



U.S. Department
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**Federal Aviation
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Advisory Circular

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Subject: **Date:** 12/22/87 **AC No:** 36-3E
Initiated by: AEE-120 **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 Federal Aviation Regulations (FAR) Part 36 and for aircraft for which no such requirement currently exists.

2. CANCELLATION. Advisory Circular 36-3D, Airplane Noise Levels in A-Weighted Decibels, dated March 27, 1986, is cancelled.

3. BACKGROUND. FAR 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 FAR 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 FAR 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 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 FAR Part 91 Section 85(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. Propeller-driven aircraft below 12,500 pounds gross weight are certificated in A-weighted noise level, but the tests do not include takeoffs and landings; therefore, these values also were estimated.

b. 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 FAR Part 36, Appendix C positions (6500 meters from start of roll for takeoff and 2000 meters from the runway threshold for approach).

c. Since the noise levels are estimated as they might occur during type certification tests conducted under Appendix C of 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 predominately at the top of the list. This aspect of increasing noise levels with increasing weight is embodied in the noise type certification requirements of Part 36. The takeoff noise level is also dependent on which operating procedures are applied. The takeoff noise level estimates in the table represent full thrust conditions for some aircraft and a reduced thrust condition, as permitted by 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. (See FAA Advisory Circular 91-53, Noise Abatement Departure Profile.) 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 from the values of the noise estimates presented in this circular for individual flights at actual airports under nominally the same conditions could range within plus or minus 3 dBA for airplanes certificated in accordance with Part 36 or more for those airplanes not noise certificated. Additional variations in absolute value occur when aircraft 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.

d. 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.

e. 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.

f. 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 state of the art approximation procedures. The procedures considered both propeller and engine noise components for reciprocating engine aircraft takeoff and approach operations. Noise levels estimated using the techniques outlined in this paragraph are documented in Report FAA-EE-82-1 and 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 FAR 36 certification reports. The A-weighted sound level has been computed for each spectrum and is documented in Report FAA-EE-82-1. 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 many of the large jet aircraft included in this Advisory Circular have been derived from FAR 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 Technology Branch, AEE-120, Noise Abatement Division, Federal Aviation Administration, Washington, DC 20591 or telephone 202-267-3559.

6. REVISIONS. The airplane noise level listings in this Advisory Circular will be revised and updated periodically.



Norman H. Plummer
Director of Environment and Energy

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVEL
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX-C PROCEDURES

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	EST DBA	FLAPS	NOTES
CONCORDE	CONCORDE	D-593/M-602	400.0	112.9	-	4,8
BOEING	B-747-100	JT9D-7F	750.0	100.5	10	4,6
BOEING	B-747-100	JT9D-7FWET	750.0	100.5	10	4,6
BOEING	B-747-200	JT9D-3A	767.0	100.5	10	4,6
BOEING	B-747-100	JT9D-7MET	750.0	100.2	10	4,6
BOEING	B-747-200	JT9D-7FWET	805.0	99.90	10	4,6
BOEING	B-747-200	JT9D-3AWET	773.0	99.60	10	4,6
BOEING	B-747-200	JT9D-7	770.0	99.40	10	4,6
BOEING	B-747-200	JT9D-7MET	785.0	99.30	10	4,6
BOEING	B-747-100	JT9D-7	710.0	99.10	10	4,6
BOEING	B-747-200	JT9D-7F	775.0	99.10	10	4,6
BOEING	B-747-200	CF6-50E	820.0	97.30	10	4
BOEING	B-747-200	CF6-50E	800.0	96.60	10	4
MCDONNELL DOUG.	DC10-30	CF6-50C1	590.0	96.40	6	15
BOEING	B-747-SP	JT9D-7FWET	695.0	96.20	10	4,6
BOEING	B-747-SP	JT9D-7A	690.0	96.10	10	4,6
BOEING	B-747-200	RB211-524B	800.0	96.00	10	4
BOEING	B-747-200	CF6-50E	775.0	95.80	10	4
MCDONNELL DOUG.	DC10-30	CF6-50A	565.0	95.70	8	15
MCDONNELL DOUG.	DC10-30	CF6-50CA	565.0	95.70	8	15
BOEING	B-747-SP	JT9D-7A	660.0	94.90	10	4,6
BOEING	B-747-SP	JT9D-7F	660.0	94.90	10	4,6
MCDONNELL DOUG.	DC10-30	CF6-50C1	572.0	94.60	10	15
BOEING	B-747-200	JT9D-70A	820.0	94.10	10	4
MCDONNELL DOUG.	DC10-30	CF6-50C	565.0	94.10	10	15
BOEING	B-707-300B/C COMTRAN QN	JT3D-3B	322.3	94.00	14	8
MCDONNELL DOUG.	DC10-30	CF6-50C1	562.0	93.90	10	15
BOEING	B-747-SR	JT9D-7A	610.0	92.90	10	4,6
BOEING	B-727-200	JT8D-17RQW	208.0	92.60	5	2,8,15
BOEING	B-727-200	JT8D-17QW	203.1	92.20	5	2,8,14,15
MCDONNELL DOUG.	DC10-40	JT9D-59A	572.0	91.80	10	15
MCDONNELL DOUG.	DC-8-63 W/ADC QN	JT3D-3B	355.0	91.70	12	8,15
MCDONNELL DOUG.	DC10-40	JT9D-20	530.0	91.70	10	15
MCDONNELL DOUG.	DC10-30	CF6-50A	519.6	91.40	8	15
MCDONNELL DOUG.	DC-8-63F W/ADC QN	JT3D-7	355.0	91.00	12	8,15
MCDONNELL DOUG.	DC10-40	JT9D-59A	555.0	90.60	10	15
BAC	1-11-400	SPEY-MK511	89.50	90.50	8	8,15
BAC	1-11-500	SPEY-MK512	104.5	90.50	8	4
MCDONNELL DOUG.	DC-8-63 W/TNC QN	JT3D-3B	350.0	90.50	12	8,15
BOEING	B-727-200	JT8D-9QW	184.8	90.40	5	2,8,14,15
MCDONNELL DOUG.	DC-8-50 W/QNC QN	JT3D-3B	309.8	90.30	-	8,12
MCDONNELL DOUG.	DC-8-61 W/QNC QN	JT3D-3B	309.8	90.30	-	8,12
BOEING	B-747-SR	JT9D-7A	570.0	90.00	10	4,6
BAC	1-11-500	SPEY-MK512	99.70	89.90	8	4
BOEING	B-727-200	JT8D-17RQW	197.0	89.90	5	2,8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVEL
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX-C PROCEDURES

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	EST DBA	FLAPS	NOTES
IAI	1121 COMMODORE	CJ610-5	18.50	89.70	-	4
IAI	1123 WESTWIND	CJ610-9	20.70	89.70	-	4
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	20.30	89.70	-	13
MCDONNELL DOUG.	DC-8-63 W/TNC QN	JT3D-7	355.0	89.60	12	8,15
BOEING	B-727-200	JT8D-15QW	190.5	89.00	5	2,8,14,
MCDONNELL DOUG.	DC10-30	CF6-6K	455.0	88.80	-	15
LOCKHEED	1329 JETSTAR	JT12A-8	42.00	88.70	-	8,13
BOEING	B-727-200	JT8D-17QW	190.5	88.50	5	2,8,14,
MCDONNELL DOUG.	DC10-10	CF6-6D	440.0	88.50	5	15
MCDONNELL DOUG.	DC10-40	JT9D-20	484.0	88.40	10	15
MCDONNELL DOUG.	DC9-50	JT8D-15	121.0	88.40	-	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-17	121.0	88.20	-	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-17	121.0	88.20	-	1,8,15
BOEING	B-727-200	JT8D-7QW	172.5	88.00	5	2,8,15
BOEING	B-737-200	JT8D-15QW	117.0	88.00	1	2,8,15
BOEING	B-737-200	JT8D-9QW	117.0	88.00	1	2,8,14,
SABRELINER CORP.	SABRE 70	JT12A-8	21.00	87.90	-	8,12
BAC	1-11-400	MK511-W/HUSHKIT	89.50	87.50	8	15
BOEING	B-727-200	JT8D-15QW	184.2	87.50	5	2,8,14,
MCDONNELL DOUG.	DC9-40	JT8D-11	114.0	87.50	-	1,8,15
BOEING	B-737-200	JT8D-17QW	122.5	87.30	1	2,8,14,
MCDONNELL DOUG.	DC10-30	CF6-50C2	590.0	87.20	15	8,15
LOCKHEED	L-1011-1	RB211-22C	430.0	87.10	10	
MCDONNELL DOUG.	DC9-30	JT8D-7	108.0	87.10	-	8,15
BOEING	B-737-200	JT8D-9QW	114.5	87.00	1	2,8,14,
LOCKHEED	L-1011-1	RB211-22C	422.0	86.90	10	
BOEING	B-727-200	JT8D-9QW	172.5	86.70	5	2,8,14,
MCDONNELL DOUG.	DC10-30	CF6-50C2B	590.0	86.70	-	8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	108.0	86.50	-	8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	110.0	86.30	-	1,8,15
BOEING	B-727-100	JT8D-7FCD	169.5	86.10	5	3,8,14,
GENERAL DYNAMICS	CV-440	R-2800	48.00	86.00	-	5
MCDONNELL DOUG.	DC9-50	JT8D-17	115.0	85.90	-	1,8,15
BAC	1-11-200	SPEY-MK506	80.00	85.80	8	15
BOEING	B-737-200	JT8D-7QW	109.0	85.80	1	2,8,14
MCDONNELL DOUG.	DC9-30	JT8D-15	114.0	85.80	-	1,8,15
MCDONNELL DOUG.	DC9-40	JT8D-15	114.0	85.80	-	1,8,15
MCDONNELL DOUG.	DC8-72	CFM56-2-C1	362.5	85.60	12	
MCDONNELL DOUG.	DC8-73	CFM56-2-C1	362.5	85.60	12	
MCDONNELL DOUG.	DC9-30	JT8D-7	108.0	85.50	-	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	108.0	85.40	-	1,8,15
LOCKHEED	L-1011-1	RB211-22C	416.0	85.30	10	8
MCDONNELL DOUG.	DC10-10	CF6-6D1	440.0	85.30	8	15
BOEING	B-737-200	JT8D-15QW	115.5	85.20	1	2,8,15
LOCKHEED	L-1011-1	RB211-22C	396.0	85.20	10	4,8

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVEL
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX-C PROCEDURES

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	DC10-10	CF6-6D	410.0	85.20	14	15
LOCKHEED	L-1011	RB211-22B	430.0	85.10	14	4
BOEING	B-727-100	JT8D-9FCD	169.5	85.00	5	3,8,15
DOUGLAS	DC-3	R-1830-90C	25.20	85.00	-	5
MCDONNELL DOUG.	DC10-40	JT9D-20	430.0	85.00	10	15
BAC	HS-125-3A/R	VIPER-522	22.70	84.80	-	8,15
BOEING	B-737-200	JT8D-90N	109.0	84.80	1	2,8,14,15
MCDONNELL DOUG.	DC9-40	JT8D-11	107.0	84.80	-	1,8,15
GATES LEARJET	LEARJET 23	CJ610-1	12.50	84.70	-	4,8
SABRELINER CORP.	SABRE 60	JT12A-8	20.10	84.70	-	8,12
BOEING	B-737-200	JT8D-170N	115.5	84.50	1	2,8,14,15
MCDONNELL DOUG.	DC10-30	CF6-50C2	555.0	84.40	10	8,15
MCDONNELL DOUG.	DC9-50	JT8D-15	110.0	84.30	-	1,8,15
GULFSTREAM AMER.	GULFSTREAM II	SPEY MK511-8	65.50	84.20	-	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	147.0	84.20	-	8,15
BAC	1-11-200	MK506-W/HUSHKIT	80.00	84.10	8	15
MCDONNELL DOUG.	DCB-71	CFM56-2-C1	337.0	84.10	15	
SABRELINER CORP.	SABRE 60A	JT12A-8	22.70	83.80	-	8,12
BOEING	B-727-100	JT8D-7FCD	160.5	83.70	5	3,8,14,15
MCDONNELL DOUG.	DC10-30	CF6-50C2B	555.0	83.60	5	8,15
SABRELINER CORP.	SABRE 40A	JT12A-8	19.60	83.40	-	8,12
MCDONNELL DOUG.	MD-80	JT8D-219	160.0	83.20	-	8,15
BAC	HS-125-1A	VIPER-522	21.20	83.10	-	8,15
GULFSTREAM AMER.	GULFSTREAM IIB	SPEY MK511-8	68.20	83.00	-	8,15
GULFSTREAM AMER.	GULFSTREAM III	SPEY MK511-8	68.20	83.00	-	8,15
GATES LEARJET	LEARJET 25B/C	CJ610-6	15.00	82.80	20	4
MCDONNELL DOUG.	MD-80	JT8D-217	149.5	82.70	-	8,15
GULFSTREAM AMER.	GULFSTREAM II	SPEY MK511-8	62.00	82.60	20	8,15
MCDONNELL DOUG.	DC10-30	CF6-6K	410.0	82.60	-	8,15
BOEING	B-727-100	JT8D-9FCD	160.5	82.40	5	3,8,15
BOEING	B-737-200	JT8D-70N	100.5	82.40	1	2,8,14
GATES LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	16.30	82.30	10	8,13
LOCKHEED	1329-25 JETSTAR	TFE731-3-1E	43.80	82.30	20	4
BAC	HS-125-600A	VIPER 601	25.50	81.90	-	
BAC	HS-125-700A	TFE-731-3R	25.50	81.40	-	8,15
LOCKHEED	L-188	501-D13	116.0	81.30	-	4,8
NINON	YS-11A-200	DART MK 542	54.00	81.00	-	5
MCDONNELL DOUG.	DC10-10	CF6-6D1	386.5	80.90	15	15
GATES LEARJET	LEARJET 24D	CJ610-6	13.50	80.60	20	4
SABRELINER CORP.	SABRE 80A	CF700-2D-2	25.50	80.50	-	12
GULFSTREAM AMER.	GULFSTREAM II	SPEY MK511-8	62.00	80.10	-	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	147.5	79.80	1	
GATES LEARJET	LEARJET 25D	CJ610-6	15.00	79.70	8	8,13
GATES LEARJET	LEARJET 25F	CJ610-6	15.00	79.70	8	4,8
MCDONNELL DOUG.	DC9-10	JT8D-7	90.70	79.70	10	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVEL
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX-C PROCEDURES

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOW 1000 LBS	EST DBA	FLAPS	NOTES
SABRELINER CORP.	SABRE 80	CF700-2D-2	23.30	79.60	15	12
AIRBUS	A-300B4-2C	CF6-50C	346.5	79.40	-	4,8,9
VFW FOKKER	F-28 MK1000	SPEY MK555-15	65.00	79.20	6	4
AIRBUS	A-300B	CF6-50A	302.0	79.10	-	4,8
MCDONNELL DOUG.	DC9-10	JT8D-7	90.70	78.60	10	1,8,15
AIRBUS	A-300B4-2C	CF6-50C	336.6	78.50	-	4,8,9
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.90	78.30	-	4,8
AIRBUS	A-300B2-1A	CF6-50A	312.4	78.30	-	4,8,9
BAC	BAE-748 SERIES 2B	RR-DART-MK535	46.50	78.30	15	8,15
BAC	VISCOUNT 745	RR DART6 MK510	72.50	78.10	-	11
BAC	BAE-748 SERIES 2A	RR DART MK532-2L	44.50	78.00	15	8,15
BAC	BAE-748 SERIES 2B	MK535-W/HUSHKIT	46.50	78.00	15	8,15
VFW FOKKER	F-27-200	MK532-7	43.50	78.00	-	5
VFW FOKKER	F-27-500/600	MK532-7R	43.50	78.00	-	5
AIRBUS	A-300B4-2C	CF6-50C	330.0	77.90	-	4,8,9
BAC	BAE 146-200A	ALF-502R-3	89.50	77.80	18	8,15
BAC	HS-125-400A	TFE-731-3	23.60	77.80	-	8,15
BAC	HS-125-700A	TFE-731-3	25.50	77.80	-	8,15
GATES LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	13.50	77.80	10	8,13
SABRELINER CORP.	SABRE 75A	CF700-2D-2	23.00	77.70	-	4
FAIRCHILD	F-27-F	RR DART MK529	38.50	77.30	-	11
AIRBUS	A-300B2-1C	CF6-50C	312.4	77.10	-	4,8,9
BOEING	B-767-200	JT9D-7R4D	315.0	77.10	1	8,15
DASSAULT BREGUET	FALCON 20	CF700-2D-2	28.60	77.00	10	8,15
AIRBUS	A-300B1	CF6-50A	302.0	76.80	-	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.4	76.80	-	4,8,9
BOEING	B-737-300	CFM56-3-B1	135.0	76.60	1	8,15
BAC	BAE 146-200A	ALF-502R-5	89.50	76.50	18	8,15
BOEING	B-757-200	RB211-535C	240.0	76.10	5	8,15
AEROSPATIALE	HAWK 29B	PT6A-45A	23.40	76.00	-	4
AIRBUS	A-300B2-1C	CF6-50C	302.0	76.00	-	4,8,9
GULFSTREAM AMER.	500S	IO-540-E185	6.800	76.00	-	10
VFW FOKKER	F-27-100	RR DART6 MK514	39.00	76.00	-	11
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	75.90	-	4,8,9
CESSNA	S550	JT15D-4B	15.10	75.90	-	8,12
BOEING	B-767-200	CF6-80A	315.0	75.80	1	8,15
VFW FOKKER	F-28 MK4000	SPEY MK555-15H	73.00	75.50	15	
BAC	HS-125-3A/RA	TFE-731-3	23.60	75.30	-	8,15
BEECH	C35	E-185-11	2.700	75.00	-	11
BEECH	E35	E-225-8	2.700	75.00	-	11
BOEING	B-757-200	PW2037(B6-3)	250.0	75.00	5	8,15
IAI	1124A WESTWIND 2	TFE-731-3-100G	23.50	74.80	-	
BOEING	B-757-200	PW 2037	240.0	74.70	5	8,15
GATES LEARJET	LEARJET 24F	CJ610-6	12.90	74.60	20	4,8
CESSNA	207	IO-520-F	3.800	74.30	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVEL
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX-C PROCEDURES

TAKOFF

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	EST DBA	FLAPS	NOTES
GENERAL DYNAMICS	CV-580	501-D13	54.60	74.30	-	10
BAC	BAE 146-100-20	ALF-502R-3	82.30	74.20	18	8,15
BAC	H8-123-1A	TFE-731-3	21.20	73.20	-	8,15
BOEING	B-757-200	PW-2037 (B6-3)	240.0	73.20	5	8,15
CESSNA	CITATION III	TFE-731-3B-100S	22.00	73.20	20	
BAC	BAE 146-100-20	ALF-502R-5	82.30	73.10	18	8,15
GATES LEARJET	LEARJET 24E	CJ610-6	12.90	73.10	20	4,8
BEECH	B55	IO-470-L	5.100	73.00	-	11
BOEING	B-757-200	RB211-535C	220.0	73.00	5	8,15
CESSNA	T210L	TS10-520-R	3.800	73.00	-	11
BOEING	B-757-200	PW2040	250.0	72.90	5	8,15
BOEING	B-767-200	JT9D-7R4D	282.0	72.90	1	8,15
BOEING	B-757-200	PW 2037	223.8	72.00	5	8,15
PIPER	PA-28-235	O-540-84B5	3.000	72.00	-	11
VFW FOKKER	FOKKER-100	RR TAY MK620-15	95.00	72.00	-	15
CESSNA	CITATION III	TFE-731-3B-100S	21.00	71.90	20	
MITSUBISHI	MU300 DIAMOND I	JT15D-4	14.10	71.90	-	8,12
BEECH	BEECHJET 400	JT15D-5	15.80	71.80	-	15
DASSAULT BREGUET	FALCON 200	ATF3-6A-4C	32.00	71.70	5	8,12
GATES LEARJET	LEARJET 35A	TFE731-2	18.00	71.60	8	4
GATES LEARJET	LEARJET 36A	TFE731-2	18.00	71.60	8	4
SHORTS	SKYVAN	TPE-331-201	12.50	71.60	15	
BOEING	B-757-200	PW-2037 (B6-3)	230.0	71.40	5	8,15
BOEING	B-757-200	RB211-535E4	240.0	71.40	5	8,15
CESSNA	210	IO-520-L	3.800	71.40	-	10,11
BAC	BAE 146-100A	ALF 502R-3	76.00	71.30	18	8,15
BOEING	B-767-200	CF6-80A	279.9	71.30	1	8,15
BOEING	B-757-200	PW2040	240.0	71.20	5	8,15
SHORTS	3-30	PT6A-45A	22.40	71.20	-	8,15
BEECH	C99 AIRLINER	PT6A-34	11.30	71.10	-	5,11
BEECH	35-B33	IO-470-K	3.000	71.00	-	10,11
BEECH	A36	IO-520-8A	3.600	71.00	-	11
BEECH	B36TC BOMANZA	TS10-520U	3.850	71.00	-	11
BEECH	B55 (3BLD)	IO-470-L	5.100	71.00	-	11
CESSNA	T210M	TS10-520-R	3.800	71.00	-	11
CESSNA	TU206G	TS10-520-M	3.600	71.00	-	11
ENBRAER	EMB 110-P2	PT6A-34	12.50	71.00	-	4
FAIRCHILD	SA226-AT	TPE-331-3U-303G	12.50	71.00	-	4
FAIRCHILD	SA226-T	TPE-331-3U-303G	12.50	71.00	-	4
FAIRCHILD	SA226-TC METRO II	TPE-331-3UW-303G	12.50	71.00	-	4
GULFSTREAM AMER.	GULFSTREAM I	RR DART MK529	35.10	71.00	-	15
PIPER	PA-31-350	T10-540-J2B0	7.000	71.00	-	11
PIPER	PA-32-300	IO-540-K165D	3.400	71.00	-	
PIPER	PA-32R-300	IO-540-K165D	3.600	71.00	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.600	71.00	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVEL
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX-C PROCEDURES

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOW 1000 LBS	EST DBA	FLAPS	NOTES
DASSAULT BREGUET	FALCON 50	TFE-731-1C	38.80	70.90	20	8,15
DASSAULT BREGUET	FALCON 50	TFE-731-3-1C	38.80	70.90	20	8,15
SABRELINER CORP.	SABRE 65	TFE 731-3R-1D	24.90	70.80	-	8,12
CESSNA	CITATION III	TFE-731-3-100S	20.00	70.60	20	8,15
GATES LEARJET	LEARJET 36	TFE731-2	17.00	70.60	8	4
IAI	1124 WESTWIND	TFE731-3-16	22.90	70.60	12	8,15
BAC	BAE 146-300A	ALF-502R-5	76.00	70.40	18	8,15
GATES LEARJET	LEARJET 35	TFE731-2	17.00	70.40	8	4
PIPER	PA-42 CHEYENNE	PT6A-41	10.50	70.30	-	10,11
CESSNA	206	IO-520-A	3.300	70.20	-	11
BEECH	35-C33A	IO-520-B	3.300	70.00	-	11
BEECH	F33A	IO-520-B	3.400	70.00	-	11
BEECH	K35,M35	IO-470-C	3.000	70.00	-	11
CESSNA	182P	O-470-S	3.000	70.00	-	10,11
CESSNA	320C	TS10-470-D	5.200	70.00	-	11
CESSNA	337H	IO-360-G	4.600	70.00	-	11
PIPER	601P	IO-540-S1A5	6.000	70.00	-	11
PIPER	PA-31-325	TIO-540-F2BD	6.500	70.00	-	11
PIPER	PA-32R-301	IO-540-K16SD	3.600	70.00	-	11
PIPER	PA-46-31P MALIBU	TS10-520-BE	4.100	70.00	-	11
BOEING	B-757-200	PW-2037 (B6-3)	220.0	69.90	5	8,15
BAC	125-800	TFE-731-5R-1H	27.40	69.70	-	8,15
BEECH	H18	R-985AN-14B	9.900	69.60	-	11
BOEING	B-757-200	PW2040	230.0	69.60	5	8,15
FAIRCHILD	SA227-AT MERLIN III C	TPE-331-10U	13.20	69.50	-	5,11
DEHAVILLAND	DHC-8	PW120	33.00	69.40	-	
IAI	1125 WESTWIND ASTRO	TFE-731	23.50	69.30	-	
DASSAULT BREGUET	FALCON 900	TFE-731-5A	45.50	69.20	7	8,12
FAIRCHILD	SA226-AC METRO III	TPE-331-11U	14.50	69.20	-	10,11
FAIRCHILD	SA227-A1 MERLIN IV C	TPE-331-11U	14.50	69.20	-	10,11
BEECH	V35B (3BLD)	IO-520-B	3.400	69.00	-	11
CESSNA	180	O-470-J	2.800	69.00	-	11
CESSNA	182B	O-470-U	3.000	69.00	-	10,11
DEHAVILLAND	DHC-7	PT6A-50	43.50	69.00	-	4
GULFSTREAM AMER.	GULFSTREAM I	MKS29 W/HUSHKIT	35.10	69.00	-	15
PIPER	PA-31-310	TIO-540-A2C	6.500	69.00	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.600	69.00	-	11
BEECH	SUPER KINGAIR 200	PT6A-41	12.50	68.80	-	11
BEECH	SUPER KINGAIR B200	PT6A-41	12.50	68.80	-	10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	68.80	-	5,11
GATES LEARJET	LEARJET 55B	TFE-731-3A-2B	21.50	68.40	-	
AEROSPATIALE	ATR-42	PW 120	37.50	68.30	-	12
BOEING	B-757-200	RB211-535E4	220.0	68.30	5	8,15
SHORTS	SD3-60-300	PT6A-67R	27.10	68.30	15	13
BOEING	B-757-200	PW2040	220.0	68.10	5	8,15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVEL
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX-C PROCEDURES

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	EST DBA	FLAPS	NOTES
BEECH	C90	PT6A-21	9.700	68.00	-	10
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.200	68.00	-	11
CESSNA	170B	C-145-2H	2.200	68.00	-	11
CESSNA	310B	I0-470-V0	5.200	68.00	-	10,11
CESSNA	402C	TS10-520-VB	6.900	68.00	-	11
PIPER	PA-23-250	I0-540-C4B5	5.200	68.00	-	11
PIPER	PA-28-236	O-540-J3A5D	3.000	68.00	-	11
SHORTS	3-60	PT6A-65R	26.40	67.90	5	8,15
CESSNA	CITATION I	JT15D-1A	11.90	67.30	15	15
BEECH	58 (2BLD)	I0-520-C	5.400	67.00	-	11
BEECH	58TC	TS10-520-WB	6.200	67.00	-	10,11
BEECH	ESS (2 BLD)	I0-520-C	5.300	67.00	-	11
CESSNA	401	TS10-520-E	6.300	67.00	-	11
CESSNA	414A	TS10-520-N	6.800	67.00	-	11
CESSNA	500	JT15D-1	10.90	67.00	15	15
DEHAVILLAND	DHC-6	PT6A-27	12.50	67.00	-	4
GATES LEARJET	LEARJET 55	TFE-731-3B	20.50	67.00	-	8,15
PIPER	PA-28RT-201(2BLD)	I0-360-C1C6	2.800	67.00	-	11
PIPER	PA-28RT-201T(3BLD)	TS10-360-FB	2.900	67.00	-	11
CANADAIR	CHALLENGER 600	ALF-502L	40.40	66.90	20	12
GULFSTREAM AMER.	GULFSTREAM IV	RR TAY 610-B	71.70	66.90	20	
BEECH	1900	PT6A-65B	16.60	66.50	-	10
CANADAIR	CHALLENGER 601	CF34-1A	43.10	66.40	-	15
DORNIER	DORNIER 228	TPE-331-5-252D	13.10	66.30	-	
DASSAULT BREGUET	FALCON 10	TFE-731-2	18.30	66.10	15	8,15
BEECH	58P	TS10-520WB	6.200	66.00	-	10,11
BEECH	99A	PT6A-27	10.40	66.00	-	4
BEECH	B80	I6S0-540-A1D	8.800	66.00	-	11
CESSNA	185F	I0-520-D	3.400	66.00	-	11
CESSNA	340A	TS10-520-WB	6.000	66.00	-	11
GULFSTREAM AMER.	690B	TPE-331-5-251K	10.30	66.00	-	10
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.00	66.00	-	4
PIPER	PA-60-600	I0-540-K1J5	5.500	66.00	-	11
PIPER	PA-602P	I0-540-AA1A5	6.000	66.00	-	11
BEECH	65 QUEENAIR	I6S0-480-A1B6	7.700	65.90	-	11
GATES LEARJET	LEARJET 35 W/CENTURY III	TFE-731-2	17.00	65.60	-	8,15
GATES LEARJET	LEARJET 36 W/CENTURY III	TFE-731-2	17.00	65.60	-	8,15
SAAB FAIRCHILD	SF340	G.E. CT7-5A2	27.30	65.30	15	12
BEECH	A24R	I0-360-A1B6	2.800	65.00	-	11
BELLANCA	17-30A	I0-540-T4B5D	3.300	65.00	-	4
CESSNA	177RB	I0-360-A1B6	2.800	65.00	-	11
CESSNA	310R	TS10-520-BB	5.500	65.00	-	11
MOONEY	M20C	O-360-A1D	2.600	65.00	-	11
PIPER	PA-24-260	I0-540-B1A5	3.200	65.00	-	11
CESSNA	CARAVAN I	PT6A-114	7.300	64.90	10	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVEL
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX-C PROCEDURES

TAKEDOFF

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	EST DBA	FLAPS	NOTES
GULFSTREAM AMER.	680FL	I650-540-B1A	8.500	64.00	-	11
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	64.00	-	4
PIPER	PA-34-200T	TS10-360-E	4.800	64.00	-	11
PIPER	PA-34-220T	TS10-360-KB	4.750	64.00	-	11
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.90	63.80	15	4
BAC	JETSTREAM 31	TPE331-10U-501H	15.20	63.70	-	15
EMBRAER	EMB-120 BRASILIA	PW115	21.20	63.20	15	12
MAULE	MX7-235	0540-JIASD	2.500	63.20	-	11
BEECH	58 (3BLD)	10-520-C	5.400	63.00	-	11
BEECH	B60	T10-541-E1C4	6.800	63.00	-	10,11
BEECH	C24R	10-360-A1B6	2.800	63.00	-	11
BEECH	E55 (3BLD)	10-520-C	5.300	63.00	-	11
CESSNA	172N	0-320-H2AD	2.300	63.00	-	10
CESSNA	CONQUEST I	PT6A-112	8.200	63.00	-	10,11
CESSNA	CONQUEST II	TPE-331-B	9.800	63.00	-	5,11
GULFSTREAM AMER.	112	10-360-C1D6	2.700	63.00	-	11
GULFSTREAM AMER.	6A-7	0-320-D1D	3.800	63.00	-	4
PIPER	PA-28-200	10-360-C1C	2.700	63.00	-	
CESSNA	CITATION II	JT15D-4	13.30	62.60	15	15
BEECH	76	10-360-A1G6D	3.900	62.00	-	11
BEECH	A100	PT6A-28	11.50	62.00	-	4
BEECH	F90 KINGAIR	PT6A-135	10.90	62.00	-	5,11
GULFSTREAM AMER.	695	TPE-331-10	10.30	62.00	-	5,15
GULFSTREAM AMER.	695 COMMANDER 980	TPE-331-10	10.30	62.00	-	5,11
PIPER	PA-31T	PT6A-28	9.000	62.00	-	4
PIPER	PA-44-180	0-360-E1A6D	3.800	62.00	-	11
PIPER	PA-44-180T(2BLD)	T0-360-E1A6D	3.900	62.00	-	11
GULFSTREAM AMER.	6900 COMMANDER 900	TPE-331-5	10.70	61.70	-	10
GULFSTREAM AMER.	695A COMMANDER 1000	TPE-331-10	11.20	61.60	-	5,11
BEECH	B100 KINGAIR	TPE-331-6	11.80	61.50	-	11
GULFSTREAM AMER.	690C COMMANDER 840	TPE-331-5	10.30	61.30	-	5,11
CESSNA	172	0-320-E2D	2.300	61.00	-	11
CESSNA	404	6TS10-520-M	8.400	61.00	-	11
CESSNA	421C	6TS10-520-L	7.500	61.00	-	11
GULFSTREAM AMER.	AA-5A	0-320-E26	2.200	60.00	-	11
PIPER	PA-28-140	0-320-E3D	2.200	60.00	-	11
PIPER	PA-28-15J	0-320-E3D	2.200	60.00	-	11
PIPER	PA-28-181	0-360-A4M	2.550	60.00	-	11
PIPER	PA-44-180T(3BLD)	T0-360-E1A6D	3.900	60.00	-	11
BEECH	C23	0-360-A4K	2.500	59.00	-	11
GULFSTREAM AMER.	560E	60-480-C1B6	6.500	59.00	-	11
PIPER	PA-28-161	0-320-D3G	2.400	59.00	-	11
BEECH	A-23	10-360-A	2.400	58.00	-	11
BEECH	D95A TRAVELAIR	10-320-B1B	4.200	58.00	-	11
BELLANCA	86CBC	0-360-C2E	2.200	58.00	-	11

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVEL
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX-C PROCEDURES

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	EST DBA	FLAPS	NOTES
MOONEY	M20J	I0-360-A1B6D	2.700	58.00	-	4
GULFSTREAM AMER.	AA-5B TIGER	D-360-A4K	2.200	57.40	-	10,11
GULFSTREAM AMER.	AA-1B	O-235	1.600	57.08	-	11
PIPER	CHEYENNE 400LS	TPE-331-14	12.05	57.00	-	11
BEECH	77	O-235-L2C	1.700	56.00	-	11
CESSNA	150	O-200-A	1.600	56.00	-	11
PIPER	PA-30 TWIN COMANCHE	I0-320-B	3.600	56.00	-	11
PIPER	PA-38-112	O-235-L2C	1.700	56.00	-	11
CESSNA	150M	O-200-A	1.600	55.00	-	11
CESSNA	152	O-235-L2C	1.700	55.00	-	11
PIPER	PA-18-150	O-320-A2B	1.800	53.00	-	11
BELLANCA	76CAA	O-320-A2B	1.700	51.00	-	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-402	-	109.5	-	
LOCKHEED	1329 JETSTAR	JT12A-8	35.0	101.0	50	
IAI	1121 COMMODORE	CJ610-5	18.5	100.0	-	
IAI	1123 WESTWIND	CJ610-9	19.0	99.00	-	
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	19.4	99.00	-	
BAC	HS-125-3A/R	VIPER-522	20.0	98.70	50	
BAC	1-11-500	SPEY-MK512	87.0	98.60	45	
BAC	HS-125-1A	VIPER-522	19.6	98.50	50	
BOEING	B-707-300B/C COMTRAN QN	JT3D-3B	247.0	98.40	25	
BOEING	B-747-100	JT9D-7F	585.0	97.80	30	6
BOEING	B-747-100	JT9D-7FWET	585.0	97.80	30	6
BOEING	B-747-100	JT9D-7WET	585.0	97.30	30	6
MCDONNELL DOUG.	DC10-30	CF6-50C1	411.0	97.30	50	
BOEING	B-747-100	JT9D-7	564.0	97.20	30	6
BOEING	B-747-200	JT9D-7FWET	630.0	97.20	30	6
BOEING	B-747-200	RB211-524B	630.0	97.20	30	
MCDONNELL DOUG.	DC10-30	CF6-50C1	403.0	97.10	50	
MCDONNELL DOUG.	DC10-40	JT9D-59A	403.0	97.10	50	
BOEING	B-747-200	JT9D-7WET	630.0	96.70	30	6
BOEING	B-747-200	JT9D-7F	564.0	96.60	30	6
MCDONNELL DOUG.	DC10-30	CF6-50CA	424.0	96.30	50	
BAC	1-11-400	SPEY-MK511	78.0	96.20	45	
MCDONNELL DOUG.	DC10-30	CF6-50C	411.0	96.20	50	
BOEING	B-747-200	JT9D-3AWET	585.0	96.10	30	6
BOEING	B-747-200	JT9D-7	564.0	96.10	30	6
BOEING	B-747-SR	JT9D-7A	564.0	96.10	30	6
BAC	HS-125-600A	VIPER 601	22.0	96.00	-	
BOEING	B-727-100	JT8D-9FCD	137.5	96.00	40	3
MCDONNELL DOUG.	DC-8-63 W/ADC QN	JT3D-3B	245.0	96.00	50	
MCDONNELL DOUG.	DC10-30	CF6-50A	403.0	96.00	50	
MCDONNELL DOUG.	DC9-30	JT8D-7	99.0	96.00	50	
BOEING	B-747-200	JT9D-3A	564.0	95.90	30	6
MCDONNELL DOUG.	DC-8-63F W/ADC QN	JT3D-7	245.0	95.90	50	
MCDONNELL DOUG.	DC10-10	CF6-6D	363.5	95.70	50	
MCDONNELL DOUG.	DC10-10	CF6-6D1	363.5	95.70	50	
MCDONNELL DOUG.	DC9-10	JT8D-7	81.7	95.70	50	
BOEING	B-747-SR	JT9D-7A	564.0	95.60	30	6
BOEING	B-747-200	CF6-50E	630.0	95.50	30	
MCDONNELL DOUG.	DC-8-63 W/TNC QN	JT3D-3B	250.0	95.40	50	
SABRELINER CORP.	SABRE 60A	JT12A-8	-	95.40	-	
BOEING	B-747-200	JT9D-70A	630.0	95.20	30	
MCDONNELL DOUG.	DC-8-63 W/TNC QN	JT3D-7	275.0	95.20	35	
MCDONNELL DOUG.	DC10-10	CF6-6D	363.5	95.10	50	
MCDONNELL DOUG.	DC10-30	CF6-50C2	411.0	95.10	50	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	DC10-30	CF6-50C2B	411.0	95.10	50	
MCDONNELL DOUG.	DC10-40	JT9D-20	403.0	94.90	50	
MCDONNELL DOUG.	DC10-40	JT9D-59A	403.0	94.90	35*	
GATES LEARJET	LEARJET 240	CJ610-6	11.9	94.70	40	
MCDONNELL DOUG.	DC10-10	CF6-601	363.5	94.70	50	
VFW FOKKER	F-28 MK1000	SPEY MK555-15	59.0	94.70	42	
BOEING	B-727-100	JT8D-7FCB	13.7	94.50	40	3
MCDONNELL DOUG.	DC-8-50 W/BNC QN	JT3D-3B	240.0	94.50	-	
MCDONNELL DOUG.	DC-8-61 W/BNC QN	JT3D-3B	240.0	94.50	-	
MCDONNELL DOUG.	DC10-40	JT9D-20	403.0	94.50	50	
BOEING	B-747-200	CF6-50E	585.0	94.40	30	
BAC	1-11-200	SPEY-MK506	71.0	94.30	45	
MCDONNELL DOUG.	DC10-30	CF6-50C2	403.0	94.20	50	
MCDONNELL DOUG.	DC10-30	CF6-50C2B	424.0	94.20	50	
MCDONNELL DOUG.	DC10-30	CF6-6K	403.0	94.20	50	
VFW FOKKER	F-28 MK1000	SPEY MK555-15	59.0	94.10	42	
GATES LEARJET	LEARJET 25B/C	CJ610-6	13.3	93.80	40	
MCDONNELL DOUG.	DC9-30	JT8D-9	99.0	93.80	50	
SABRELINER CORP.	SABRE 70	JT12A-B	18.5	93.80	-	
BOEING	B-747-SP	JT9D-7FWET	475.0	93.50	30	6
MCDONNELL DOUG.	DC10-30	CF6-50C1	421.0	93.50	35*	
MCDONNELL DOUG.	DC10-30	CF6-50A	403.0	93.40	35*	
BOEING	B-747-SP	JT9D-7A	450.0	93.10	30	6
BOEING	B-747-SP	JT9D-7F	475.0	93.10	30	6
DASSAULT BREGUET	FALCON 20	CF700-20-2	27.3	93.10	40	
MCDONNELL DOUG.	DC10-30	CF6-50A	403.0	93.00	35*	
BOEING	B-747-SP	JT9D-7A	450.0	92.80	30	6
LOCKHEED	L-1011-1	RB211-22C	358.0	92.70	42	
BAC	1-11-400	MK511-W/HUSHKIT	78.0	92.50	45	
MCDONNELL DOUG.	DC9-50	JT8D-17	110.0	92.30	50	1
BOEING	B-727-100	JT8D-9FCB	137.5	92.20	30*	3
MCDONNELL DOUG.	DC9-30	JT8D-17	101.0	92.20	50	1
BOEING	B-737-200	JT8D-15QN	101.0	92.10	40	2
LOCKHEED	L-1011	RB211-22B	358.0	92.10	42	5
BOEING	B-737-200	JT8D-9QN	101.7	92.00	40	2
GATES LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	11.9	92.00	40	
GATES LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	13.3	92.00	40	
MCDONNELL DOUG.	DC9-50	JT8D-15	110.0	92.00	50	1
SABRELINER CORP.	SABRE 40A	JT12A-B	17.5	92.00	-	
SABRELINER CORP.	SABRE 60	JT12A-B	17.5	92.00	24	
BOEING	B-737-200	JT8D-15QN	101.0	91.90	40	2
BOEING	B-737-200	JT8D-9QN	103.0	91.90	40	2
BOEING	B-737-200	JT8D-17QN	101.0	91.60	40	2
AIRBUS	A-300B4-2C	CF6-50C	293.3	91.50	25	9

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
AIRBUS	A-300B1	CF6-50A	269.0	91.40	25	9
AIRBUS	A-300B2-1A	CF6-50A	281.1	91.40	15*	9
LOCKHEED	L-1011-1	RB211-22C	358.0	91.40	33*	
AIRBUS	A-300B2-K-3C	CF6-50C	286.7	91.30	25	9
LOCKHEED	L-1011	RB211-22B	358.0	91.30	33*	5
MCDONNELL DOUG.	DC10-10	CF6-6D	363.5	91.10	35*	
BOEING	B-737-200	JT8D-17QN	103.5	91.00	40	2
SABRELINER CORP.	SABRE 80A	CF700-2D-2	22.0	91.00	-	
AIRBUS	A-300B	CF6-50A	269.0	90.90	25	
AIRBUS	A-300B2-1A	CF6-50A	286.7	90.90	25	9
AIRBUS	A-300B2-1C	CF6-50C	286.7	90.90	25	9
MCDONNELL DOUG.	DC9-30	JT8D-15	101.0	90.90	50	1
MCDONNELL DOUG.	DC9-40	JT8D-11	102.0	90.90	50	1
MCDONNELL DOUG.	DC9-40	JT8D-15	102.0	90.90	50	1
BOEING	B-737-200	JT8D-9QN	95.0	90.80	40	2
LOCKHEED	L-1011-1	RB211-22C	358.0	90.80	33*	
MCDONNELL DOUG.	DC9-30	JT8D-9	99.0	90.80	50	1
AIRBUS	A-300B1	CF6-50A	269.0	90.70	15*	9
AIRBUS	A-300B2-1A	CF6-50A	281.1	90.70	25	9
AIRBUS	A-300B2-1C	CF6-50C	281.1	90.70	25	9
AIRBUS	A-300B2-K-3C	CF6-50C	286.7	90.70	15*	9
BOEING	B-727-200	JT8D-7QN	142.5	90.60	40	2
GULFSTREAM AMER.	GULFSTREAM II	SPEY MK511-B	58.5	90.60	39	
MCDONNELL DOUG.	DC9-30	JT8D-9	99.0	90.60	50	1
BOEING	B-757-200	RB211-535C	198.0	90.50	30	
AIRBUS	A-300B2-1A	CF6-50A	286.7	90.40	15*	9
AIRBUS	A-300B2-1C	CF6-50C	281.1	90.40	15*	9
AIRBUS	A-300B2-1C	CF6-50C	286.7	90.40	15*	9
BOEING	B-767-200	JT9D-7R4D	257.0	90.40	30	
BAC	1-11-200	MK506-W/HUSHKIT	71.0	90.30	45	
MCDONNELL DOUG.	DC10-10	CF6-6D	363.5	90.30	35*	
SABRELINER CORP.	SABRE 75A	CF700-2D-2	22.0	90.30	25	
SABRELINER CORP.	SABRE 80	CF700-2D-2	22.0	90.30	25	
MCDONNELL DOUG.	DC10-40	JT9D-20	403.0	90.20	35*	
DASSAULT BREGUET	FALCON 20	CF700-2D-2	27.3	90.10	25*	
AIRBUS	A-300B4-2C	CF6-50C	293.3	90.00	15*	9
AIRBUS	A-300B4-2C	CF6-50C	293.3	90.00	15*	9
LOCKHEED	L-1011-1	RB211-22C	358.0	90.00	33*	
MCDONNELL DOUG.	DC9-40	JT8D-11	102.0	90.00	50	1
ATHON	YS-11A-200	DART MK 542	52.9	90.00	-	
MCDONNELL DOUG.	DC9-30	JT8D-7	99.0	89.90	50	1
BOEING	B-737-300	CFM56-3-B1	114.0	89.80	40	
MCDONNELL DOUG.	DC10-10	CF6-6D1	363.5	89.80	35*	
GATES LEARJET	LEARJET 23	CJ610-1	11.9	89.70	-	

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLN 1000 LBS	EST DBA	FLAPS	NOTES
LOCKHEED	L-188	501-D13	95.7	89.50	-	
MCDONNELL DOUG.	DC9-50	JT8D-15	110.0	89.50	-	
MCDONNELL DOUG.	DC9-50	JT8D-15	110.0	89.50	40*	1
MCDONNELL DOUG.	DC9-50	JT8D-17	110.0	89.50	40*	1
MCDONNELL DOUG.	DC9-50	JT8D-17	104.0	89.50	-	
MCDONNELL DOUG.	DC10-40	JT9D-20	403.0	89.40	35*	
BOEING	B-757-200	RB211-535C	198.4	89.30	25*	
BOEING	B-767-200	JT9D-7R4D	270.0	89.20	25*	
BOEING	B-727-100	JT8D-7FCD	137.5	89.10	30*	3
MCDONNELL DOUG.	DC9-10	JT8D-7	81.7	89.10	50	1
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.7	88.90	-	
BOEING	B-727-200	JT8D-15QW	142.5	88.90	40	2
BOEING	B-727-200	JT8D-17QW	158.0	88.90	40	2
BOEING	B-727-200	JT8D-17QW	142.5	88.90	40	2
BOEING	B-727-200	JT8D-17RWQ	142.5	88.90	40	2
BOEING	B-727-200	JT8D-17RWQ	142.5	88.90	40	2
BOEING	B-727-200	JT8D-9QW	142.5	88.90	40	2
BAC	BAE-748 SERIES 2A	RR DART MK532-2L	41.5	88.80	27	
BAC	BAE-748 SERIES 2B	RR-DART-MK535	43.0	88.80	27	
BOEING	B-737-200	JT8D-7QW	98.0	88.80	40	2
BOEING	B-737-200	JT8D-7QW	95.0	88.80	40	2
IAI	1124A WESTWIND 2	TFE-731-3-1006	19.0	88.80	-	
MCDONNELL DOUG.	DC8-71	CFM56-2-C1	245.0	88.80	46	
MCDONNELL DOUG.	DC10-30	CF6-6K	403.0	88.70	35*	
BOEING	B-767-200	CF6-80A	257.0	88.60	30	
MCDONNELL DOUG.	DC8-72	CFM56-2-C1	245.0	88.60	46	
MCDONNELL DOUG.	DC8-73	CFM56-2-C1	245.0	88.60	46	
BOEING	B-767-200	CF6-80A	270.0	88.40	25*	
BOEING	B-737-200	JT8D-15QW	101.0	88.30	30*	2
BOEING	B-737-200	JT8D-17QW	103.5	88.30	30*	2
GATES LEARJET	LEARJET 24E	CJ610-6	11.9	88.30	40	
GATES LEARJET	LEARJET 24F	CJ610-6	11.9	88.30	40	
LOCKHEED	1329-25 JETSTAR	TFE731-3-1E	36.0	88.30	50	
BOEING	B-757-200	PW2037 (86-3)	210.0	88.20	30	15
BOEING	B-757-200	PW2040	210.0	88.20	30	15
GATES LEARJET	LEARJET 25D	CJ610-6	13.3	88.20	40	
GATES LEARJET	LEARJET 25F	CJ610-6	13.3	88.20	40	
VFW FOKKER	F-27-200	MK532-7	41.0	88.10	-	
BOEING	B-737-200	JT8D-9QW	103.0	87.90	30*	2
BOEING	B-737-200	JT8D-9QW	95.0	87.90	30*	
BOEING	B-737-200	JT8D-9QW	101.7	87.90	30*	2
BOEING	B-737-300	CFM56-3-B1	114.0	87.90	30*	
BOEING	B-757-200	PW-2037 (86-3)	198.0	87.70	30	
BOEING	B-757-200	PW2040	198.0	87.70	30	15

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
DASSAULT BREGUET	FALCON 50	TFE-731-3-1C	35.7	87.60	48	
BOEING	B-727-200	JT8D-70N	142.5	87.40	30*	2
BOEING	B-757-200	PW 2037	198.0	87.10	30	
BOEING	B-757-200	PW2037(B6-3)	210.0	87.10	25	15
BOEING	B-757-200	PW2040	210.0	87.10	25	15
FAIRCHILD	F-27-F	RR DART MK529	36.7	87.00	-	
VFW FOKKER	F-27-500/600	MK532-7R	42.0	86.80	-	
BAC	BAE 146-200A	ALF-502R-3	81.0	86.60	33	
BAC	BAE 146-200A	ALF-502R-5	81.0	86.60	33	
BOEING	B-757-200	PW-2037(B6-3)	198.0	86.60	25*	
BOEING	B-757-200	PW2040	198.0	86.60	25	15
BAC	HS-125-400A	TFE-731-3	20.0	86.40	45	
BAC	BAE 146-100-20	ALF-502R-3	77.5	86.30	33	
BAC	BAE 146-100-20	ALF-502R-5	77.5	86.30	33	
VFW FOKKER	F-28 MK4000	SPEY MK555-15H	64.0	86.30	-	
BOEING	B-757-200	PW 2037	198.0	86.20	25*	
DASSAULT BREGUET	FALCON 10	TFE-731-2	17.2	86.20	52	
BAC	BAE 146-100A	ALF-502R-3	72.4	86.10	33	
BAC	BAE 146-100A	ALF-502R-5	72.4	86.10	33	
BAC	HS-125-1A	TFE-731-3	19.6	86.10	45	
BAC	HS-125-700A	TFE-731-3	22.0	86.10	45	
BAC	HS-125-700A	TFE-731-3R	22.0	86.10	45	
BOEING	B-727-200	JT8D-158N	142.5	86.10	30*	2
BOEING	B-727-200	JT8D-170N	158.0	86.10	30*	2
BOEING	B-727-200	JT8D-170N	142.5	86.10	30*	2
BOEING	B-727-200	JT8D-170N	142.5	86.10	30*	2
BOEING	B-727-200	JT8D-90N	142.5	86.10	30*	2
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.0	86.00	-	
GULFSTREAM AMER.	GULFSTREAM I	RR DART MK529	33.6	85.90	-	
BAC	HS-125-3A/RA	TFE-731-3	20.0	85.80	45	
BOEING	B-737-200	JT8D-70N	95.0	85.80	30*	2
GENERAL DYNAMICS	CV-580	501-D13	52.0	85.70	-	
BOEING	B-757-200	RB211-535E4	198.0	85.20	30	
BAC	125-800	TFE-731-5R-1H	23.4	85.00	45	
BAC	BAE 146-200A	ALF-502R-3	81.0	84.90	30*	
BAC	BAE 146-200A	ALF-502R-5	81.0	84.90	30*	
BOEING	B-757-200	RB211-535E4	198.0	84.90	25*	
BAC	BAE 146-100-20	ALF-502R-3	77.5	84.60	30*	
BAC	BAE 146-100-20	ALF-502R-5	77.5	84.60	30*	
BAC	VISCOUNT 745	RR DART6 MK510	64.0	84.60	-	
BAC	BAE 146-100A	ALF 502R-3	72.4	84.40	30*	
BAC	BAE 146-100A	ALF-502R-5	72.4	84.40	30*	
IAI	1124 WESTWIND	TFE731-3-16	19.0	84.40	20	
MCDONNELL DOUG.	MD-80	JT8D-219	139.5	84.40	40	

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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
AEROSPATIALE	ATR-42	PW 120	37.1	84.30	-	
BAC	HS-125-1A	TFE-731-3	19.6	84.10	25*	
BAC	HS-125-700A	TFE-731-3	22.0	84.10	25*	
BAC	HS-125-700A	TFE-731-3R	22.0	84.10	25*	
DASSAULT BREGUET	FALCON 200	ATF3-6A-4C	28.8	84.10	40	
DEHAVILLAND	DHC-7	PT6A-50	42.0	84.00	-	
DOUGLAS	DC-3	R-1830-90C	24.4	84.00	-	
GENERAL DYNAMICS	CV-440	R-2800	47.2	84.00	-	
MCDONNELL DOUG.	MD-87	JT8D-219	128.0	84.00	28	
SHORTS	SD3-60-300	PT6A-67R	26.5	84.00	30	
GULFSTREAM AMER.	GULFSTREAM II	SPEY MK511-8	58.5	83.90	20*	
MCDONNELL DOUG.	MD-80	JT8D-209	130.0	83.90	40	
BAC	HS-125-3A/RA	TFE-731-3	20.0	83.80	25*	
BAC	HS-125-400A	TFE-731-3	20.0	83.80	25*	
MCDONNELL DOUG.	MD-80	JT8D-217	130.0	83.70	28	
VFW FOKKER	FOKKER-100	RR TAY MK620-15	88.0	83.30	28	
GATES LEARJET	LEARJET 35	TFE731-2	14.3	83.10	40	
GATES LEARJET	LEARJET 36	TFE731-2	14.3	83.10	40	
BEECH	BEECHJET 400	JT15D-5	14.2	83.00	-	
CESSNA	CITATION III	TFE-731-3-100S	20.0	83.00	20*	
CESSNA	CITATION III	TFE-731-3B-100S	21.0	83.00	20*	
CESSNA	CITATION III	TFE-731-3B-100S	22.0	83.00	20*	
DASSAULT BREGUET	FALCON 900	TFE-731-5A	42.0	82.60	20	
VFW FOKKER	F-27-100	RR DART6 MK514	37.5	82.60	-	
GULFSTREAM AMER.	GULFSTREAM IIB	SPEY MK511-8	58.5	82.50	20*	
GULFSTREAM AMER.	GULFSTREAM III	SPEY MK511-8	58.5	82.50	20*	
GATES LEARJET	LEARJET 35A	TFE731-2	15.3	82.20	40	
GATES LEARJET	LEARJET 36A	TFE731-2	15.3	82.20	40	
DASSAULT BREGUET	FALCON 10	TFE-731-2	17.2	82.10	30*	
DASSAULT BREGUET	FALCON 50	TFE-731-1C	35.7	82.00	20*	
GATES LEARJET	LEARJET 55B	TFE-731-3A-2B	18.0	81.90	-	
EMBRAER	EMB-120 BRASILIA	PW115	21.2	81.80	45	
SHORTS	3-30	PT6A-45A	22.1	81.80	-	
CANADAIR	CHALLENGER 600	ALF-502L	36.0	81.70	45	
SABRELINER CORP.	SABRE 65	TFE-731-3R-1D	21.8	81.70	-	
GATES LEARJET	LEARJET 35 W/CENTURY III	TFE-731-2	17.0	81.60	40	
GATES LEARJET	LEARJET 36 W/CENTURY III	TFE-731-2	17.0	81.60	40	
GATES LEARJET	LEARJET 55	TFE-731-3B	17.0	81.50	-	
DEHAVILLAND	DHC-8	PW120	32.0	80.60	35	
GULFSTREAM AMER.	GULFSTREAM IV	RR TAY 610-8	58.5	80.60	39	
CANADAIR	CHALLENGER 601	CF34-1A	36.0	80.40	-	
SHORTS	3-60	PT6A-65R	26.1	80.10	30	
BAC	BAE-748 SERIES 2B	MK535-W/HUSHKIT	43.0	80.00	27	
BEECH	B60	T10-541-E1C4	6.8	80.00	-	

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MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
SAAB FAIRCHILD	SF340	G.E. CT7-5A2	26.5	80.00	35	
CESSNA	S550	JT15D-4B	14.4	79.60	-	
CESSNA	CITATION II	JT15D-4	13.3	79.30	40	
AEROSPATIALE	SN601 CORVETTE	JT15D-4	12.4	79.10	35	
IAI	1125 WESTWIND ASTRO	TPE-731	20.7	79.10	-	
FAIRCHILD	SA226-AC METRO III	TPE-331-11U	14.0	78.50	-	
FAIRCHILD	SA227-AT MERLIN III C	TPE-331-10U	13.2	78.50	-	
FAIRCHILD	SA227-AT MERLIN IV C	TPE-331-11U	14.0	78.50	-	
PIPER	CHEYENNE 400LS	TPE-331-14	11.1	78.50	-	
DEHAVILLAND	DHC-6	PT6A-27	12.5	78.00	-	
GULFSTREAM AMER.	695A COMMANDER 1000	TPE-331-10	10.6	77.90	-	
GULFSTREAM AMER.	GULFSTREAM I	MK529 W/HUSHKIT	33.6	77.90	-	
BEECH	SUPER KINGAIR 200	PT6A-41	12.5	77.80	-	
BEECH	SUPER KINGAIR B200	PT6A-41	12.5	77.80	-	
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.5	77.80	-	
CESSNA	500	JT15D-1	10.9	77.70	40	
CESSNA	CITATION I	JT15D-1A	11.9	77.70	40	
GULFSTREAM AMER.	690C COMMANDER 840	TPE-331-5	9.7	77.40	-	
GULFSTREAM AMER.	690D COMMANDER 900	TPE-331-5	10.6	77.40	-	
GULFSTREAM AMER.	695	TPE-331-10	9.7	77.40	-	
GULFSTREAM AMER.	695 COMMANDER 980	TPE-331-10	9.7	77.40	-	
BEECH	F90 KINGAIR	PT6A-135	10.9	77.30	-	
SHORTS	SKYVAN	TPE-331-201	12.5	77.30	46	
MITSUBISHI	MU300 DIAMOND I	JT15D-4	13.2	77.20	30	
BEECH	B100 KINGAIR	TPE-331-6	11.2	77.10	-	
BEECH	C99 AIRLINER	PT6A-34	11.3	77.10	-	
PIPER	PA-42 CHEYENNE	PT6A-41	9.4	77.10	-	
BEECH	1900	PT6A-65B	16.1	77.00	-	
BEECH	58P	TS10-520WB	6.2	77.00	-	
BEECH	58TC	TS10-520-WB	6.2	77.00	-	
GULFSTREAM AMER.	500S	IO-540-E185	6.8	77.00	-	
CESSNA	CONQUEST II	TPE-331-8	9.8	76.50	-	
EMBRAER	EMB 110-P2	PT6A-34	12.5	76.00	-	
FAIRCHILD	SA226-AT	TPE-331-3U-303G	12.5	76.00	-	
FAIRCHILD	SA226-T	TPE-331-3U-303G	12.5	76.00	-	
FAIRCHILD	SA226-TC METRO II	TPE-331-3UW-303G	12.5	76.00	-	
GULFSTREAM AMER.	690B	TPE-331-5-251K	9.7	76.00	-	
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.0	76.00	-	
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	10.2	76.00	-	
BEECH	C90	PT6A-21	9.7	75.00	-	
BEECH	H18	R-985AN-14B	9.5	75.00	-	
CESSNA	CONQUEST I	PT6A-112	8.2	75.00	-	
BAC	JETSTREAM 31	TPE331-10U-501H	14.6	74.70	-	
DORNIER	DORNIER 228	TPE-331-5-252D	12.6	74.70	-	

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
BEECH	99A	PT6A-27	10.4	74.00	-	
BEECH	A100	PT6A-28	11.2	74.00	-	
BEECH	880	I650-540-A1D	8.8	74.00	-	
BEECH	E55 (2 BLD)	10-520-C	5.3	74.00	-	
BEECH	E55 (3BLD)	10-520-C	5.3	74.00	-	
CESSNA	402C	TS10-520-V8	6.9	74.00	-	
CESSNA	404	6TS10-520-M	8.4	74.00	-	
CESSNA	421C	6TS10-520-L	7.5	74.00	-	
GULFSTREAM AMER.	680FL	I650-540-B1A	8.0	74.00	-	
PIPER	PA-31-325	T10-540-F2BD	6.5	74.00	-	
PIPER	PA-31-350	T10-540-J2BD	7.0	74.00	-	
PIPER	PA-31T	PT6A-28	9.0	74.00	-	
BEECH	65 QUEENAIR	I650-480-A1B6	7.4	73.80	-	
CESSNA	310B	10-470-V0	5.2	73.70	-	
BEECH	5B (2BLD)	10-520-C	5.4	73.00	-	
BEECH	5B (3BLD)	10-520-C	5.4	73.00	-	
BEECH	855	10-470-L	5.1	73.00	-	
BEECH	855(3BLD)	10-470-L	5.1	73.00	-	
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.2	73.00	-	
CESSNA	310R	TS10-520-BB	5.5	73.00	-	
CESSNA	320C	TS10-470-D	5.2	73.00	-	
CESSNA	340A	TS10-520-MB	6.0	73.00	-	
CESSNA	401	TS10-520-E	6.3	73.00	-	
CESSNA	414A	TS10-520-N	6.8	73.00	-	
CESSNA	CARAVAN I	PT6A-114	7.3	73.00	-	
GULFSTREAM AMER.	560E	60-480-C1B6	6.5	73.00	-	
PIPER	601P	10-540-S1A5	6.0	73.00	-	
PIPER	PA-23-250	10-540-C4B5	4.94	73.00	-	
PIPER	PA-31-310	T10-540-A2C	6.5	73.00	-	
PIPER	PA-60-600	10-540-K1J5	5.5	73.00	-	
PIPER	PA-602P	10-540-AA1A5	6.0	73.00	-	
CESSNA	337H	10-360-B	4.6	72.00	-	
GULFSTREAM AMER.	6A-7	O-320-D1D	3.8	72.00	-	
PIPER	PA-34-200T	TS10-360-E	4.5	72.00	-	
PIPER	PA-34-220T	TS10-360-KB	4.5	72.00	-	
BEECH	D95A TRAVELAIR	10-320-B1B	4.2	71.10	-	
BEECH	76	10-360-A166D	3.9	71.00	-	
PIPER	PA-44-180	O-360-E1A6D	3.8	71.00	-	
PIPER	PA-44-180T(2BLD)	T0-360-E1A6D	3.9	71.00	-	
PIPER	PA-44-180T(3BLD)	T0-360-E1A6D	3.9	71.00	-	
PIPER	PA-30 TWIN COMANCHE	10-320-B	3.6	70.60	-	
BEECH	35-B33	10-470-K	3.0	68.00	-	
CESSNA	210	10-520-L	3.8	67.10	-	
BEECH	35-C33A	10-520-B	3.3	64.00	-	

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
BEECH	A36	IO-520-BA	3.6	64.00	-	
BEECH	B36TC BONANZA	TSIO-520U	3.85	64.00	-	
BEECH	F33A	IO-520-B	3.4	64.00	-	
BEECH	V35B (3BLD)	IO-520-B	3.4	64.00	-	
BELLANCA	17-30A	IO-540-T4B5D	3.3	64.00	-	
CESSNA	185F	IO-520-D	3.4	64.00	-	
CESSNA	T210L	TSIO-520-R	3.8	64.00	-	
CESSNA	T210M	TSIO-520-R	3.8	64.00	-	
CESSNA	TU2066	TSIO-520-M	3.6	64.00	-	
PIPER	PA-32-300	IO-540-K165D	3.4	64.00	-	
PIPER	PA-32R-300	IO-540-K165D	3.6	64.00	-	
PIPER	PA-32R-301	IO-540-K165D	3.6	64.00	-	
PIPER	PA-32R-301T	TIO-540-S1AD	3.6	64.00	-	
PIPER	PA-32RT-300	IO-540-K1A5D	3.6	64.00	-	
PIPER	PA-46-31P MALIBU	TSIO-520-BE	4.1	63.90	-	
CESSNA	207	IO-520-F	3.8	63.80	-	
CESSNA	206	IO-520-A	3.3	63.50	-	
BEECH	E35	E-225-8	2.7	63.00	-	
BEECH	K35,M35	IO-470-C	3.0	63.00	-	
CESSNA	180	O-470-J	2.8	63.00	-	
PIPER	PA-24-260	IO-540-B1A5	3.2	63.00	-	
PIPER	PA-28-235	O-540-B4B5	3.0	63.00	-	
PIPER	PA-28-236	O-540-J3A5D	3.0	63.00	-	
MAULE	MX7-235	O540-J1A5D	2.5	62.70	-	
BEECH	A24R	IO-360-A1B6	2.8	62.00	-	
BEECH	C23	O-360-A4K	2.5	62.00	-	
BEECH	C24R	IO-360-A1B6	2.8	62.00	-	
BEECH	C35	E-185-11	2.7	62.00	-	
BELLANCA	B6CBC	O-360-C2E	2.2	62.00	-	
CESSNA	172N	O-320-H2AD	2.3	62.00	-	
CESSNA	177R6	IO-360-A1B6	2.8	62.00	-	
GULFSTREAM AMER.	112	IO-360-C1D6	2.7	62.00	-	
MOONEY	M20C	O-360-A1D	2.6	62.00	-	
MOONEY	M20J	IO-360-A1B6D	2.7	62.00	-	
PIPER	PA-28-181	O-360-A4M	2.5	62.00	-	
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.8	62.00	-	
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.9	62.00	-	
BEECH	A-23	IO-360-A	2.4	61.00	-	
CESSNA	170B	C-145-2H	2.2	61.00	-	
CESSNA	172	O-320-E2D	2.3	61.00	-	
GULFSTREAM AMER.	AA-5A	O-320-E26	2.2	61.00	-	
PIPER	PA-18-150	O-320-A2B	1.8	61.00	-	
PIPER	PA-28-140	O-320-E3D	2.2	61.00	-	
PIPER	PA-28-151	O-320-E3D	2.2	61.00	-	

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

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLM 1000 LBS	EST DBA	FLAPS	NOTES
PIPER	PA-28-161	O-320-D36	2.4	61.00	-	
PIPER	PA-28-200	O-360-C1C	2.7	61.00	-	
BEECH	77	O-235-L2C	1.7	60.00	-	
BELLANCA	76CAA	O-320-A2B	1.7	60.00	-	
PIPER	PA-38-112	O-235-L2C	1.7	60.00	-	
CESSNA	150	O-200-A	1.6	59.00	-	
CESSNA	150M	O-200-A	1.6	59.00	-	
CESSNA	152	O-235-L2C	1.7	59.00	-	
GULFSTREAM AMER.	AA-1B	O-235	1.6	59.00	-	
CESSNA	182P	O-470-S	3.0	56.00	-	
CESSNA	182Q	O-470-U	3.0	56.00	-	
GULFSTREAM AMER.	AA-5B TIGER	O-360-A4K	2.2	52.00	-	

APPENDIX 2
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	TO NOTES
AEROSPATIALE	ATR-42	PW 120	37.50	37.1	84.3	68.3	-	12
AEROSPATIALE	MDHAWK 298	PT6A-45A	23.40	23.0	86.0	76.0	-	4
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.90	22.7	88.9	78.3	-	4,8
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.90	12.4	79.1	63.8	35	4
AIRBUS	A-300B	CF6-50A	302.0	269.0	90.9	79.1	25	4,8
AIRBUS	A-300B1	CF6-50A	302.0	269.0	90.7	76.8	15*	4,8,9
AIRBUS	A-300B1	CF6-50A	302.0	269.0	91.4	76.8	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.4	281.1	90.7	76.8	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.4	281.1	91.4	76.8	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.4	286.7	90.4	78.3	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.4	286.7	90.9	78.3	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.0	281.1	90.4	76.0	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.0	281.1	90.7	76.0	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.4	286.7	90.4	77.1	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.4	286.7	90.9	77.1	25	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	286.7	90.7	75.9	15*	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	312.4	286.7	91.3	75.9	25	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	330.0	293.3	90.0	77.9	15*	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	330.0	293.3	91.5	77.9	25	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	336.6	293.3	90.0	78.5	15*	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	346.5	293.3	90.0	79.4	15*	4,8,9
BAC	1-11-200	MK506-W/HUSHKIT	80.00	71.0	90.3	84.1	45	15
BAC	1-11-200	SPEY-MK506	80.00	71.0	94.3	85.8	45	15
BAC	1-11-400	MK511-W/HUSHKIT	89.50	78.0	92.5	87.5	45	15
BAC	1-11-400	SPEY-MK511	89.50	78.0	96.2	90.5	45	8,15
BAC	1-11-500	SPEY-MK512	99.70	87.0	98.6	89.9	45	4
BAC	1-11-500	SPEY-MK512	104.5	87.0	98.6	90.5	45	4
BAC	125-800	TFE-731-5R-1H	27.40	23.4	85.0	69.7	45	8,15
BAC	BAE 146-100-20	ALF-502R-3	82.30	77.5	84.6	74.2	30*	8,15
BAC	BAE 146-100-20	ALF-502R-3	82.30	77.5	86.3	74.2	33	8,15
BAC	BAE 146-100-20	ALF-502R-5	82.30	77.5	84.6	73.1	30*	8,15
BAC	BAE 146-100-20	ALF-502R-5	82.30	77.5	86.3	73.1	33	8,15
BAC	BAE 146-100A	ALF 502R-3	76.00	72.4	84.4	71.3	30*	8,15
BAC	BAE 146-100A	ALF-502R-3	76.00	72.4	86.1	71.3	33	8,15
BAC	BAE 146-100A	ALF-502R-5	76.00	72.4	84.4	70.4	30*	8,15
BAC	BAE 146-100A	ALF-502R-5	76.00	72.4	86.1	70.4	33	8,15
BAC	BAE 146-200A	ALF-502R-3	89.50	81.0	84.9	77.8	30*	8,15
BAC	BAE 146-200A	ALF-502R-3	89.50	81.0	86.6	77.8	33	8,15
BAC	BAE 146-200A	ALF-502R-5	89.50	81.0	84.9	76.5	30*	8,15
BAC	BAE 146-200A	ALF-502R-5	89.50	81.0	86.6	76.5	33	8,15
BAC	BAE-748 SERIES 2A	RR DART	44.50	41.5	88.8	78.0	27	8,15
BAC	BAE-748 SERIES 2B	MK535-W/HUSHKIT	46.50	43.0	80.0	78.0	27	8,15
BAC	BAE-748 SERIES 2B	RR-DART-MK535	46.50	43.0	88.8	78.3	27	8,15
BAC	HS-125-1A	TFE-731-3	21.20	19.6	84.1	73.2	25*	8,15
BAC	HS-125-1A	TFE-731-3	21.20	19.6	86.1	73.2	45	8,15

APPENDIX 2
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	TO NOTES
BAC	HS-125-1A	VIPER-522	21.20	19.6	98.5	83.1	50	8,15
BAC	HS-125-3A/R	VIPER-522	22.70	20.0	98.7	84.8	50	8,15
BAC	HS-125-3A/RA	TFE-731-3	23.60	20.0	83.8	75.3	25*	8,15
BAC	HS-125-3A/RA	TFE-731-3	23.60	20.0	85.8	75.3	45	8,15
BAC	HS-125-400A	TFE-731-3	23.60	20.0	83.8	77.8	25*	8,15
BAC	HS-125-400A	TFE-731-3	23.60	20.0	86.4	77.8	45	8,15
BAC	HS-125-600A	VIPER 601	25.50	22.0	96.0	81.9	-	
BAC	HS-125-700A	TFE-731-3	25.50	22.0	84.1	77.8	25*	8,15
BAC	HS-125-700A	TFE-731-3	25.50	22.0	86.1	77.8	45	8,15
BAC	HS-125-700A	TFE-731-3R	25.50	22.0	84.1	81.4	25*	8,15
BAC	HS-125-700A	TFE-731-3R	25.50	22.0	86.1	81.4	45	8,15
BAC	JETSTREAM 31	TPE331-10U-501H	15.20	14.6	74.7	63.7	-	15
BAC	VISCOUNT 745	RR DART6 MK510	72.50	64.0	84.6	78.1	-	11
BEECH	1900	PT6A-65B	16.60	16.1	77.0	66.5	-	10
BEECH	35-B33	I0-470-K	3.00	3.0	68.0	71.0	-	10,11
BEECH	35-C33A	I0-520-B	3.30	3.3	64.0	70.0	-	11
BEECH	58 (2BLD)	I0-520-C	5.40	5.4	73.0	67.0	-	11
BEECH	58 (3BLD)	I0-520-C	5.40	5.4	73.0	63.0	-	11
BEECH	58P	TS10-520WB	6.20	6.2	77.0	66.0	-	10,11
BEECH	58TC	TS10-520-WB	6.20	6.2	77.0	67.0	-	10,11
BEECH	65 QUEENAIR	16S0-480-A1B6	7.70	7.4	73.8	65.9	-	11
BEECH	76	I0-360-A166D	3.90	3.9	71.0	62.0	-	11
BEECH	77	0-235-L2C	1.70	1.7	60.0	56.0	-	11
BEECH	99A	PT6A-27	10.40	10.4	74.0	66.0	-	4
BEECH	A-23	I0-360-A	2.40	2.4	61.0	58.0	-	11
BEECH	A100	PT6A-28	11.50	11.2	74.0	62.0	-	4
BEECH	A24R	I0-360-A1B6	2.80	2.8	62.0	65.0	-	11
BEECH	A36	I0-520-BA	3.60	3.6	64.0	71.0	-	11
BEECH	B100 KINGAIR	TPE-331-6	11.80	11.2	77.1	61.5	-	11
BEECH	B36TC BONANZA	TS10-520U	3.85	3.85	64.0	71.0	-	11
BEECH	B55	I0-470-L	5.10	5.1	73.0	73.0	-	11
BEECH	B55(3BLD)	I0-470-L	5.10	5.1	73.0	71.0	-	11
BEECH	B60	T10-541-E1C4	6.80	6.8	80.0	63.0	-	10,11
BEECH	B80	16S0-540-A1D	8.80	8.8	74.0	66.0	-	11
BEECH	BEECHJET 400	JT15D-5	15.80	14.2	83.0	71.8	-	15
BEECH	C23	0-360-A4K	2.50	2.5	62.0	59.0	-	11
BEECH	C24R	I0-360-A1B6	2.80	2.8	62.0	63.0	-	11
BEECH	C35	E-185-11	2.70	2.7	62.0	75.0	-	11
BEECH	C90	PT6A-21	9.70	9.7	75.0	68.0	-	10
BEECH	C99 AIRLINER	PT6A-34	11.30	11.3	77.1	71.1	-	5,11
BEECH	D95A TRAVELAIR	I0-320-B1B	4.20	4.2	71.1	58.0	-	11
BEECH	E35	E-225-8	2.70	2.7	63.0	75.0	-	11
BEECH	E55 (2 BLD)	I0-520-C	5.30	5.3	74.0	67.0	-	11
BEECH	E55 (3BLD)	I0-520-C	5.30	5.3	74.0	63.0	-	11
BEECH	F33A	I0-520-B	3.40	3.4	64.0	70.0	-	11

APPENDIX 2
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOSW 1000 LBS	MLW 1000 LBS	APP DBA	TD DBA	APP FLAPS	TD NOTES
BEECH	F90 KINGAIR	PT6A-135	10.90	10.9	77.3	62.0	-	5,11
BEECH	H18	R-985AN-14B	9.90	9.5	75.0	69.6	-	11
BEECH	K35,M35	IO-A70-C	3.00	3.0	63.0	70.0	-	11
BEECH	SUPER KINGAIR 200	PT6A-41	12.50	12.5	77.8	68.8	-	11
BEECH	SUPER KINGAIR B200	PT6A-41	12.50	12.5	77.8	68.8	-	10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	12.5	77.8	68.8	-	5,11
BEECH	V35B (3BLD)	IO-520-B	3.40	3.4	64.0	69.0	-	11
BELLANCA	17-30A	IO-540-T4B5D	3.30	3.3	64.0	65.0	-	4
BELLANCA	76CAA	O-320-A2B	1.70	1.7	60.0	51.0	-	4
BELLANCA	86CBC	O-360-C2E	2.20	2.2	62.0	58.0	-	11
BOEING	B-707-300B/C COMTRAN BN	JT3D-3B	322.3	247.0	98.4	94.0	25	8
BOEING	B-727-100	JT8D-7FCD	160.5	13.7	89.1	83.7	30*	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	160.5	13.7	94.5	83.7	40	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	169.5	137.5	89.1	86.1	30*	3,8,14,15
BOEING	B-727-100	JT8D-9FCD	160.5	137.5	96.0	82.4	40	3,8,15
BOEING	B-727-100	JT8D-9FCD	169.5	137.5	92.2	85.0	30*	3,8,15
BOEING	B-727-100	JT8D-9FCD	169.5	137.5	96.0	85.0	40	3,8,15
BOEING	B-727-200	JT8D-150N	184.2	142.5	86.1	87.5	30*	2,8,14,15
BOEING	B-727-200	JT8D-150N	184.2	142.5	88.9	87.5	40	2,8,14,15
BOEING	B-727-200	JT8D-150N	190.5	142.5	86.1	89.0	30*	2,8,14,15
BOEING	B-727-200	JT8D-150N	190.5	142.5	88.9	89.0	40	2,8,14,15
BOEING	B-727-200	JT8D-170N	190.5	142.5	86.1	88.5	30*	2,8,14,15
BOEING	B-727-200	JT8D-170N	190.5	142.5	88.9	88.5	40	2,8,14,15
BOEING	B-727-200	JT8D-170N	203.1	158.0	86.1	92.2	30*	2,8,14,15
BOEING	B-727-200	JT8D-170N	203.1	158.0	88.9	92.2	40	2,8,14,15
BOEING	B-727-200	JT8D-170N	197.0	142.5	86.1	89.9	30*	2,8,15
BOEING	B-727-200	JT8D-170N	197.0	142.5	88.9	89.9	40	2,8,15
BOEING	B-727-200	JT8D-170N	208.0	142.5	86.1	92.6	30*	2,8,15
BOEING	B-727-200	JT8D-170N	208.0	142.5	88.9	92.6	40	2,8,15
BOEING	B-727-200	JT8D-70N	172.5	142.5	87.4	88.0	30*	2,8,15
BOEING	B-727-200	JT8D-70N	172.5	142.5	90.6	88.0	40	2,8,15
BOEING	B-727-200	JT8D-90N	172.5	142.5	88.9	86.7	40	2,8,14,15
BOEING	B-727-200	JT8D-90N	184.8	142.5	86.1	90.4	30*	2,8,14,15
BOEING	B-727-200	JT8D-90N	184.8	142.5	88.9	90.4	40	2,8,14,15
BOEING	B-737-200	JT8D-150N	115.5	101.0	88.3	85.2	30*	2,8,15
BOEING	B-737-200	JT8D-150N	115.5	101.0	92.1	85.2	40	2,8,15
BOEING	B-737-200	JT8D-150N	117.0	101.0	88.3	88.0	30*	2,8,15
BOEING	B-737-200	JT8D-150N	117.0	101.0	91.9	88.0	40	2,8,15
BOEING	B-737-200	JT8D-170N	115.5	101.0	91.6	84.5	40	2,8,14,15
BOEING	B-737-200	JT8D-170N	122.5	103.5	88.3	87.3	30*	2,8,14,15
BOEING	B-737-200	JT8D-170N	122.5	103.5	91.0	87.3	40	2,8,14,15
BOEING	B-737-200	JT8D-70N	100.5	95.0	85.8	82.4	30*	2,8,14
BOEING	B-737-200	JT8D-70N	100.5	95.0	88.8	82.4	40	2,8,14
BOEING	B-737-200	JT8D-70N	109.0	98.0	88.8	85.8	40	2,8,14
BOEING	B-737-200	JT8D-90N	109.0	95.0	87.9	84.8	30*	2,8,14,15

APPENDIX 2
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	MLW 1000 LBS	APP DBA	TD DBA	APP FLAPS	TD NOTES
BOEING	B-737-200	JT8D-90N	109.0	95.0	90.8	84.8	40	2,8,14,15
BOEING	B-737-200	JT8D-90N	114.5	103.0	87.9	87.0	30*	2,8,14,15
BOEING	B-737-200	JT8D-90N	114.5	103.0	91.9	87.0	40	2,8,14,15
BOEING	B-737-200	JT8D-90N	117.0	101.7	87.9	88.0	30*	2,8,14,15
BOEING	B-737-200	JT8D-90N	117.0	101.7	92.0	88.0	40	2,8,14,15
BOEING	B-737-300	CFM56-3-B1	135.0	114.0	87.9	76.6	30*	8,15
BOEING	B-737-300	CFM56-3-B1	135.0	114.0	89.8	76.6	40	8,15
BOEING	B-747-100	JT9D-7	710.0	564.0	97.2	99.1	30	4,6
BOEING	B-747-100	JT9D-7F	750.0	585.0	97.8	101.	30	4,6
BOEING	B-747-100	JT9D-7FWET	750.0	585.0	97.8	101.	30	4,6
BOEING	B-747-100	JT9D-7WET	750.0	585.0	97.3	100.	30	4,6
BOEING	B-747-200	CF6-50E	775.0	585.0	94.4	95.8	30	4
BOEING	B-747-200	CF6-50E	800.0	630.0	95.5	96.6	30	4
BOEING	B-747-200	CF6-50E	820.0	630.0	95.5	97.3	30	4
BOEING	B-747-200	JT9D-3A	767.0	564.0	95.9	101.	30	4,6
BOEING	B-747-200	JT9D-3AWET	773.0	585.0	96.1	99.6	30	4,6
BOEING	B-747-200	JT9D-7	770.0	564.0	96.1	99.4	30	4,6
BOEING	B-747-200	JT9D-70A	820.0	630.0	95.2	94.1	30	4
BOEING	B-747-200	JT9D-7F	775.0	564.0	96.6	99.1	30	4,6
BOEING	B-747-200	JT9D-7FWET	805.0	630.0	97.2	99.9	30	4,6
BOEING	B-747-200	JT9D-7WET	785.0	630.0	96.7	99.3	30	4,6
BOEING	B-747-200	RB211-524B	800.0	630.0	97.2	96.0	30	4
BOEING	B-747-SP	JT9D-7A	660.0	450.0	92.8	94.9	30	4,6
BOEING	B-747-SP	JT9D-7A	690.0	450.0	93.1	96.1	30	4,6
BOEING	B-747-SP	JT9D-7F	660.0	475.0	93.1	94.9	30	4,6
BOEING	B-747-SP	JT9D-7FWET	695.0	475.0	93.5	96.2	30	4,6
BOEING	B-747-SR	JT9D-7A	570.0	564.0	95.6	90.0	30	4,6
BOEING	B-747-SR	JT9D-7A	610.0	564.0	96.1	92.9	30	4,6
BOEING	B-757-200	PW 2037	223.8	198.0	87.1	72.0	30	8,15
BOEING	B-757-200	PW 2037	240.0	198.0	86.2	74.7	25*	8,15
BOEING	B-757-200	PW-2037 (B6-3)	220.0	198.0	87.7	69.9	30	8,15
BOEING	B-757-200	PW-2037 (B6-3)	230.0	198.0	87.7	71.4	30	8,15
BOEING	B-757-200	PW-2037 (B6-3)	240.0	198.0	86.6	73.2	25*	8,15
BOEING	B-757-200	PW2037 (B6-3)	250.0	210.0	87.1	75.0	25	8,15
BOEING	B-757-200	PW2037 (B6-3)	250.0	210.0	88.2	75.0	30	8,15
BOEING	B-757-200	PW2040	220.0	198.0	86.6	68.1	25	8,15
BOEING	B-757-200	PW2040	230.0	198.0	87.7	69.6	30	8,15
BOEING	B-757-200	PW2040	240.0	210.0	87.1	71.2	25	8,15
BOEING	B-757-200	PW2040	250.0	210.0	88.2	72.9	30	8,15
BOEING	B-757-200	RB211-535C	220.0	198.0	90.5	73.0	30	8,15
BOEING	B-757-200	RB211-535C	240.0	198.4	89.3	76.1	25*	8,15
BOEING	B-757-200	RB211-535E4	220.0	198.0	85.2	68.3	30	8,15
BOEING	B-757-200	RB211-535E4	240.0	198.0	84.9	71.4	25*	8,15
BOEING	B-767-200	CF6-80A	279.9	257.0	88.6	71.3	30	8,15
BOEING	B-767-200	CF6-80A	315.0	270.0	88.4	75.8	25*	8,15

APPENDIX 2
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	APP DBA	TU DBA	APP FLAPS	TD NOTES
BOEING	B-767-200	JT9D-7R4D	282.0	257.0	90.4	72.9	30	8,15
BOEING	B-767-200	JT9D-7R4D	315.0	270.0	89.2	77.1	25*	8,15
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	6.2	73.0	68.0	-	11
CANADAIR	CHALLENGER 600	ALF-502L	40.40	36.0	81.7	66.9	45	12
CANADAIR	CHALLENGER 601	CF34-1A	43.10	36.0	80.4	66.4	-	15
CESSNA	150	O-200-A	1.60	1.6	59.0	56.0	-	11
CESSNA	150M	O-200-A	1.60	1.6	59.0	55.0	-	11
CESSNA	152	O-235-L2C	1.70	1.7	59.0	55.0	-	11
CESSNA	170B	C-145-2H	2.20	2.2	61.0	68.0	-	11
CESSNA	172	O-320-E2D	2.30	2.3	61.0	61.0	-	11
CESSNA	172N	O-320-H2AD	2.30	2.3	62.0	63.0	-	10
CESSNA	177RG	IO-360-A1B6	2.80	2.8	62.0	65.0	-	11
CESSNA	180	O-470-J	2.80	2.8	63.0	69.0	-	11
CESSNA	182P	O-470-S	3.00	3.0	56.0	70.0	-	10,11
CESSNA	182Q	O-470-U	3.00	3.0	56.0	69.0	-	10,11
CESSNA	185F	IO-520-D	3.40	3.4	64.0	66.0	-	11
CESSNA	206	IO-520-A	3.30	3.3	63.5	70.2	-	11
CESSNA	207	IO-520-F	3.80	3.8	63.8	74.3	-	11
CESSNA	210	IO-520-L	3.80	3.8	67.1	71.4	-	10,11
CESSNA	310Q	IO-470-V0	5.20	5.2	73.7	68.0	-	10,11
CESSNA	310R	TS10-520-BB	5.50	5.5	73.0	65.0	-	11
CESSNA	320C	TS10-470-D	5.20	5.2	73.0	70.0	-	11
CESSNA	337H	IO-360-B	4.60	4.6	72.0	70.0	-	11
CESSNA	340A	TS10-520-MB	6.00	6.0	73.0	66.0	-	11
CESSNA	401	TS10-520-E	6.30	6.3	73.0	67.0	-	11
CESSNA	402C	TS10-520-VB	6.90	6.9	74.0	68.0	-	11
CESSNA	404	6TS10-520-M	8.40	8.4	74.0	61.0	-	11
CESSNA	414A	TS10-520-N	6.80	6.8	73.0	67.0	-	11
CESSNA	421C	6TS10-520-L	7.50	7.5	74.0	61.0	-	11
CESSNA	500	JT15D-1	10.90	10.9	77.7	67.0	40	15
CESSNA	CARAVAN I	PT6A-114	7.30	7.3	73.0	64.9	-	
CESSNA	CITATION I	JT15D-1A	11.90	11.9	77.7	67.3	40	15
CESSNA	CITATION II	JT15D-4	13.30	13.3	79.3	62.6	40	15
CESSNA	CITATION III	TFE-731-3-100S	20.00	20.0	83.0	70.6	20*	8,15
CESSNA	CITATION III	TFE-731-3B-100S	21.00	21.0	83.0	71.9	20*	
CESSNA	CITATION III	TFE-731-3B-100S	22.00	22.0	83.0	73.2	20*	
CESSNA	CONQUEST I	PT6A-112	8.20	8.2	75.0	63.0	-	10,11
CESSNA	CONQUEST II	TPE-331-B	9.80	9.8	76.5	63.0	-	5,11
CESSNA	5550	JT15D-4B	15.10	14.4	79.6	75.9	-	8,12
CESSNA	T210L	TS10-520-R	3.80	3.8	64.0	73.0	-	11
CESSNA	T210M	TS10-520-R	3.80	3.8	64.0	71.0	-	11
CESSNA	TU2066	TS10-520-M	3.60	3.6	64.0	71.0	-	11
CONCORDE	CONCORDE	D-593/M-602	400.0	-	110.	113.	-	4,8
DASSAULT BREGUET	FALCON 10	TFE-731-2	18.30	17.2	82.1	66.1	30*	8,15
DASSAULT BREGUET	FALCON 10	TFE-731-2	18.30	17.2	86.2	66.1	52	8,15

APPENDIX 2
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	TO NOTES
DASSAULT BREGUET	FALCON 20	CF700-2D-2	28.60	27.3	90.1	77.0	25*	8,15
DASSAULT BREGUET	FALCON 20	CF700-2D-2	28.60	27.3	93.1	77.0	40	8,15
DASSAULT BREGUET	FALCON 200	ATF3-6A-4C	32.00	28.8	84.1	71.7	40	8,12
DASSAULT BREGUET	FALCON 50	TFE-731-1C	38.80	35.7	82.0	70.9	20*	8,15
DASSAULT BREGUET	FALCON 50	TFE-731-3-1C	38.80	35.7	87.6	70.9	48	8,15
DASSAULT BREGUET	FALCON 900	TFE-731-5A	45.50	42.0	82.6	69.2	20	8,12
DEHAVILLAND	DHC-6	PT6A-27	12.50	12.5	78.0	67.0	-	4
DEHAVILLAND	DHC-7	PT6A-50	43.50	42.0	84.0	69.0	-	4
DEHAVILLAND	DHC-8	PW120	33.00	32.0	80.6	69.4	35	
DORNIER	DORNIER 228	TPE-331-5-252D	13.10	12.6	74.7	66.3	-	
DOUGLAS	DC-3	R-1830-90C	25.20	24.4	84.0	85.0	-	5
EMBRAER	EMB 110-P2	PT6A-34	12.50	12.5	76.0	71.0	-	4
EMBRAER	EMB-120 BRASILIA	PW115	21.20	21.2	81.8	63.2	45	12
FAIRCHILD	F-27-F	RR DART MK529	38.50	36.7	87.0	77.3	-	11
FAIRCHILD	SA226-AC METRO III	TPE-331-11U	14.50	14.0	78.5	69.2	-	10,11
FAIRCHILD	SA226-AT	TPE-331-3U-3036	12.50	12.5	76.0	71.0	-	4
FAIRCHILD	SA226-T	TPE-331-3U-3036	12.50	12.5	76.0	71.0	-	4
FAIRCHILD	SA226-TC METRO II	TPE-331-3UW-303	12.50	12.5	76.0	71.0	-	4
FAIRCHILD	SA227-AT MERLIN III C	TPE-331-10U	13.20	13.2	78.5	69.5	-	5,11
FAIRCHILD	SA227-AT MERLIN IV C	TPE-331-11U	14.50	14.0	78.5	69.2	-	10,11
GATES LEARJET	LEARJET 23	CJ610-1	12.50	11.9	89.7	84.7	-	4,8
GATES LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	13.50	11.9	92.0	77.8	40	8,13
GATES LEARJET	LEARJET 24D	CJ610-6	13.50	11.9	94.7	80.6	40	4
GATES LEARJET	LEARJET 24E	CJ610-6	12.90	11.9	88.3	73.1	40	4,8
GATES LEARJET	LEARJET 24F	CJ610-6	12.90	11.9	88.3	74.6	40	4,8
GATES LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/BA	16.30	13.3	92.0	82.3	40	8,13
GATES LEARJET	LEARJET 25B/C	CJ610-6	15.00	13.3	93.8	82.8	40	4
GATES LEARJET	LEARJET 25D	CJ610-6	15.00	13.3	88.2	79.7	40	8,13
GATES LEARJET	LEARJET 25F	CJ610-6	15.00	13.3	88.2	79.7	40	4,8
GATES LEARJET	LEARJET 35	TFE731-2	17.00	14.3	83.1	70.4	40	4
GATES LEARJET	LEARJET 35 W/CENTURY III	TFE-731-2	17.00	17.0	81.6	65.6	40	8,15
GATES LEARJET	LEARJET 35A	TFE731-2	18.00	15.3	82.2	71.6	40	4
GATES LEARJET	LEARJET 36	TFE731-2	17.00	14.3	83.1	70.6	40	4
GATES LEARJET	LEARJET 36 W/CENTURY III	TFE-731-2	17.00	17.0	81.6	65.6	40	8,15
GATES LEARJET	LEARJET 36A	TFE731-2	18.00	15.3	82.2	71.6	40	4
GATES LEARJET	LEARJET 55	TFE-731-3B	20.50	17.0	81.5	67.0	-	8,15
GATES LEARJET	LEARJET 55B	TFE-731-3A-2B	21.50	18.0	81.9	68.4	-	
GENERAL DYNAMICS	CV-440	R-2800	48.00	47.2	84.0	86.0	-	5
GENERAL DYNAMICS	CV-580	501-D13	54.60	52.0	85.7	74.3	-	10
GULFSTREAM AMER.	112	IO-360-C106	2.70	2.7	62.0	63.0	-	11
GULFSTREAM AMER.	500S	IO-540-E1B5	6.60	6.8	77.0	76.0	-	10
GULFSTREAM AMER.	560E	60-480-C186	6.50	6.5	73.0	59.0	-	11
GULFSTREAM AMER.	680FL	I650-540-81A	8.50	8.0	74.0	64.0	-	11
GULFSTREAM AMER.	690B	TPE-331-5-251K	10.30	9.7	76.0	66.0	-	10
GULFSTREAM AMER.	690C COMMANDER 840	TPE-331-5	10.30	9.7	77.4	61.3	-	5,11

APPENDIX 2
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	MLW 1000 LBS	APP DBA	TD DBA	APP FLAPS	TD NOTES
GULFSTREAM AMER.	690D COMMANDER 900	TPE-331-5	10.70	10.6	77.4	61.7	-	10
GULFSTREAM AMER.	695	TPE-331-10	10.30	9.7	77.4	62.0	-	5,15
GULFSTREAM AMER.	695 COMMANDER 980	TPE-331-10	10.30	9.7	77.4	62.0	-	5,11
GULFSTREAM AMER.	695A COMMANDER 1000	TPE-331-10	11.20	10.6	77.9	61.6	-	5,11
GULFSTREAM AMER.	AA-1B	0-235	1.60	1.6	59.0	57.1	-	11
GULFSTREAM AMER.	AA-5A	0-320-E26	2.20	2.2	61.0	60.0	-	11
GULFSTREAM AMER.	AA-5B TIGER	0-360-A4K	2.20	2.2	52.0	57.4	-	10,11
GULFSTREAM AMER.	6A-7	0-320-D1D	3.80	3.8	72.0	63.0	-	4
GULFSTREAM AMER.	GULFSTREAM I	MK529 W/HUSHKIT	35.10	33.6	77.9	69.0	-	15
GULFSTREAM AMER.	GULFSTREAM I	RR DART MK529	35.10	33.6	85.9	71.0	-	15
GULFSTREAM AMER.	GULFSTREAM II	SPEY MK511-8	62.00	58.5	83.9	80.1	20*	8,15
GULFSTREAM AMER.	GULFSTREAM II	SPEY MK511-8	62.00	58.5	90.6	82.6	39	8,15
GULFSTREAM AMER.	GULFSTREAM II	SPEY MK511-8	65.50	58.5	83.9	84.2	20*	8,15
GULFSTREAM AMER.	GULFSTREAM IIB	SPEY MK511-8	68.20	58.5	82.5	83.0	20*	8,15
GULFSTREAM AMER.	GULFSTREAM III	SPEY MK511-8	68.20	58.5	82.5	83.0	20*	8,15
GULFSTREAM AMER.	GULFSTREAM IV	RR TAY 610-8	71.70	58.5	80.6	66.9	39	
IAI	1121 COMMODORE	CJ610-5	18.50	18.5	100.	89.7	-	4
IAI	1123 WESTWIND	CJ610-9	20.70	19.0	99.0	89.7	-	4
IAI	1124 WESTWIND	TFE731-3-1G	22.90	19.0	84.4	70.6	20	8,15
IAI	1124A WESTWIND 2	TFE-731-3-100G	23.50	19.0	88.8	74.8	-	
IAI	1125 WESTWIND ASTRO	TFE-731	23.50	20.7	79.1	69.3	-	
LOCKHEED	1329 JETSTAR	JT12A-8	42.00	35.0	101.	88.7	50	8,13
LOCKHEED	1329-25 JETSTAR	TFE731-3-1E	43.80	36.0	88.3	82.3	50	4
LOCKHEED	L-1011	RB211-22B	430.0	358.0	91.3	85.1	33*	4
LOCKHEED	L-1011	RB211-22B	430.0	358.0	92.1	85.1	42	4
LOCKHEED	L-1011-1	RB211-22C	396.0	358.0	90.0	85.2	33*	4,8
LOCKHEED	L-1011-1	RB211-22C	416.0	358.0	90.8	85.3	33*	8
LOCKHEED	L-1011-1	RB211-22C	422.0	358.0	91.4	86.9	33*	
LOCKHEED	L-1011-1	RB211-22C	430.0	358.0	92.7	87.1	42	
LOCKHEED	L-188	501-D13	116.0	95.7	89.5	81.3	-	4,8
MAULE	MX7-235	0540-J1A5D	2.50	2.5	62.7	63.2	-	11
MCDONNELL DOUG.	DC-8-50 W/BNC BN	JT3D-3B	309.8	240.0	94.5	90.3	-	8,12
MCDONNELL DOUG.	DC-8-61 W/BNC BN	JT3D-3B	309.8	240.0	94.5	90.3	-	8,12
MCDONNELL DOUG.	DC-8-63 W/ADC BN	JT3D-3B	355.0	245.0	96.0	91.7	50	8,15
MCDONNELL DOUG.	DC-8-63 W/TNC BN	JT3D-3B	350.0	250.0	95.4	90.5	50	8,15
MCDONNELL DOUG.	DC-8-63 W/TNC BN	JT3D-7	355.0	275.0	95.2	89.6	35	8,15
MCDONNELL DOUG.	DC-8-63F W/ADC BN	JT3D-7	355.0	245.0	95.9	91.0	50	8,15
MCDONNELL DOUG.	DC10-10	CF6-6D	410.0	363.5	90.3	85.2	35*	15
MCDONNELL DOUG.	DC10-10	CF6-6D	410.0	363.5	95.1	85.2	50	15
MCDONNELL DOUG.	DC10-10	CF6-6D	440.0	363.5	91.1	88.5	35*	15
MCDONNELL DOUG.	DC10-10	CF6-6D	440.0	363.5	95.7	88.5	50	15
MCDONNELL DOUG.	DC10-10	CF6-6D1	386.5	363.5	89.8	80.9	35*	15
MCDONNELL DOUG.	DC10-10	CF6-6D1	386.5	363.5	94.7	80.9	50	15
MCDONNELL DOUG.	DC10-10	CF6-6D1	440.0	363.5	95.7	85.3	50	15
MCDONNELL DOUG.	DC10-30	CF6-50A	519.6	403.0	93.0	91.4	35*	15

APPENDIX 2
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOWW 1000 LBS	MLW 1000 LBS	APP DBA	TD DBA	APP FLAPS	TO NOTES
MCDONNELL DOUG.	DC10-30	CF6-50A	519.6	403.0	96.0	91.4	50	15
MCDONNELL DOUG.	DC10-30	CF6-50A	565.0	403.0	93.4	95.7	35*	15
MCDONNELL DOUG.	DC10-30	CF6-50C	565.0	411.0	96.2	94.1	50	15
MCDONNELL DOUG.	DC10-30	CF6-50C1	562.0	403.0	97.1	93.9	50	15
MCDONNELL DOUG.	DC10-30	CF6-50C1	572.0	421.0	93.5	94.6	35*	15
MCDONNELL DOUG.	DC10-30	CF6-50C1	590.0	411.0	97.3	96.4	50	15
MCDONNELL DOUG.	DC10-30	CF6-50C2	555.0	403.0	94.2	84.4	50	8,15
MCDONNELL DOUG.	DC10-30	CF6-50C2	590.0	411.0	95.1	87.2	50	8,15
MCDONNELL DOUG.	DC10-30	CF6-50C2B	555.0	424.0	94.2	83.6	50	8,15
MCDONNELL DOUG.	DC10-30	CF6-50C2B	590.0	411.0	95.1	86.7	50	8,15
MCDONNELL DOUG.	DC10-30	CF6-50CA	565.0	424.0	96.3	95.7	50	15
MCDONNELL DOUG.	DC10-30	CF6-6K	410.0	403.0	88.7	82.6	35*	8,15
MCDONNELL DOUG.	DC10-30	CF6-6K	455.0	403.0	94.2	88.8	50	15
MCDONNELL DOUG.	DC10-40	JT9D-20	430.0	403.0	94.5	85.0	50	15
MCDONNELL DOUG.	DC10-40	JT9D-20	484.0	403.0	89.4	88.4	35*	15
MCDONNELL DOUG.	DC10-40	JT9D-20	484.0	403.0	94.5	88.4	50	15
MCDONNELL DOUG.	DC10-40	JT9D-20	530.0	403.0	90.2	91.7	35*	15
MCDONNELL DOUG.	DC10-40	JT9D-20	530.0	403.0	94.9	91.7	50	15
MCDONNELL DOUG.	DC10-40	JT9D-59A	555.0	403.0	94.9	90.6	35*	15
MCDONNELL DOUG.	DC10-40	JT9D-59A	555.0	403.0	97.1	90.6	50	15
MCDONNELL DOUG.	DC10-40	JT9D-59A	572.0	403.0	94.9	91.8	35*	15
MCDONNELL DOUG.	DC10-40	JT9D-59A	572.0	403.0	97.1	91.8	50	15
MCDONNELL DOUG.	DC8-71	CFM56-2-C1	337.0	245.0	88.8	84.1	46	
MCDONNELL DOUG.	DC8-72	CFM56-2-C1	362.5	245.0	88.6	85.6	46	
MCDONNELL DOUG.	DC8-73	CFM56-2-C1	362.5	245.0	88.6	85.6	46	
MCDONNELL DOUG.	DC9-10	JT8D-7	90.70	81.7	89.1	78.6	50	1,8,15
MCDONNELL DOUG.	DC9-10	JT8D-7	90.70	81.7	95.7	79.7	50	8,15
MCDONNELL DOUG.	DC9-30	JT8D-15	114.0	101.0	90.9	85.8	50	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-17	121.0	101.0	92.2	88.2	50	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-7	108.0	99.0	89.9	85.5	50	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-7	108.0	99.0	96.0	87.1	50	8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	108.0	99.0	90.6	85.4	50	1,8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	108.0	99.0	93.8	86.5	50	8,15
MCDONNELL DOUG.	DC9-30	JT8D-9	110.0	99.0	90.8	86.3	50	1,8,15
MCDONNELL DOUG.	DC9-40	JT8D-11	107.0	102.0	90.0	84.8	50	1,8,15
MCDONNELL DOUG.	DC9-40	JT8D-11	114.0	102.0	90.9	87.5	50	1,8,15
MCDONNELL DOUG.	DC9-40	JT8D-15	114.0	102.0	90.9	85.8	50	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-15	110.0	110.0	89.5	84.3	-	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-15	121.0	110.0	89.5	88.4	40*	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-15	121.0	110.0	92.0	88.4	50	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-17	115.0	104.0	89.5	85.9	-	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-17	121.0	110.0	89.5	88.2	40*	1,8,15
MCDONNELL DOUG.	DC9-50	JT8D-17	121.0	110.0	92.3	88.2	50	1,8,15
MCDONNELL DOUG.	MD-80	JT8D-209	147.0	130.0	83.9	84.2	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.5	130.0	83.7	82.7	28	8,15

APPENDIX 2
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOW 1000 LBS	MLW 1000 LBS	APP DBA	TO DBA	APP FLAPS	TO NOTES
MCDONNELL DOUG.	MD-80	JT8D-219	160.0	139.5	84.4	83.2	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	147.5	128.0	84.0	79.8	28	
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	20.30	19.4	99.0	89.7	-	13
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	10.0	76.0	64.0	-	4
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.00	10.2	76.0	66.0	-	4
MITSUBISHI	MU300 DIAMOND I	JT15D-4	14.10	13.2	77.2	71.9	30	8,12
MOONEY	M20C	O-360-A1D	2.60	2.6	62.0	65.0	-	11
MOONEY	M20J	IO-360-A1B6D	2.70	2.7	62.0	58.0	-	4
NIXON	YS-11A-200	DART MK 542	54.00	52.9	90.0	81.0	-	5
PIPER	601P	IO-540-S1A5	6.00	6.0	73.0	70.0	-	11
PIPER	CHEYENNE 400LS	TPE-331-14	12.05	11.1	78.5	57.0	-	11
PIPER	PA-18-150	O-320-A2B	1.80	1.8	61.0	53.0	-	11
PIPER	PA-23-250	IO-540-C4B5	5.20	4.94	73.0	68.0	-	11
PIPER	PA-24-260	IO-540-B1A5	3.20	3.2	63.0	65.0	-	11
PIPER	PA-28-140	O-320-E3D	2.20	2.2	61.0	60.0	-	11
PIPER	PA-28-151	O-320-E3D	2.20	2.2	61.0	60.0	-	11
PIPER	PA-28-161	O-320-D3G	2.40	2.4	61.0	59.0	-	11
PIPER	PA-28-181	O-360-A4M	2.55	2.5	62.0	60.0	-	11
PIPER	PA-28-200	IO-360-C1C	2.70	2.7	61.0	63.0	-	
PIPER	PA-28-235	O-540-B4B5	3.00	3.0	63.0	72.0	-	11
PIPER	PA-28-236	O-540-J3A5D	3.00	3.0	63.0	68.0	-	11
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.80	2.8	62.0	67.0	-	11
PIPER	PA-28RT-201T(3BLD)	TS10-360-FB	2.90	2.9	62.0	67.0	-	11
PIPER	PA-30 TWIN COMANCHE	IO-320-B	3.60	3.6	70.6	56.0	-	11
PIPER	PA-31-310	T10-540-A2C	6.50	6.5	73.0	69.0	-	11
PIPER	PA-31-325	T10-540-F2B0	6.50	6.5	74.0	70.0	-	11
PIPER	PA-31-350	T10-540-J2B0	7.00	7.0	74.0	71.0	-	11
PIPER	PA-31T	PT6A-28	9.00	9.0	74.0	62.0	-	4
PIPER	PA-32-300	IO-540-K1G5D	3.40	3.4	64.0	71.0	-	
PIPER	PA-32R-300	IO-540-K1G5D	3.60	3.6	64.0	71.0	-	11
PIPER	PA-32R-301	IO-540-K1G5D	3.60	3.6	64.0	70.0	-	11
PIPER	PA-32R-301T	T10-540-S1AD	3.60	3.6	64.0	69.0	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.60	3.6	64.0	71.0	-	11
PIPER	PA-34-200T	TS10-360-E	4.80	4.5	72.0	64.0	-	11
PIPER	PA-34-220T	TS10-360-KB	4.75	4.5	72.0	64.0	-	11
PIPER	PA-38-112	O-235-L2C	1.70	1.7	60.0	56.0	-	11
PIPER	PA-42 CHEYENNE	PT6A-41	10.50	9.4	77.1	70.3	-	10,11
PIPER	PA-44-180	O-360-E1A6D	3.80	3.8	71.0	62.0	-	11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.90	3.9	71.0	62.0	-	11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.90	3.9	71.0	60.0	-	11
PIPER	PA-46-31P MALIBU	TS10-520-BE	4.10	4.1	63.9	70.0	-	11
PIPER	PA-60-600	IO-540-K1J5	5.50	5.5	73.0	66.0	-	11
PIPER	PA-602P	IO-540-AA1A5	6.00	6.0	73.0	66.0	-	11
SAAB FAIRCHILD	SF340	G.E. CT7-5A2	27.30	26.5	80.0	65.3	35	12
SABRELINER CORP.	SABRE 40A	JT12A-B	19.60	17.5	92.0	83.4	-	8,12

APPENDIX 2
ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURE IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TGW 1000 LBS	MLW 1000 LBS	APP DBA	TD DBA	APP FLAPS	TD NOTES
SABRELINER CORP.	SABRE 60	JT12A-B	20.10	17.5	92.0	84.7	24	8,12
SABRELINER CORP.	SABRE 60A	JT12A-B	22.70	-	95.4	83.8	-	8,12
SABRELINER CORP.	SABRE 65	TFE-731-3R-1D	24.00	21.8	81.7	70.8	-	8,12
SABRELINER CORP.	SABRE 70	JT12A-B	21.00	18.5	93.8	87.9	-	8,12
SABRELINER CORP.	SABRE 75A	CF700-2D-2	23.00	22.0	90.3	77.7	25	4
SABRELINER CORP.	SABRE 80	CF700-2D-2	23.30	22.0	90.3	79.6	25	12
SABRELINER CORP.	SABRE 80A	CF700-2D-2	25.50	22.0	91.0	80.5	-	12
SHORTS	3-30	PT6A-45A	22.40	22.1	81.8	71.2	-	8,15
SHORTS	3-60	PT6A-65R	26.40	26.1	80.1	67.9	30	8,15
SHORTS	SD3-60-300	PT6A-67R	27.10	26.5	84.0	68.3	30	13
SHORTS	SKYVAN	TPE-331-201	12.50	12.5	77.3	71.6	46	
VFW FOKKER	F-27-100	RR DART6 MK514	39.00	37.5	82.6	76.0	-	11
VFW FOKKER	F-27-200	MK532-7	43.50	41.0	88.1	78.0	-	5
VFW FOKKER	F-27-500/600	MK532-7R	43.50	42.0	86.8	78.0	-	5
VFW FOKKER	F-28 MK1000	SPEY MK555-15	65.00	59.0	94.1	79.2	42	4
VFW FOKKER	F-28 MK1000	SPEY MK555-15	65.00	59.0	94.7	79.2	42	4
VFW FOKKER	F-28 MK4000	SPEY MK555-15H	73.00	64.0	86.3	75.5	-	
VFW FOKKER	FOKKER-100	RR TAY MK620-15	95.00	88.0	83.3	72.0	42	15

REFERENCE NOTES

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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.
 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 FOR AIRCRAFT WITH SIMILAR ENGINES.
 14. ESTIMATED USING INTEGRATED NOISE MODEL.
 15. BASED ON MANUFACTURER'S DATA.
- *. LESS THAN MAXIMUM FLAP SETTING.

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