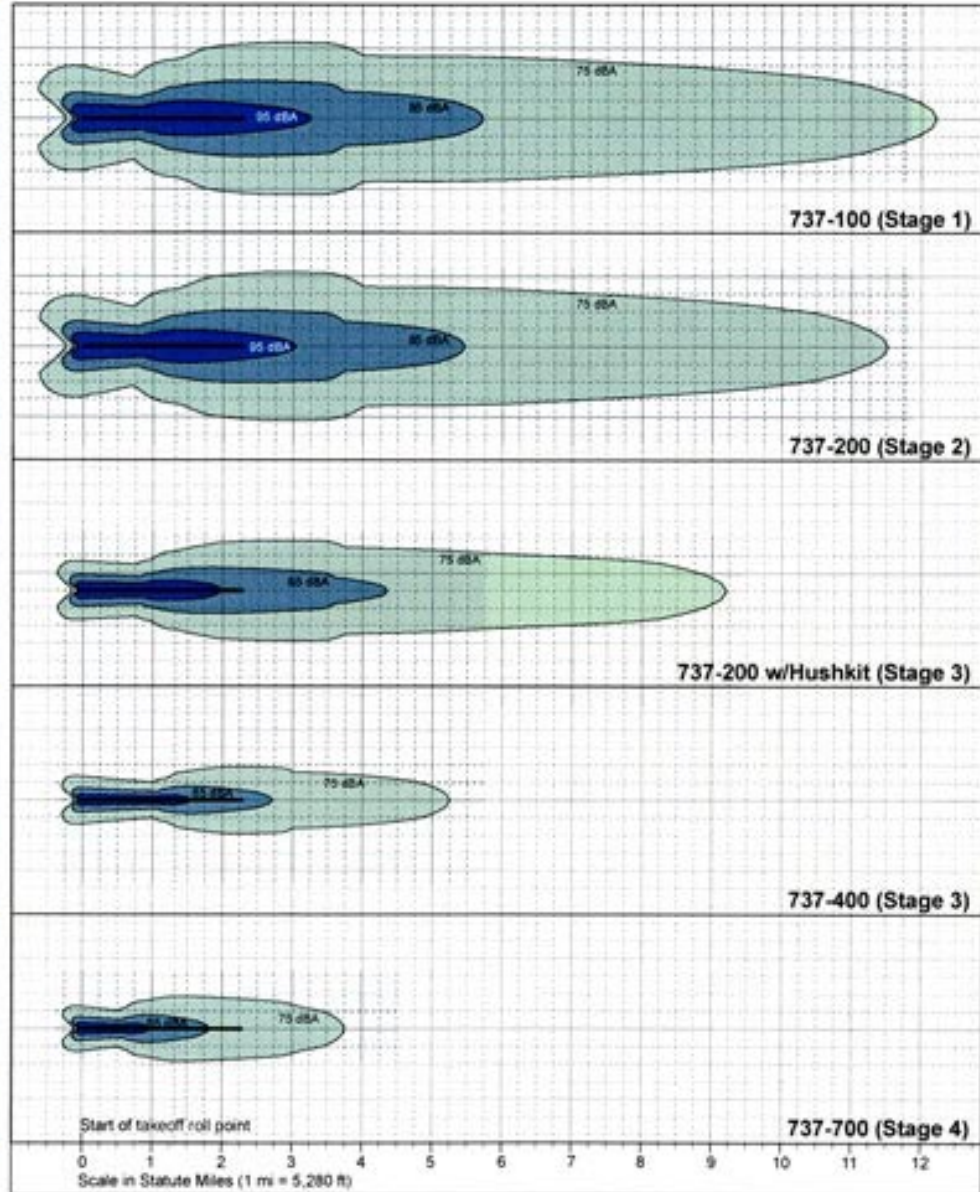


Evolution of the Boeing 737

Comparison of Maximum Noise Level on Takeoff



Model: 737-100
INM engine: JT8D-9
Part 36: Stage 1
Year of certification: December 1967
Average T-O weight: 104,000 lbs
Average passengers: 103

Model: 737-200
INM engine: JT8D-9QN
Part 36: Stage 2
Year of certification: December 1967
Average T-O weight: 115,500 lbs
Average passengers: 120

Model: 737-200 w/hushkit
INM engine: JT8D-9 w/LGW Nordam kit
Part 36: Stage 3
Year of certification: 1992
Average T-O weight: 115,500 lbs
Average passengers: 120

Model: 737-400
INM engine: CFM56-3C-1
Part 36: Stage 3
Year of certification: March 1989
Average T-O weight: 138,500 lbs
Average passengers: 146

Model: 737-700
INM engine: CFM56-7B
Part 36: Stage 4
Year of certification: December 1997
Average T-O weight: 115,600 lbs
Average passengers: 126

Noise contours were computed with the Integrated Noise Model (INM) version 6.0b, using standard atmospheric conditions and the stagelength weight that was similar to the Average T-O weight (in most cases it was the maximum).

Sound levels of 75 dBA Lmax may cause speech interference indoors, assuming normal construction techniques (10 dB reduction outdoors-to-indoors).

 **HARRIS MILLER MILLER & HANSON INC.**
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