

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
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APPROACH**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	30	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	630.00	94.1	25*	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

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APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	564.00	93.5	30	8,15
BOEING	B-747-200/300	RB211-524D4	564.00	93.5	25*	8,15
BOEING	B-747-200/300	RB211-524D4	666.00	93.5	25*	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

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<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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)	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	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
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APPROACH**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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

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<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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

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<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	286.70	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	281.10	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**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	320.00	90.2	25*	8,15
BOEING	B-767-300/300ER	PW4056	280.00	90.2	30	8,15
BOEING	B-767-300/300ER	PW4060	320.00	90.2	25*	8,15
BOEING	B-767-300/300ER	PW4060	280.00	90.2	30	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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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**

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
GULFSTREAM	GIIB/GIII (QTA STC ST03621AT)	SPEY MK 511-8	58.50	89.5	39	8,15,16
GULFSTREAM	GIIB/GIII (QTA STC ST03621AT)	SPEY MK 511-8	58.50	89.5	39	8,15,16
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
GULFSTREAM	GII TT (QTA STC ST03621AT)	SPEY MK 511-8	58.50	89.4	39	8,15,16
GULFSTREAM	GII (QTA STC ST03621AT)	SPEY MK 511-8	58.50	89.4	39	8,15,16
GULFSTREAM	GII (QTA STC ST03621AT)	SPEY MK 511-8	58.50	89.4	39	8,15,16
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	268.96	89.2	40	8,15
AIRBUS	A-310-222	JT9D-7R4E1	267.85	89.2	40	8,15
BOEING	B-757-200	RB211-535C	210.00	89.2	25*	8,15
BOEING	B-757-200	RB211-535C	210.00	89.2	30	8,15

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	280.00	89.2	30	8,15
BOEING	B-767-300	CF6-80A2	320.00	89.2	25*	8,15
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

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
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	8,15,31
BOEING	B-737-200 (AVAERO)	JT8D-15	107.00	88.8	30	8,15,30
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	8,15,31
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	8,15,30

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	8,15,31
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	107.00	88.8	30	8,15,30
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
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	320.00	88.7	25*	8,15

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BOEING	B-767-300/300ER	RB211-524G	280.00	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-767-300/300ER	RB211-524H	320.00	88.7	25*	8,15
BOEING	B-777-200	GE90-76B	460.00	88.7	30	8,15,57
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	445.00	88.7	25*	8,15
BOEING	B-777-200	PW4077	440.90	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	

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	280.00	88.5	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	320.00	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	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	CF6-80C2B6	320.00	88.5	25*	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	270.00	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B4	300.00	88.4	30	8,15

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
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
BOEING	B-737-700C/-700ER	CFM56-7B20/2 DAC	134.00	88.3	40	8,15,54,55
BOEING	B-737-700C/-700ER	CFM56-7B22/2 DAC	134.00	88.3	40	8,15,54,55
BOEING	B-737-700C/-700ER	CFM56-7B24/2 DAC	134.00	88.3	40	8,15,54,55
BOEING	B-737-700C/-700ER	CFM56-7B26/2 DAC	134.00	88.3	40	8,15,54,55
BOEING	B-737-700C/-700ER	CFM56-7B27/2 DAC	134.00	88.3	40	8,15,54,55
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-737-700C/-700ER W	CFM56-7B20/2 DAC	134.00	88.2	40	8,15,54,55 ,56

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BOEING	B-737-700C/-700ER W	CFM56-7B22/2 DAC	134.00	88.2	40	8,15,54,55 ,56
BOEING	B-737-700C/-700ER W	CFM56-7B24/2 DAC	134.00	88.2	40	8,15,54,55 ,56
BOEING	B-737-700C/-700ER W	CFM56-7B26/2 DAC	134.00	88.2	40	8,15,54,55 ,56
BOEING	B-737-700C/-700ER W	CFM56-7B27/2 DAC	134.00	88.2	40	8,15,54,55 ,56
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
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-737-700W	CFM56-7B20/2 DAC	129.20	88.0	40	8,15,54,56
BOEING	B-737-700W	CFM56-7B22/2 DAC	129.20	88.0	40	8,15,54,56
BOEING	B-737-700W	CFM56-7B24/2 DAC	129.20	88.0	40	8,15,54,56
BOEING	B-737-700W	CFM56-7B26/2 DAC	129.20	88.0	40	8,15,54,56
BOEING	B-737-200	JT8D-9QN	103.00	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	101.70	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	95.00	87.9	30*	2,8,14,15
BOEING	B-737-700W	CFM56-7B20/2 DAC	128.00	87.9	40	8,15,54,56
BOEING	B-737-700W	CFM56-7B22/2 DAC	128.00	87.9	40	8,15,54,56

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BOEING	B-737-700W	CFM56-7B24/2 DAC	128.00	87.9	40	8,15,54,56
BOEING	B-737-700W	CFM56-7B26/2 DAC	128.00	87.9	40	8,15,54,56
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-737-900ER/BBJ 3	CFM56-7B26	157.30	87.8	40	8,15
BOEING	B-737-900ER/BBJ 3	CFM56-7B27	157.30	87.8	40	8,15
BOEING	B-737-900ER/BBJ 3	CFM56-7B27/B1	157.30	87.8	40	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-737-900ER/BBJ 3 W	CFM56-7B26	157.30	87.6	40	8,15,56
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B27	157.30	87.6	40	8,15,56
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B27/B1	157.30	87.6	40	8,15,56

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
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
BOEING	B-737-900	CFM56-7B24	147.30	87.5	40	8,15
BOEING	B-737-900	CFM56-7B26	147.30	87.5	40	8,15
BOEING	B-737-900	CFM56-7B27	147.30	87.5	40	8,15
BOEING	B-737-900	CFM56-7B27/B1	147.30	87.5	40	8,15
BOEING	B-737-900ER/BBJ 3	CFM56-7B26	149.30	87.5	40	8,15
BOEING	B-737-900ER/BBJ 3	CFM56-7B27	149.30	87.5	40	8,15
BOEING	B-737-900ER/BBJ 3	CFM56-7B27/B1	149.30	87.5	40	8,15
BOEING	B-737-900W	CFM56-7B24	147.30	87.5	40	8,15,56
BOEING	B-737-900W	CFM56-7B26	147.30	87.5	40	8,15,56

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BOEING	B-737-900W	CFM56-7B27	147.30	87.5	40	8,15,56
BOEING	B-737-900W	CFM56-7B27/B1	147.30	87.5	40	8,15,56
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-737-800/BBJ 2 SFP	CFM56-7B26; -7B26/B1	146.30	87.4	40	8,15,60
BOEING	B-737-800/BBJ 2 SFP	CFM56-7B27/B1; -7B27/B2	146.30	87.4	40	8,15,60
BOEING	B-737-800/BBJ 2 SFP	CFM56-7B27; -7B27/B3	146.30	87.4	40	8,15,60
BOEING	B-737-800SFP	CFM56-7B24	146.30	87.4	40	8,15,60
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
BOEING	B-737-800W/BBJ 2	CFM56-7B27; -7B27/B3	146.30	87.4	40	8,15,56
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	CFM56-7B27	146.30	87.4	40	8,15
BOEING	B-737-900	CFM56-7B27/B1	146.30	87.4	40	8,15
BOEING	B-737-900W	CFM56-7B24	146.30	87.4	40	8,15,56
BOEING	B-737-900W	CFM56-7B26	146.30	87.4	40	8,15,56
BOEING	B-737-900W	CFM56-7B27	146.30	87.4	40	8,15,56
BOEING	B-737-900W	CFM56-7B27/B1	146.30	87.4	40	8,15,56
MCDONNELL DOUG.	DC-09-40 (ABS STC165CH)	JT8D-9	101.00	87.4	40	8,15,16

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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-737-800/BBJ 2 SFP	CFM56-7B26; -7B26/B1	144.00	87.3	40	8,15,60
BOEING	B-737-800/BBJ 2 SFP	CFM56-7B27/B1; -7B27/B2	144.00	87.3	40	8,15,60
BOEING	B-737-800/BBJ 2 SFP	CFM56-7B27; -7B27/B3	144.00	87.3	40	8,15,60
BOEING	B-737-800/BBJ 2 SFP W	CFM56-7B26; -7B26/B1	146.30	87.3	40	8,15,56,60
BOEING	B-737-800/BBJ 2 SFP W	CFM56-7B27/B1; -7B27/B2	146.30	87.3	40	8,15,56,60
BOEING	B-737-800/BBJ 2 SFP W	CFM56-7B27; -7B27/B3	146.30	87.3	40	8,15,56,60
BOEING	B-737-800SFP	CFM56-7B24	144.00	87.3	40	8,15,60
BOEING	B-737-800SFP W	CFM56-7B24	146.30	87.3	40	8,15,56,60
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
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B26	149.30	87.3	40	8,15,56
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B27	149.30	87.3	40	8,15,56
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B27/B1	149.30	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-737-800/BBJ 2 SFP W	CFM56-7B26; -7B26/B1	144.00	87.2	40	8,15,56,60
BOEING	B-737-800/BBJ 2 SFP W	CFM56-7B27/B1; -7B27/B2	144.00	87.2	40	8,15,56,60
BOEING	B-737-800/BBJ 2 SFP W	CFM56-7B27; -7B27/B3	144.00	87.2	40	8,15,56,60
BOEING	B-737-800SFP W	CFM56-7B24	144.00	87.2	40	8,15,56,60
BOEING	B-757-200	PW2037	198.00	87.2	30	8,15

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
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-737-700C/-700ER/BBJ	CFM56-7B20	134.00	86.9	40	8,15,55
BOEING	B-737-700C/-700ER/BBJ	CFM56-7B22	134.00	86.9	40	8,15,55
BOEING	B-737-700C/-700ER/BBJ	CFM56-7B24	134.00	86.9	40	8,15,55
BOEING	B-737-700C/-700ER/BBJ	CFM56-7B26; -7B26/B1	134.00	86.9	40	8,15,55
BOEING	B-737-700C/-700ER/BBJ	CFM56-7B27; -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-737-700C/-700ER/BBJ W	CFM56-7B20	134.00	86.8	40	8,15,55,56

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BOEING	B-737-700C/-700ER/BBJ W	CFM56-7B22	134.00	86.8	40	8,15,55,56
BOEING	B-737-700C/-700ER/BBJ W	CFM56-7B24	134.00	86.8	40	8,15,55,56
BOEING	B-737-700C/-700ER/BBJ W	CFM56-7B26; -7B26/B1	134.00	86.8	40	8,15,55,56
BOEING	B-737-700C/-700ER/BBJ W	CFM56-7B27; -7B27/B3	134.00	86.8	40	8,15,55,56
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
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-737-900ER/BBJ 3	CFM56-7B26	157.30	86.7	30*	8,15
BOEING	B-737-900ER/BBJ 3	CFM56-7B27	157.30	86.7	30*	8,15
BOEING	B-737-900ER/BBJ 3	CFM56-7B27/B1	157.30	86.7	30*	8,15

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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-737-700W	CFM56-7B20	128.00	86.5	40	8,15,56
BOEING	B-737-700W	CFM56-7B22	128.00	86.5	40	8,15,56
BOEING	B-737-700W	CFM56-7B24	128.00	86.5	40	8,15,56
BOEING	B-737-700W	CFM56-7B26	128.00	86.5	40	8,15,56
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B26	157.30	86.5	30*	8,15,56
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B27	157.30	86.5	30*	8,15,56
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B27/B1	157.30	86.5	30*	8,15,56
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
BOEING	B-737-700C/-700ER	CFM56-7B20/2 DAC	134.00	86.4	30*	8,15,54,55
BOEING	B-737-700C/-700ER	CFM56-7B22/2 DAC	134.00	86.4	30*	8,15,54,55
BOEING	B-737-700C/-700ER	CFM56-7B24/2 DAC	134.00	86.4	30*	8,15,54,55
BOEING	B-737-700C/-700ER	CFM56-7B26/2 DAC	134.00	86.4	30*	8,15,54,55
BOEING	B-737-700C/-700ER	CFM56-7B27/2 DAC	134.00	86.4	30*	8,15,54,55
BOEING	B-737-900ER/BBJ 3	CFM56-7B26	149.30	86.4	30*	8,15

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BOEING	B-737-900ER/BBJ 3	CFM56-7B27	149.30	86.4	30*	8,15
BOEING	B-737-900ER/BBJ 3	CFM56-7B27/B1	149.30	86.4	30*	8,15
BOEING	B-737-700C/-700ER W	CFM56-7B20/2 DAC	134.00	86.3	30*	8,15,54,55 ,56
BOEING	B-737-700C/-700ER W	CFM56-7B22/2 DAC	134.00	86.3	30*	8,15,54,55 ,56
BOEING	B-737-700C/-700ER W	CFM56-7B24/2 DAC	134.00	86.3	30*	8,15,54,55 ,56
BOEING	B-737-700C/-700ER W	CFM56-7B26/2 DAC	134.00	86.3	30*	8,15,54,55 ,56
BOEING	B-737-700C/-700ER W	CFM56-7B27/2 DAC	134.00	86.3	30*	8,15,54,55 ,56
FOKKER	F-28 MK4000	SPEY MK555-15H	64.00	86.3	-	
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	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	CFM56-7B26/2 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

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BOEING	B-737-700W	CFM56-7B20/2 DAC	128.00	86.1	30*	8,15,54,56
BOEING	B-737-700W	CFM56-7B22/2 DAC	128.00	86.1	30*	8,15,54,56
BOEING	B-737-700W	CFM56-7B24/2 DAC	128.00	86.1	30*	8,15,54,56
BOEING	B-737-700W	CFM56-7B26/2 DAC	128.00	86.1	30*	8,15,54,56
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B26	149.30	86.1	30*	8,15,56
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B27	149.30	86.1	30*	8,15,56
BOEING	B-737-900ER/BBJ 3 W	CFM56-7B27/B1	149.30	86.1	30*	8,15,56
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
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*	8,15,22,43
BAE SYSTEMS (AVRO)	146-RJ 70	LF507-1F	83.50	85.7	24*	8,15,22

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BOEING	B-737-900	CFM56-7B24	147.30	85.7	30*	8,15
BOEING	B-737-900	CFM56-7B26	147.30	85.7	30*	8,15
BOEING	B-737-900	CFM56-7B27	147.30	85.7	30*	8,15
BOEING	B-737-900	CFM56-7B27/B1	147.30	85.7	30*	8,15
BOEING	B-737-900W	CFM56-7B24	147.30	85.7	30*	8,15,56
BOEING	B-737-900W	CFM56-7B26	147.30	85.7	30*	8,15,56
BOEING	B-737-900W	CFM56-7B27	147.30	85.7	30*	8,15,56
BOEING	B-737-900W	CFM56-7B27/B1	147.30	85.7	30*	8,15,56
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-737-900	CFM56-7B26	146.30	85.6	30*	8,15
BOEING	B-737-900	CFM56-7B27	146.30	85.6	30*	8,15
BOEING	B-737-900	CFM56-7B27/B1	146.30	85.6	30*	8,15
BOEING	B-737-900W	CFM56-7B24	146.30	85.6	30*	8,15,56
BOEING	B-737-900W	CFM56-7B26	146.30	85.6	30*	8,15,56
BOEING	B-737-900W	CFM56-7B27	146.30	85.6	30*	8,15,56
BOEING	B-737-900W	CFM56-7B27/B1	146.30	85.6	30*	8,15,56
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

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
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-737-800/BBJ 2 SFP	CFM56-7B26; -7B26/B1	146.30	85.5	30*	8,15,60
BOEING	B-737-800/BBJ 2 SFP	CFM56-7B27/B1; -7B27/B2	146.30	85.5	30*	8,15,60
BOEING	B-737-800/BBJ 2 SFP	CFM56-7B27; -7B27/B3	146.30	85.5	30*	8,15,60
BOEING	B-737-800SFP	CFM56-7B24	146.30	85.5	30*	8,15,60
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-737-800/BBJ 2 SFP	CFM56-7B26; -7B26/B1	144.00	85.4	30*	8,15,60
BOEING	B-737-800/BBJ 2 SFP	CFM56-7B27/B1; -7B27/B2	144.00	85.4	30*	8,15,60
BOEING	B-737-800/BBJ 2 SFP	CFM56-7B27; -7B27/B3	144.00	85.4	30*	8,15,60
BOEING	B-737-800/BBJ 2 SFP W	CFM56-7B26; -7B26/B1	146.30	85.4	30*	8,15,56,60
BOEING	B-737-800/BBJ 2 SFP W	CFM56-7B27/B1; -7B27/B2	146.30	85.4	30*	8,15,56,60
BOEING	B-737-800/BBJ 2 SFP W	CFM56-7B27; -7B27/B3	146.30	85.4	30*	8,15,56,60
BOEING	B-737-800SFP	CFM56-7B24	144.00	85.4	30*	8,15,60

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BOEING	B-737-800SFP W	CFM56-7B24	146.30	85.4	30*	8,15,56,60
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-737-800/BBJ 2 SFP W	CFM56-7B26; -7B26/B1	144.00	85.3	30*	8,15,56,60
BOEING	B-737-800/BBJ 2 SFP W	CFM56-7B27/B1; -7B27/B2	144.00	85.3	30*	8,15,56,60
BOEING	B-737-800/BBJ 2 SFP W	CFM56-7B27; -7B27/B3	144.00	85.3	30*	8,15,56,60
BOEING	B-737-800SFP W	CFM56-7B24	144.00	85.3	30*	8,15,56,60
BOEING	B-757-200	RB211-535E4	210.00	85.3	30	8,15,35
BOEING	B-757-200	RB211-535E4	210.00	85.3	30	8,15,36
BOEING	B-757-200	RB211-535E4B	210.00	85.3	30	8,15,36
BOEING	B-757-200	RB211-535E4B	210.00	85.3	30	8,15,35
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

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	143.29	84.9	25	8,15
AIRBUS	A321-231	V2533-A5	166.44	84.9	21*	8,15
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	198.00	84.9	30	8,15,36
BOEING	B-757-200	RB211-535E4	210.00	84.9	25*	8,15,35
BOEING	B-757-200	RB211-535E4B	198.00	84.9	30	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
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	35.27	84.8	30	15
BOEING	B-737-700C/-700ER/BBJ	CFM56-7B20	134.00	84.8	30*	8,15,55
BOEING	B-737-700C/-700ER/BBJ	CFM56-7B22	134.00	84.8	30*	8,15,55
BOEING	B-737-700C/-700ER/BBJ	CFM56-7B24	134.00	84.8	30*	8,15,55
BOEING	B-737-700C/-700ER/BBJ	CFM56-7B26; -7B26/B1	134.00	84.8	30*	8,15,55
BOEING	B-737-700C/-700ER/BBJ	CFM56-7B27; -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

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
BOEING	B-737-700C/-700ER/BBJ W	CFM56-7B20	134.00	84.7	30*	8,15,55,56
BOEING	B-737-700C/-700ER/BBJ W	CFM56-7B22	134.00	84.7	30*	8,15,55,56
BOEING	B-737-700C/-700ER/BBJ W	CFM56-7B24	134.00	84.7	30*	8,15,55,56
BOEING	B-737-700C/-700ER/BBJ W	CFM56-7B26; -7B26/B1	134.00	84.7	30*	8,15,55,56
BOEING	B-737-700C/-700ER/BBJ W	CFM56-7B27; -7B27/B3	134.00	84.7	30*	8,15,55,56
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	129.20	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B20	128.00	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B22	128.00	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B22	129.20	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B24	129.20	84.5	30*	8,15
BOEING	B-737-700	CFM56-7B24	128.00	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
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
BOEING	B-737-700W	CFM56-7B20	128.00	84.4	30*	8,15,56

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BOEING	B-737-700W	CFM56-7B22	128.00	84.4	30*	8,15,56
BOEING	B-737-700W	CFM56-7B24	128.00	84.4	30*	8,15,56
BOEING	B-737-700W	CFM56-7B26	128.00	84.4	30*	8,15,56
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
BOEING	B-737-600	CFM56-7B18	120.50	84.1	30*	8,15
BOEING	B-737-600	CFM56-7B20	120.50	84.1	30*	8,15
BOEING	B-737-600	CFM56-7B22	120.50	84.1	30*	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
BOMBARDIER	DHC-7	PT6A-50	42.00	84.0	25	15
DASSAULT	FALCON 7X (SFI)	PW307A	62.40	84.0	40	
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
SHORTS	SD3-60-300	PT6A-67R	26.50	84.0	30	13
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	83.9	20*	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	83.9	20*	8,15

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	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-217A	128.00	83.5	28*	8,15
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

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
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

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
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

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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
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

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	44.70	81.4	45	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	47.00	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
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

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	-	15
CANADAIR	CHALLENGER CL-601	CF34-1A	36.00	80.4	45	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
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

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	28.50	78.8	20	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	28.00	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	
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

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	-	
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

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
BEECH	E55 (2 BLD)	IO-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	TIO-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	IO-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)	IO-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	TSIO-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
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	TIO-540-A2C	6.50	73.0	-	11

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

APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	TSIO-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	IO-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	IO-470-K	3.00	68.0	-	10,11
CESSNA	210	IO-520-L	3.80	67.1	-	10,11
BEECH	35-C33A	IO-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	IO-520-B	3.40	64.0	-	11
BEECH	V35B (3BLD)	IO-520-B	3.40	64.0	-	11
BELLANCA	17-30A	IO-540-T4B5D	3.30	64.0	-	4
CESSNA	185F	IO-520-D	3.40	64.0	-	11
CESSNA	T210L	TSIO-520-R	3.80	64.0	-	11
CESSNA	T210M	TSIO-520-R	3.80	64.0	-	11
CESSNA	TU206G	TSIO-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	-	

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
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	IO-360-A1B6	2.80	62.0	-	11
BEECH	C23	0-360-A4K	2.50	62.0	-	11
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

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

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
CESSNA	172N	0-320-H2AD	2.30	62.0	-	10
CESSNA	177RG	IO-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	IO-360-A1B6D	2.70	62.0	-	4
PIPER	PA-28-181	O-360-A4M	2.50	62.0	-	11
PIPER	PA-28RT-201(2BLD)	IO-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	IO-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
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

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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APPROACH

<u>MANUFACTURER</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>MLW 1000 LBS</u>	<u>EST dBA</u>	<u>FLAPS</u>	<u>NOTES</u>
GULFSTREAM	AA-1B	O-235	1.60	59.0	-	11
CESSNA	182P	O-470-S	3.00	56.0	-	10,11
CESSNA	182Q	O-470-U	3.00	56.0	-	10,11
GULFSTREAM	AA-5B TIGER	O-360-A4K	2.20	52.0	-	10,11