	30	4,6
BOEING	B-747-200	JT9D-7F	564.00	96.6	30	4,6
BOEING	B-747-200/300	RB211-524C2	564.00	96.5	30	15
MCDONNELL DOUG.	DC-10-30	CF6-50CA	424.00	96.3	50	15
AIRBUS UK	1-11-400	SPEY-MK511	78.00	96.2	45	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C	411.00	96.2	50	15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-747-200	JT9D-3AWET	585.00	96.1	30	4,6
BOEING	B-747-200	JT9D-7	564.00	96.1	30	4,6
BOEING	B-747-SR	JT9D-7A	564.00	96.1	30	4,6
BOEING	B-727-100	JT8D-9FCD	137.50	96.0	40	3,8,15
MCDONNELL DOUG.	DC-08-63 (ADC QN)	JT3D-3B	245.00	96.0	50	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-7	99.00	96.0	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50A	403.00	96.0	50	15
RAYTHEON	HAWKER 125- 600A	VIPER 601-22	22.00	96.0	45	8,15,16
BOEING	B-747-200	JT9D-3A	564.00	95.9	30	4,6
BOEING	B-747-200/300	RB211-524C2	666.00	95.9	25	15
MCDONNELL DOUG.	DC-08-63F (ADC QN)	JT3D-7	245.00	95.9	50	8,15
MCDONNELL DOUG.	DC-09-10	JT8D-7	81.70	95.7	50	8,15
MCDONNELL DOUG.	DC-10-10	CF6-6D	363.50	95.7	50	15
MCDONNELL DOUG.	DC-10-10	CF6-6D1	363.50	95.7	50	15
BOEING	B-747-SR	JT9D-7A	564.00	95.6	30	4,6
MCDONNELL DOUG.	DC-08-63 (TNC QN)	JT3D-3B	250.00	95.4	50	8,15
SABRELINER CORP.	SABRE 60A	JT12A-8	20.60	95.4	-	8,12
BOEING	B-747-200/300	RB211-524C2	564.00	95.3	25*	15
BOEING	B-747-200	JT9D-70A	630.00	95.2	30	4
MCDONNELL DOUG.	DC-08-63 (TNC QN)	JT3D-7	275.00	95.2	35	8,15
MCDONNELL DOUG.	DC-10-10	CF6-6D	363.50	95.1	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50C2	411.00	95.1	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	411.00	95.1	50	8,15
BOEING	B-747-200/300	CF6-80C2B1F	666.00	95.0	30	8,15
MCDONNELL DOUG.	DC-10-40	JT9D-20	403.00	94.9	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	403.00	94.9	35*	15
BOEING	B-747-200/300	CF6-50E	630.00	94.8	30	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
FOKKER	F-28 MK1000	SPEY MK555-15	59.00	94.7	42	4
LEARJET	LEARJET 24D	CJ610-6	11.90	94.7	40	4,8,17
MCDONNELL DOUG.	DC-10-10	CF6-6D1	363.50	94.7	50	15
BOEING	B-727-100	JT8D-7FCD	137.50	94.5	40	3,8,14,15
MCDONNELL DOUG.	DC-08-50 (QNC QN)	JT3D-3B	240.00	94.5	-	8,12
MCDONNELL DOUG.	DC-08-61 (QNC QN)	JT3D-3B	240.00	94.5	-	8,12
MCDONNELL DOUG.	DC-10-40	JT9D-20	403.00	94.5	50	15
BOEING	B-747-200/300	CF6-50E	564.00	94.4	30	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	666.00	94.4	30	8,15
AIRBUS UK	1-11-200	SPEY-MK506	71.00	94.3	45	15
BOEING	B-747-400	PW4056 PKG A (FB2T)	652.00	94.3	30	8,15
BOEING	B-747-400F	CF6-80C2B1F	666.00	94.3	30	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	666.00	94.3	30	8,15
BOEING	B-747-200/300	CF6-50E2	630.00	94.2	30	8,15
BOEING	B-747-400	CF6-80C2B1F	652.00	94.2	30	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	652.00	94.2	30	8,15
BOEING	B-747-400D	CF6-80C2B1F	630.00	94.2	30	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	630.00	94.2	30	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2	403.00	94.2	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	424.00	94.2	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-6K	403.00	94.2	50	15
BOEING	B-747-200/300	RB211-524D4	666.00	94.1	30	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	564.00	94.1	25*	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	630.00	94.1	25*	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	630.00	94.1	30	8,15
FOKKER	F-28 MK1000	SPEY MK555-15	59.00	94.1	42	4
BOEING	B-747-400	PW4056 PKG A (FB2T)	652.00	94.0	25*	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-747-400F	PW4056 PKG A (FB2T)	666.00	94.0	25*	8,15
BOEING	B-747-100	CF6-45A2	605.00	93.9	30	8,15
BOEING	B-747-100	CF6-50E2	605.00	93.9	30	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	652.00	93.9	30	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	564.00	93.9	30	8,15
BOEING	B-747-400D	CF6-80C2B1F	564.00	93.9	30	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	564.00	93.9	30	8,15
BOEING	B-747-400F	CF6-80C2B1F	630.00	93.9	30	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	630.00	93.9	30	8,15
BOEING	B-747-200/300	CF6-50E	666.00	93.8	25	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	652.00	93.8	30	8,15
LEARJET	LEARJET 25B/C	CJ610-6	13.30	93.8	40	4,8,18
MCDONNELL DOUG.	DC-09-30	JT8D-9	99.00	93.8	50	8,15
SABRELINER CORP.	SABRE 70	JT12A-8	18.50	93.8	-	8,12
BOEING	B-747-200/300	CF6-80C2B1F	564.00	93.7	30	8,15
BOEING	B-747-200/300	RB211-524D4	666.00	93.5	25*	8,15
BOEING	B-747-200/300	RB211-524D4	564.00	93.5	25*	8,15
BOEING	B-747-200/300	RB211-524D4	564.00	93.5	30	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	652.00	93.5	30	8,15
BOEING	B-747-SP	JT9D-7FWET	475.00	93.5	30	4,6
MCDONNELL DOUG.	DC-08-63 (BAC/BACII)	JT3D-7	275.00	93.5	35	8,15,16
MCDONNELL DOUG.	DC-08-63 (BAC/R1)	JT3D-7	275.00	93.5	35	8,15,16
MCDONNELL DOUG.	DC-10-30	CF6-50C1	421.00	93.5	35*	15
BOEING	B-747-100	CF6-45A2	564.00	93.4	30	8,15
BOEING	B-747-100	CF6-50E2	564.00	93.4	30	8,15
BOEING	B-747-200/300	CF6-50E2	564.00	93.4	30	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	564.00	93.4	30	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
MCDONNELL DOUG.	DC-10-30	CF6-50A	403.00	93.4	35*	15
BOEING	B-747-200/300	CF6-80C2B1F	666.00	93.3	25*	8,15
BOEING	B-747-400	CF6-80C2B1F	564.00	93.3	30	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	564.00	93.3	30	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	564.00	93.3	30	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	652.00	93.2	25*	8,15
MCDONNELL DOUG.	DC-08-63 (BAC/BACII)	JT3D-7	258.00	93.2	35	8,15,16
BOEING	B-747-400	PW4056 PHASE 1/PKG B	564.00	93.1	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	652.00	93.1	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	564.00	93.1	30	8,15
BOEING	B-747-400F	RB211-524G	666.00	93.1	30	8,15
BOEING	B-747-400F	RB211-524H	666.00	93.1	30	8,15
BOEING	B-747-SP	JT9D-7A	450.00	93.1	30	4,6
BOEING	B-747-SP	JT9D-7F	475.00	93.1	30	4,6
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-7	250.00	93.1	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-7	250.00	93.1	35	8,15,16
BOEING	B-747-200/300	CF6-50E2	666.00	93.0	25	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	564.00	93.0	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	652.00	93.0	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	564.00	93.0	25*	8,15
BOEING	B-747-400	RB211-524G	652.00	93.0	30	8,15
BOEING	B-747-400	RB211-524H	652.00	93.0	30	8,15
BOEING	B-747-400D	CF6-80C2B1F	630.00	93.0	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	630.00	93.0	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F	666.00	93.0	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	666.00	93.0	25*	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	666.00	93.0	30	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-7	240.00	93.0	35	8,15,16
MCDONNELL DOUG.	DC-10-30	CF6-50A	403.00	93.0	35*	15
BOEING	B-747-200/300	CF6-50E	564.00	92.9	25*	8,15
BOEING	B-747-400	CF6-80C2B1F	652.00	92.9	25*	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	652.00	92.9	25*	8,15
BOEING	B-747-400	RB211-524G	585.00	92.8	25	8,15
BOEING	B-747-400	RB211-524H	585.00	92.8	25	8,15
BOEING	B-747-400F	CF6-80C2B1F	630.00	92.8	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	630.00	92.8	25*	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	630.00	92.8	30	8,15
BOEING	B-747-400F	RB211-524G	630.00	92.8	30	8,15
BOEING	B-747-400F	RB211-524H	630.00	92.8	30	8,15
BOEING	B-747-SP	JT9D-7A	450.00	92.8	30	4,6
BOEING	B-747-200/300	CF6-80C2B1F	564.00	92.7	25*	8,15
LOCKHEED	L-1011-1	RB211-22C	358.00	92.7	42	
BOEING	B-747-100	CF6-45A2	605.00	92.6	25*	8,15
BOEING	B-747-100	CF6-50E2	605.00	92.6	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F	564.00	92.6	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	564.00	92.6	25*	8,15
BOEING	B-747-400F	RB211-524G	630.00	92.6	25*	8,15
BOEING	B-747-400F	RB211-524H	630.00	92.6	25*	8,15
AIRBUS UK	1-11-400	MK511-W/HUSHKIT	78.00	92.5	45	15
BOEING	B-747-400	CF6-80C2B1F	564.00	92.5	25*	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	564.00	92.5	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	652.00	92.5	30	8,15,23
BOEING	B-747-400	RB211-524G	652.00	92.5	25*	8,15
BOEING	B-747-400	RB211-524H	652.00	92.5	25*	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-747-400F	RB211-524G	666.00	92.5	25*	8,15
BOEING	B-747-400F	RB211-524H	666.00	92.5	25*	8,15
BOEING	B-747-400	RB211-524G	564.00	92.4	30	8,15
BOEING	B-747-400	RB211-524H	564.00	92.4	30	8,15
BOEING	B-747-100	CF6-45A2	564.00	92.3	25*	8,15
BOEING	B-747-100	CF6-50E2	564.00	92.3	25*	8,15
BOEING	B-747-200/300	CF6-50E2	564.00	92.3	25*	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	666.00	92.3	25*	8,15
BOEING	B-767-300	JT9D-7R4D(B)	320.00	92.3	30	8,15
BOEING	B-767-300	JT9D-7R4E	320.00	92.3	30	8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	110.00	92.3	50	1,8,15
BOEING	B-727-100	JT8D-9FCD	137.50	92.2	30*	3,8,15
BOEING	B-747-400F	PW4056 FB2B/2C	630.00	92.2	25*	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-17	101.00	92.2	50	1,8,15
BOEING	B-737-200	JT8D-15QN	101.00	92.1	40	2,8,15
LOCKHEED	L-1011	RB211-22B	358.00	92.1	42	4,5
BOEING	B-737-200	JT8D-9QN	101.70	92.0	40	2,8,14,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	564.00	92.0	30	8,15,23
LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	11.90	92.0	40	8,13
LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	13.30	92.0	40	8,13
MCDONNELL DOUG.	DC-09-50	JT8D-15	110.00	92.0	50	1,8,15
SABRELINER CORP.	SABRE 40A	JT12A-8	17.50	92.0	-	8,12
SABRELINER CORP.	SABRE 60	JT12A-8	17.50	92.0	24	8,12
BOEING	B-737-200	JT8D-15QN	101.00	91.9	40	2,8,15
BOEING	B-737-200	JT8D-9QN	103.00	91.9	40	2,8,14,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	652.00	91.9	25*	8,15,23
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	564.00	91.8	25*	8,15,23

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
AIRBUS	A-310-324	PW4152	271.16	91.6	40	8,15
BOEING	B-737-200	JT8D-17QN	101.00	91.6	40	2,8,14,15
AIRBUS	A-300B4-2C	CF6-50C	293.30	91.5	25	4,8,9
MORANE-SAULNIER	MS 760B (PARIS II)	MARBORE VI C2	6.96	91.5	55	19
AIRBUS	A-300B1	CF6-50A	269.00	91.4	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	281.10	91.4	15*	4,8,9
LOCKHEED	L-1011-1	RB211-22C	358.00	91.4	33*	
AIRBUS	A-300B2-K-3C	CF6-50C	286.70	91.3	25	4,8,9
BOEING	B-767-200	JT9D-7R4E	300.00	91.3	30	8,15
LOCKHEED	L-1011	RB211-22B	358.00	91.3	33*	4,5
BOEING	B-767-300	JT9D-7R4D(B)	280.00	91.2	30	8,15
BOEING	B-767-300	JT9D-7R4E	280.00	91.2	30	8,15
MCDONNELL DOUG.	DC-08-61 (BAC/BAC II)	JT3D-3B	240.00	91.2	35	8,15,16
MCDONNELL DOUG.	DC-10-10	CF6-6D	363.50	91.1	35*	15
BOEING	B-737-200	JT8D-17QN	103.50	91.0	40	2,8,14,15
BOEING	B-777-300	PW4098	524.00	91.0	30	8,15
SABRELINER CORP.	SABRE 80A	CF700-2D-2	22.00	91.0	-	12
AIRBUS	A-300B	CF6-50A	269.00	90.9	25	4,8
AIRBUS	A-300B2-1A	CF6-50A	286.70	90.9	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	286.70	90.9	25	4,8,9
MCDONNELL DOUG.	DC-09-30	JT8D-15	101.00	90.9	50	1,8,15
MCDONNELL DOUG.	DC-09-40	JT8D-11	102.00	90.9	50	1,8,15
MCDONNELL DOUG.	DC-09-40	JT8D-15	102.00	90.9	50	1,8,15
BOEING	B-737-200	JT8D-9QN	95.00	90.8	40	2,8,14,15
BOEING	B-767-300	JT9D-7R4D(B)	320.00	90.8	25*	8,15
BOEING	B-767-300	JT9D-7R4E	320.00	90.8	25*	8,15
LOCKHEED	L-1011-1	RB211-22C	358.00	90.8	33*	8

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
MCDONNELL DOUG.	DC-09-30	JT8D-9	99.00	90.8	50	1,8,15
AIRBUS	A-300B1	CF6-50A	269.00	90.7	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	281.10	90.7	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	281.10	90.7	25	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	286.70	90.7	15*	4,8,9
BOEING	B-737-400	CFM56-3B-2	124.00	90.7	40	8,15
BOEING	B-737-400	CFM56-3C-1	124.00	90.7	40	8,15
BOEING	B-777-300	RR TRENT 884	524.00	90.7	30	8,15
BOEING	B-777-300	RR TRENT 892	524.00	90.7	30	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	90.7	39	8,15,16
BOEING	B-727-200	JT8D-7QN	142.50	90.6	40	2,8,15
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-17A	164.00	90.6	30	8,15,37
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	90.6	39	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	99.00	90.6	50	1,8,15
BOEING	B-767-300/300ER	PW4056	320.00	90.5	30	8,15
BOEING	B-767-300/300ER	PW4060	320.00	90.5	30	8,15
AIRBUS	A-300B2-1A	CF6-50A	286.70	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	281.10	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	286.70	90.4	15*	4,8,9
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-15	164.00	90.4	30	8,15,37,47
BOEING	B-737-300	CFM56-3-B1	121.00	90.4	40	8,15
BOEING	B-737-300	CFM56-3B-2	121.00	90.4	40	8,15
BOEING	B-737-400	CFM56-3-B1	121.00	90.4	40	8,15
BOEING	B-737-400	CFM56-3B-2	121.00	90.4	40	8,15
BOEING	B-737-400	CFM56-3C-1	121.00	90.4	40	8,15
BOEING	B-767-200	JT9D-7R4D	257.00	90.4	30	8,15
AIRBUS UK	1-11-200	MK506-W/HUSHKIT	71.00	90.3	45	15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-727-100 (Fed Ex)	JT8D-7	142.50	90.3	30	8,15,16,28
BOEING	B-727-200 (Fed Ex)	JT8D-7	150.00	90.3	30	8,15,24,29
BOEING	B-767-300/300ER	CF6-80C2B7F	340.00	90.3	30	8,15
DASSAULT	FALCON 20-Basic/D/E	CF700-2D-2	27.32	90.3	40	8,15
MCDONNELL DOUG.	DC-10-10	CF6-6D	363.50	90.3	35*	15
SABRELINER CORP.	SABRE 75A	CF700-2D-2	22.00	90.3	25	4
SABRELINER CORP.	SABRE 80	CF700-2D-2	22.00	90.3	25	12
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-17	162.00	90.2	30	8,15,37,48
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-9	162.00	90.2	30	8,15,37,46
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-15	162.00	90.2	30	8,15,37,50 ,51
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-9	162.00	90.2	30	8,15,37,49 ,51
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-9	162.00	90.2	30	8,15,37,46
BOEING	B-767-300/300ER	PW4056	280.00	90.2	30	8,15
BOEING	B-767-300/300ER	PW4056	320.00	90.2	25*	8,15
BOEING	B-767-300/300ER	PW4060	280.00	90.2	30	8,15
BOEING	B-767-300/300ER	PW4060	320.00	90.2	25*	8,15
BOEING	B-777-300	PW4090	524.00	90.2	30	8,15,59
MCDONNELL DOUG.	DC-10-40	JT9D-20	403.00	90.2	35*	15
AIRBUS	A-310-322	JT9D-7R4E1	271.16	90.1	40	8,15
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-17	159.00	90.1	30	8,15,37,48
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-15	159.00	90.1	30	8,15,37,50 ,51
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-17	162.00	90.1	30	8,15,37
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	88.00	90.1	40	8,15,30
BOEING	B-777-300	PW4098	524.00	90.1	25*	8,15
DASSAULT	FALCON 20	CF700-2D-2	27.30	90.1	25*	8,15
AIRBUS	A-300B4-2C	CF6-50C	293.30	90.0	15*	4,8,9
BOEING	B-727-100 (Fed Ex)	JT8D-7	137.50	90.0	30	8,15,16,28

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-15	156.00	90.0	30	8,15,37,47
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-217C/JT8D-9	156.00	90.0	30	8,15,37,46
BOEING	B-757-200	RB211-535C	198.00	90.0	30	8,15
BOEING	B-767-200/200ER	PW4052	285.00	90.0	30	8,15
BOEING	B-767-200/200ER	PW4052	270.00	90.0	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	340.00	90.0	30	8,15
BOEING	B-777-200	RR TRENT 875	470.00	90.0	30	8,15
BOEING	B-777-200	RR TRENT 877	470.00	90.0	30	8,15
BOEING	B-777-200	RR TRENT 884	470.00	90.0	30	8,15
BOEING	B-777-200	RR TRENT 892	470.00	90.0	30	8,15
BOEING	B-777-200	RR TRENT 895	470.00	90.0	30	8,15
LOCKHEED	L-1011-1	RB211-22C	358.00	90.0	33*	4,8
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	250.00	90.0	35	8,15,16
MCDONNELL DOUG.	DC-09-40	JT8D-11	102.00	90.0	50	1,8,15
NIHON	YS-11A-200	DART MK 542	52.90	90.0	-	5
BOEING	B-727-200 (Fed Ex)	JT8D-17	166.00	89.9	30	8,15,25,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	150.00	89.9	30	8,15,24,29
BOEING	B-767-300/300ER	PW4056	280.00	89.9	25*	8,15
BOEING	B-767-300/300ER	PW4060	280.00	89.9	25*	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-7	99.00	89.9	50	1,8,15
BOEING	B-727-200 RE (ROHR STC SA4363NM)	JT8D-219/JT8D-9	152.50	89.8	30	8,15,37,46
BOEING	B-737-500	CFM56-3-B1	114.00	89.8	40	8,15
BOEING	B-737-500	CFM56-3-B1(R)	114.00	89.8	40	8,15
BOEING	B-777-300	RR TRENT 884	524.00	89.8	25*	8,15
BOEING	B-777-300	RR TRENT 892	524.00	89.8	25*	8,15
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	240.00	89.8	35	8,15,16
MCDONNELL DOUG.	DC-10-10	CF6-6D1	363.50	89.8	35*	15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-767-300	JT9D-7R4D(B)	280.00	89.7	25*	8,15
BOEING	B-767-300	JT9D-7R4E	280.00	89.7	25*	8,15
BOEING	B-777-300	PW4098	445.00	89.7	30	8,15
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	58.50	89.7	39	8,15,16
LEARJET	LEARJET 23	CJ610-1	11.90	89.7	-	4,8
BOEING	B-727-100 (Dee Hwd)	TAY651-54	137.50	89.6	40	8,15
BOEING	B-727-100 (Fed Ex)	JT8D-9	142.50	89.6	30	8,15,16,29
BOEING	B-727-200 (Fed Ex)	JT8D-15	161.00	89.6	30	8,15,25
BOEING	B-727-200 (Fed Ex)	JT8D-17	161.00	89.6	30	8,15,25,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	154.50	89.6	30	8,15,24,28
BOEING	B-777-200	RR TRENT 875	445.00	89.6	30	8,15
BOEING	B-777-200	RR TRENT 877	445.00	89.6	30	8,15
BOEING	B-777-200	RR TRENT 884	445.00	89.6	30	8,15
BOEING	B-777-200	RR TRENT 892	445.00	89.6	30	8,15
BOEING	B-777-200	RR TRENT 895	445.00	89.6	30	8,15
BOEING	B-777-300	PW4090	524.00	89.6	25*	8,15,59
BOEING	B-737-300	CFM56-3-B1	110.00	89.5	40	8,15
BOEING	B-737-300	CFM56-3B-2	110.00	89.5	40	8,15
BOEING	B-767-200	JT9D-7R4E	300.00	89.5	25*	8,15
BOEING	B-777-200	PW4074	440.90	89.5	30	8,15
BOEING	B-777-200	PW4074	445.00	89.5	30	8,15
BOEING	B-777-200	PW4077	440.90	89.5	30	8,15
BOEING	B-777-200	PW4077	445.00	89.5	30	8,15
BOEING	B-777-200	PW4090	470.00	89.5	30	8,15,59
BOEING	B-777-200	PW4090 at PW4074 rating	470.00	89.5	30	8,15,59
BOEING	B-777-200	PW4090 at PW4077 rating	470.00	89.5	30	8,15,59
BOEING	B-777-300	RR TRENT 884	445.00	89.5	30	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-777-300	RR TRENT 892	445.00	89.5	30	8,15
LOCKHEED	L-188	501-D13	95.70	89.5	-	4,8
MCDONNELL DOUG.	DC-09-50	JT8D-15	110.00	89.5	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	104.00	89.5	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	110.00	89.5	40*	1,8,15
BOEING	B-727-200 (Fed Ex)	JT8D-9	150.00	89.4	30	8,15,24,28
BOEING	B-767-300	CF6-80A	320.00	89.4	30	8,15
BOEING	B-767-300	CF6-80A2	320.00	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	320.00	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	320.00	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	320.00	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	320.00	89.4	30	8,15
LEARJET	LEARJET 24D	CJ610-6	11.90	89.4	40	8
MCDONNELL DOUG.	DC-10-40	JT9D-20	403.00	89.4	35*	15
BOEING	B-767-300/300ER	CF6-80C2B4	320.00	89.3	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	320.00	89.3	30	8,15
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	250.00	89.3	35	8,15,16
AIRBUS	A-310-221	JT9D-7R4D1	267.85	89.2	40	8,15
AIRBUS	A-310-222	JT9D-7R4E1	267.85	89.2	40	8,15
AIRBUS	A-310-222	JT9D-7R4E1	268.96	89.2	40	8,15
BOEING	B-757-200	RB211-535C	210.00	89.2	30	8,15
BOEING	B-757-200	RB211-535C	210.00	89.2	25*	8,15
BOEING	B-767-200	JT9D-7R4D	270.00	89.2	25*	8,15
BOEING	B-767-300	CF6-80A	280.00	89.2	30	8,15
BOEING	B-767-300	CF6-80A	320.00	89.2	25*	8,15
BOEING	B-767-300	CF6-80A2	320.00	89.2	25*	8,15
BOEING	B-767-300	CF6-80A2	280.00	89.2	30	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-767-300/300ER	RB211-524G	320.00	89.2	30	8,15
BOEING	B-767-300/300ER	RB211-524H	320.00	89.2	30	8,15
AIRBUS	A-310-304	CF6-80C2A2	273.37	89.1	40	8,15
BOEING	B-727-100	JT8D-7FCD	137.50	89.1	30*	3,8,14,15
BOEING	B-737-500	CFM56-3-B1	105.00	89.1	40	8,15
BOEING	B-737-500	CFM56-3-B1(R)	105.00	89.1	40	8,15
BOEING	B-767-200/200ER	CF6-80A	257.00	89.1	30	8,15
BOEING	B-767-200/200ER	PW4056	270.00	89.1	30	8,15
BOEING	B-767-300	CF6-80A	280.00	89.1	25*	8,15
BOEING	B-767-300	CF6-80A2	280.00	89.1	25*	8,15
BOEING	B-777-200	PW4090	445.00	89.1	30	8,15,59
BOEING	B-777-200	PW4090 at PW4074 rating	445.00	89.1	30	8,15,59
BOEING	B-777-200	PW4090 at PW4077 rating	445.00	89.1	30	8,15,59
BOEING	B-777-200	RR TRENT 875	470.00	89.1	25*	8,15
BOEING	B-777-200	RR TRENT 877	470.00	89.1	25*	8,15
BOEING	B-777-200	RR TRENT 884	470.00	89.1	25*	8,15
BOEING	B-777-200	RR TRENT 892	470.00	89.1	25*	8,15
BOEING	B-777-200	RR TRENT 895	470.00	89.1	25*	8,15
MCDONNELL DOUG.	DC-09-10	JT8D-7	81.70	89.1	50	1,8,15
AIRBUS	A-310-204	CF6-80C2A2	268.96	89.0	40	8,15
AIRBUS	A-310-221	JT9D-7R4D1	261.24	89.0	40	8,15
BOEING	B-777-200	PW4090	470.00	89.0	25*	8,15,59
BOEING	B-777-200	PW4090 at PW4074 rating	470.00	89.0	25*	8,15,59
BOEING	B-777-200	PW4090 at PW4077 rating	470.00	89.0	25*	8,15,59
BOEING	B-777-300	PW4090	445.00	89.0	30	8,15,59
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.70	88.9	-	4,8
AIRBUS	A-310-308	CF6-80C2A8	273.37	88.9	40	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-727-200	JT8D-15QN	142.50	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	158.00	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	142.50	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	142.50	88.9	40	2,8,15
BOEING	B-727-200	JT8D-9QN	142.50	88.9	40	2,8,14,15
BOEING	B-757-200	RB211-535C	198.00	88.9	25*	8,15
DASSAULT	FALCON 20-Basic/D/E/F (M2851)	CF700-2D-2Q	27.32	88.9	40	8,15
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	240.00	88.9	35	8,15,16
BAE SYSTEMS (BAe)	BAE-748 SERIES 2A	RR DART MK532-2L	41.50	88.8	27	8,15
BAE SYSTEMS (BAe)	BAe-748 SERIES 2B	RR-DART-MK535	43.00	88.8	27	8,15
BOEING	B-737-100 (AVAERO)	JT8D-7	107.00	88.8	30	8,15,30
BOEING	B-737-200	JT8D-7QN	95.00	88.8	40	2,8,14
BOEING	B-737-200	JT8D-7QN	98.00	88.8	40	2,8,14
BOEING	B-737-200 (AVAERO)	JT8D-15	107.00	88.8	30	8,15,32
BOEING	B-737-200 (AVAERO)	JT8D-15	107.00	88.8	30	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-15	107.00	88.8	30	8,15,31
BOEING	B-737-200 (AVAERO)	JT8D-7	107.00	88.8	30	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-9	107.00	88.8	30	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-9	107.00	88.8	30	8,15,31
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	107.00	88.8	30	8,15,32
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	107.00	88.8	30	8,15,31
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	107.00	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-7	107.00	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	107.00	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	107.00	88.8	30	8,15,31
BOEING	B-737-800	CFM56-7B24/2 DAC	146.30	88.8	40	8,15,54
BOEING	B-737-800	CFM56-7B26/2 DAC	146.30	88.8	40	8,15,54

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-737-800	CFM56-7B27/2 DAC	146.30	88.8	40	8,15,54
BOEING	B-737-800	CFM56-7B27/2B1 DAC	146.30	88.8	40	8,15,54
BOEING	B-777-200	GE90-76B(BLK IV)	470.00	88.8	30	8,15,58
BOEING	B-777-200	GE90-77B(BLK IV)	470.00	88.8	30	8,15,58
BOEING	B-777-200	GE90-85B(BLK IV)	470.00	88.8	30	8,15,58
BOEING	B-777-200	GE90-90B(BLK IV)	470.00	88.8	30	8,15,58
BOEING	B-777-200	GE90-94B(BLK IV)	470.00	88.8	30	8,15,58
BOEING	B-777-300	PW4098	445.00	88.8	25*	8,15
MCDONNELL DOUG.	DC-08-71	CFM56-2-C1	245.00	88.8	46	
BOEING	B-737-800	CFM56-7B24/2 DAC	144.00	88.7	40	8,15,54
BOEING	B-737-800	CFM56-7B26/2 DAC	144.00	88.7	40	8,15,54
BOEING	B-737-800	CFM56-7B27/2 DAC	144.00	88.7	40	8,15,54
BOEING	B-737-800	CFM56-7B27/2B1 DAC	144.00	88.7	40	8,15,54
BOEING	B-737-800W	CFM56-7B24/2 DAC	146.30	88.7	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B26/2 DAC	146.30	88.7	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2 DAC	146.30	88.7	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2B1 DAC	146.30	88.7	40	8,15,54,56
BOEING	B-767-300/300ER	CF6-80C2B2F	340.00	88.7	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	340.00	88.7	25*	8,15
BOEING	B-767-300/300ER	PW4060 PHASE 3 (FB2C)	320.00	88.7	30	8,15,23
BOEING	B-767-300/300ER	RB211-524G	280.00	88.7	30	8,15
BOEING	B-767-300/300ER	RB211-524G	280.00	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524G	320.00	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524H	320.00	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524H	280.00	88.7	30	8,15
BOEING	B-767-300/300ER	RB211-524H	280.00	88.7	25*	8,15
BOEING	B-777-200	GE90-76B	460.00	88.7	30	8,15,57

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-777-200	GE90-77B	460.00	88.7	30	8,15,57
BOEING	B-777-200	GE90-85B	460.00	88.7	30	8,15,57
BOEING	B-777-200	GE90-90B	460.00	88.7	30	8,15,57
BOEING	B-777-200	PW4074	445.00	88.7	25*	8,15
BOEING	B-777-200	PW4074	440.90	88.7	25*	8,15
BOEING	B-777-200	PW4077	440.90	88.7	25*	8,15
BOEING	B-777-200	PW4077	445.00	88.7	25*	8,15
MCDONNELL DOUG.	DC-10-30	CF6-6K	403.00	88.7	35*	8,15
BOEING	B-737-800W	CFM56-7B24/2 DAC	144.00	88.6	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B26/2 DAC	144.00	88.6	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2 DAC	144.00	88.6	40	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2B1 DAC	144.00	88.6	40	8,15,54,56
BOEING	B-767-300/300ER	CF6-80C2B2F	280.00	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	280.00	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	280.00	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	280.00	88.6	30	8,15
BOEING	B-777-200	RR TRENT 875	445.00	88.6	25*	8,15
BOEING	B-777-200	RR TRENT 877	445.00	88.6	25*	8,15
BOEING	B-777-200	RR TRENT 884	445.00	88.6	25*	8,15
BOEING	B-777-200	RR TRENT 892	445.00	88.6	25*	8,15
BOEING	B-777-200	RR TRENT 895	445.00	88.6	25*	8,15
MCDONNELL DOUG.	DC-08-72	CFM56-2-C1	245.00	88.6	46	
MCDONNELL DOUG.	DC-08-73	CFM56-2-C1	245.00	88.6	46	
BOEING	B-737-400	CFM56-3B-2	124.00	88.5	30*	8,15
BOEING	B-737-400	CFM56-3C-1	124.00	88.5	30*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	320.00	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	280.00	88.5	30	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	320.00	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	320.00	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	280.00	88.5	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	320.00	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	320.00	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	320.00	88.5	25*	8,15
BOEING	B-777-200	GE90-76B	445.00	88.5	30	8,15,57
BOEING	B-777-200	GE90-76B(BLK IV)	445.00	88.5	30	8,15,58
BOEING	B-777-200	GE90-77B	445.00	88.5	30	8,15,57
BOEING	B-777-200	GE90-77B(BLK IV)	445.00	88.5	30	8,15,58
BOEING	B-777-200	GE90-85B	445.00	88.5	30	8,15,57
BOEING	B-777-200	GE90-85B(BLK IV)	445.00	88.5	30	8,15,58
BOEING	B-777-200	GE90-90B	445.00	88.5	30	8,15,57
BOEING	B-777-200	GE90-90B(BLK IV)	445.00	88.5	30	8,15,58
BOEING	B-777-200	GE90-94B(BLK IV)	445.00	88.5	30	8,15,58
BOEING	B-777-200	PW4090	445.00	88.5	25*	8,15,59
BOEING	B-777-200	PW4090 at PW4074 rating	445.00	88.5	25*	8,15,59
BOEING	B-777-200	PW4090 at PW4077 rating	445.00	88.5	25*	8,15,59
BOEING	B-767-200/200ER	CF6-80C2B2	300.00	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B2	270.00	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B4	300.00	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B4	270.00	88.4	30	8,15
BOEING	B-767-200/200ER	PW4056 PHASE 3 (FB2C)	300.00	88.4	30	8,15,23
BOEING	B-767-300/300ER	CF6-80C2B2F	280.00	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	280.00	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	280.00	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	280.00	88.4	25*	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-767-300/300ER	CF6-80C2B6F	280.00	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	280.00	88.4	25*	8,15
BOEING	B-777-300	RR TRENT 884	445.00	88.4	25*	8,15
BOEING	B-777-300	RR TRENT 892	445.00	88.4	25*	8,15
BOEING	B-737-200	JT8D-15QN	101.00	88.3	30*	2,8,15
BOEING	B-737-200	JT8D-17QN	103.50	88.3	30*	2,8,14,15
BOEING	B-737-400	CFM56-3-B1	121.00	88.3	30*	8,15
BOEING	B-737-400	CFM56-3B-2	121.00	88.3	30*	8,15
BOEING	B-737-400	CFM56-3C-1	121.00	88.3	30*	8,15
LEARJET	LEARJET 24E	CJ610-6	11.90	88.3	40	4,8
LEARJET	LEARJET 24F	CJ610-6	11.90	88.3	40	4,8
LOCKHEED	1329-23 JETSTAR w/STAR 3	TFE731-3	36.00	88.3	59	8,15,33
LOCKHEED	1329-25 JETSTAR	TFE731-3-IE	36.00	88.3	50	4
LOCKHEED	1329-25 JETSTAR w/STAR 3	TFE731-3	36.00	88.3	59	8,15,34
BOEING	B-737-300	CFM56-3-B1	121.00	88.2	30*	8,15
BOEING	B-737-300	CFM56-3B-2	121.00	88.2	30*	8,15
BOEING	B-777-300	PW4090	445.00	88.2	25*	8,15,59
LEARJET	LEARJET 25D	CJ610-6	13.30	88.2	40	8,13
LEARJET	LEARJET 25F	CJ610-6	13.30	88.2	40	4,8
BOEING	B-737-700	CFM56-7B20/2 DAC	129.20	88.1	40	8,15,54
BOEING	B-737-700	CFM56-7B22/2 DAC	129.20	88.1	40	8,15,54
BOEING	B-737-700	CFM56-7B24/2 DAC	129.20	88.1	40	8,15,54
BOEING	B-737-700	CFM56-7B26/2 DAC	129.20	88.1	40	8,15,54
FOKKER	F-27-200	MK532-7	41.00	88.1	-	5
BOEING	B-737-500	CFM56-3-B1	114.00	88.0	30*	8,15
BOEING	B-737-500	CFM56-3-B1(R)	114.00	88.0	30*	8,15
BOEING	B-737-700	CFM56-7B20/2 DAC	128.00	88.0	40	8,15,54

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-737-700	CFM56-7B22/2 DAC	128.00	88.0	40	8,15,54
BOEING	B-737-700	CFM56-7B24/2 DAC	128.00	88.0	40	8,15,54
BOEING	B-737-700	CFM56-7B26/2 DAC	128.00	88.0	40	8,15,54
BOEING	B-737-200	JT8D-9QN	101.70	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	103.00	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	95.00	87.9	30*	2,8,14,15
BOEING	B-757-200	PW2037	210.00	87.9	30	8,15
BOEING	B-757-200	PW2037(BG-3)	210.00	87.9	30	8,15,39
BOEING	B-757-200	PW2040	210.00	87.9	30	8,15
BOEING	B-777-200	GE90-76B(BLK IV)	470.00	87.8	25*	8,15,58
BOEING	B-777-200	GE90-77B(BLK IV)	470.00	87.8	25*	8,15,58
BOEING	B-777-200	GE90-85B(BLK IV)	470.00	87.8	25*	8,15,58
BOEING	B-777-200	GE90-90B(BLK IV)	470.00	87.8	25*	8,15,58
BOEING	B-777-200	GE90-94B(BLK IV)	470.00	87.8	25*	8,15,58
BOEING	B-737-300	CFM56-3-B1	110.00	87.7	30*	8,15
BOEING	B-737-300	CFM56-3B-2	110.00	87.7	30*	8,15
BOEING	B-737-600	CFM56-7B/2 DAC (B18 derate)	120.50	87.7	40	8,15,54
BOEING	B-737-600	CFM56-7B20/2 DAC	120.50	87.7	40	8,15,54
BOEING	B-737-600	CFM56-7B22/2 DAC	120.50	87.7	40	8,15,54
BOEING	B-777-200	GE90-76B	460.00	87.7	25*	8,15,57
BOEING	B-777-200	GE90-77B	460.00	87.7	25*	8,15,57
BOEING	B-777-200	GE90-85B	460.00	87.7	25*	8,15,57
BOEING	B-777-200	GE90-90B	460.00	87.7	25*	8,15,57
BAE SYSTEMS (AVRO)	146-RJ 100	LF507-1F	88.50	87.6	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-300A	LF507	88.50	87.6	33	8,15,22
BOEING	B-777-200	GE90-76B	445.00	87.6	25*	8,15,57
BOEING	B-777-200	GE90-76B(BLK IV)	445.00	87.6	25*	8,15,58

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-777-200	GE90-77B	445.00	87.6	25*	8,15,57
BOEING	B-777-200	GE90-77B(BLK IV)	445.00	87.6	25*	8,15,58
BOEING	B-777-200	GE90-85B	445.00	87.6	25*	8,15,57
BOEING	B-777-200	GE90-85B(BLK IV)	445.00	87.6	25*	8,15,58
BOEING	B-777-200	GE90-90B	445.00	87.6	25*	8,15,57
BOEING	B-777-200	GE90-90B(BLK IV)	445.00	87.6	25*	8,15,58
BOEING	B-777-200	GE90-94B(BLK IV)	445.00	87.6	25*	8,15,58
DASSAULT	FALCON 50	TFE731-3-1C	35.72	87.6	48	8,15
AIRBUS	A-310-203	CF6-80A3	267.85	87.5	40	8,15
AIRBUS	A-310-203C	CF6-80A3	267.85	87.5	40	8,15
BOEING	B-737-500	CFM56-3-B1	105.00	87.5	30*	8,15
BOEING	B-737-500	CFM56-3-B1(R)	105.00	87.5	30*	8,15
BOEING	B-737-800	CFM56-7B24	146.30	87.5	40	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B26; -7B26/B1	146.30	87.5	40	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27/B1; -7B27/B2	146.30	87.5	40	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27; -7B27/B3	146.30	87.5	40	8,15
AIRBUS	A-310-203	CF6-80A3	261.24	87.4	40	8,15
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	83.50	87.4	33	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	83.50	87.4	33	8,15,22,43
BOEING	B-727-200	JT8D-7QN	142.50	87.4	30*	2,8,15
BOEING	B-737-800	CFM56-7B24	144.00	87.4	40	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B26; -7B26/B1	144.00	87.4	40	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27/B1; -7B27/B2	144.00	87.4	40	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27; -7B27/B3	144.00	87.4	40	8,15
BOEING	B-737-800W	CFM56-7B24	146.30	87.4	40	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B26; -7B26/B1	146.30	87.4	40	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27/B1; -7B27/B2	146.30	87.4	40	8,15,56

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	146.30	87.4	40	8,15,56
BOEING	B-737-900	CFM56-7B24	147.30	87.4	40	8,15
BOEING	B-737-900	CFM56-7B24	146.30	87.4	40	8,15
BOEING	B-737-900	CFM56-7B26	146.30	87.4	40	8,15
BOEING	B-737-900	CFM56-7B26	147.30	87.4	40	8,15
BOEING	B-737-900	CFM56-7B27	146.30	87.4	40	8,15
BOEING	B-737-900	CFM56-7B27	147.30	87.4	40	8,15
BOEING	B-737-900	CFM56-7B27/B1	146.30	87.4	40	8,15
BOEING	B-737-900	CFM56-7B27/B1	147.30	87.4	40	8,15
MCDONNELL DOUG.	DC-09-40 (ABS STC165CH)	JT8D-9	101.00	87.4	40	8,15,16
BAE SYSTEMS (AVRO)	146-RJ 85	LF507-1F	85.00	87.3	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-300A	ALF-502R-5	83.00	87.3	33	8,15,22
BOEING	B-737-800W	CFM56-7B24	144.00	87.3	40	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B26; -7B26/B1	144.00	87.3	40	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27/B1; -7B27/B2	144.00	87.3	40	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	144.00	87.3	40	8,15,56
DASSAULT	FALCON 50 (M1230)	TFE731-3-1C	35.71	87.3	48	8,15
MCDONNELL DOUG.	DC-09-40 (ABS STC165CH)	JT8D-11	99.00	87.3	40	8,15,16
BAE SYSTEMS (AVRO)	146-RJ 100	LF507-1F	83.00	87.2	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-200A	ALF-502R-5	81.00	87.2	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-300A	LF507	83.00	87.2	33	8,15,22
BOEING	B-757-200	PW2037	198.00	87.2	30	8,15
BOEING	B-757-200	PW-2037(BG-3)	198.00	87.2	30	8,15,39
BOEING	B-757-200	PW2040	198.00	87.2	30	8,15
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-11	101.00	87.2	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-9	102.00	87.2	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC1613GL)	JT8D-7	101.00	87.1	40	8,15,16

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
MCDONNELL DOUG.	DC-09-30 (ABS STC1613GL)	JT8D-9	101.00	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-7	101.00	87.1	40	8,15,16
BAE SYSTEMS (BAe)	BAe-146-100A	ALF-502R-3A/-5	77.50	87.0	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-200A	ALF-502R-3A/-5	77.50	87.0	33	8,15,22
BAE SYSTEMS (BAe)	BAe-146-300A	ALF-502R-5	84.50	87.0	33	8,15,22
BOEING	B727-100RE(Rohr)	JT8D-217C/JT8D-9	142.50	87.0	30	8,15,37
BOEING	B727-100RE(Rohr)	JT8D-219/JT8D-7B	142.50	87.0	30	8,15,37
BOEING	B727-100RE(Rohr)	JT8D-219/JT8D-9	142.50	87.0	30	8,15,37
FAIRCHILD	F-27-F	RR DART MK529	36.70	87.0	-	11
MCDONNELL DOUG.	DC-09-30 (ABS STC1613GL)	JT8D-7	99.00	87.0	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC1613GL)	JT8D-9	99.00	87.0	40	8,15,16
MCDONNELL DOUG.	DC-09-30 (ABS STC165CH)	JT8D-9	99.00	87.0	40	8,15,16
BOEING	B-737-700 IGW/-700C	CFM56-7B24	134.00	86.9	40	8,15,55
BOEING	B-737-700 IGW/-700C/BBJ	CFM56-7B26; -7B26/B1	134.00	86.9	40	8,15,55
BOEING	B-737-700 IGW/BBJ	CFM56-7B27/B3	134.00	86.9	40	8,15,55
BOEING	B-737-800	CFM56-7B24/2 DAC	146.30	86.9	30*	8,15,54
BOEING	B-737-800	CFM56-7B26/2 DAC	146.30	86.9	30*	8,15,54
BOEING	B-737-800	CFM56-7B27/2 DAC	146.30	86.9	30*	8,15,54
BOEING	B-737-800	CFM56-7B27/2B1 DAC	146.30	86.9	30*	8,15,54
BOEING	B-737-800	CFM56-7B24/2 DAC	144.00	86.8	30*	8,15,54
BOEING	B-737-800	CFM56-7B26/2 DAC	144.00	86.8	30*	8,15,54
BOEING	B-737-800	CFM56-7B27/2 DAC	144.00	86.8	30*	8,15,54
BOEING	B-737-800	CFM56-7B27/2B1 DAC	144.00	86.8	30*	8,15,54
FOKKER	F-27-500/600	MK532-7R	42.00	86.8	-	5
MCDONNELL DOUG.	DC-09-20 (ABS STC1613GL)	JT8D-9	93.40	86.8	40	8,15,16
AIRBUS	A321-211	CFM56-5B3/P; Mod No. 27772	166.44	86.7	25	8,15
BAE SYSTEMS (AVRO)	146-RJ 85	LF507-1F	77.50	86.7	33	8,15,22

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-737-700	CFM56-7B20	129.20	86.7	40	8,15
BOEING	B-737-700	CFM56-7B22	129.20	86.7	40	8,15
BOEING	B-737-700	CFM56-7B24	129.20	86.7	40	8,15
BOEING	B-737-700	CFM56-7B26	129.20	86.7	40	8,15
BOEING	B-737-800W	CFM56-7B24/2 DAC	146.30	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B24/2 DAC	144.00	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B26/2 DAC	146.30	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B26/2 DAC	144.00	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2 DAC	146.30	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2 DAC	144.00	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2B1 DAC	144.00	86.7	30*	8,15,54,56
BOEING	B-737-800W	CFM56-7B27/2B1 DAC	146.30	86.7	30*	8,15,54,56
BOEING	B-757-200	PW2037	210.00	86.7	25*	8,15
BOEING	B-757-200	PW2037(BG-3)	210.00	86.7	25*	8,15,39
BOEING	B-757-200	PW2040	210.00	86.7	25*	8,15
MCDONNELL DOUG.	DC-09-10 (ABS STC1563GL)	JT8D-7	81.70	86.7	40	8,15,16
BOEING	B-737-700	CFM56-7B20	128.00	86.6	40	8,15
BOEING	B-737-700	CFM56-7B22	128.00	86.6	40	8,15
BOEING	B-737-700	CFM56-7B24	128.00	86.6	40	8,15
BOEING	B-737-700	CFM56-7B26	128.00	86.6	40	8,15
BAE SYSTEMS (BAe)	BAe-146-100A	ALF-502R-3A/-5	72.40	86.5	33	8,15,22
BOEING	B-757-200	PW2037 (CBQFC)	210.00	86.5	30	8,15,40
BOEING	B-757-200	PW2037 (nCBQFC)	210.00	86.5	30	8,15,41
BOEING	B-757-200	PW2040 (CBQFC)	210.00	86.5	30	8,15,40
BOEING	B-757-200	PW2040 (nCBQFC)	210.00	86.5	30	8,15,41
BOEING	B-727-100 (Dee Hwd)	TAY651-54	142.50	86.4	30	8,15
FOKKER	F-28 MK4000	SPEY MK555-15H	64.00	86.3	-	

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-737-600	CFM56-7B18	120.50	86.2	40	8,15
BOEING	B-737-600	CFM56-7B20	120.50	86.2	40	8,15
BOEING	B-737-600	CFM56-7B22	120.50	86.2	40	8,15
BOEING	B-737-700	CFM56-7B20/2 DAC	128.00	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B20/2 DAC	129.20	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B24/2 DAC	128.00	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B24/2 DAC	129.20	86.2	30*	8,15,54
BOEING	B-737-700	CFM56-7B26/2 DAC	129.20	86.2	30*	8,15,54
BOEING	B-757-200	PW2037	198.00	86.2	25*	8,15
BOEING	B-757-200	PW-2037(BG-3)	198.00	86.2	25*	8,15,39
BOEING	B-757-200	PW2040	198.00	86.2	25*	8,15
BOEING	B-757-300	RB211-535E4	224.00	86.2	30	8,15,35
BOEING	B-757-300	RB211-535E4B	224.00	86.2	30	8,15,35
BOEING	B-757-300	RB211-535E4C	224.00	86.2	30	8,15,35
BOEING	B-727-200	JT8D-15QN	142.50	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	142.50	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	158.00	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	142.50	86.1	30*	2,8,15
BOEING	B-727-200	JT8D-9QN	142.50	86.1	30*	2,8,14,15
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	22.00	86.1	45	8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	22.00	86.1	45	8,15,26
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.00	86.0	-	4
AIRBUS	A321-211	CFM56-5B3/P; Mod No. 27772	143.29	86.0	25	8,15
BOEING	B-757-200	PW2037 (CBQFC)	198.00	86.0	30	8,15,40
BOEING	B-757-200	PW2037 (nCBQFC)	198.00	86.0	30	8,15,41
BOEING	B-757-200	PW2040 (CBQFC)	198.00	86.0	30	8,15,40
BOEING	B-757-200	PW2040 (nCBQFC)	198.00	86.0	30	8,15,41

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	20.00	86.0	45	8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3R-1H	22.00	86.0	45	8,15,20,26
AIRBUS	A-320-111	CFM56-5A1	139.90	85.9	35	8,15
BOEING	B-737-600	CFM56-7B/2 DAC (B18 derate)	120.50	85.9	30*	8,15,54
BOEING	B-737-600	CFM56-7B20/2 DAC	120.50	85.9	30*	8,15,54
BOEING	B-737-600	CFM56-7B22/2 DAC	120.50	85.9	30*	8,15,54
GULFSTREAM	GULFSTREAM I	RR DART MK529	33.60	85.9	-	15
BAE SYSTEMS (AVRO)	146-RJ 100	LF507-1F	88.50	85.8	24*	8,15,22
BOEING	B-737-200	JT8D-7QN	95.00	85.8	30*	2,8,14
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	19.55	85.8	45	8,15
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	83.50	85.7	24*	8,15,22
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	83.50	85.7	24*	8,15,22,43
BOEING	B-757-300	RB211-535E4	210.00	85.7	30	8,15,35
BOEING	B-757-300	RB211-535E4B	210.00	85.7	30	8,15,35
BOEING	B-757-300	RB211-535E4C	210.00	85.7	30	8,15,35
GENERAL DYNAMICS	CV-580	501-D13	52.00	85.7	-	10
AIRBUS	A-320-211	CFM56-5A1	142.20	85.6	35	8,15
AIRBUS	A321-211	CFM56-5B3/P; Mod No. 27772	166.44	85.6	21*	8,15
BAE SYSTEMS (AVRO)	146-RJ 85	LF507-1F	85.00	85.6	24*	8,15,22
BOEING	B-757-200	PW2037 (nCBQFC)	210.00	85.6	25*	8,15,41
BOEING	B-757-200	PW2040 (nCBQFC)	210.00	85.6	25*	8,15,41
BOEING	B-757-300	RB211-535E4	224.00	85.6	25	8,15,35
BOEING	B-757-300	RB211-535E4B	224.00	85.6	25	8,15,35
BOEING	B-757-300	RB211-535E4C	224.00	85.6	25	8,15,35
AIRBUS	A320-214/P	CFM56-5B4/P	149.91	85.5	35	8,15
AIRBUS	A321-231	V2533-A5	166.44	85.5	25	8,15
BAE SYSTEMS (AVRO)	146-RJ 100	LF507-1F	83.00	85.5	24*	8,15,22

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-737-800	CFM56-7B24	146.30	85.5	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B26; -7B26/B1	146.30	85.5	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27/B1; -7B27/B2	146.30	85.5	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27; -7B27/B3	146.30	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B24	147.30	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B26	146.30	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B26	147.30	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B27	147.30	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B27	146.30	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B27/B1	146.30	85.5	30*	8,15
BOEING	B-737-900	CFM56-7B27/B1	147.30	85.5	30*	8,15
BOEING	B-757-200	PW2037 (CBQFC)	210.00	85.5	25*	8,15,40
BOEING	B-757-200	PW2040 (CBQFC)	210.00	85.5	25*	8,15,40
RAYTHEON	HAWKER 125- 3A/RA	TFE731-3-1H	20.00	85.5	45	8,15
RAYTHEON	HAWKER 125- 400A	TFE731-3-1H	20.00	85.5	45	8,15
AIRBUS	A319-112/P	CFM56-5B6/P	149.91	85.4	40	8,15
BOEING	B-737-800	CFM56-7B24	144.00	85.4	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B26; -7B26/B1	144.00	85.4	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27/B1; -7B27/B2	144.00	85.4	30*	8,15
BOEING	B-737-800/BBJ 2	CFM56-7B27; -7B27/B3	144.00	85.4	30*	8,15
BOEING	B-737-800W	CFM56-7B24	146.30	85.4	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B26; -7B26/B1	146.30	85.4	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27/B1; -7B27/B2	146.30	85.4	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	146.30	85.4	30*	8,15,56
BOEING	B-757-200	RB211-535E4	210.00	85.3	30	8,15,36
BOEING	B-757-200	RB211-535E4	210.00	85.3	30	8,15,35
BOEING	B-757-200	RB211-535E4B	210.00	85.3	30	8,15,35

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-757-200	RB211-535E4B	210.00	85.3	30	8,15,36
DASSAULT	FALCON 10	TFE731-2-1C	17.64	85.3	52	8,15
AIRBUS	A-320-111	CFM56-5A1	139.90	85.2	20*	8,15
AIRBUS	A321-211	CFM56-5B3/P; Mod No. 27772	143.29	85.2	21*	8,15
BAE SYSTEMS (AVRO)	146-RJ 85	LF507-1F	77.50	85.2	24*	8,15,22
BOEING	B-737-800W	CFM56-7B24	144.00	85.2	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B26; -7B26/B1	144.00	85.2	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27/B1; -7B27/B2	144.00	85.2	30*	8,15,56
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	144.00	85.2	30*	8,15,56
AIRBUS	A320-214/P	CFM56-5B4/P	127.86	85.1	35	8,15
BOEING	B-757-200	PW2037 (nCBQFC)	198.00	85.1	25*	8,15,41
BOEING	B-757-200	PW2040 (nCBQFC)	198.00	85.1	25*	8,15,41
BOEING	B-757-300	RB211-535E4	210.00	85.1	25	8,15,35
BOEING	B-757-300	RB211-535E4B	210.00	85.1	25	8,15,35
BOEING	B-757-300	RB211-535E4C	210.00	85.1	25	8,15,35
BOEING	B-757-200	PW2037 (CBQFC)	198.00	85.0	25*	8,15,40
BOEING	B-757-200	PW2040 (CBQFC)	198.00	85.0	25*	8,15,40
CESSNA	CITATION EXCEL (560XL)	PW545	18.70	85.0	35	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	150.00	85.0	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	150.00	85.0	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	150.00	85.0	40	8,15
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	23.35	85.0	45	8,15
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	34.17	84.9	30	15
AIRBUS	A319-112/P	CFM56-5B6/P	121.25	84.9	40	8,15
AIRBUS	A319-114	CFM56-5A5	149.91	84.9	40	8,15
AIRBUS	A321-231	V2533-A5	166.44	84.9	21*	8,15
AIRBUS	A321-231	V2533-A5	143.29	84.9	25	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-757-200	RB211-535E4	198.00	84.9	30	8,15,36
BOEING	B-757-200	RB211-535E4	210.00	84.9	25*	8,15,36
BOEING	B-757-200	RB211-535E4	198.00	84.9	30	8,15,35
BOEING	B-757-200	RB211-535E4	210.00	84.9	25*	8,15,35
BOEING	B-757-200	RB211-535E4B	210.00	84.9	25*	8,15,35
BOEING	B-757-200	RB211-535E4B	210.00	84.9	25*	8,15,36
BOEING	B-757-200	RB211-535E4B	198.00	84.9	30	8,15,36
BOEING	B-757-200	RB211-535E4B	198.00	84.9	30	8,15,35
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	35.27	84.8	30	15
BOEING	B-737-700 IGW/-700C	CFM56-7B24	134.00	84.8	30*	8,15,55
BOEING	B-737-700 IGW/-700C/BBJ	CFM56-7B26; -7B26/B1	134.00	84.8	30*	8,15,55
BOEING	B-737-700 IGW/BBJ	CFM56-7B27/B3	134.00	84.8	30*	8,15,55
CESSNA	CITATION III (650)	TFE731-3B-100S	20.00	84.8	37	7,8,15
CESSNA	CITATION VI (650)	TFE731-3C-100S	20.00	84.8	40	8,15
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	36.16	84.7	30	15
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	36.16	84.7	30	15
AIRBUS	A-320-231	V2500.A1	142.20	84.7	40	8,15
VICKERS ARMSTRONGS	VISCOUNT 745	RR DART6 MK510	64.00	84.6	-	11
AIRBUS	A319-114	CFM56-5A5	121.25	84.5	40	8,15
BOEING	B-737-700	CFM56-7B20	128.00	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B20	129.20	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B22	129.20	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B22	128.00	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B24	128.00	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B24	129.20	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B26	129.20	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B26	128.00	84.5	30*	8,15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOEING	B-757-200	RB211-535E4	198.00	84.5	25*	8,15,35
BOEING	B-757-200	RB211-535E4	198.00	84.5	25*	8,15,36
BOEING	B-757-200	RB211-535E4B	198.00	84.5	25*	8,15,35
BOEING	B-757-200	RB211-535E4B	198.00	84.5	25*	8,15,36
DASSAULT	FALCON 50 (M1810)	TFE731-40-1	35.72	84.5	48	8,15
DASSAULT	FALCON 50 (M2193)	TFE731-40-1	35.72	84.5	48	8,15
AIRBUS	A-320-211	CFM56-5A1	142.20	84.4	20*	8,15
AIRBUS	A319-112/P	CFM56-5B6/P	149.91	84.3	20*	8,15
AIRBUS	A321-231	V2533-A5	143.29	84.3	21*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	130.00	84.3	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	130.00	84.3	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	130.00	84.3	40	8,15
AIRBUS	A320-214/P	CFM56-5B4/P	127.86	84.2	20*	8,15
IAI	1124A WESTWIND II	TFE731-3-1G	19.00	84.2	40	15
MCDONNELL DOUG.	MD-87	JT8D-219	128.00	84.2	40	8,15
AIRBUS	A319-112/P	CFM56-5B6/P	121.25	84.1	20*	8,15
AIRBUS	A320-214/P	CFM56-5B4/P	149.91	84.1	20*	8,15
DASSAULT	FALCON 20-G (M2500)	ATF3-6-2C	27.56	84.1	40	8,15
DASSAULT	FALCON 200	ATF3-6A-4C	27.60	84.1	40	8,15
BOEING	B-737-600	CFM56-7B18	120.50	84.0	30*	8,15
BOEING	B-737-600	CFM56-7B20	120.50	84.0	30*	8,15
BOEING	B-737-600	CFM56-7B22	120.50	84.0	30*	8,15
BOMBARDIER	DHC-7	PT6A-50	42.00	84.0	25	15
DOUGLAS	DC-3	R-1830-90C	24.40	84.0	-	5
GENERAL DYNAMICS	CV-440	R-2800	47.20	84.0	-	5
IAI	1124 WESTWIND	TFE731-3-1G	19.00	84.0	40	8,15
IAI	1124IW WESTWIND IW	TFE731-3-1G	19.00	84.0	40	15

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
SHORTS	SD3-60-300	PT6A-67R	26.50	84.0	30	13
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	83.9	20*	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	83.9	20*	8,15,16
MCDONNELL DOUG.	MD-80	JT8D-209	130.00	83.9	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	130.00	83.9	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	150.00	83.9	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	150.00	83.9	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	150.00	83.9	28*	8,15
DASSAULT	FALCON 2000	CFE738-1-1B	33.00	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	128.00	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	128.00	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	128.00	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	128.00	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	128.00	83.8	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	120.00	83.7	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	120.00	83.7	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	130.00	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	130.00	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	130.00	83.6	28*	8,15
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	22.00	83.6	25*	8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	22.00	83.6	25*	8,15,26
AIRBUS	A319-131	V2522A5	149.91	83.5	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	130.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	130.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	128.00	83.5	28*	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
MCDONNELL DOUG.	MD-80	JT8D-217C	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	128.00	83.5	28*	8,15
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	20.00	83.5	25*	8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3R-1H	22.00	83.5	25*	8,15,20,26
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	60.50	83.4	15	8,15
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	60.50	83.4	15	8,15
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	60.50	83.4	15	8,15
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	62.00	83.3	15	8,15
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	62.00	83.3	15	8,15
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	62.00	83.3	15	8,15
FOKKER	F100	RR TAY MK620-15	88.00	83.3	42	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	120.00	83.3	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	120.00	83.3	28*	8,15
MCDONNELL DOUG.	MD-90-30	V2525-D5	142.00	83.3	40	8,15
MCDONNELL DOUG.	MD-90-30	V2528-D5	142.00	83.3	40	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	19.55	83.3	25*	8,15
BOMBARDIER	BD-700-1A10 (Global Express)	BR700-710-A2-20	78.50	83.2	30	8,15
BOMBARDIER	BD-700-1A10 (Global Express)	BR700-710-A2-20	78.50	83.2	30	8,15
AIRBUS	A-320-231	V2500.A1	142.20	83.1	20*	8,15
GULFSTREAM	G200	PW306A	28.00	83.1	40	8,15,44
LEARJET	LEARJET 35	TFE731-2	14.30	83.1	40	4
LEARJET	LEARJET 36	TFE731-2	14.30	83.1	40	4
BEECH	BEECHJET 400	JT15D-5	14.20	83.0	-	15
CESSNA	CITATION ENCORE (560)	PW535A	15.20	83.0	35	8,15
FAIRCHILD DORNIER	328-100 Mod 10	PW 119B	29.17	83.0	12	15,38
FAIRCHILD DORNIER	328-100 Mod 20	PW 119C	29.17	83.0	12	15,38

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

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	14.20	83.0	-	15
RAYTHEON	HAWKER 125- 3A/RA	TFE731-3-1H	20.00	83.0	25*	8,15
RAYTHEON	HAWKER 125- 400A	TFE731-3-1H	20.00	83.0	25*	8,15
AIRBUS	A319-131	V2522A5	121.25	82.9	40	8,15
BOEING	B-717-200	BR700-715A1-30 (MP)	110.00	82.9	40	8,15,53
DASSAULT	FALCON 900EX (M3000)	TFE731-60-1	44.50	82.9	40	8,15
EMBRAER	EMB-145ER	AE3007A	41.22	82.9	45	8,15
LEARJET	LEARJET 31	TFE731-2-3B	15.30	82.9	40	13,15
RAYTHEON	HAWKER 125-1000A	PW305	25.00	82.9	45	8,15
FOKKER	F100	RR TAY MK650-15	88.00	82.8	42	8,15
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	43.87	82.7	30	15
DASSAULT	FALCON 900	TFE731-5AR-1C	42.00	82.6	40	8,15
DASSAULT	FALCON 900 (M1196)	TFE731-5AR-1C	42.00	82.6	40	8,15
DASSAULT	FALCON 900B (M1200)	TFE731-5BR-1C	42.00	82.6	40	8,15
FOKKER	F-27-100	RR DART6 MK514	37.50	82.6	-	11
RAYTHEON	HAWKER 125- 800XP	TFE731-5BR-1H	23.35	82.6	45	8,15
BOMBARDIER	CL-600-2C10 (CRJ700)	CF34-8C1	66.90	82.5	45	8,15
EMBRAER	EMB-145LR	AE3007A1/1	42.54	82.5	45	8,15
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	58.50	82.5	20*	8,15,16
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	23.35	82.5	25*	8,15,20
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	23.35	82.5	25*	8,15
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	47.07	82.4	30	15
BOEING	B-717-200	BR700-715A1-30	110.00	82.4	40	8,15,52
BOEING	B-717-200	BR700-715C1-30	110.00	82.4	40	8,15,52
CESSNA	CITATION BRAVO (550)	PW530A	13.50	82.3	40	8,15
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	47.07	82.2	33	15
DASSAULT	FALCON 20-C5/D5/E5 (M3547)	TFE731-5BR-2C	28.88	82.2	40	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
RAYTHEON	HAWKER 125-1000A	PW305	25.00	82.2	25*	8,15
FOKKER	F100	RR TAY MK650-15	88.00	82.1	25*	8,15
DASSAULT	FALCON 50	TFE731-3-1C	35.70	82.0	20*	8,15
DASSAULT	FALCON 50 (M1230)	TFE731-3-1C	35.71	82.0	20*	8,15
GULFSTREAM	G-V	BR700-710A1-10	75.30	82.0	39	8,15
SAAB	SF340A (Dowty props)	GE CT7-5A2	27.20	82.0	20	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	28.50	82.0	20	8,15
LEARJET	LEARJET 55B	TFE731-3A-2B	18.00	81.9	40	
BOEING	B-717-200	BR700-715A1-30	98.00	81.8	40	8,15,52
DASSAULT	FALCON 10	TFE731-2	17.64	81.8	30*	8,15
DASSAULT	FALCON 20-C5/D5/E5 (M3500)	TFE731-5AR-2C	27.73	81.8	40	8,15
DASSAULT	FALCON 20-C5/D5/E5 (M3530)	TFE-731-5BR-2C	27.73	81.8	40	8,15
EMBRAER	EMB-120 BRASILIA	PW115	21.20	81.8	45	12
SHORTS	3-30	PT6A-45A	22.10	81.8	-	8,15
BOEING	B-717-200	BR700-715A1-30 (MP)	98.00	81.7	40	8,15,53
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	62.00	81.7	35	8,15,42
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	62.00	81.7	35	8,15,42
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	62.00	81.7	35	8,15,42
CANADAIR	CHALLENGER CL-600	ALF-502L	36.00	81.7	45	12
CANADAIR	CHALLENGER CL-600	ALF-502L	36.00	81.7	45	15
CESSNA	CITATION JET (525)	FJ44-1A	9.70	81.7	35	8,15
LEARJET	LEARJET 35A	TFE731-2	15.30	81.7	40	15
LEARJET	LEARJET 35A/36A	TFE731-2	15.30	81.7	40	8,15
LEARJET	LEARJET 36A	TFE731-2	15.30	81.7	40	15
SABRELINER CORP.	SABRE 65	TFE731-3R-1D	21.80	81.7	-	8,12
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	60.50	81.6	35	8,15,42
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	60.50	81.6	35	8,15,42

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	60.50	81.6	35	8,15,42
CASA AIRCRAFT	C-295	PW 127 GM	45.63	81.6	15	15
CESSNA	CITATION VII (650)	TFE731-4C-3S	20.00	81.6	40	8,15
CESSNA	CITATION VII (650)	TFE731-4R-3S	20.00	81.6	40	8,15
LEARJET	LEARJET 35 W/CENTURY III	TFE731-2	14.30	81.6	40	8,15
LEARJET	LEARJET 36 W/CENTURY III	TFE731-2	14.30	81.6	40	8,15
LEARJET	LEARJET 45	TFE731-20R-1B	19.20	81.5	40	8,15
LEARJET	LEARJET 55	TFE731-3B	17.00	81.5	40	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	47.00	81.4	45	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	44.70	81.4	45	15
CESSNA	CITATION III (650)	TFE731-3B-100S	20.00	81.4	20*	7,8,15
GULFSTREAM	G200	PW306A	28.00	81.4	40	8,15,45
DASSAULT	FALCON 20-F5 (M3547)	TFE731-5BR-2C	28.88	81.3	40	8,15
GULFSTREAM	GULFSTREAM IV - SP	RR TAY 611-8	66.00	81.3	39	8,15
BOMBARDIER	DHC-8 102	PW120	33.90	81.2	35	15
BOMBARDIER	DHC-8 103	PW121	33.90	81.2	35	15
BOMBARDIER	DHC-8 106	PW121	33.90	81.2	35	15
BOMBARDIER	DHC-8 201/202	PW123	33.90	81.2	35	15
GULFSTREAM	G100	TFE731-40R-200G	20.70	81.2	40	8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	19.00	81.1	20*	8,15
AEROSPATIALE	ATR72-210	PW127/HS 247F	47.07	81.0	33	8,15
DASSAULT	FALCON 20-F5 (M3500)	TFE731-5AR-2C	27.73	81.0	40	8,15
DASSAULT	FALCON 20-F5 (M3530)	TFE-731-5BR-2C	27.73	81.0	40	8,15
DASSAULT	FALCON 900	TFE731-5AR-1C	42.00	81.0	20*	8,15
CASA AIRCRAFT	CN-235-100	CT7-9C	32.85	80.8	23	15
BOMBARDIER	DHC-8 311	PW123	42.00	80.7	35	8,15
GULFSTREAM	GULFSTREAM IV	RR TAY 611-8	58.50	80.7	39	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BOMBARDIER	DHC-8 314	PW123	42.00	80.6	35	8,15
CASA AIRCRAFT	C-212-CD	TPE 331-10R-512C/502C	16.42	80.5	40	15
CASA AIRCRAFT	C-212-CE	TPE 331-10R-512C/502C	16.42	80.5	40	15
CASA AIRCRAFT	C-212-DF	TPE 331-10R-502C/512C/513C	16.42	80.5	40	15
CESSNA	560	JT15D-5A	15.20	80.5	35	8,15
CESSNA	CITATION V (560)	JT15D-5A	15.20	80.5	35	8,15
CANADAIR	CHALLENGER CL-601	CF34-1A	36.00	80.4	45	15
CANADAIR	CHALLENGER CL-601	CF34-1A	36.00	80.4	-	15
CANADAIR	CHALLENGER CL-601	CF34-3A/A1/A2	36.00	80.4	45	15
IAI	1125 ASTRA	TFE731-3A-200G	20.70	80.4	40	8,15
CESSNA	CITATION JET II (525A)	FJ44-2C	11.50	80.3	35	8,15
FAIRCHILD DORNIER	328-300 Mod 10	PW306B	31.72	80.3	32	8,15
CASA AIRCRAFT	CN-235-300	CT7-9C3	34.39	80.2	15	15
SHORTS	3-60	PT6A-65R	26.10	80.1	30	8,15
BAE SYSTEMS (BAe)	BAe-748 SERIES 2B	RR-DART MK535-W/HUSHKIT	43.00	80.0	27	8,15
BEECH	B60	TI0-541-E1C4	6.80	80.0	-	10,11
SAAB FAIRCHILD	SF340	GE CT7-5A2	26.50	80.0	35	12
CASA AIRCRAFT	CN-235-200	CT7-9C	34.39	79.9	40	15
CESSNA	CITATION II (550)	JT15D-4	13.50	79.8	40	8,15
CASA AIRCRAFT	C-212-CC	TPE 331-10/10R-501C/511C	16.42	79.7	40	15
CASA AIRCRAFT	C-212-CF	TPE 331-10R-501C/511C	16.42	79.7	40	15
CESSNA	S550 (SII)	JT15D-4B	14.40	79.6	35	8,15
FAIRCHILD DORNIER	328-300	PW306B	31.06	79.5	32	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	27.76	79.4	25*	8,15
FOKKER	F-27 MK500/600	MK552-7R	43.50	79.4	40	15,16
CESSNA	CITATION II (550)	JT15D-4	12.70	79.3	40	8,15
AEROSPATIALE	SN601 CORVETTE	JT15D-4	12.40	79.1	35	4

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
FOKKER	F-27 MK500/600	MK552-7R	41.00	79.1	40	15,16
FOKKER	F70	RR TAY MK620-15	81.00	79.0	42	8,15
SAAB	2000	AE2100A	47.40	78.9	20	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	28.00	78.8	20	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	28.50	78.8	20	8,15
FOKKER	F70	RR TAY MK620-15	75.00	78.6	42	8,15
FAIRCHILD DORNIER	SA226-AC METRO III	TPE-331-11U	14.00	78.5	-	10,11
FAIRCHILD DORNIER	SA226-T(B) MERLIN IIIB	TPE-331-10U	12.50	78.5	-	5,11
FAIRCHILD DORNIER	SA227-AT MERLIN III C	TPE-331-10U	13.20	78.5	-	5,11
FAIRCHILD DORNIER	SA227-AT MERLIN IV C	TPE-331-11U	14.00	78.5	-	10,11
PIPER	CHEYENNE 400LS	TPE-331-14	11.10	78.5	-	11
BOMBARDIER	DHC-6	PT6A-27	12.50	78.0		4
CESSNA	CITATION ULTRA (560)	JT15D-5D	15.20	78.0	35	8,15
CESSNA	CITATION VII (650)	TFE731-4C-3S	20.00	78.0	20*	8,15
GULFSTREAM	695A COMMANDER 1000	TPE-331-10	10.60	77.9	-	5,11
BEECH	SUPER KINGAIR 200	PT6A-41	12.50	77.8	-	11
BEECH	SUPER KINGAIR B200	PT6A-41	12.50	77.8	-	10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	77.8	-	5,11
CESSNA	500	JT15D-1	10.90	77.7	40	15
CESSNA	CITATION I	JT15D-1A	11.40	77.7	40	8,15
GULFSTREAM	690C COMMANDER 840	TPE-331-5	9.70	77.4	-	5,11
GULFSTREAM	690D COMMANDER 900	TPE-331-5	10.60	77.4	-	10
GULFSTREAM	695	TPE-331-10	9.70	77.4	-	5,15
GULFSTREAM	695 COMMANDER 980	TPE-331-10	9.70	77.4	-	5,11
LEARJET	LEARJET 60	PW305A	19.50	77.4	40	8,15
BEECH	F90 KINGAIR	PT6A-135	10.90	77.3	-	5,11
SHORTS	SKYVAN	TPE-331-201	12.50	77.3	46	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
MITSUBISHI	MU300 DIAMOND I	JT15D-4	13.20	77.2	30	12
BEECH	B100 KINGAIR	TPE-331-6	11.20	77.1	-	11
BEECH	C99 AIRLINER	PT6A-34	11.30	77.1	-	5,11
PIPER	PA-42 CHEYENNE	PT6A-41	9.40	77.1	-	10,11
BEECH	1900/1900C	PT6A-65B	16.10	77.0	-	10
BEECH	58P	TSIO-520WB	6.20	77.0	-	10,11
BEECH	58TC	TSIO-520-WB	6.20	77.0	-	10,11
GULFSTREAM	500S	IO-540-E1B5	6.80	77.0	-	10
CASA AIRCRAFT	C-212-DE	PT6A-5B	16.42	76.9	40	15
BEECH	B200/T/CT/C;C-12F(4 BLD)	PT6A-42	12.50	76.6	-	
CESSNA	CONQUEST II	TPE-331-8	9.80	76.5	-	5,11
BAE SYSTEMS (JETSTREAM)	JETSTREAM 4100	TPE331-14-801H/802H	22.30	76.4	15	12,15
BAE SYSTEMS (JETSTREAM)	JETSTREAM 4100	TPE331-14-801H/802H/805H	23.30	76.3	15	12,15
EMBRAER	EMB 110-P2	PT6A-34	12.50	76.0	-	4
FAIRCHILD DORNIER	SA226-AT	TPE-331-3U-303G	12.50	76.0	-	4
FAIRCHILD DORNIER	SA226-T	TPE-331-3U-303G	12.50	76.0	-	4
FAIRCHILD DORNIER	SA226-TC METRO II	TPE-331-3UW-303G	12.50	76.0	-	4
GULFSTREAM	690B	TPE-331-5-251K	9.70	76.0	-	10
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	76.0	-	4
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	10.20	76.0	-	4
BEECH	300/300C KING AIR	PT6A-60A	14.00	75.9	-	
SAAB	SF340A (Dowty props)	GE CT7-5A2	26.50	75.8	20	8,15
BEECH	C90	PT6A-21	9.70	75.0	-	10
BEECH	H18	R-985AN-14B	9.50	75.0	-	11
CESSNA	CONQUEST I	PT6A-112	8.20	75.0	-	10,11
BAE SYSTEMS (JETSTREAM)	JETSTREAM 31	TPE331-10U-501H	14.60	74.7	-	15
FAIRCHILD DORNIER	DORNIER 228	TPE-331-5-252D	12.60	74.7	-	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BEECH	99A	PT6A-27	10.40	74.0	-	4
BEECH	A100	PT6A-28	11.20	74.0	-	4
BEECH	B80	IGS0-540-A1D	8.80	74.0	-	11
BEECH	E55 (2 BLD)	I0-520-C	5.30	74.0	-	11
BEECH	E55 (3BLD)	IO-520-C	5.30	74.0	-	11
CESSNA	402C	TSIO-520-VB	6.90	74.0	-	11
CESSNA	404	GTSIO-520-M	8.40	74.0	-	11
CESSNA	421C	GTSIO-520-L	7.50	74.0	-	11
GULFSTREAM	680FL	IGSO-540-B1A	8.00	74.0	-	11
PIPER	PA-31-325	TIO-540-F2BD	6.50	74.0	-	11
PIPER	PA-31-350	TI0-540-J2BD	7.00	74.0	-	11
PIPER	PA-31T	PT6A-28	9.00	74.0	-	4
BEECH	65 QUEENAIR	IGSO-480-A1B6	7.40	73.8	-	11
CESSNA	310Q	I0-470-V0	5.20	73.7	-	10,11
BEECH	58/58A BARON (3 BLD)	IO-550-C	5.40	73.3	-	11
BEECH	58 (2BLD)	I0-520-C	5.40	73.0	-	11
BEECH	58 (3BLD)	IO-520-C	5.40	73.0	-	11
BEECH	B55	IO-470-L	5.10	73.0	-	11
BEECH	B55(3BLD)	IO-470-L	5.10	73.0	-	11
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	73.0	-	11
CESSNA	310R	TSIO-520-BB	5.50	73.0	-	11
CESSNA	320C	TSI0-470-D	5.20	73.0	-	11
CESSNA	340A	TSIO-520-MB	6.00	73.0	-	11
CESSNA	401	TSIO-520-E	6.30	73.0	-	11
CESSNA	414A	TSIO-520-N	6.80	73.0	-	11
CESSNA	CARAVAN I	PT6A-114	7.30	73.0	-	
GULFSTREAM	560E	GO-480-C1B6	6.50	73.0	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
PIPER	601P	IO-540-S1A5	6.00	73.0	-	11
PIPER	PA-23-250	IO-540-C4B5	4.94	73.0	-	11
PIPER	PA-31-310	TI0-540-A2C	6.50	73.0	-	11
PIPER	PA-602P	IO-540-AA1A5	6.00	73.0	-	11
PIPER	PA-60-600	IO-540-K1J5	5.50	73.0	-	11
CESSNA	337H	IO-360-G	4.60	72.0	-	11
GULFSTREAM	GA-7	O-320-D1D	3.80	72.0	-	4
PIPER	PA-34-200T	TSI0-360-E	4.50	72.0	-	11
PIPER	PA-34-220T	TSIO-360-KB	4.50	72.0	-	11
BEECH	D95A TRAVELAIR	IO-320-B1B	4.20	71.1	-	11
BEECH	76	I0-360-A1G6D	3.90	71.0	-	11
PIPER	PA-44-180	O-360-E1A6D	3.80	71.0	-	11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.90	71.0	-	11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.90	71.0	-	11
PIPER	PA-30 TWIN COMANCHE	IO-320-B	3.60	70.6	-	11
BEECH	35-B33	I0-470-K	3.00	68.0	-	10,11
CESSNA	210	IO-520-L	3.80	67.1	-	10,11
BEECH	35-C33A	I0-520-B	3.30	64.0	-	11
BEECH	A36	IO-520-BA	3.60	64.0	-	11
BEECH	A36 BONANZA	IO-550-B	3.65	64.0	-	11
BEECH	B36TC BONANZA	TSIO-520U	3.85	64.0	-	11
BEECH	F33A	I0-520-B	3.40	64.0	-	11
BEECH	V35B (3BLD)	I0-520-B	3.40	64.0	-	11
BELLANCA	17-30A	I0-540-T4B5D	3.30	64.0	-	4
CESSNA	185F	I0-520-D	3.40	64.0	-	11
CESSNA	T210L	TSI0-520-R	3.80	64.0	-	11
CESSNA	T210M	TSI0-520-R	3.80	64.0	-	11

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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
CESSNA	TU206G	TSI0-520-M	3.60	64.0	-	11
EXTRA FLUGZEUGBAU	EA 400	TSIOL-550-A	4.41	64.0	-	11,21
PIPER	PA-32-300	IO-540-K1G5D	3.40	64.0	-	
PIPER	PA-32R-300	IO-540-K1G5D	3.60	64.0	-	11
PIPER	PA-32R-301	IO-540-K1G5D	3.60	64.0	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.60	64.0	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.60	64.0	-	11
PIPER	PA-46-31P MALIBU	TSIO-520-BE	4.10	63.9	-	11
CESSNA	207	IO-520-F	3.80	63.8	-	11
CESSNA	T206H	TIO-540-AJIA	3.60	63.8	-	11,21
CIRRUS DESIGN CORP.	SR 22	IO-550-N	3.40	63.8	-	11,21
CESSNA	206H	IO-580-AIA	3.60	63.7	-	11,21
CESSNA	206	IO-520-A	3.30	63.5	-	11
CLASSIC AIRCRAFT	WACO CLASSIC F-5	R-755-B2	2.70	63.4	-	11
MOONEY	M20M	TIO-540-AF1A	3.20	63.3	-	11,21
MOONEY	M20M	TIO-540-AF1A	3.37	63.3	-	11,21
ESTUMKEDA, LTD d.b.a MICCO AIRCRAFT CO.	MAC-145B	IO-540-T4B5	2.74	63.1	-	11,21
FOUND AIRCRAFT CANADA	FBA-2C1	IO-540-D4A5	3.20	63.1	-	11,21
BEECH	E35	E-225-8	2.70	63.0	-	11
BEECH	K35/M35	IO-470-C	3.00	63.0	-	11
CESSNA	180	O-470-J	2.80	63.0	-	11
PIPER	PA-24-260	IO-540-B1A5	3.20	63.0	-	11
PIPER	PA-28-235	O-540-B4B5	3.00	63.0	-	11
PIPER	PA-28-236	O-540-J3A5D	3.00	63.0	-	11
MAULE	MX7-235	0540-JIA5D	2.50	62.7	-	11
BEECH	A24R	I0-360-A1B6	2.80	62.0	-	11
BEECH	C23	0-360-A4K	2.50	62.0	-	11

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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
BEECH	C24R	IO-360-A1B6	2.80	62.0	-	11
BEECH	C35	E-185-11	2.70	62.0	-	11
BELLANCA	8GCBC	0-360-C2E	2.20	62.0	-	11
CESSNA	172N	0-320-H2AD	2.30	62.0	-	10
CESSNA	177RG	I0-360-A1B6	2.80	62.0	-	11
GULFSTREAM	112	IO-360-C1D6	2.70	62.0	-	11
MOONEY	M20C	0-360-A1D	2.60	62.0	-	11
MOONEY	M20F w/MODWORK STC# SA02204AT	IO-360-E5	2.74	62.0	-	11,21
MOONEY	M20J	I0-360-A1B6D	2.70	62.0	-	4
PIPER	PA-28-181	O-360-A4M	2.50	62.0	-	11
PIPER	PA-28RT-201(2BLD)	I0-360-C1C6	2.80	62.0	-	11
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.90	62.0	-	11
CIRRUS DESIGN CORP.	SR 20 (2 Bladed Prop)	IO-360-ES	2.90	61.9	-	11,21
CIRRUS DESIGN CORP.	SR 20 (3 Bladed Prop)	IO-360-ES	2.90	61.9	-	11,21
BEECH	A-23	IO-360-A	2.40	61.0	-	11
CESSNA	170B	C-145-2H	2.20	61.0	-	11
CESSNA	172	O-320-E2D	2.30	61.0	-	11
GULFSTREAM	AA-5A	O-320-E2G	2.20	61.0	-	11
OSTMECKLENBURGISCHE FLUGZEUGBAU	OMF-100-160	O-320-D2A	1.96	61.0	-	11,21
PIPER	PA-18-150	0-320-A2B	1.80	61.0	-	11
PIPER	PA-28-140	O-320-E3D	2.20	61.0	-	11
PIPER	PA-28-151	O-320-E3D	2.20	61.0	-	11
PIPER	PA-28-161	O-320-D3G	2.40	61.0	-	11
PIPER	PA-28-200	I0-360-C1C	2.70	61.0	-	
BEECH	77	O-235-L2C	1.70	60.0	-	11
BELLANCA	7GCAA	0-320-A2B	1.70	60.0	-	4
PIPER	PA-38-112	O-235-L2C	1.70	60.0	-	11

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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST dBA	FLAPS	NOTES
CESSNA	150	0-200-A	1.60	59.0	-	11
CESSNA	150M	O-200-A	1.60	59.0	-	11
CESSNA	152	0-235-L2C	1.70	59.0	-	11
GULFSTREAM	AA-1B	O-235	1.60	59.0	-	11
CESSNA	182P	O-470-S	3.00	56.0	-	10,11
CESSNA	182Q	0-470-U	3.00	56.0	-	10,11
GULFSTREAM	AA-5B TIGER	O-360-A4K	2.20	52.0	-	10,11

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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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	171.95	149.91	73.3	84.1	20*	8,15
AIRBUS	A320-214/P	CFM56-5B4/P	171.95	149.91	73.3	85.5	35	8,15
AIRBUS	A-320-231	V2500.A1	149.90	142.20	70.3	83.1	20*	8,15
AIRBUS	A-320-231	V2500.A1	162.00	142.20	72.9	84.7	40	8,15
AIRBUS	A321-211	CFM56-5B3/P; Mod No. 27772	165.34	143.29	69.8	85.2	21*	8,15
AIRBUS	A321-211	CFM56-5B3/P; Mod No. 27772	165.34	143.29	69.8	86.0	25	8,15
AIRBUS	A321-211	CFM56-5B3/P; Mod No. 27772	205.02	166.44	77.1	85.6	21*	8,15
AIRBUS	A321-211	CFM56-5B3/P; Mod No. 27772	205.02	166.44	77.1	86.7	25	8,15
AIRBUS	A321-231	V2533-A5	165.34	143.29	68.1	84.3	21*	8,15
AIRBUS	A321-231	V2533-A5	165.34	143.29	68.1	84.9	25	8,15
AIRBUS	A321-231	V2533-A5	205.02	166.44	76.2	84.9	21*	8,15
AIRBUS	A321-231	V2533-A5	205.02	166.44	76.2	85.5	25	8,15
AIRBUS UK	1-11-200	MK506-W/HUSHKIT	80.00	71.00	84.1	90.3	45	15
AIRBUS UK	1-11-200	SPEY-MK506	80.00	71.00	85.8	94.3	45	15
AIRBUS UK	1-11-400	MK511-W/HUSHKIT	89.50	78.00	87.5	92.5	45	15
AIRBUS UK	1-11-400	SPEY-MK511	89.50	78.00	90.5	96.2	45	8,15
AIRBUS UK	1-11-500	SPEY-MK512	99.70	87.00	89.9	98.6	45	4
AIRBUS UK	1-11-500	SPEY-MK512	104.50	87.00	90.5	98.6	45	4
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	84.00	83.50	69.3	85.7	24*	8,15,22,43

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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	I0-470-K	3.00	3.00	71.0	68.0	-	10,11
BEECH	35-C33A	I0-520-B	3.30	3.30	70.0	64.0	-	11
BEECH	58 (2BLD)	I0-520-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	I0-360-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	I0-360-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	TI0-541-E1C4	6.80	6.80	63.0	80.0	-	10,11
BEECH	B80	IGS0-540-A1D	8.80	8.80	66.0	74.0	-	11

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
BEECH	BEECHJET 400	JT15D-5	15.80	14.20	71.8	83.0	-	15
BEECH	C23	0-360-A4K	2.50	2.50	59.0	62.0	-	11
BEECH	C24R	IO-360-A1B6	2.80	2.80	63.0	62.0	-	11
BEECH	C35	E-185-11	2.70	2.70	75.0	62.0	-	11
BEECH	C90	PT6A-21	9.70	9.70	68.0	75.0	-	10
BEECH	C99 AIRLINER	PT6A-34	11.30	11.30	71.1	77.1	-	5,11
BEECH	D95A TRAVELAIR	IO-320-B1B	4.20	4.20	58.0	71.1	-	11
BEECH	E35	E-225-8	2.70	2.70	75.0	63.0	-	11
BEECH	E55 (2 BLD)	I0-520-C	5.30	5.30	67.0	74.0	-	11
BEECH	E55 (3BLD)	IO-520-C	5.30	5.30	63.0	74.0	-	11
BEECH	F33A	I0-520-B	3.40	3.40	70.0	64.0	-	11
BEECH	F90 KINGAIR	PT6A-135	10.90	10.90	62.0	77.3	-	5,11
BEECH	H18	R-985AN-14B	9.90	9.50	69.6	75.0	-	11
BEECH	K35/M35	IO-470-C	3.00	3.00	70.0	63.0	-	11
BEECH	SUPER KINGAIR 200	PT6A-41	12.50	12.50	68.8	77.8	-	11
BEECH	SUPER KINGAIR B200	PT6A-41	12.50	12.50	68.8	77.8	-	10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	12.50	68.8	77.8	-	5,11
BEECH	V35B (3BLD)	I0-520-B	3.40	3.40	69.0	64.0	-	11
BELLANCA	17-30A	I0-540-T4B5D	3.30	3.30	65.0	64.0	-	4
BELLANCA	7GCAA	0-320-A2B	1.70	1.70	51.0	60.0	-	4
BELLANCA	8GCBC	0-360-C2E	2.20	2.20	58.0	62.0	-	11
BOEING	B-707-300B/C (COMTRAN QN)	JT3D-3B	322.30	247.00	94.0	98.4	25	8
BOEING	B-717-200	BR700-715A1-30	104.50	98.00	66.3	81.8	40	8,15,52
BOEING	B-717-200	BR700-715A1-30	121.00	110.00	72.0	82.4	40	8,15,52
BOEING	B-717-200	BR700-715A1-30 (MP)	104.50	98.00	66.7	81.7	40	8,15,53
BOEING	B-717-200	BR700-715A1-30 (MP)	121.00	110.00	72.1	82.9	40	8,15,53
BOEING	B-717-200	BR700-715C1-30	104.50	98.00	64.7	81.8	40	8,15,52

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
BOEING	B-777-200	PW4090 at PW4077 rating	447.50	445.00	70.7	89.1	30	8,15,59
BOEING	B-777-200	PW4090 at PW4077 rating	545.00	470.00	77.5	89.0	25*	8,15,59
BOEING	B-777-200	PW4090 at PW4077 rating	545.00	470.00	77.5	89.5	30	8,15,59
BOEING	B-777-200	RR TRENT 875	458.00	445.00	72.1	88.6	25*	8,15
BOEING	B-777-200	RR TRENT 875	458.00	445.00	72.1	89.6	30	8,15
BOEING	B-777-200	RR TRENT 875	545.00	470.00	79.0	89.1	25*	8,15
BOEING	B-777-200	RR TRENT 875	545.00	470.00	79.0	90.0	30	8,15
BOEING	B-777-200	RR TRENT 877	458.00	445.00	71.3	88.6	25*	8,15
BOEING	B-777-200	RR TRENT 877	458.00	445.00	71.3	89.6	30	8,15
BOEING	B-777-200	RR TRENT 877	555.00	470.00	79.0	89.1	25*	8,15
BOEING	B-777-200	RR TRENT 877	555.00	470.00	79.0	90.0	30	8,15
BOEING	B-777-200	RR TRENT 884	545.00	445.00	76.1	88.6	25*	8,15
BOEING	B-777-200	RR TRENT 884	545.00	445.00	76.1	89.6	30	8,15
BOEING	B-777-200	RR TRENT 884	632.50	470.00	82.5	89.1	25*	8,15
BOEING	B-777-200	RR TRENT 884	632.50	470.00	82.5	90.0	30	8,15
BOEING	B-777-200	RR TRENT 892	545.00	445.00	74.6	88.6	25*	8,15
BOEING	B-777-200	RR TRENT 892	545.00	445.00	74.6	89.6	30	8,15
BOEING	B-777-200	RR TRENT 892	656.00	470.00	82.1	89.1	25*	8,15
BOEING	B-777-200	RR TRENT 892	656.00	470.00	82.1	90.0	30	8,15
BOEING	B-777-200	RR TRENT 895	632.50	445.00	79.7	88.6	25*	8,15
BOEING	B-777-200	RR TRENT 895	632.50	445.00	79.7	89.6	30	8,15
BOEING	B-777-200	RR TRENT 895	656.00	470.00	81.2	89.1	25*	8,15
BOEING	B-777-200	RR TRENT 895	656.00	470.00	81.2	90.0	30	8,15
BOEING	B-777-300	PW4090	450.00	445.00	69.2	88.2	25*	8,15,59
BOEING	B-777-300	PW4090	450.00	445.00	69.2	89.0	30	8,15,59
BOEING	B-777-300	PW4090	660.00	524.00	83.3	89.6	25*	8,15,59
BOEING	B-777-300	PW4090	660.00	524.00	83.3	90.2	30	8,15,59

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	65.20	62.00	62.5	81.7	35	8,15,42
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	65.20	62.00	62.5	83.3	15	8,15
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	61.70	60.50	61.0	81.6	35	8,15,42
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	61.70	60.50	61.0	83.4	15	8,15
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	65.20	62.00	62.5	81.7	35	8,15,42
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	65.20	62.00	62.5	83.3	15	8,15
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	61.70	60.50	61.0	81.6	35	8,15,42
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	61.70	60.50	61.0	83.4	15	8,15
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	65.20	62.00	62.5	81.7	35	8,15,42
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	65.20	62.00	62.5	83.3	15	8,15
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	6.20	68.0	73.0	-	11
CANADAIR	CHALLENGER CL-600	ALF-502L	40.40	36.00	66.9	81.7	45	12
CANADAIR	CHALLENGER CL-600	ALF-502L	41.25	36.00	67.5	81.7	45	15
CANADAIR	CHALLENGER CL-601	CF34-1A	43.10	36.00	66.4	80.4	-	15
CANADAIR	CHALLENGER CL-601	CF34-1A	45.10	36.00	67.0	80.4	45	15
CANADAIR	CHALLENGER CL-601	CF34-3A/A1/A2	45.10	36.00	66.5	80.4	45	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	47.50	44.70	62.7	81.4	45	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	53.00	47.00	67.2	81.4	45	15
CASA AIRCRAFT	C-212-CC	TPE 331-10/10R-501C/511C	16.98	16.42	65.7	79.7	40	15
CASA AIRCRAFT	C-212-CD	TPE 331-10R-512C/502C	16.98	16.42	64.7	80.5	40	15
CASA AIRCRAFT	C-212-CE	TPE 331-10R-512C/502C	16.98	16.42	64.7	80.5	40	15
CASA AIRCRAFT	C-212-CF	TPE 331-10R-501C/511C	16.98	16.42	65.7	79.7	40	15
CASA AIRCRAFT	C-212-DE	PT6A-5B	16.98	16.42	68.0	76.9	40	15
CASA AIRCRAFT	C-212-DF	TPE 331-10R-502C/512C/513C	16.98	16.42	64.7	80.5	40	15
CASA AIRCRAFT	C-295	PW 127 GM	46.30	45.63	69.9	81.6	15	15
CASA AIRCRAFT	CN-235-100	CT7-9C	33.29	32.85	68.8	80.8	23	15
CASA AIRCRAFT	CN-235-200	CT7-9C	34.83	34.39	70.1	79.9	40	15

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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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	I0-360-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	I0-520-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	I0-470-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	TSI0-470-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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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	TSI0-520-R	3.80	3.80	73.0	64.0	-	11
CESSNA	T210M	TSI0-520-R	3.80	3.80	71.0	64.0	-	11
CESSNA	TU206G	TSI0-520-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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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	I0-360-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 VI C2	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
OSTMECKLENBURGISCHE 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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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	I0-360-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)	I0-360-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	TI0-540-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	TI0-540-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	TSI0-360-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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
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.