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Volume 83

USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK

Volume 83

KC-135A Aircraft, Near and Far-Field Noise

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FOR THE COMMANDER

HENNING E. VON GIERKE
Director
Biodynamics and Bioengineering Division
Aerospace Medical Research Laboratory

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The USAF KC-135A is a long range high performance tanker aircraft powered by four J57-P-43W or 59W turbojet engines. This report provides measured and extrapolated data defining the bioacoustic environments produced by this aircraft operating on a concrete runup pad for six engine/power configurations. Near-field data are reported for eleven locations in a wide variety of physical and psychoacoustic measures: overall and band sound

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pressure levels, C-weighted and A-weighted sound levels, preferred speech interference level, perceived noise level, and limiting times for total daily exposure of personnel with and without standard Air Force ear protectors. Far-field data measured at 19 locations are normalized to standard meteorological conditions and extrapolated from 75-8000 meters to derive sets of equal-value contours for these same seven acoustic measures as functions of angle and distance from the source. Refer to Volume 1 of this handbook, "USAF Bioenvironmental Noise Data Handbook, Vol 1: Organization, Content and Application", AMRL-TR-75-50(1) 1975, for discussion of the objective and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc.

PREFACE

This report was prepared by the Biodynamic Environment Branch, Aerospace Medical Research Laboratory, under Project/Task 723104, Measurement and Prediction of Noise Environments of Air Force Operations.

The author gratefully acknowledges Mr. John Cole for his assistance in preparing this report, Mr. Robert Lee and Mr. Jerry Speakman for their assistance in acquiring the raw data, Mr. Henry Mohlman, Mr. Keith Kettler and Mr. David Eilerman of the University of Dayton for assistance in the mechanics of data processing and Mrs. Peggy Massie and Mr. Mike Patterson for assistance in typing and preparation of the graphics.

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INTRODUCTION

The USAF KC-135A is a long range high performance tanker aircraft powered by four J57-P-43W or 59W turbojet engines. The aircraft was manufactured by the Boeing Company and the engines by United Aircraft, Pratt and Whitney Division. The commercial version of the aircraft is the Boeing 707.

This volume provides measured and extrapolated data defining bioacoustic environments produced by this aircraft during ground runup operations. Such data are essential to evaluate ear protection requirements, limiting personnel exposure times, voice communication capabilities, and annoyance problems associated with ground runups of the KC-135A aircraft.

Near-field data presented in this volume were acquired from a KC-135A with a J57-43W engine and far-field data from a C-135A with a J57-59W engine. The 43 and 59 are the same engine except that some alloy metals were changed during manufacture making one of the engines heavier. However the noise from each is the same. Since the KC-135A is much more prevalent and comes equipped with either engine this volume will refer only to that model.

This volume is one of a series published by the Aerospace Medical Research Laboratory (AMRL) under the same report number (AMRL-TR-75-50) as a multi-volume handbook that quantifies the noise environments produced at flight/ground crew locations and in surrounding communities by operations of Air Force aircraft and ground support equipment. The far-field, community-type noise data in the handbook describe the noise produced during *ground operations* of aircraft, ground support equipment, and other ground-based equipment or facilities.

Volume 1 of this handbook discusses the objectives and design of the handbook, types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc. Volume 2 provides a method and data for adjusting the handbook's far-field noise data, which are for standard meteorological conditions (15 C temperature, 70% rel humidity, 0.760 meters Hg barometric pressure), to derive comparable data for other meteorological conditions. *Refer to Volumes 1 and 2* (references 1 and 2) for such information because it is not repeated in other handbook volumes.

A cumulative index lists those aerospace systems contained in the handbook, and identifies the specific volumes containing each type of environmental noise data available (i.e., inflight/flight crew and passenger noise, near-field/ground crew noise, far-field/community noise). Volume numbers are assigned sequentially as individual volumes are published. This index is periodically updated as individual volumes are published and is available upon request from AMRL/BBE, Wright-Patterson AFB, OH 45433. Organizations on the distribution list for the handbook will automatically receive a copy of each updated index.

Direct any questions concerning the technical data in this report and other handbook volumes to: AMRL/BBE, Wright-Patterson AFB, OH 45433; AUTOVON 78-53675 or 78-53664; Commercial (513) 255-3675 or (513) 255-3664.

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1. Cole, John N., *USAF Bioenvironmental Noise Data Handbook, Volume 1: Organization, Content and Application,* AMRL-TR-75-50 (1), Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975

2. Cole, John N., *USAF Bioenvironmental Noise Data Handbook Volume 2: Procedure to Evaluate Effects of Non-standard Meteorological Conditions on Far-Field Noise,* AMRL-TR-75-50 (2), AMRL, WPAFB, OH, 1975

NEAR-FIELD NOISE

MEASUREMENTS

AMRL acquired near-field noise data on the KC-135A aircraft during ground runup operations of its turbojet engines. For these tests, the aircraft was located on a concrete parking apron at Wright-Patterson AFB along with other similar aircraft. Table 1 gives the surface meteorological conditions and the engine power conditions. The ground-crew chief selected power conditions and near-field locations generally used during routine maintenance or engine runup for preflight checks.

At each near-field location a test engineer randomly moved a hand-held microphone in and around each location, probing all areas where a crew member's head would normally be located. He recorded all of the noise samples on magnetic tape. During analysis of each sample, he determined the root-mean square sound pressure using a 4- or 8-second integration time to derive a power-averaged level for each location.

Figure 1 shows the eleven numbered near-field locations where ground crews are usually located for maintenance and/or preflight checkout operations. Estimates of noise levels at other locations in the near-field are difficult since the noise source is spatially distributed, i.e., not a point source. The noise levels at near-field locations can vary widely depending upon relative distances from each noise source (intake noise, exhaust noise, panel resonances, internal engine noise through the engine wall, etc.).

Table 1 lists the numeric/alphabetic designators used on the data pages in this report to identify the measurement locations and test conditions. For example, the designator 1/A means ground crew location 1 and test conditions A.

RESULTS

The measured data presented in Table 2 define the sound pressure levels (SPL) produced by the KC-135A aircraft at the eleven ground crew locations. This table includes the overall, 1/3 octave band, and octave band levels. From these data one can calculate the variety of measures given in Table 3 which are widely used to assess the effects of noise on personnel and their performance.

All near-field data are for the meteorological conditions at the time of test but are valid for all typical airbase meteorology because of the short sound propagation distances involved.

TABLE 1

MEASUREMENT LOCATIONS AND TEST CONDITIONS
FOR NEAR-FIELD NOISE MEASUREMENT

KC-135A Aircraft, Ground Runup, Wright-Patterson AFB, OH
12 October 1977
Tail # 553135

Ground Crew Location	
1	MD-3 Operator
2	MA-1A Operator
3	Engine #2 Start
4	Engine #3 Start
5	Engine #4 Start
6	Engine #1 Start
7	Air Hose Removal
8	Electric Disconnect
9	Wheel Chock Pull
10	Wing Marshal
11	Trim Adjustment
Aircraft Engine Operation	
A	MD-3
B	MD-3 and MA-1A
C	Engine #2 Idle
D	Engine #2 and 3 Idle
E	Engine #2, 3, and 4 Idle
F	All Engine Idle
G	All Engine 85% RPM
H	Engine #2 at Military Rated Thrust, Dry
I	Engine #2 at Military Rated Thrust, Set
J	Engine #2 at Military Rated Thrust, Wet
Meteorology	
Temperature	7.2 C
Bar Pressure	0.745 M Hg
Rel Humidity	57.5 %
Wind — Speed	6.7 M/SEC (13 KTS)
— Direction	280 Deg

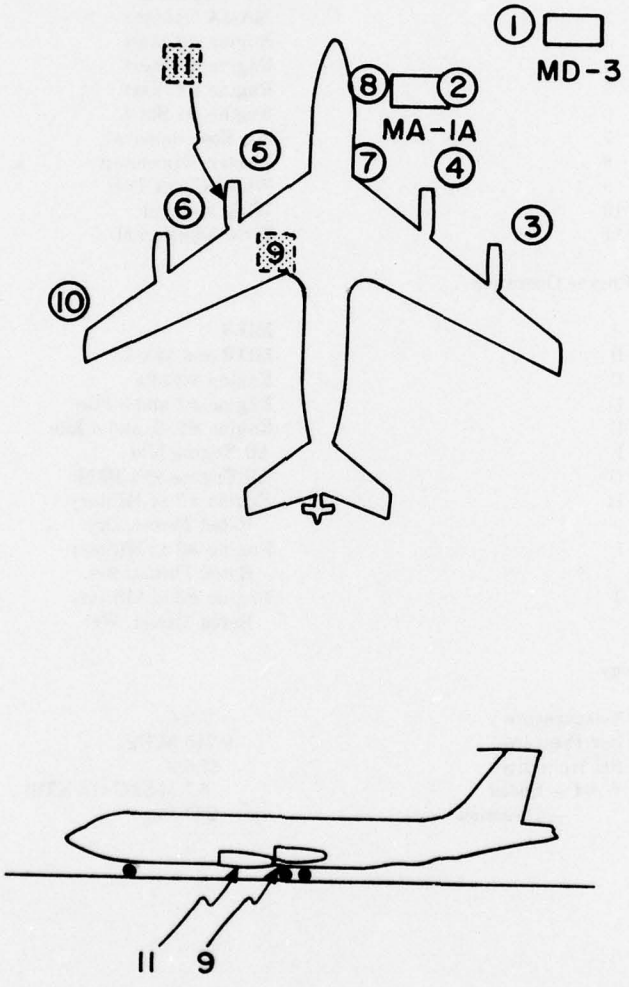


Figure 1. Near-Field Measurement Locations on Taxiway 21 at Wright-Patterson AFB OH

FAR-FIELD NOISE

MEASUREMENTS

AMRL acquired far-field data during a one hour test period, thus keeping similar meteorological conditions throughout the test. Figure 2 shows the ground runup pad, ground cover (short grass), aircraft orientation and the 19 microphone measurement sites on a semicircle. The center of the 75 meter radius semicircle used in surveying the J57-P 59W engines was on the ground directly below the intersection of the aircraft's centerline and the plane passing through the inboard engines' exhaust-nozzle exits. The ground runup area did not have a blast deflector; therefore, the engines' exhausts were in a "free-flow" condition.

Table 4 provides cockpit readouts of some engine characteristics (% RPM, fuel flow, etc.) for each power setting used in the far-field tests. Also listed in this table are the surface meteorological conditions during data acquisition.

All microphone measurement sites are in the acoustic far-field of the source where the sound wavefronts spherically diverge and the noise source may be regarded as a point source.

A portable microphone/tape-recorder system was used to sequentially record the noise at each far-field location. The microphone was attached to a hand-held pole, pointed at the source (0° angle of incidence) and vertically scanned from 0.5 to 3 meters for a period of 5-10 seconds during data acquisition at each microphone location. These samples were then time-integrated to derive a root-mean-square sound pressure level. Vertical scanning and time-integrating together reduce anomalies frequently present in data acquired by a fixed height microphone.

RESULTS

Table 5 lists the overall and 1/3 octave band SPL measured at the far-field locations under meteorological conditions at the time of the test. Data in all other figures and tables are based on these levels. These data were normalized to 100 meters distance and standard meteorological conditions (15 C temperature, 70% relative humidity, 0.760 meter Hg barometric pressure) and used to derive the graphic data in Figure 3 which provides a compact summary of the far-field noise characteristics of the KC-135 aircraft in a standard format.

Figure 4 and Table 6 present two basic acoustic measures, the acoustic power level and the directivity index, respectively. The acoustic power level describes the power radiated by the source as a function of frequency. The directivity index is a standard acoustical engineering measure which describes the geometric way in which the source radiates this power as a function of both frequency and angle from source. These basic source measures are primarily of interest for acoustical engineers and noise generation/control specialists.

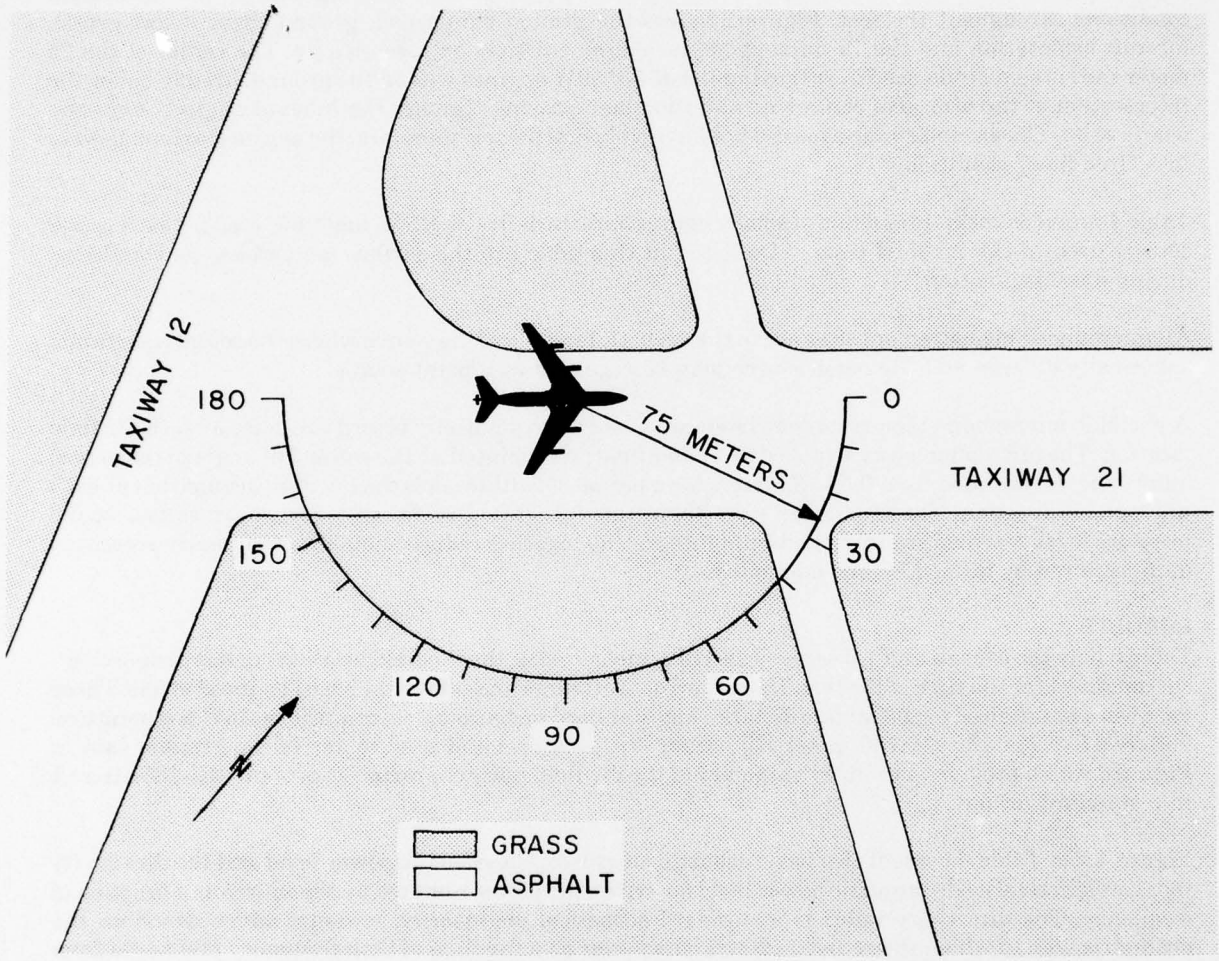


Figure 2. Far-Field Measurement Locations at Wright-Patterson AFB OH

Estimates of noise characteristics for intermediate power settings (e.g., 88% engine) and/or different number of engines operating (e.g., single engine) can be determined as explained in Volume 1 of this handbook.

Figures 5 through 11 are sets of equal noise contours describing seven different measures of noise as a function of angle and distance from the source for standard day meteorology. They are respectively, overall sound pressure level, C-weighted sound level, A-weighted sound level, perceived noise level, speech interference level, permissible exposure times for personnel and octave band sound pressure levels.

No data are presented at the 170 and 180 degree locations because of turbulent air flow behind the aircraft. Typical A-weighted levels for these angles are 10 to 20 dBA below those at the 160 degree location.

Test personnel performed noise surveys during quiet periods when the background noise was minimal, e.g., early in the morning when no other aircraft or engine test stands were operating. Data eliminated because they were near the background/electronic noise were generally not significant because the levels were so low (e.g., Table 5 at idle power).

Volume 2 of the handbook describes the influence of meteorology on far-field noise environments, and provides, if required, the factors necessary to adjust the handbook's standard meteorological day data.

TABLE: 2 MEASURED SOUND PRESSURE LEVEL (DB) 1/3 OCTAVE BAND

IDENTIFICATION:
OMEGA 3.2
TEST 77-001-001
RUN 01
18 OCT 77
PAGE F1

NOISE SOURCE/SUBJECT:
KC-135A AIRCRAFT
GROUND CREW
NEAR FIELD NOISE LEVELS

OPERATION:

	LOCATION/CONDITION												
FREQ (HZ)	1/A	2/B	3/E	4/D	5/C	6/F	7/F	8/F	9/F	10/G	11/H	11/I	11/J
25	70	83	104	93	86	86	86	84	99	109	112	107	114
31.5	68	82	101	93	83	87	89	87	98	107	111	110	114
40	77	84	103	92	88	91	93	87	96	109	112	112	114
50	82	86	100	94	88	89	94	94	97	108	111	112	115
63	86	89	99	93	90	91	94	92	97	108	115	114	115
80	83	88	97	93	89	91	91	90	96	108	117	117	118
100	101	97	97	96	90	92	100	101	96	110	120	120	121
125	106	102	98	99	91	93	102	105	97	112	123	125	125
160	97	99	97	97	91	92	99	96	98	114	125	123	125
200	97	95	95	95	91	92	95	92	102	117	130	126	129
250	103	98	97	98	95	95	96	96	100	117	130	126	131
315	100	98	96	99	98	98	97	93	99	117	132	129	137
400	92	98	101	100	99	100	100	97	101	118	129	128	131
500	93	92	101	101	103	101	98	95	102	119	135	131	134
630	92	94	101	101	103	100	98	98	103	118	132	130	134
800	93	89	104	104	106	103	100	100	103	118	132	131	133
1000	90	87	109	109	108	107	109	106	104	118	131	129	132
1250	88	89	110	109	113	113	108	108	108	117	129	127	131
1600	87	90	111	114	113	105	102	108	103	117	129	127	130
2000	86	93	111	113	109	107	105	107	102	117	128	127	130
2500	84	95	107	109	114	105	103	105	103	117	128	126	129
3150	83	97	110	112	109	105	106	106	106	115	125	123	127
4000	80	95	108	108	111	108	107	104	120	116	123	121	124
5000	79	94	104	104	108	101	99	99	105	114	121	119	123
6300	77	96	102	103	106	99	98	98	103	117	119	118	121
8000	74	106	100	102	104	98	99	98	107	121	117	117	120
10000	70	109	98	101	101	95	96	98	103	113	115	115	117
OVERALL	110	113	119	120	121	117	116	116	121	130	142	140	143

LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

TABLE: 2 MEASURED SOUND PRESSURE LEVEL (DB) OCTAVE BAND

IDENTIFICATION:
OMEGA 3.2
TEST 77-001-001
RUN 01
18 OCT 77
PAGE J1

NOISE SOURCE/SUBJECT:
KC-135A AIRCRAFT
GROUND CREW
NEAR FIELD NOISE LEVELS

OPERATION:

FREQ (HZ)	LOCATION/CONDITION 1/A	2/B	3/E	4/D	5/C	6/F	7/F	8/F	9/F	10/G	11/H	11/I	11/J
31.5	78	88	107	97	91	93	95	91	102	113	117	115	119
63	88	93	103	98	94	95	98	97	101	113	119	120	121
125	108	104	102	102	96	97	105	107	101	117	128	128	129
250	106	102	101	102	100	100	101	99	105	122	135	132	138
500	97	100	106	105	106	105	103	102	107	123	137	135	138
1000	96	93	113	113	115	114	112	110	110	122	135	134	137
2000	91	98	115	117	117	111	108	111	107	121	133	131	134
4000	85	100	113	114	114	110	110	109	120	120	128	126	130
8000	79	111	105	107	108	102	102	103	110	123	122	121	125
OVERALL	110	113	119	120	121	117	116	116	121	130	142	140	143

TABLE: 3 MEASURES OF HUMAN NOISE EXPOSURE													IDENTIFICATION: OMEGA 3.2 TEST 77-001-001 RUN 01 18 OCT 77 PAGE H1
NOISE SOURCE/SUBJECT: KC-135A AIRCRAFT GROUND CREW NEAR FIELD NOISE LEVELS	OPERATION:												
	LOCATION/CONDITION												
	1/A	2/B	3/E	4/D	5/C	6/F	7/F	8/F	9/F	10/G	11/H	11/I	11/J
HAZARD/PROTECTION													
C-WEIGHTED OVERALL SOUND LEVEL (OASLC IN DBC) AT EAR													
A-WEIGHTED OVERALL SOUND LEVEL (OASLA IN DBA) AT EAR													
MAXIMUM PERMISSIBLE TIME (T IN MINUTES) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)													
NO PROTECTION													
OASLC	110	111	119	120	120	117	116	116	120	129	142	140	143
OASLA	102	110	119	121	122	118	116	116	122	129	140	138	141
T	21	5	P	P	P	P	P	P	P	P	P	P	P
MINIMUM QPL EAR MUFFS													
OASLA*	88	89	91	92	93	89	89	90	93	105	117	115	119
T	240	202	143	120	101	202	202	170	101	13	P	2.2	P
AMERICAN OPTICAL 1700 EAR MUFFS													
OASLA*	83	85	86	86	87	83	84	84	87	100	112	109	113
T	571	404	339	339	285	571	480	480	285	30	3.8	6	3.2
V-51R EAR PLUGS													
OASLA*	80	82	91	92	93	90	89	88	93	102	116	113	117
T	960	679	143	120	101	170	202	240	101	21	P	3.2	P
AMERICAN OPTICAL 1700 EAR MUFFS PLUS V-51R EAR PLUGS													
OASLA*	66	72	78	79	80	78	76	75	76	89	101	99	102
T	960	960	960	960	960	960	960	960	960	202	25	36	21
H-133 GROUND COMMUNICATION UNIT													
OASLA*	77	82	92	94	95	90	89	89	91	101	113	110	113
T	960	679	120	85	71	170	202	202	143	25	3.8	5	3.2
COMMUNICATION													
PREFERRED SPEECH INTERFERENCE LEVEL (PSIL IN DB)													
PSIL	94	97	111	112	113	110	108	108	108	122	135	133	136
ANNOYANCE													
PERCEIVED NOISE LEVEL, TONE CORRECTED (PNLT IN PNDB)													
TONE CORRECTION (C IN DB)													
PNLT	117	125	133	135	136	132	131	130	142	143	153	151	155
C	1	1	1	1	2	2	2	1	5	1	1	1	1

* BASED ON CALCULATED SPL SPECTRUM UNDER PROTECTIVE DEVICE.
P ADDITIONAL EAR PROTECTION REQUIRED.

TABLE 4

TEST CONDITIONS
FOR FAR-FIELD NOISE MEASUREMENTS

C-135A Aircraft, Ground Runups, Wright-Patterson AFB, OH
25 July 1974
Tail # 600377

Aircraft Engine Operation	
Idle	All Engines
	63 % RPM
	280 C EGT (Exhaust Gas Temperature)
	No Register EPR (Engine Pressure Ratio)
	1100 LBS/HR FF (Fuel Flow)
80% RPM	All Engines
	80 % RPM
	310 C EGT
	1.25 EPR
	2250 LBS/HR FF
90% RPM	Engine No. 3, Others Idle
	90 % RPM
	440 C EGT
	1.74 EPR
	5000 LBS/HR FF
90% RPM	Engine No. 2, Others Idle
	90 % RPM
	440 C EGT
	1.95 EPR
	5800 LBS/HR FF
Miltary Power	Engine No. 3, Others Idle
	96 % RPM
	590 C EGT
	2.34 EPR
	8200 LBS/HR FF
Military Power	All Engines
	95 % RPM
	580 C EGT
	2.34 EPR
	8000 LBS/HR FF
Meteorology	
Temperature	26 C
Bar Pressure	0.741 M Hg
Rel Humidity	45 %
Wind	Calm

TABLE 5: MEASURED SOUND PRESSURE LEVEL (DB)
1/3 OCTAVE BAND
DISTANCE = 75 METERS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 2

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
25	65<		66<			67<	65<		65<	68<	68<	71<	70<	70<	72<	71<	73<		
31.5	66<	66<	63<	64<	64<	67<	65<	66<	66<	66<	68<	70<	71<	74	73	74	74		
40	68<	65<	67<	67<	67<	68<	65<		67<	67<	68<	67<	71<	74<	75	74<	75		
50	70<	69<	70<	69<	68<	69<	68<	66<	67<	67<	69<	70<	72	71<	75	74	74		
63	69<	69<	69<	69<	66<	68<	66<	66<	67<	68<	69<	71	74	74	75	73	75		
80	69	68	70	68	65<	65<	67<	67<	69	68	70	72	74	75	76	74	75		
100	72	74	74	74	72	70	72	73	74	75	76	75	78	77	78	77	76		
125	71	73	72	70	68	68	69	70	70	71	73	74	75	75	76	75	74		
160	74	74	75	72	69	68	69	70	69	70	72	74	75	76	76	76	74		
200	71	73	72	70	67	67	67	67	66	67	69	71	73	72	72	73	72		
250	72	73	73	71	68	67	66	67	66	67	68	71	74	74	73	71	70		
315	76	76	78	75	72	71	69	70	69	69	69	71	74	73	73	72	70		
400	77	78	78	77	73	71	70	70	70	72	70	72	74	72	74	71	71		
500	80	80	80	78	74	71	70	71	71	72	72	74	76	73	73	70	70		
630	81	81	81	80	76	73	72	74	73	73	74	77	76	73	72	71	69		
800	84	83	84	83	79	76	73	74	73	72	74	77	76	71	71	70	67		
1000	88	87	87	88	85	81	85	87	83	82	82	80	79	75	78	74	72		
1250	94	93	93	92	88	82	85	85	82	81	82	83	83	80	82	81	81		
1600	88	88	89	90	87	80	79	77	76	76	76	78	81	76	74	71	69		
2000	91	92	90	92	90	82	84	84	82	81	78	80	79	75	72	69	67		
2500	90	88	86	87	84	76	78	79	78	75	75	77	77	72	69	67	64		
3150	89	88	90	90	88	82	85	86	84	86	88	90	89	84	80	77	73		
4000	85	87	89	87	84	75	78	81	82	85	88	89	89	85	82	80	78		
5000	83	84	84	83	80	71	72	74	73	71	76	79	79	75	70	67	65		
6300	80	81	81	80	77	69	71	73	73	73	78	81	81	76	71	67	64		
8000	76	77	77	76	74	65	69	70	71	74	78	81	81	76	72	68	65		
10000	70	71	71	71	68	59	63	64	65	67	73	77	76	71	67	63	59		
OVERALL	99	99	99	99	96	90	92	92	91	91	93	95	95	91	90	88	87		

< LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

TABLE: 5

MEASURED SOUND PRESSURE LEVEL (DB)
1/3 OCTAVE BAND
DISTANCE = 75 METERS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 2

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
25	74<	72<	72<	72<	72<	74<	72<	75<	72<	78	75<	77	79	82	84	86	86		
31.5	73	74	72	71<	73	75	74	74	74	77	79	80	81	84	87	87	87		
40	77	76	75	75	76	77	77	77	78	80	81	83	85	88	89	90	90		
50	76	75	76	75	76	75	77	78	79	79	80	83	84	87	90	92	92		
63	78	77	77	79	79	80	80	82	82	82	84	85	87	89	91	92	92		
80	80	79	79	80	80	79	79	81	81	83	83	86	88	91	94	94	93		
100	82	82	82	82	81	80	80	82	83	85	86	88	91	93	95	96	94		
125	82	82	82	82	80	81	80	82	83	86	86	88	90	93	95	95	91		
160	83	83	82	82	80	81	80	81	82	85	85	88	90	93	94	93	91		
200	83	83	82	81	78	78	77	77	78	81	81	84	86	88	90	89	87		
250	83	83	83	82	79	78	77	76	76	79	80	83	85	86	87	84	85		
315	84	83	83	81	79	77	78	77	77	77	80	83	84	85	85	84	83		
400	84	84	84	81	80	77	79	79	78	79	82	84	84	85	84	83	82		
500	85	84	84	83	81	79	80	80	79	80	84	85	84	86	83	82	82		
630	89	88	88	86	83	81	81	81	81	81	85	86	84	85	82	81	79		
800	88	87	88	87	84	82	81	81	81	81	85	87	84	83	81	79	78		
1000	90	90	90	90	86	85	83	82	81	81	84	87	86	83	79	77	77		
1250	99	97	94	94	91	86	84	83	81	82	84	87	86	84	80	77	77		
1600	101	100	97	99	97	93	93	92	88	85	85	87	87	84	81	78	77		
2000	99	99	99	103	98	96	98	96	92	88	87	88	87	84	81	78	77		
2500	96	96	96	97	95	93	89	86	84	83	83	85	84	82	78	75	73		
3150	98	97	97	97	95	94	94	93	89	87	86	87	85	83	79	76	72		
4000	101	101	101	102	101	99	99	99	95	92	88	89	87	84	79	76	71		
5000	96	96	96	97	95	94	92	92	90	90	90	92	89	84	79	75	71		
6300	94	95	95	95	94	92	91	92	94	97	97	103	101	94	87	83	79		
8000	92	93	92	93	92	90	89	88	85	86	86	89	89	85	79	75	70		
10000	87	88	87	88	87	84	83	82	81	82	82	85	84	78	74	70	64		
OVERALL	108	107	107	108	106	104	104	103	101	101	101	105	104	102	103	103	101		

< LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

TABLE 5: MEASURED SOUND PRESSURE LEVEL (DB)
1/3 OCTAVE BAND
DISTANCE = 75 METERS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 2

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
25	74<	74<	74<	75<	74<	78	79	83	81	80	81	82	85	87	90	94	92		
31.5	75	76	79	75	76	78	82	81	82	82	81	84	86	91	94	94	92		
40	78	78	78	78	78	80	80	81	83	86	86	86	91	95	99	99	94		
50	78	78	77	80	78	79	82	84	84	85	86	91	93	96	101	100	94		
63	82	82	82	83	81	84	85	85	86	87	89	91	98	102	103	102	93		
80	85	82	86	84	84	85	87	89	90	91	91	94	98	103	108	103	90		
100	86	86	89	88	87	86	89	91	91	92	93	97	103	109	111	107	92		
125	87	87	87	87	87	87	89	91	92	93	94	97	102	109	113	107	93		
160	87	88	89	89	88	87	89	89	90	93	95	98	101	108	114	108	95		
200	90	89	91	91	87	86	87	88	89	90	92	95	100	102	110	106	94		
250	92	90	91	89	87	85	87	87	88	89	90	93	99	103	107	106	94		
315	89	90	90	89	87	86	87	87	87	89	90	93	97	101	102	104	93		
400	90	88	90	90	86	85	87	87	89	91	91	94	98	98	102	102	90		
500	89	89	90	90	86	85	88	88	90	92	92	96	98	99	102	101	88		
630	89	89	90	91	86	85	88	88	91	93	94	97	99	101	101	99	86		
800	88	89	90	91	86	84	87	88	90	93	94	98	98	100	98	96	83		
1000	90	91	92	93	88	86	91	90	93	94	93	97	98	98	97	94	81		
1250	93	94	93	93	87	85	90	89	92	93	93	98	98	97	96	94	80		
1600	89	91	94	94	88	86	89	88	91	93	93	98	99	98	95	92	78		
2000	91	94	95	95	91	87	92	90	91	92	93	98	99	97	94	91	77		
2500	98	97	102	102	101	95	100	96	95	94	92	96	97	95	92	89	75		
3150	92	91	94	94	90	88	92	91	91	92	93	97	97	95	93	89	76		
4000	93	91	94	93	88	87	91	89	91	93	94	98	96	94	91	87	76		
5000	94	92	95	94	89	88	93	90	91	91	88	92	93	91	88	84	71		
6300	90	86	89	89	84	83	88	86	88	91	88	91	91	90	87	83	71		
8000	89	87	89	89	86	84	89	87	90	94	92	96	95	92	88	84	72		
10000	84	81	84	83	80	78	82	80	82	86	84	89	89	87	84	79	67		
OVERALL	104	104	106	106	104	100	104	103	104	106	106	110	112	116	120	116	104		

< LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

TABLE 5: MEASURED SOUND PRESSURE LEVEL (DB)
1/3 OCTAVE BAND
DISTANCE = 75 METERS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 2

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
25	77	77	74<	76	74<	75<	74<	76	79	78	74<	78	81	85	90	93	93		
31.5	80	76	77	77	75	78	78	77	81	81	77	81	81	84	92	93	97		
40	82	79	78	81	79	79	79	80	81	83	80	87	88	87	92	96	98		
50	80	78	78	80	78	77	79	79	80	82	77	86	87	91	93	96	98		
63	83	81	81	83	80	80	80	80	83	82	78	86	89	92	96	98	100		
80	86	85	83	86	82	83	83	83	83	82	82	86	93	90	99	103	104		
100	88	87	85	86	84	84	85	86	88	87	84	90	96	94	102	109	107		
125	89	87	86	87	84	85	83	85	87	88	85	92	95	97	100	108	106		
160	89	88	89	90	86	87	87	85	86	88	87	93	96	97	102	109	106		
200	93	92	90	88	86	85	84	83	83	83	84	92	94	95	99	108	108		
250	94	93	92	90	85	84	84	80	81	84	85	92	92	92	96	106	108		
315	91	91	89	90	85	84	85	81	81	85	86	94	95	96	99	103	106		
400	92	91	89	90	85	85	86	82	81	85	87	93	94	92	97	105	104		
500	92	91	89	90	85	83	85	82	82	87	87	94	94	92	97	105	104		
630	91	91	89	89	83	83	86	82	83	87	86	94	94	91	95	104	102		
800	91	90	89	89	83	83	85	81	81	86	86	92	92	89	93	102	100		
1000	93	92	92	92	85	86	91	86	85	89	87	90	91	88	91	100	99		
1250	98	95	92	91	87	89	90	85	83	87	85	90	90	87	91	99	98		
1600	92	93	92	91	88	88	85	80	81	86	85	89	90	86	90	99	98		
2000	93	95	94	95	89	89	87	84	85	87	84	88	89	85	89	97	97		
2500	98	100	99	99	86	88	86	82	82	85	83	86	86	83	87	94	94		
3150	94	94	92	94	87	90	91	86	86	90	86	93	91	87	87	93	92		
4000	92	92	91	93	85	87	85	83	82	89	86	96	94	89	87	91	89		
5000	95	94	92	94	83	83	83	78	77	81	78	83	83	80	81	86	85		
6300	89	89	87	88	79	80	80	77	76	80	77	83	84	79	80	85	83		
8000	89	88	86	87	77	79	81	78	77	82	79	85	85	80	79	83	82		
10000	84	82	80	81	70	72	74	71	71	75	73	79	79	75	75	78	77		
OVERALL	106	106	105	105	98	99	100	97	97	100	98	105	106	105	110	117	116		

< LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

TABLE: 5 — MEASURED SOUND PRESSURE LEVEL (DB)
1/3 OCTAVE BAND
DISTANCE = 75 METERS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 2

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
25	78	80	81	81	80	81	84	87	87	86	87	87	92	93	98	101	101		
31.5	80	83	82	81	82	83	86	87	85	88	87	90	94	98	99	102	101		
40	82	83	83	83	83	83	85	87	88	90	92	92	98	103	107	107	102		
50	84	83	82	84	84	84	88	90	89	92	94	94	99	103	107	108	102		
63	86	85	86	88	87	88	89	91	91	93	95	97	104	109	109	110	102		
80	90	88	90	89	88	88	91	93	94	94	96	99	106	111	112	110	101		
100	92	91	94	94	91	90	95	97	96	98	100	103	111	115	117	112	102		
125	93	93	93	95	94	92	95	96	98	99	102	103	112	117	118	112	101		
160	94	96	96	96	94	93	94	97	97	101	103	106	111	118	119	114	101		
200	98	97	98	97	93	92	96	97	95	98	101	104	110	114	117	112	99		
250	97	95	97	95	94	93	94	95	94	99	100	102	110	113	116	111	100		
315	95	95	97	96	93	92	94	95	93	97	101	103	107	113	115	109	102		
400	99	98	98	98	95	94	95	94	95	99	103	104	107	110	115	108	102		
500	104	104	105	103	98	96	100	97	102	105	106	106	107	110	119	111	102		
630	102	102	103	104	98	95	97	97	98	103	105	107	109	110	117	111	100		
800	101	100	102	104	97	94	97	98	97	102	105	107	108	111	115	110	99		
1000	99	100	100	103	95	92	97	98	97	102	105	108	108	110	113	108	97		
1250	99	99	100	102	93	90	95	97	96	102	105	108	109	111	112	105	95		
1600	98	99	99	102	92	91	95	97	95	103	106	110	110	110	111	105	95		
2000	97	98	97	99	89	88	93	95	95	102	105	110	110	110	111	104	94		
2500	100	99	99	102	91	90	95	96	94	101	104	108	108	108	108	102	92		
3150	98	99	98	100	91	90	96	96	93	101	103	108	108	107	108	101	92		
4000	95	95	95	96	86	85	91	93	91	100	102	107	108	106	107	100	91		
5000	95	94	95	96	86	86	91	92	89	98	100	104	104	104	104	97	88		
6300	92	91	92	93	84	83	89	89	87	97	99	103	103	103	103	97	87		
8000	89	89	90	91	82	80	87	87	86	95	96	100	101	100	101	94	84		
10000	84	84	85	86	78	76	83	84	82	92	93	97	98	97	98	91	80		
OVERALL	111	111	112	113	107	105	108	109	109	114	116	119	122	125	128	123	113		

LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

TABLE: 5

MEASURED SOUND PRESSURE LEVEL (DB)
1/3 OCTAVE BAND
DISTANCE = 75 METERS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 2

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
25	83	85	84	83	84	85	87	88	91	93	91	94	95	101	104	105	106		
31.5	85	84	86	85	86	87	89	89	92	93	92	95	96	103	106	106	106		
40	88	88	87	86	87	90	91	91	93	95	96	98	101	109	111	111	108		
50	88	89	87	88	87	90	91	93	95	95	98	101	103	108	112	112	107		
63	91	90	91	91	91	92	93	95	96	97	98	102	106	113	116	116	109		
80	94	94	94	93	93	93	94	95	97	98	101	103	110	116	118	117	110		
100	96	97	96	95	95	94	98	100	99	102	103	108	115	119	121	119	114		
125	97	98	97	96	95	95	97	98	99	103	105	108	116	121	120	120	113		
160	100	101	100	99	97	98	98	99	102	103	105	110	116	123	121	121	115		
200	103	104	101	100	97	97	98	98	99	102	104	108	113	120	120	120	115		
250	102	103	102	100	98	97	97	98	99	101	104	106	113	116	121	119	115		
315	102	102	102	100	98	98	98	98	100	99	104	106	113	118	120	119	114		
400	105	105	105	100	98	100	100	99	102	100	106	107	112	117	120	119	115		
500	115	117	113	110	103	102	101	100	104	10[illegible]	109	110	114	119	123	121	115		
630	111	110	110	107	105	105	105	102	104	104	108	111	113	117	121	118	111		
800	108	108	108	106	104	106	107	105	105	104	109	111	113	116	118	116	108		
1000	106	107	107	105	103	106	107	106	106	105	108	111	114	116	117	114	105		
1250	105	104	106	104	101	105	106	104	106	106	109	112	114	116	116	112	102		
1600	104	103	105	104	100	105	106	104	106	106	110	112	114	117	115	112	102		
2000	101	101	103	101	96	102	104	104	105	106	110	112	114	116	115	111	102		
2500	106	104	108	106	102	106	105	103	105	104	109	111	112	114	113	109	99		
3150	105	103	107	104	100	105	105	103	104	104	109	111	112	114	112	109	98		
4000	100	99	101	99	95	100	102	101	103	102	107	110	112	113	112	108	97		
5000	100	99	102	99	96	100	101	98	101	100	105	108	109	110	108	106	95		
6300	97	97	99	96	93	98	99	97	100	99	104	107	108	110	108	105	94		
8000	95	94	97	94	91	96	97	95	98	97	102	105	106	108	106	103	93		
10000	90	90	93	90	86	91	93	91	94	94	100	101	103	105	104	101	89		
OVERALL	119	119	119	116	113	115	116	115	116	116	120	123	126	131	132	130	125		

LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

FIGURE: NORMALIZED FARFIELD NOISE LEVELS

3 DISTANCE = 100 METERS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 6

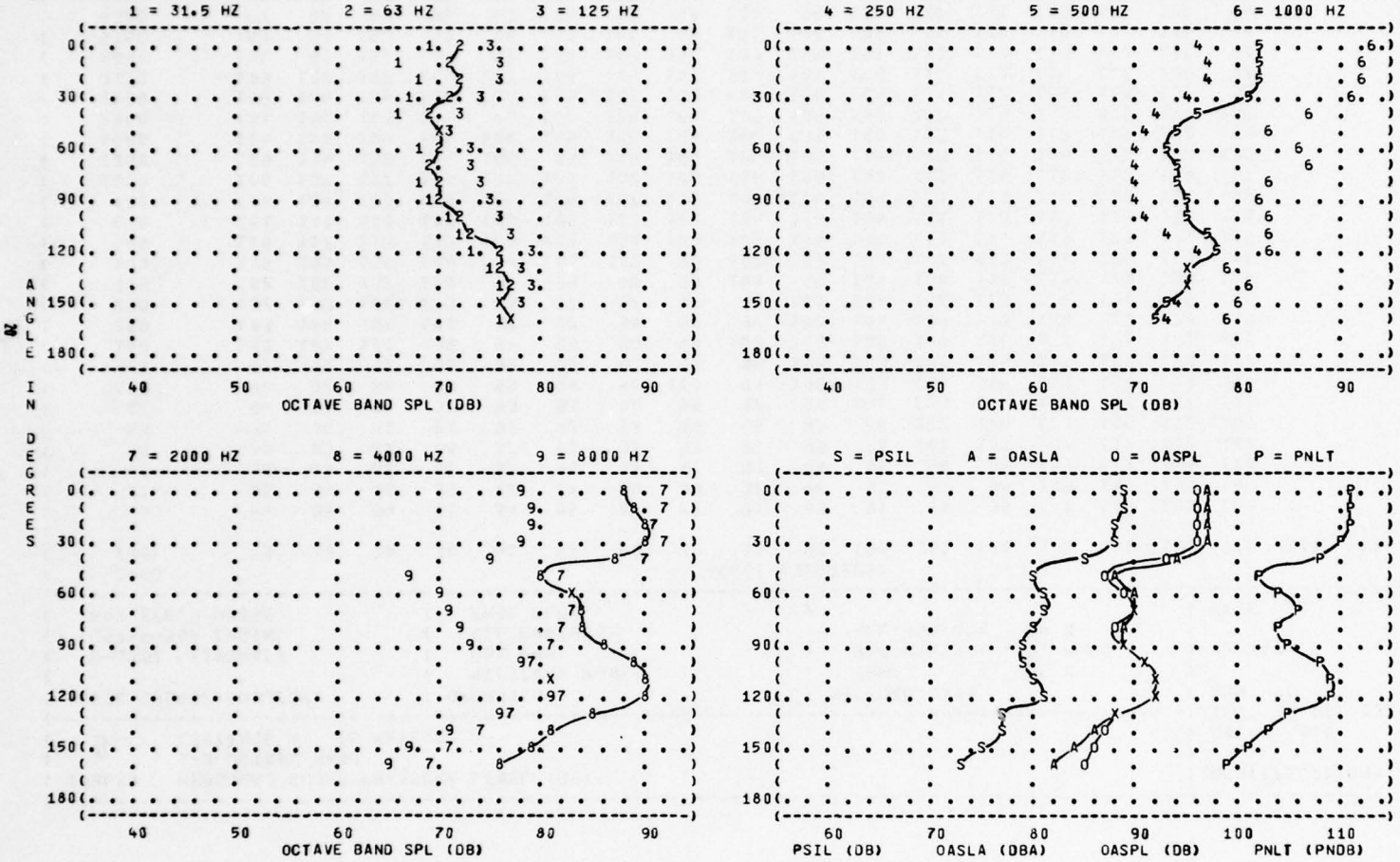


FIGURE: NORMALIZED FARFIELD NOISE LEVELS

3 DISTANCE = 100 METERS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 6

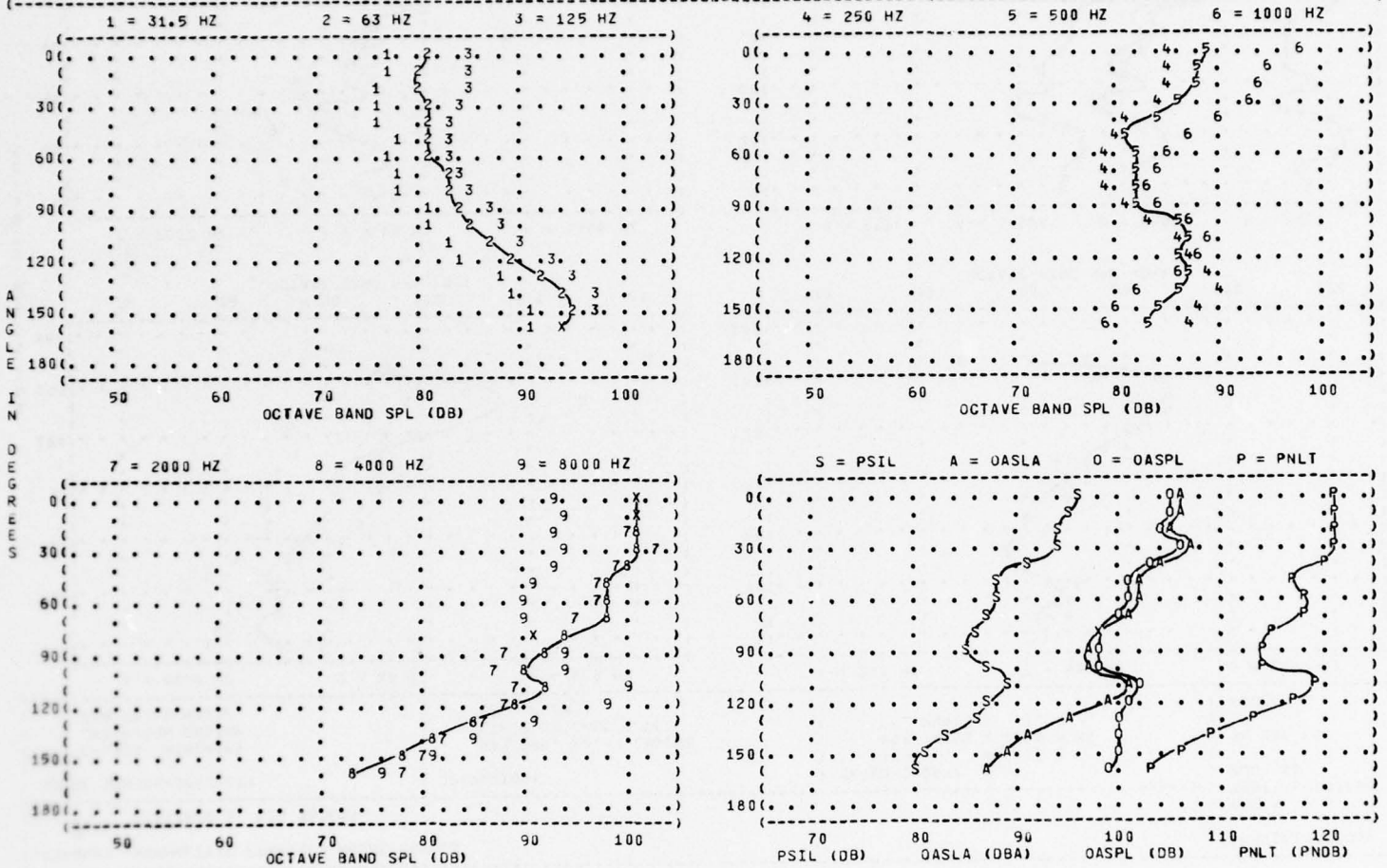


FIGURE: NORMALIZED FARFIELD NOISE LEVELS

3

DISTANCE = 100 METERS

NOISE SOURCE/SUBJECT:

C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:

90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:

TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:

OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 6

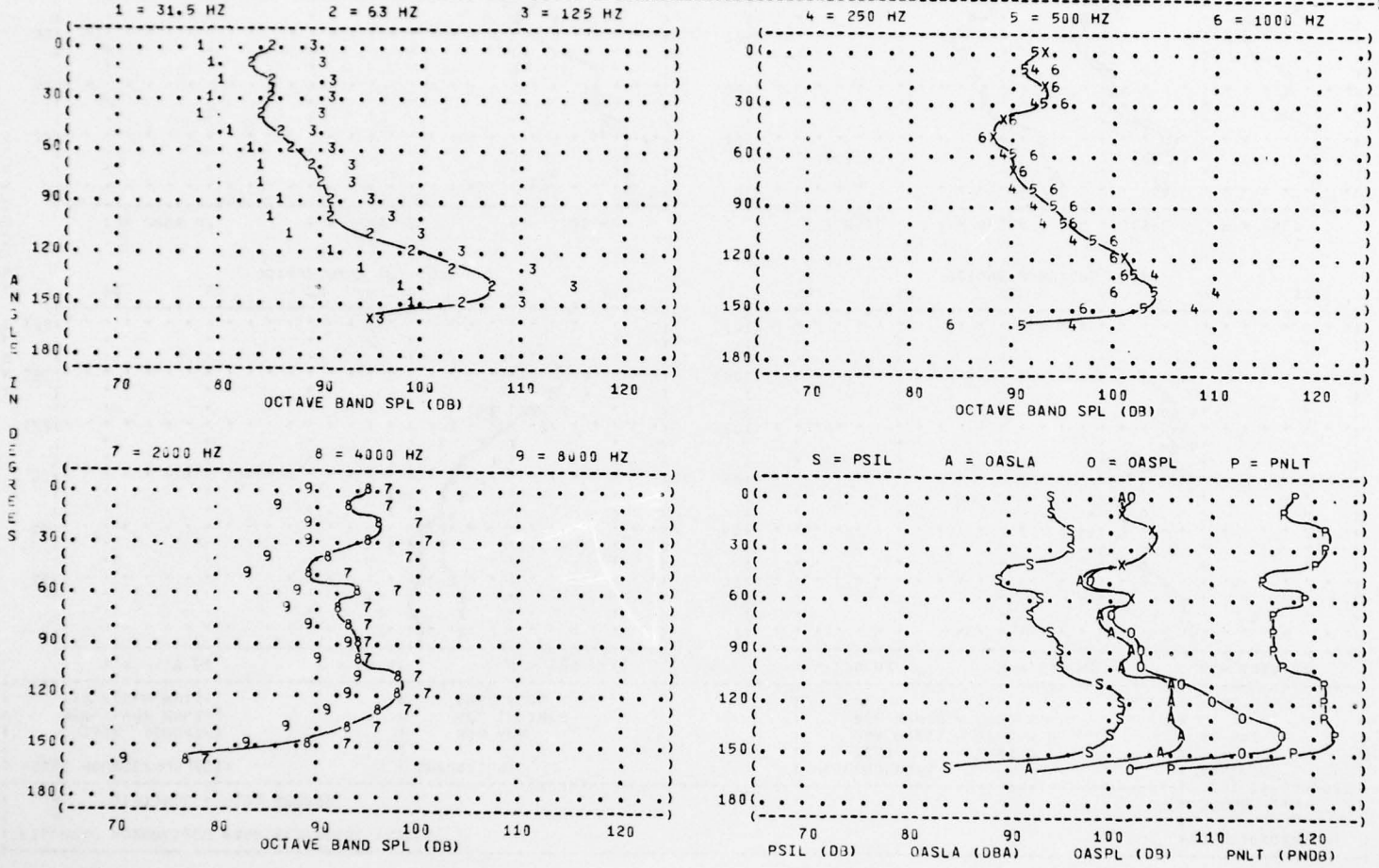


FIGURE: NORMALIZED FARFIELD NOISE LEVELS

3

DISTANCE = 100 METERS

NOISE SOURCE/SUBJECT:

C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:

90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:

TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:

OMEGA 1.4
TEST 75-002-023
RUN 04

06 MAY 75

PAGE 6

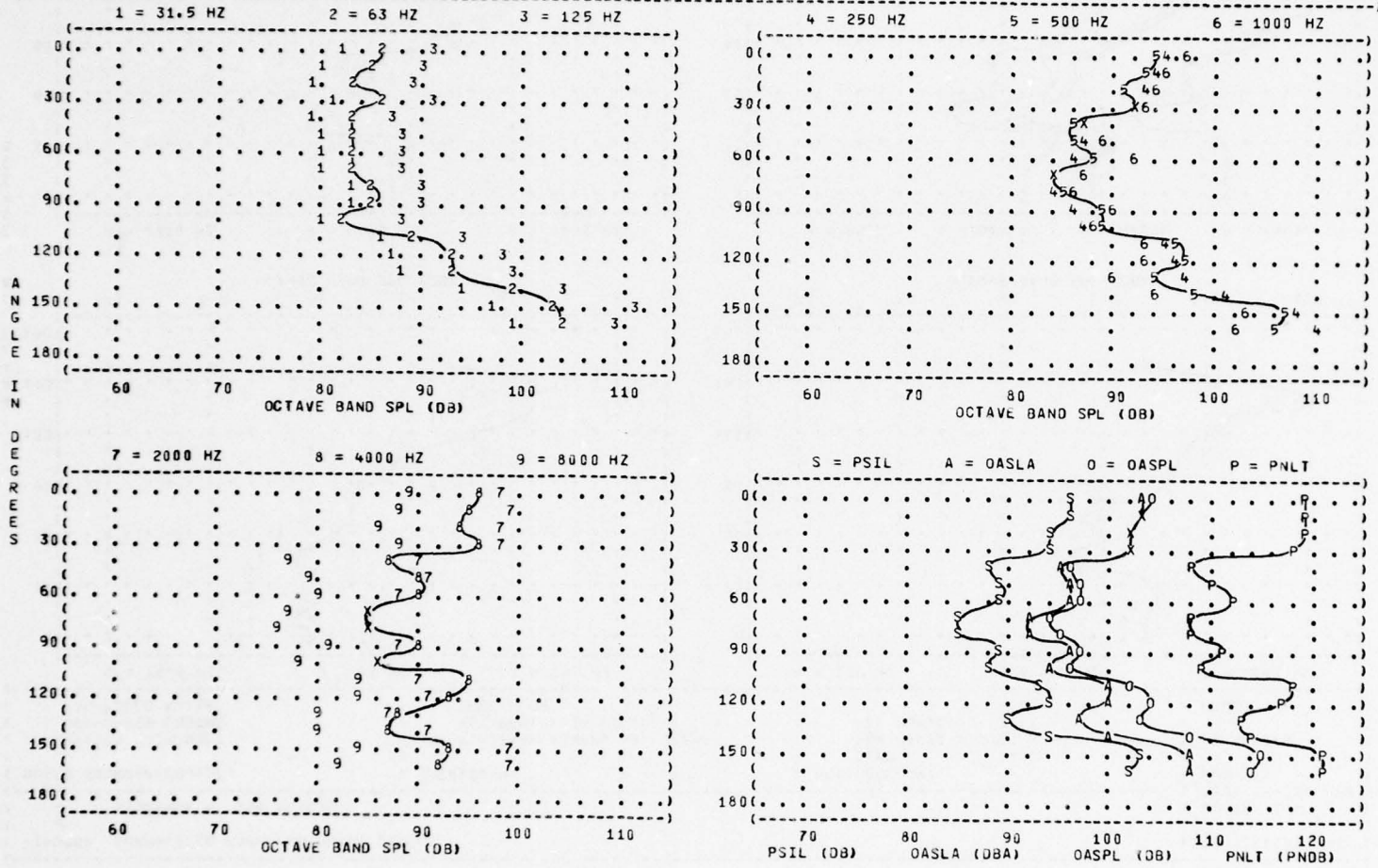


FIGURE: NORMALIZED FARFIELD NOISE LEVELS

3 DISTANCE = 100 METERS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 6

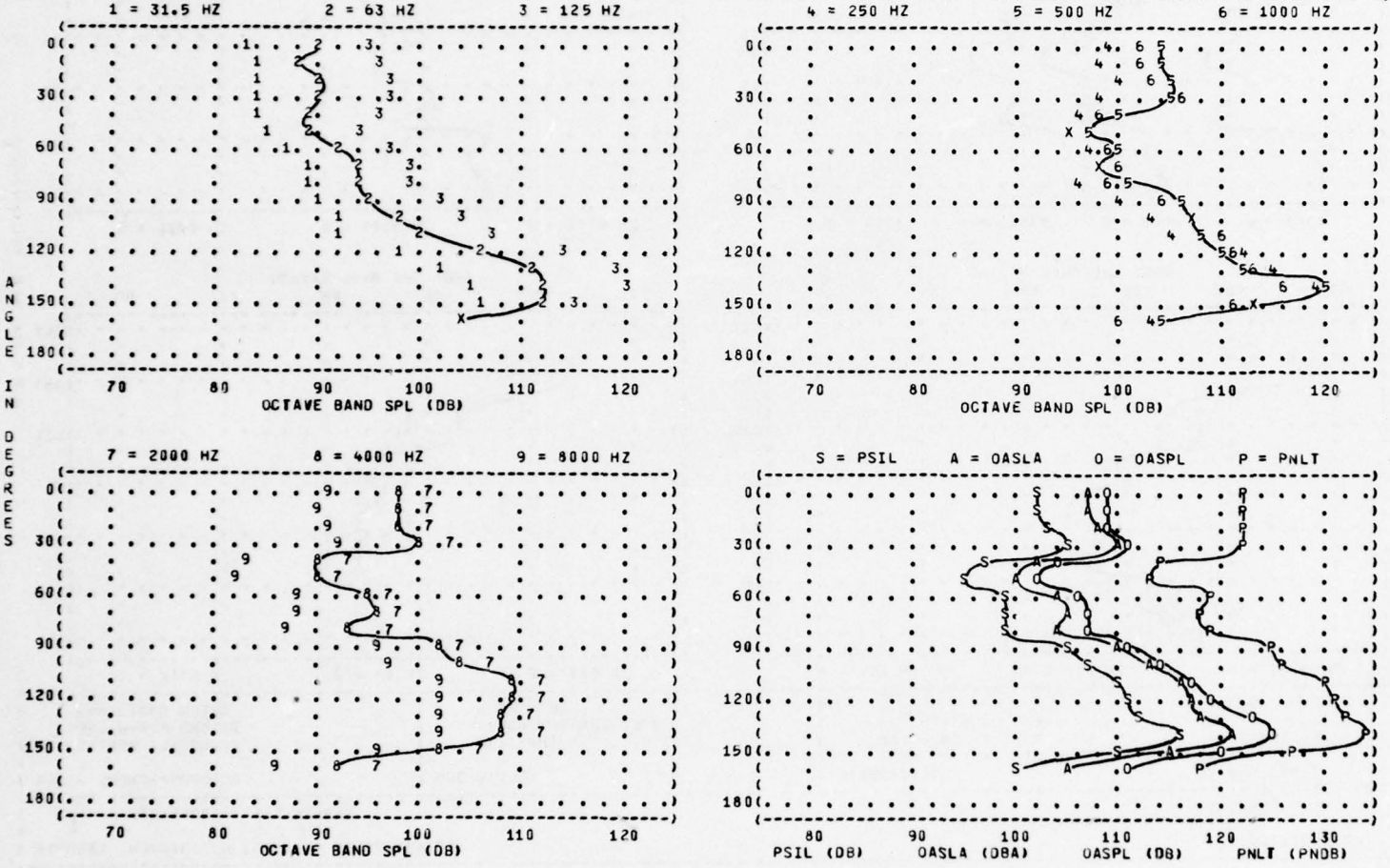


FIGURE 3 NORMALIZED FARFIELD NOISE LEVELS

DISTANCE = 100 METERS

NOISE SOURCE/SUBJECT:

C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:

MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:

TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:

OMEGA 1.4
TEST 75-002-023
RUN 06

06 MAY 75

PAGE 6

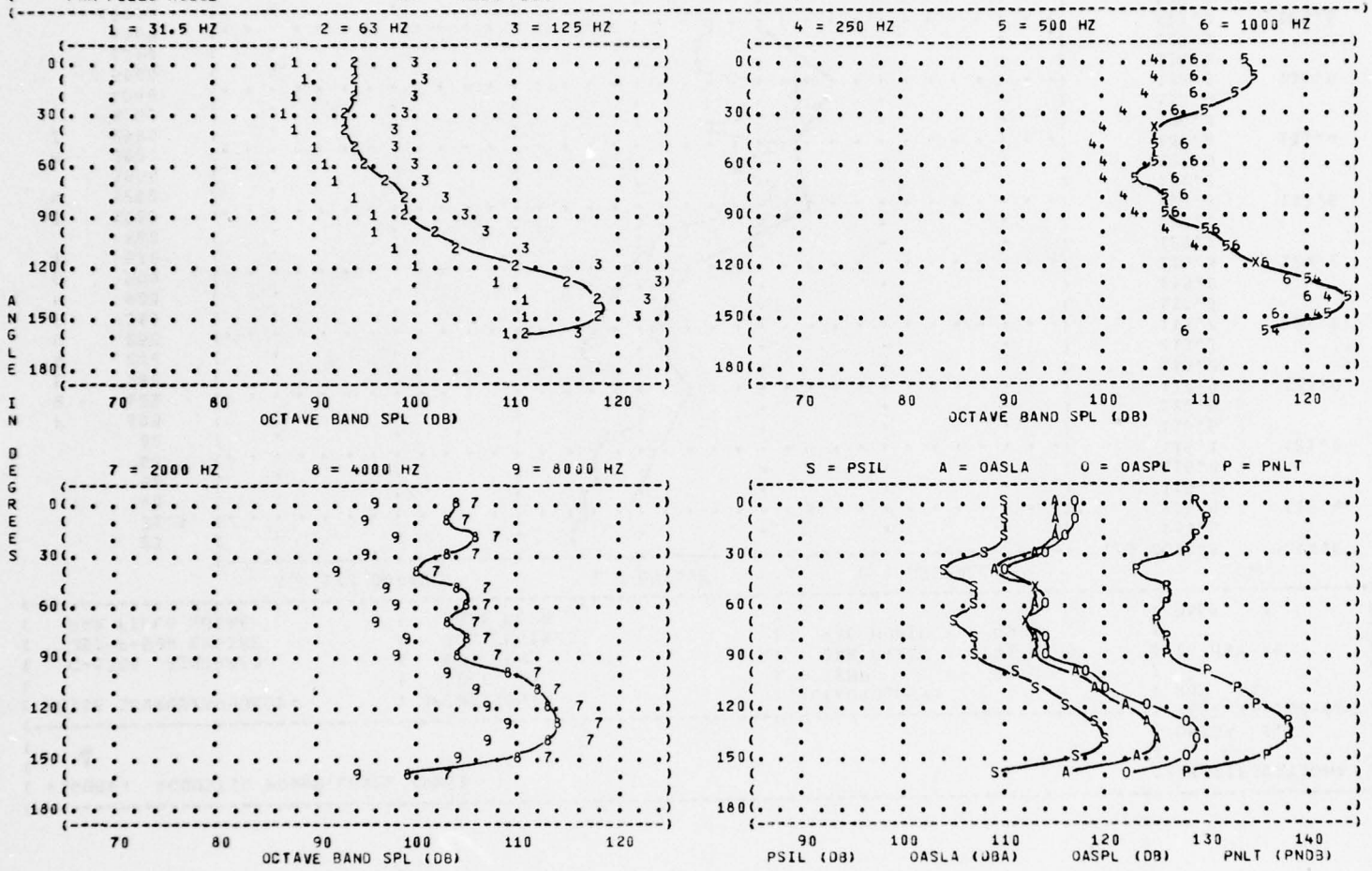


FIGURE: ACOUSTIC POWER LEVEL (PWL)

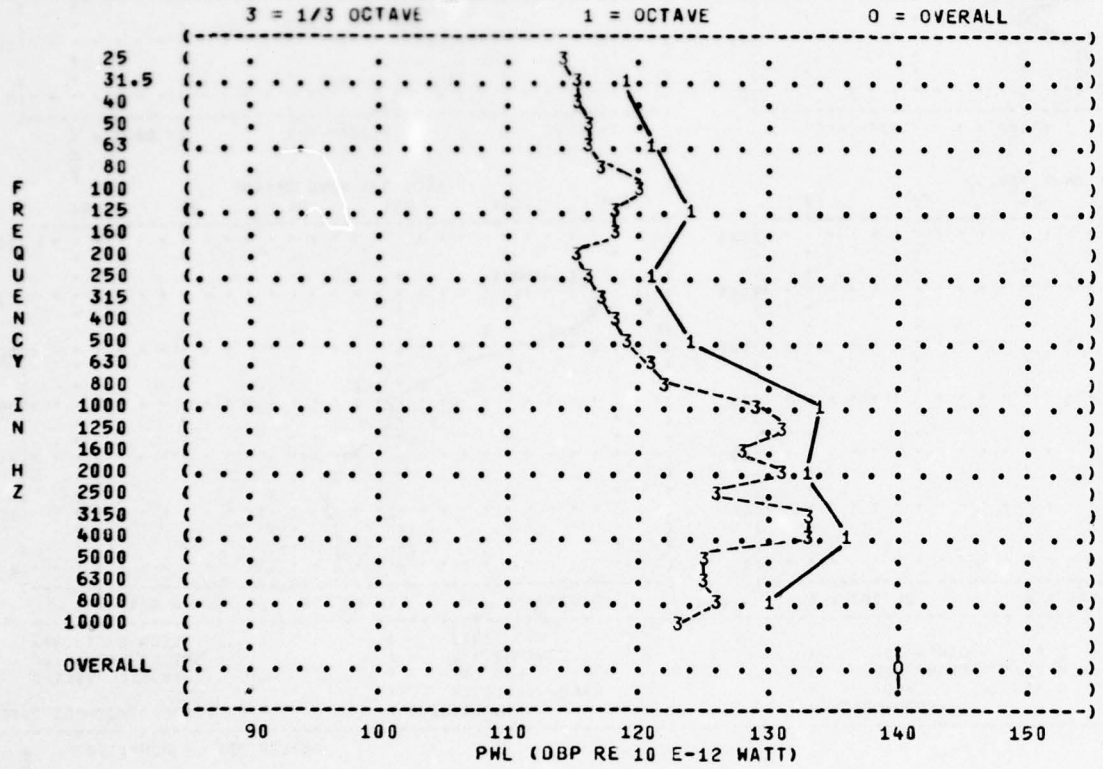
4

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 3



	PWL	
	1/3 OCTAVE	OCTAVE
25	113.6	
31.5	114.9	119.4
40	115.2	
50	115.8	
63	116.1	121.0
80	116.6	
100	120.5	
125	117.9	123.8
160	118.2	
200	115.3	
250	115.7	121.0
315	117.3	
400	118.0	
500	119.3	124.2
630	120.7	
800	122.1	
1000	128.8	133.5
1250	131.2	
1600	127.9	
2000	130.6	133.4
2500	126.3	
3150	133.4	
4000	132.8	136.5
5000	124.8	
6300	125.3	
8000	125.8	129.6
10000	122.8	
OVERALL		140.3

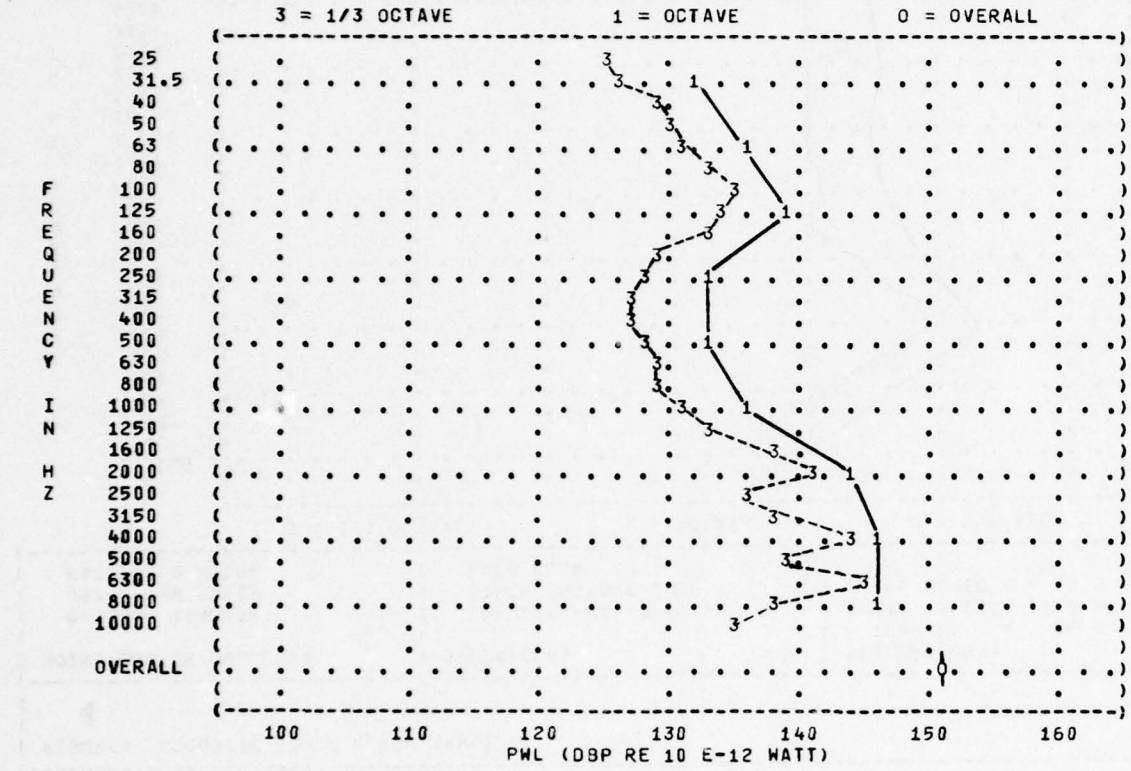
FIGURE: 4 ACOUSTIC POWER LEVEL (PWL)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 3



	PWL 1/3 OCTAVE	PWL OCTAVE
25	124.6	
31.5	126.1	131.9
40	129.3	
50	129.7	
63	131.3	136.2
80	132.7	
100	134.6	
125	134.0	138.8
160	133.4	
200	129.4	
250	127.7	132.9
315	126.8	
400	127.2	
500	128.0	132.9
630	129.0	
800	129.2	
1000	130.5	136.2
1250	133.3	
1600	138.1	
2000	141.0	143.7
2500	136.2	
3150	138.4	
4000	143.7	145.9
5000	139.4	
6300	145.2	
8000	138.1	146.3
10000	135.4	
OVERALL	151.0	

FIGURE: ACOUSTIC POWER LEVEL (PWL)

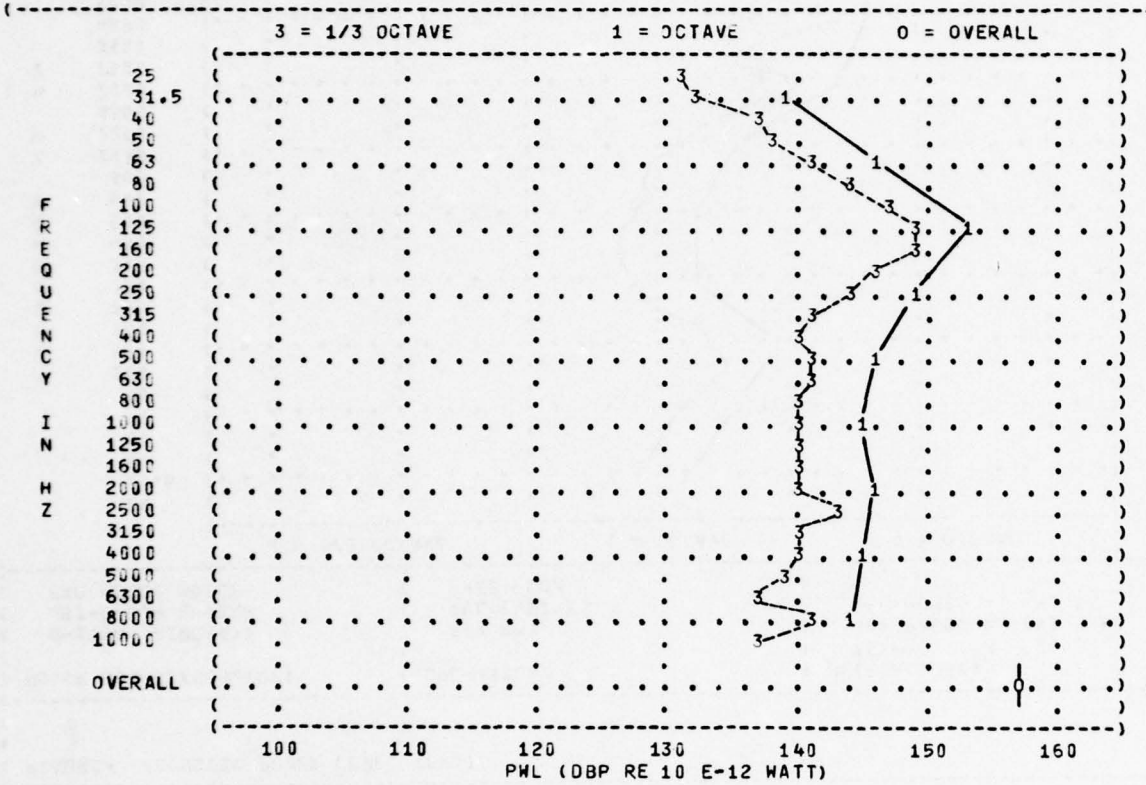
4

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 3



	PWL 1/3 OCTAVE	PWL OCTAVE
25	130.6	
31.5	132.3	138.7
40	136.5	
50	138.0	
63	140.9	146.3
80	143.9	
100	147.5	
125	148.6	153.3
160	149.4	
200	145.6	
250	143.9	148.7
315	141.3	
400	140.5	
500	141.1	145.7
630	141.3	
800	140.1	
1000	140.1	144.9
1250	140.0	
1600	140.2	
2000	140.4	146.3
2500	143.3	
3150	140.2	
4000	140.4	144.6
5000	138.7	
6300	137.1	
8000	141.3	143.7
10000	136.7	
OVERALL		157.0

FIGURE: ACOUSTIC POWER LEVEL (PWL)

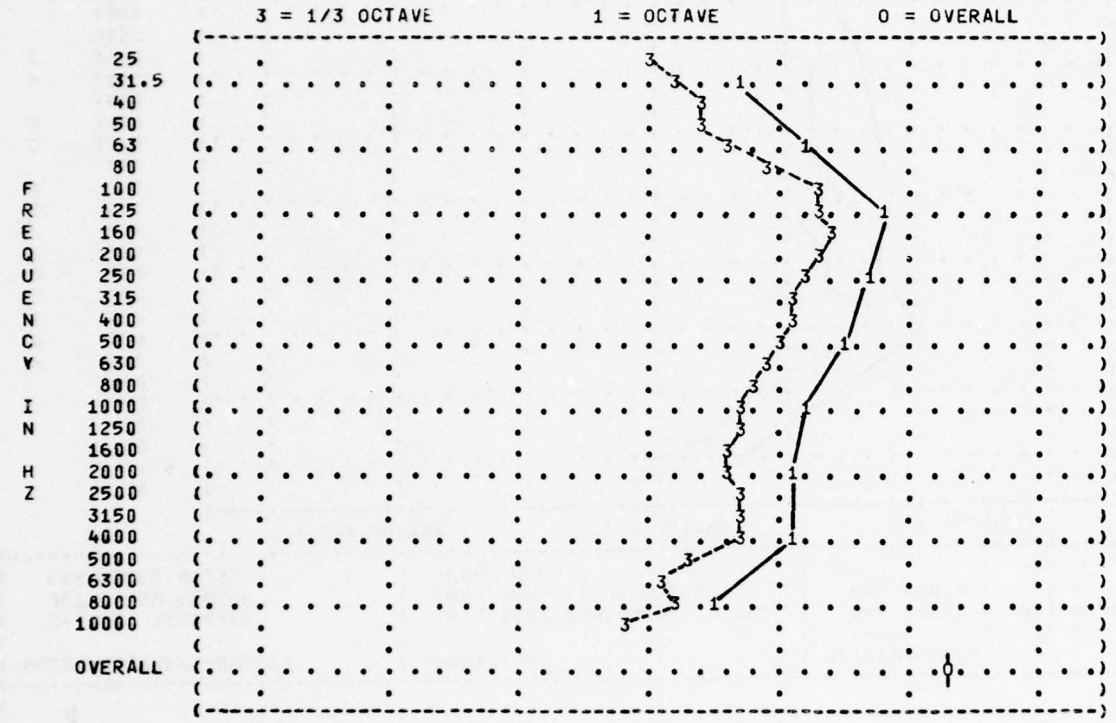
4

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 3



1/3 OCTAVE	PWL OCTAVE
129.6	
131.5	136.6
133.6	
133.7	
135.7	141.7
139.4	
143.4	
142.9	148.1
143.6	
142.8	
142.0	146.7
140.8	
140.5	
140.4	144.9
139.3	
137.7	
137.2	142.1
136.9	
136.2	
136.4	141.4
137.2	
137.0	
137.4	141.0
132.9	
130.7	
132.2	135.4
128.1	
	153.2

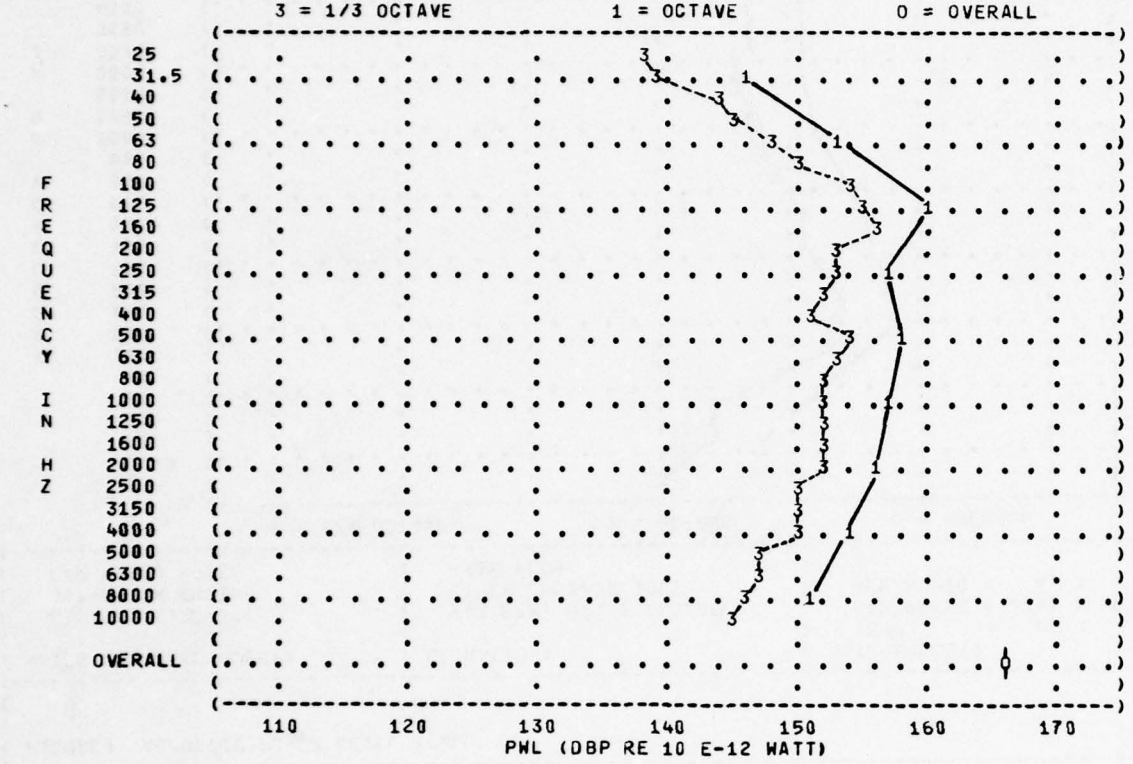
FIGURE: 4 ACOUSTIC POWER LEVEL (PWL)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 3



	PWL 1/3 OCTAVE	PWL OCTAVE
25	137.7	
31.5	139.2	146.1
40	144.2	
50	144.7	
63	148.0	152.7
80	149.7	
100	154.0	
125	154.9	159.8
160	156.0	
200	153.5	
250	152.8	157.5
315	151.7	
400	151.4	
500	154.2	158.0
630	153.5	
800	152.5	
1000	151.7	156.7
1250	151.6	
1600	151.7	
2000	151.8	156.1
2500	150.3	
3150	150.3	
4000	149.8	154.1
5000	147.4	
6300	147.4	
8000	146.2	151.1
10000	144.9	
OVERALL		165.6

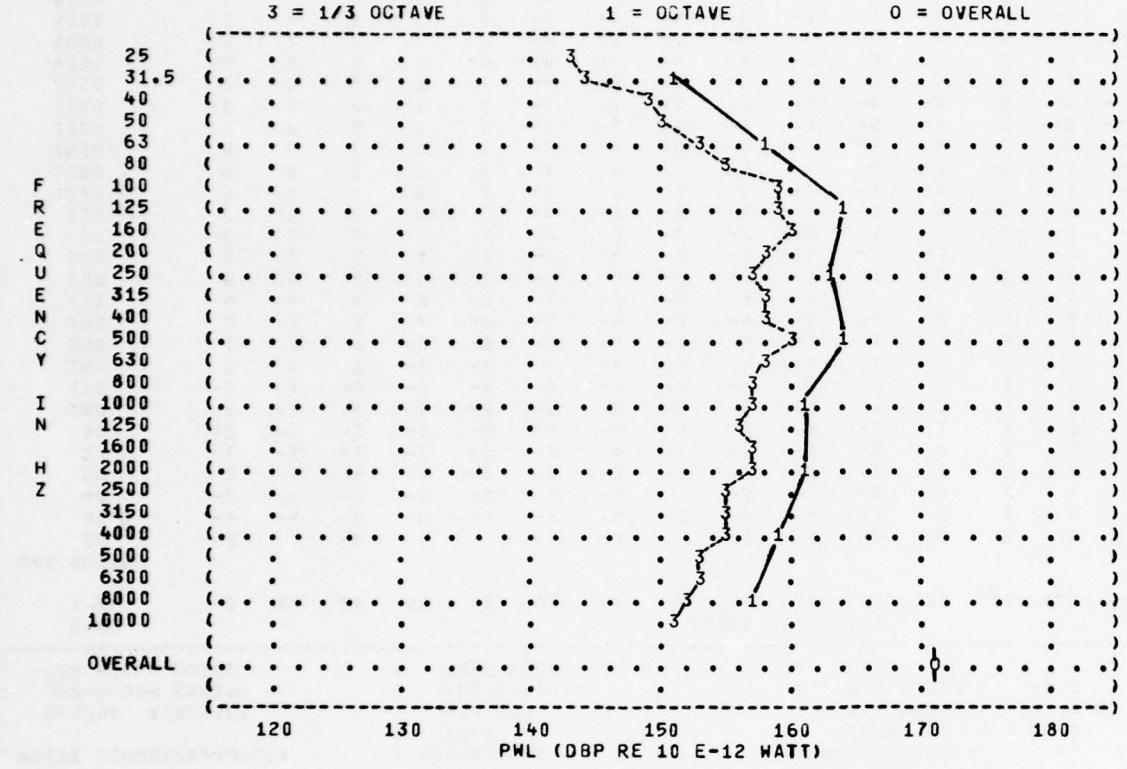
FIGURE: 4 ACOUSTIC POWER LEVEL (PWL)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 3



	PWL 1/3 OCTAVE	PWL OCTAVE
25	143.0	
31.5	144.4	151.0
40	149.0	
50	149.6	
63	153.0	157.9
80	155.2	
100	158.6	
125	159.0	164.2
160	160.3	
200	158.2	
250	157.5	162.6
315	157.8	
400	157.7	
500	160.2	163.6
630	158.2	
800	157.0	
1000	156.7	161.5
1250	156.4	
1600	156.7	
2000	156.5	161.0
2500	155.4	
3150	155.4	
4000	154.7	159.2
5000	152.7	
6300	152.8	
8000	152.0	156.9
10000	151.3	
OVERALL		170.6

TABLE: DIRECTIVITY INDEX (DB)

6

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 4

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
1/3 OCTAVE																			
25	-3		-2			-1	-3		-3	-1	-0	3	2	1	4	3	5		
31.5	-4	-4	-6	-5	-5	-2	-4	-3	-4	-4	-1	0	1	4	4	5	4		
40	-2	-4	-3	-3	-3	-1	-5		-3	-2	-2	-3	1	4	5	4	5		
50	0	-1	-0	-1	-2	-1	-3	-4	-3	-3	-1	0	2	1	4	4	4		
63	-1	-2	-1	-2	-5	-3	-4	-4	-3	-2	-2	0	3	3	4	3	4		
80	-2	-3	-1	-3	-6	-6	-4	-4	-3	-3	-1	1	3	3	4	3	4		
100	-3	-1	-1	-1	-3	-5	-3	-2	-1	-0	1	0	3	2	3	2	1		
125	-1	1	-0	-3	-5	-5	-4	-3	-2	-2	0	1	3	3	4	2	2		
160	1	1	2	-1	-4	-4	-4	-3	-4	-2	-1	1	3	3	4	3	1		
200	1	3	2	-0	-3	-3	-3	-3	-4	-3	-1	1	3	2	2	3	2		
250	2	3	3	1	-2	-3	-4	-3	-4	-4	-2	0	4	3	3	1	0		
315	4	4	6	3	-0	-1	-3	-2	-3	-3	-3	-1	2	1	1	0	-2		
400	5	5	5	4	0	-2	-3	-2	-2	-1	-2	-0	2	-1	1	-2	-2		
500	6	6	6	4	-0	-3	-4	-3	-3	-2	-1	-0	2	-1	-1	-3	-4		
630	6	6	6	5	1	-2	-3	-1	-2	-2	-1	2	1	-2	-3	-4	-6		
800	7	7	7	7	2	-1	-3	-3	-4	-4	-3	0	-0	-5	-5	-7	-10		
1000	5	4	4	5	2	-2	2	4	0	-1	-1	-3	-4	-8	-5	-9	-11		
1250	9	8	7	7	2	-3	0	-1	-3	-4	-4	-3	-2	-6	-4	-4	-5		
1600	6	6	7	9	5	-2	-3	-5	-6	-5	-6	-4	-1	-6	-8	-11	-13		
2000	6	7	6	7	6	-2	-1	-1	-2	-3	-6	-5	-5	-10	-12	-15	-17		
2500	10	8	7	7	5	-4	-2	-1	-2	-4	-5	-3	-2	-8	-10	-13	-15		
3150	2	2	4	3	1	-4	-2	-1	-2	-1	2	3	3	-3	-7	-10	-13		
4000	-0	2	3	2	-2	-10	-7	-4	-4	-0	3	4	4	-1	-3	-6	-8		
5000	6	7	7	6	3	-6	-5	-3	-4	-6	-1	2	2	-2	-7	-10	-12		
6300	3	4	4	3	0	-8	-5	-4	-4	-3	1	4	4	-1	-6	-10	-12		
8000	1	1	2	1	-2	-11	-7	-6	-5	-2	2	5	5	1	-4	-7	-10		
10000	-0	0	-0	0	-3	-12	-8	-7	-6	-4	2	6	5	0	-4	-8	-11		
OCTAVE																			
31.5	-3	-5	-4	-5	-5	-2	-4		-3	-2	-1	0	2	4	4	4	5		
63	-1	-2	-1	-2	-4	-3	-4	-4	-3	-3	-1	0	3	3	4	3	4		
125	-1	0	0	-2	-4	-5	-3	-3	-2	-1	0	1	3	2	3	3	1		
250	3	4	4	2	-1	-2	-3	-3	-3	-3	-2	0	3	2	2	1	0		
500	6	6	6	5	0	-2	-3	-2	-2	-1	-1	1	1	-1	-1	-3	-4		
1000	7	7	6	6	2	-2	0	1	-2	-3	-2	-3	-2	-6	-4	-6	-6		
2000	7	7	6	8	5	-2	-1	-2	-3	-4	-6	-4	-3	-8	-10	-13	-15		
4000	2	2	4	3	0	-6	-4	-2	-3	-1	2	3	3	-2	-5	-8	-10		
8000	2	3	3	2	-1	-9	-6	-5	-5	-3	2	5	4	-0	-5	-9	-11		
OVERALL	5	5	5	5	2	-4	-2	-1	-3	-2	-0	1	1	-3	-4	-5	-6		

TABLE: DIRECTIVITY INDEX (DB)

6

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 4

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
1/3 OCTAVE																			
25	-5	-7	-7	-7	-7	-5	-7	-4	-7	-2	-4	-2	-0	3	5	7	7		
31.5	-7	-7	-8	-10	-8	-6	-7	-7	-6	-4	-2	-1	-0	3	6	6	7		
40	-7	-8	-9	-9	-8	-7	-7	-7	-6	-4	-3	-1	1	4	5	6	6		
50	-8	-10	-9	-9	-8	-9	-8	-7	-6	-5	-4	-2	-0	2	6	7	7		
63	-8	-9	-9	-7	-7	-6	-6	-4	-4	-4	-2	-1	1	3	5	6	6		
80	-8	-8	-8	-8	-7	-9	-9	-7	-7	-4	-4	-2	1	4	6	7	5		
100	-8	-7	-7	-8	-8	-9	-9	-7	-7	-4	-4	-2	1	4	6	7	4		
125	-6	-6	-7	-6	-8	-7	-8	-7	-5	-3	-3	-1	2	4	6	6	3		
160	-5	-5	-6	-6	-8	-7	-8	-7	-6	-3	-3	0	2	5	6	5	3		
200	-1	-1	-2	-3	-6	-6	-7	-7	-6	-3	-3	0	2	4	6	5	3		
250	0	1	1	-0	-3	-4	-6	-6	-6	-3	-3	1	3	4	5	2	2		
315	2	2	2	-1	-3	-4	-4	-4	-4	-5	-1	2	2	4	4	2	1		
400	2	2	2	-0	-2	-4	-3	-3	-3	-3	0	2	2	3	3	1	0		
500	2	2	2	0	-2	-4	-2	-3	-3	-3	1	2	2	3	1	-0	-1		
630	5	5	4	3	-1	-3	-2	-2	-2	-3	2	2	0	1	-1	-3	-4		
800	5	4	4	4	0	-1	-2	-2	-3	-3	1	4	1	-0	-3	-4	-6		
1000	6	5	5	5	2	0	-2	-3	-4	-3	-1	2	1	-1	-6	-7	-8		
1250	12	9	7	6	4	-2	-3	-5	-6	-5	-3	-0	-1	-3	-8	-10	-11		
1600	9	8	5	7	5	1	1	0	-4	-7	-7	-5	-5	-8	-11	-14	-15		
2000	5	4	4	8	3	1	4	1	-3	-7	-8	-7	-8	-11	-14	-16	-18		
2500	7	6	6	8	5	3	-1	-3	-6	-6	-7	-4	-6	-8	-12	-15	-17		
3150	6	5	5	6	4	3	3	2	-3	-4	-5	-5	-6	-9	-13	-15	-19		
4000	5	5	5	6	4	3	3	2	-1	-4	-9	-7	-9	-12	-17	-20	-25		
5000	5	4	5	5	4	2	0	-0	-2	-2	-2	0	-2	-8	-13	-17	-21		
6300	-3	-2	-2	-1	-3	-4	-6	-5	-2	0	0	7	4	-2	-9	-13	-18		
8000	4	4	4	4	4	1	0	-0	-3	-2	-3	1	0	-4	-9	-13	-19		
10000	3	4	4	4	4	0	-0	-1	-3	-1	-1	2	0	-5	-9	-13	-19		
OCTAVE																			
31.5	-7	-7	-8	-8	-8	-6	-7	-6	-6	-3	-3	-1	0	4	5	7	7		
63	-8	-9	-8	-8	-7	-8	-7	-6	-5	-4	-3	-1	1	3	6	7	6		
125	-6	-6	-6	-7	-8	-8	-8	-7	-6	-4	-3	-1	2	4	6	6	3		
250	0	0	0	-1	-4	-5	-6	-6	-6	-4	-2	1	2	4	5	4	2		
500	4	3	3	1	-1	-3	-2	-3	-3	-3	1	2	1	3	1	-1	-2		
1000	10	8	6	6	3	-1	-3	-3	-4	-4	-1	2	-0	-2	-6	-8	-8		
2000	6	6	5	8	4	2	2	1	-4	-7	-7	-6	-7	-9	-13	-15	-17		
4000	5	5	5	6	4	3	2	2	-2	-4	-6	-4	-6	-10	-15	-18	-22		
8000	-1	-0	-0	0	-1	-3	-4	-4	-2	-0	-0	6	4	-3	-9	-13	-18		
OVERALL	4	4	3	5	2	0	0	-1	-3	-3	-3	1	-0	-2	-1	-1	-3		

TABLE: DIRECTIVITY INDEX (OB)

6

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 4

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
1/3 OCTAVE																			
25	-11	-12	-11	-10	-11	-8	-6	-2	-4	-5	-5	-3	-0	2	4	8	7		
31.5	-12	-11	-8	-12	-11	-9	-5	-6	-5	-5	-6	-3	-1	4	7	7	5		
40	-13	-13	-13	-13	-14	-11	-11	-11	-8	-6	-6	-5	-0	4	7	8	3		
50	-15	-14	-16	-12	-14	-14	-10	-9	-8	-7	-6	-1	1	3	8	8	1		
63	-14	-14	-14	-12	-14	-12	-11	-11	-9	-8	-6	-4	2	6	7	7	-2		
80	-14	-16	-13	-14	-14	-13	-12	-10	-9	-8	-8	-5	-0	4	10	5	-9		
100	-16	-16	-13	-14	-15	-16	-13	-11	-11	-10	-9	-5	1	7	9	5	-10		
125	-16	-16	-16	-16	-16	-16	-14	-12	-12	-10	-9	-6	-2	6	10	3	-11		
160	-17	-16	-15	-15	-16	-17	-15	-15	-14	-11	-9	-6	-3	4	10	4	-9		
200	-10	-11	-9	-10	-13	-14	-13	-12	-11	-10	-9	-5	-0	2	10	6	-6		
250	-7	-9	-8	-9	-12	-12	-12	-12	-11	-9	-9	-6	0	4	8	8	-5		
315	-7	-6	-6	-7	-9	-10	-9	-9	-9	-7	-6	-3	1	5	7	8	-3		
400	-5	-7	-5	-5	-9	-10	-8	-8	-6	-4	-4	-1	3	3	7	7	-5		
500	-6	-6	-5	-5	-9	-10	-8	-8	-6	-3	-3	1	3	4	7	6	-8		
630	-6	-6	-5	-5	-9	-10	-8	-8	-4	-3	-2	1	4	5	6	4	-10		
800	-6	-6	-5	-3	-8	-10	-7	-7	-4	-2	-1	3	3	5	4	2	-12		
1000	-5	-3	-3	-1	-6	-8	-3	-4	-2	-0	-1	3	4	4	3	0	-13		
1250	-1	0	-1	-1	-7	-9	-4	-5	-2	-1	-1	4	4	3	2	-0	-14		
1600	-5	-3	-0	-0	-6	-8	-5	-6	-3	-1	-1	4	5	4	1	-2	-16		
2000	-3	-1	1	0	-3	-7	-3	-4	-4	-2	-2	3	5	3	0	-3	-17		
2500	2	-0	5	5	4	-2	3	-1	-2	-3	-5	-1	0	-2	-5	-8	-22		
3150	-2	-3	1	1	-4	-6	-1	-2	-2	-1	-0	4	4	2	-1	-5	-18		
4000	-0	-2	1	-0	-5	-5	-2	-4	-2	0	1	5	3	1	-2	-6	-17		
5000	3	1	4	3	-2	-3	2	-1	-0	0	-3	1	2	0	-3	-7	-20		
6300	1	-3	0	1	-4	-6	-0	-2	-0	3	-1	2	3	1	-1	-5	-18		
8000	-2	-4	-2	-2	-6	-8	-3	-4	-1	3	0	5	3	0	-4	-8	-19		
10000	-0	-4	-1	-2	-5	-7	-2	-4	-2	1	-0	4	4	2	-1	-6	-17		
OCTAVE																			
31.5	-13	-12	-11	-12	-13	-10	-8	-7	-6	-5	-5	-4	-0	3	7	8	4		
63	-14	-15	-13	-13	-14	-13	-11	-10	-9	-8	-7	-4	1	5	9	6	-4		
125	-16	-16	-15	-15	-16	-15	-14	-13	-12	-10	-9	-6	-1	5	10	4	-10		
250	-8	-9	-8	-9	-12	-13	-12	-11	-10	-9	-8	-5	0	4	9	7	-5		
500	-6	-6	-5	-5	-9	-10	-8	-8	-5	-3	-3	0	3	4	7	6	-7		
1000	-4	-2	-3	-2	-7	-9	-5	-5	-3	-1	-1	3	4	4	3	1	-13		
2000	-0	-1	3	3	2	-4	1	-3	-2	-2	-3	2	3	2	-1	-4	-18		
4000	0	-1	2	1	-4	-5	-0	-3	-2	-0	-0	4	3	1	-1	-5	-18		
8000	-1	-4	-1	-1	-5	-7	-2	-3	-1	3	0	4	3	1	-2	-6	-18		
OVERALL	-7	-7	-5	-5	-8	-11	-7	-8	-7	-5	-5	-2	1	5	8	5	-7		

TABLE: DIRECTIVITY INDEX (DB)

6

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 4

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
1/3 OCTAVE																			
25	-7	-8	-10	-8	-10	-9	-10	-8	-6	-6	-10	-6	-3	0	5	9	9		
31.5	-6	-10	-9	-9	-11	-9	-9	-9	-5	-5	-9	-5	-5	-2	5	7	11		
40	-7	-9	-10	-7	-9	-9	-9	-8	-7	-6	-8	-1	-1	-1	4	8	10		
50	-8	-10	-10	-8	-10	-11	-9	-9	-8	-6	-11	-2	-1	2	5	8	10		
63	-7	-9	-10	-7	-10	-11	-10	-10	-7	-8	-12	-4	-2	1	5	8	10		
80	-8	-9	-11	-8	-12	-11	-11	-11	-11	-12	-12	-8	-1	-4	5	9	10		
100	-10	-11	-13	-12	-14	-14	-13	-12	-10	-11	-14	-8	-2	-4	4	11	9		
125	-9	-11	-11	-10	-13	-12	-14	-12	-10	-10	-13	-6	-3	-0	2	11	8		
160	-9	-10	-9	-8	-12	-11	-11	-13	-12	-10	-12	-5	-2	-1	4	10	8		
200	-5	-6	-7	-9	-12	-12	-13	-15	-15	-14	-14	-6	-4	-3	2	10	10		
250	-2	-4	-4	-7	-12	-12	-13	-17	-16	-13	-12	-5	-4	-4	-0	10	12		
315	-4	-5	-6	-5	-10	-11	-11	-14	-14	-10	-10	-2	-1	0	4	8	11		
400	-3	-4	-6	-5	-10	-10	-9	-13	-14	-10	-8	-2	-1	-3	2	10	9		
500	-3	-4	-6	-5	-10	-12	-10	-13	-13	-8	-8	-0	-1	-3	2	10	9		
630	-3	-3	-5	-5	-11	-11	-8	-11	-11	-7	-8	0	1	-3	1	10	8		
800	-1	-2	-3	-3	-9	-9	-7	-11	-11	-6	-6	-0	0	-3	1	10	8		
1000	2	0	0	0	-6	-5	-0	-5	-7	-3	-5	-1	-1	-4	-0	8	8		
1250	7	4	1	0	-4	-2	-1	-6	-8	-4	-6	-1	-1	-4	-0	8	7		
1600	2	3	2	1	-2	-2	-5	-10	-9	-4	-5	-1	-0	-4	-0	9	8		
2000	3	4	4	4	-2	-1	-3	-6	-5	-4	-6	-3	-1	-5	-1	7	7		
2500	7	9	9	8	-4	-3	-5	-9	-9	-6	-8	-5	-5	-7	-4	3	3		
3150	4	4	2	4	-3	0	1	-4	-4	-0	-4	3	1	-3	-3	3	2		
4000	2	2	1	3	-5	-3	-5	-7	-8	-1	-4	6	4	-1	-3	1	-1		
5000	9	9	6	8	-2	-2	-3	-7	-8	-4	-7	-2	-2	-5	-4	1	-0		
6300	7	7	5	6	-3	-2	-2	-5	-6	-2	-5	1	2	-3	-2	3	1		
8000	7	6	4	5	-6	-3	-2	-5	-5	-0	-3	3	3	-2	-3	1	-0		
10000	7	6	3	5	-6	-4	-3	-5	-6	-1	-3	3	3	-1	-1	2	1		
OCTAVE																			
31.5	-7	-9	-10	-8	-10	-9	-9	-8	-6	-6	-9	-3	-2	-1	5	8	10		
63	-8	-9	-10	-8	-11	-11	-10	-11	-9	-9	-12	-5	-1	-1	5	9	10		
125	-9	-10	-11	-10	-13	-12	-12	-12	-11	-10	-13	-6	-2	-2	3	11	9		
250	-4	-5	-6	-7	-11	-12	-12	-15	-15	-12	-12	-4	-3	-2	2	9	11		
500	-3	-4	-6	-5	-10	-11	-9	-13	-12	-8	-8	-1	-0	-3	2	10	9		
1000	3	1	-0	-1	-6	-5	-2	-7	-8	-4	-6	-1	-0	-3	0	9	8		
2000	5	6	6	6	-3	-2	-4	-8	-7	-4	-6	-3	-2	-5	-2	7	6		
4000	5	4	3	5	-3	-1	-1	-6	-6	-1	-4	4	2	-3	-3	2	1		
8000	7	6	4	6	-5	-3	-2	-5	-6	-1	-4	2	2	-2	-2	2	0		
OVERALL	-1	-2	-3	-2	-9	-8	-8	-11	-10	-8	-9	-3	-1	-2	2	10	9		

TABLE: DIRECTIVITY INDEX (DB)

6

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 4

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
1/3 OCTAVE																			
25	-14	-13	-12	-12	-12	-12	-8	-6	-5	-6	-5	-6	-1	1	5	8	9		
31.5	-14	-11	-12	-13	-12	-10	-8	-7	-9	-6	-7	-4	-0	4	5	8	8		
40	-17	-16	-16	-16	-15	-16	-13	-11	-10	-9	-7	-7	-1	4	8	8	3		
50	-15	-16	-17	-15	-15	-15	-11	-9	-10	-7	-5	-5	-0	3	7	9	2		
63	-16	-17	-16	-14	-16	-15	-13	-12	-11	-9	-8	-5	2	7	7	8	-0		
80	-15	-16	-14	-15	-16	-16	-13	-11	-10	-10	-8	-5	1	6	8	6	-4		
100	-16	-17	-15	-15	-17	-18	-13	-11	-12	-10	-8	-5	3	7	8	4	-6		
125	-17	-17	-16	-15	-15	-18	-15	-13	-11	-11	-7	-6	2	7	8	2	-9		
160	-16	-15	-14	-14	-17	-18	-17	-14	-14	-10	-7	-4	1	8	8	3	-9		
200	-10	-11	-10	-11	-15	-16	-12	-11	-13	-10	-7	-4	2	6	9	4	-9		
250	-10	-13	-10	-12	-13	-15	-13	-13	-13	-8	-7	-5	3	6	9	3	-7		
315	-11	-11	-9	-11	-13	-14	-13	-12	-13	-9	-5	-3	1	6	9	2	-5		
400	-7	-8	-8	-8	-11	-12	-11	-12	-11	-7	-3	-2	1	4	9	2	-4		
500	-4	-4	-4	-5	-10	-13	-8	-12	-7	-3	-3	-3	-1	2	10	3	-6		
630	-6	-6	-5	-4	-10	-13	-11	-11	-10	-5	-3	-1	1	2	9	3	-8		
800	-5	-6	-5	-2	-10	-13	-10	-9	-10	-5	-2	1	1	4	8	4	-8		
1000	-7	-6	-6	-3	-11	-14	-9	-8	-9	-4	-1	2	2	4	7	2	-9		
1250	-7	-6	-6	-3	-13	-16	-11	-9	-9	-4	-1	3	3	5	6	-0	-11		
1600	-8	-7	-6	-3	-14	-15	-10	-8	-10	-3	0	4	4	4	6	-1	-11		
2000	-9	-8	-9	-6	-17	-18	-13	-11	-11	-3	-0	4	5	4	5	-2	-11		
2500	-4	-5	-5	-2	-13	-13	-9	-8	-10	-3	-0	5	4	4	4	-2	-11		
3150	-5	-5	-5	-3	-13	-13	-7	-7	-10	-3	-1	5	5	4	4	-2	-12		
4000	-8	-8	-8	-6	-16	-17	-12	-10	-12	-2	-0	5	5	4	4	-2	-12		
5000	-5	-6	-5	-4	-14	-14	-9	-8	-11	-2	0	4	5	4	4	-2	-11		
6300	-6	-8	-7	-6	-15	-16	-10	-9	-12	-2	-0	5	5	4	5	-2	-12		
8000	-7	-8	-7	-5	-15	-16	-9	-9	-10	-1	-1	4	5	4	5	-2	-12		
10000	-9	-9	-8	-7	-15	-17	-10	-9	-11	-1	-0	4	5	4	5	-2	-13		
OCTAVE																			
31.5	-16	-14	-14	-14	-14	-14	-11	-9	-9	-8	-7	-6	-1	4	7	8	6		
63	-15	-17	-15	-15	-16	-16	-13	-11	-11	-9	-7	-5	1	6	7	7	-1		
125	-17	-16	-15	-15	-16	-18	-15	-13	-12	-10	-8	-5	2	7	8	3	-8		
250	-10	-11	-10	-11	-14	-15	-13	-12	-13	-9	-6	-4	2	6	9	3	-7		
500	-6	-5	-5	-5	-10	-13	-10	-12	-9	-4	-3	-2	0	2	10	3	-6		
1000	-6	-6	-5	-3	-11	-14	-10	-8	-9	-4	-1	2	2	4	8	2	-9		
2000	-7	-7	-7	-4	-14	-15	-11	-9	-11	-3	-0	4	4	4	5	-1	-11		
4000	-6	-6	-6	-4	-14	-14	-9	-8	-11	-2	-0	5	5	4	4	-2	-12		
8000	-7	-8	-7	-6	-15	-16	-10	-9	-11	-1	-0	4	5	4	5	-2	-12		
OVERALL	-8	-9	-8	-7	-13	-15	-11	-11	-11	-6	-3	-0	2	5	8	3	-6		

TABLE: 6 DIRECTIVITY INDEX (DB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 4

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 26 C
BAR PRESS = .741 M HG
REL HUMID = 45 %

FREQ (HZ)	ANGLE (DEGREES) 0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
1/3 OCTAVE																			
25	-13	-12	-14	-15	-13	-13	-11	-9	-7	-5	-7	-4	-2	3	7	7	8		
31.5	-14	-15	-13	-14	-13	-12	-10	-10	-7	-6	-7	-4	-3	4	7	7	7		
40	-15	-15	-17	-18	-16	-14	-13	-13	-11	-8	-7	-5	-3	5	8	8	5		
50	-16	-15	-17	-17	-17	-15	-14	-11	-9	-9	-7	-3	-1	4	8	8	3		
63	-17	-17	-16	-16	-16	-16	-15	-13	-11	-10	-10	-6	-1	5	8	8	2		
80	-15	-16	-16	-17	-17	-17	-16	-14	-13	-11	-8	-7	-0	6	8	8	0		
100	-18	-16	-18	-18	-18	-19	-15	-14	-14	-11	-10	-6	2	6	8	6	0		
125	-16	-15	-16	-17	-18	-19	-16	-16	-14	-11	-8	-5	2	8	6	6	-1		
160	-15	-14	-15	-16	-18	-17	-17	-16	-13	-12	-10	-5	1	8	6	6	0		
200	-9	-9	-12	-13	-16	-16	-15	-15	-14	-11	-9	-5	-0	7	7	7	2		
250	-10	-9	-10	-12	-14	-15	-15	-14	-13	-11	-8	-6	1	4	9	7	3		
315	-10	-11	-10	-13	-15	-15	-14	-14	-12	-13	-9	-6	0	6	8	7	2		
400	-7	-7	-8	-12	-14	-12	-13	-13	-11	-12	-7	-5	0	5	8	7	3		
500	1	2	-2	-5	-12	-12	-13	-14	-11	-10	-6	-4	-1	5	9	6	1		
630	-2	-2	-2	-5	-8	-7	-8	-10	-8	-8	-4	-2	1	5	8	5	-2		
800	-3	-4	-3	-5	-8	-5	-4	-6	-6	-7	-3	-1	2	5	7	5	-3		
1000	-5	-4	-4	-6	-8	-5	-4	-5	-5	-6	-3	-0	3	5	6	3	-6		
1250	-6	-6	-5	-7	-10	-5	-4	-6	-5	-5	-2	1	3	6	6	2	-8		
1600	-6	-8	-6	-7	-10	-5	-4	-6	-5	-4	-0	2	4	6	5	1	-9		
2000	-9	-10	-7	-9	-14	-8	-7	-6	-5	-4	-0	2	4	6	5	1	-9		
2500	-3	-5	-1	-3	-7	-3	-4	-6	-4	-5	-0	2	3	5	4	0	-10		
3150	-3	-5	-2	-4	-8	-3	-4	-6	-4	-4	0	2	4	5	4	1	-10		
4000	-7	-8	-6	-9	-13	-7	-5	-6	-4	-5	-0	3	4	5	4	1	-10		
5000	-5	-6	-3	-6	-9	-5	-4	-7	-4	-5	-0	3	4	5	3	1	-10		
6300	-7	-8	-5	-8	-11	-6	-5	-7	-4	-6	-0	2	4	6	4	1	-10		
8000	-7	-8	-5	-8	-11	-6	-5	-7	-4	-5	-0	3	4	6	4	1	-9		
10000	-9	-9	-7	-10	-13	-8	-6	-9	-5	-5	0	2	4	6	5	2	-10		
OCTAVE																			
31.5	-15	-15	-15	-16	-15	-13	-12	-11	-9	-7	-7	-5	-3	5	7	8	6		
63	-16	-16	-16	-17	-17	-16	-15	-13	-11	-11	-9	-6	-1	5	8	8	1		
125	-16	-15	-16	-17	-18	-18	-16	-15	-14	-11	-9	-5	2	8	7	6	-0		
250	-10	-10	-10	-13	-15	-15	-15	-15	-13	-11	-9	-6	0	6	8	7	2		
500	-1	-0	-3	-6	-11	-10	-11	-13	-10	-10	-5	-4	-0	5	8	6	1		
1000	-4	-4	-4	-6	-8	-5	-4	-6	-5	-6	-2	0	3	5	6	3	-5		
2000	-6	-7	-4	-6	-10	-5	-5	-6	-5	-4	-0	2	3	6	5	1	-9		
4000	-5	-6	-3	-6	-10	-5	-4	-6	-4	-5	-0	3	4	5	4	1	-10		
8000	-7	-8	-5	-8	-12	-6	-5	-7	-4	-5	-0	2	4	6	4	1	-10		
OVERALL	-5	-5	-6	-9	-12	-9	-9	-10	-8	-8	-4	-2	2	6	7	6	-0		

FIGURE 5 OVERALL SOUND PRESSURE LEVEL (OASPL) EQUAL LEVEL CONTOURS (DB)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 13

POINT	DB
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95

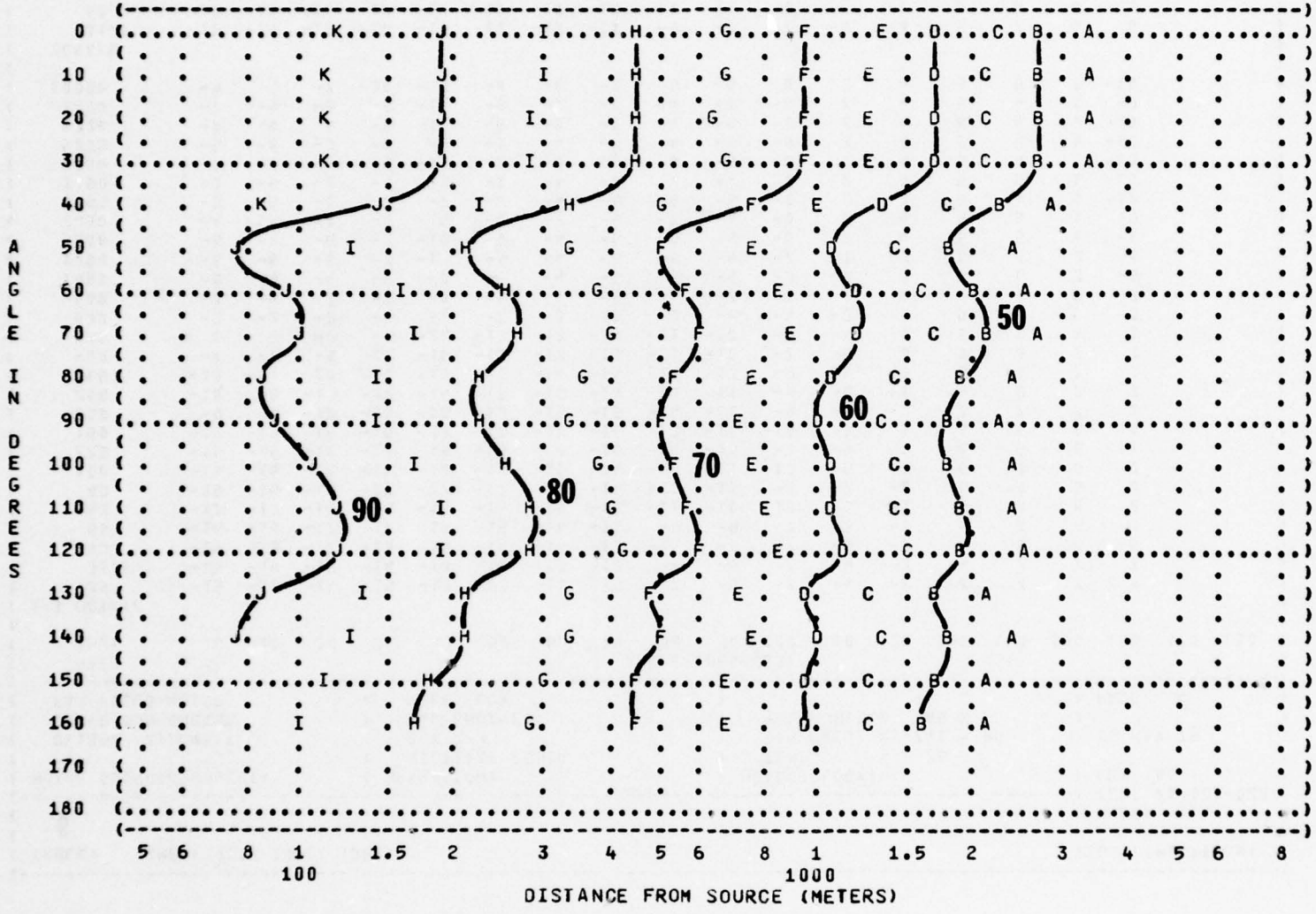


FIGURE: 5 OVERALL SOUND PRESSURE LEVEL (OASPL) EQUAL LEVEL CONTOURS (DB)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 13

POINT	DB
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105

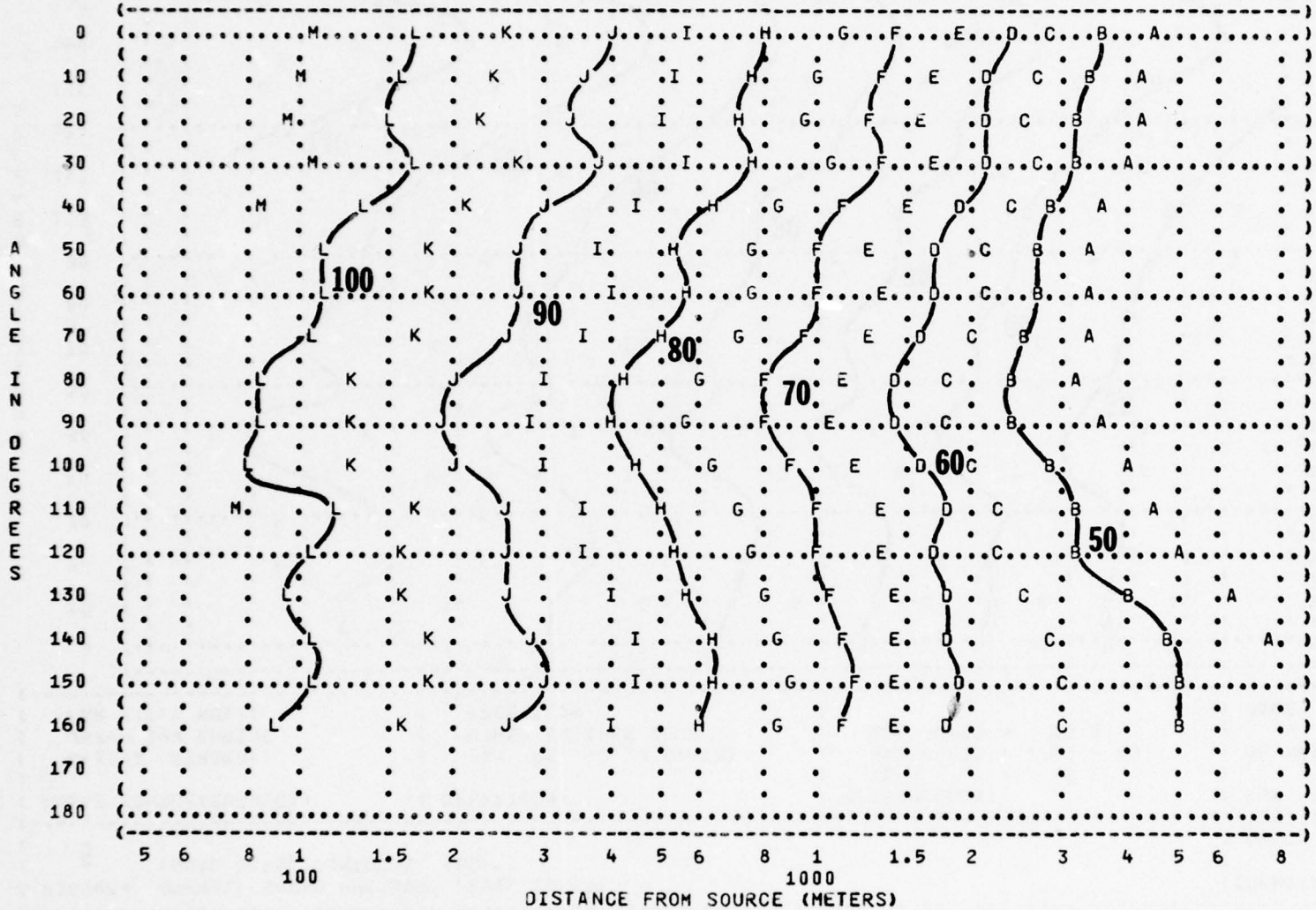


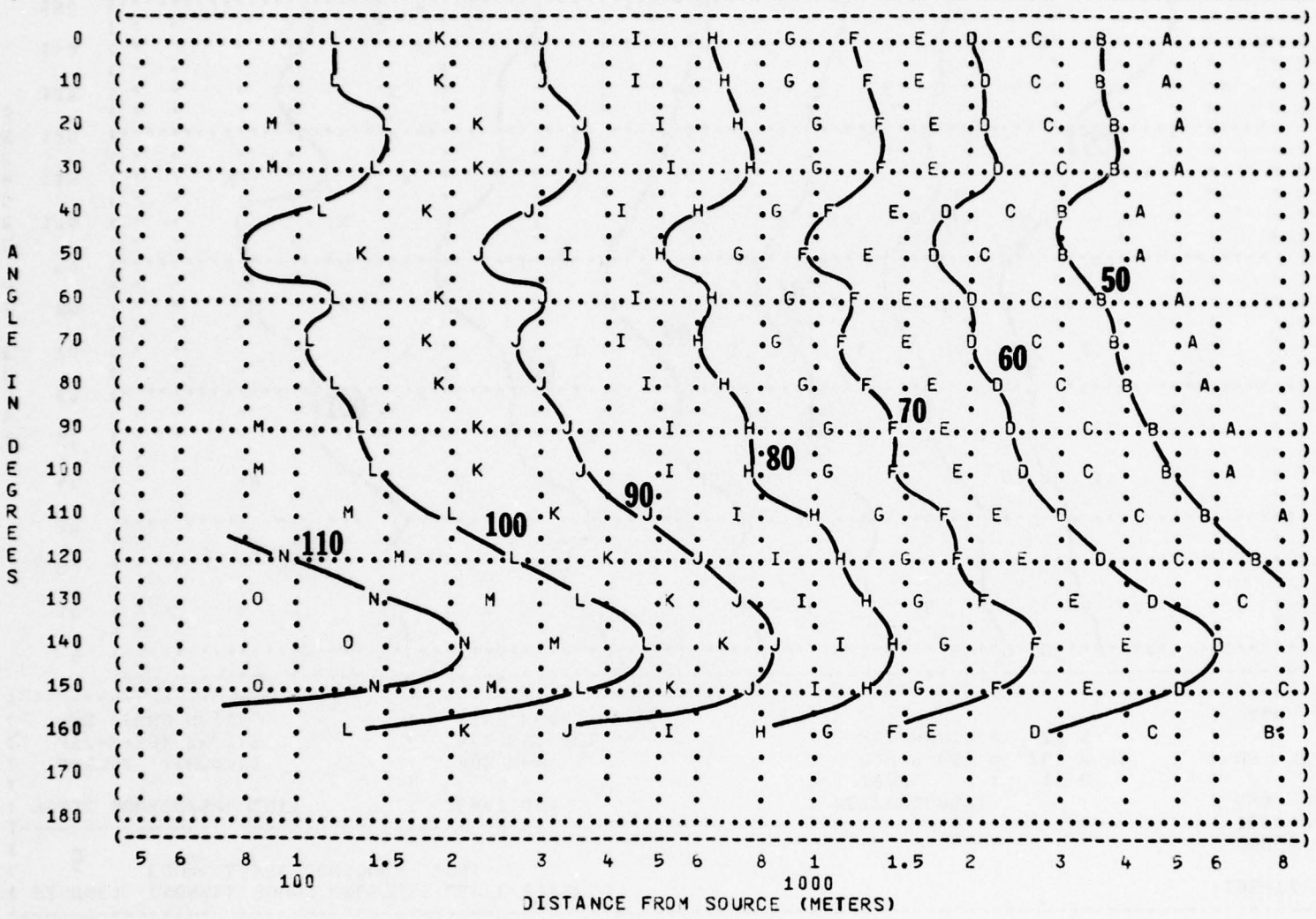
FIGURE: 5 OVERALL SOUND PRESSURE LEVEL (OASPL) EQUAL LEVEL CONTOURS (DB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 13

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DB
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105
N	110
O	115

FIGURE 5 OVERALL SOUND PRESSURE LEVEL (OASPL) EQUAL LEVEL CONTOURS (DB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 13

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	DB
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105
N	110
O	115

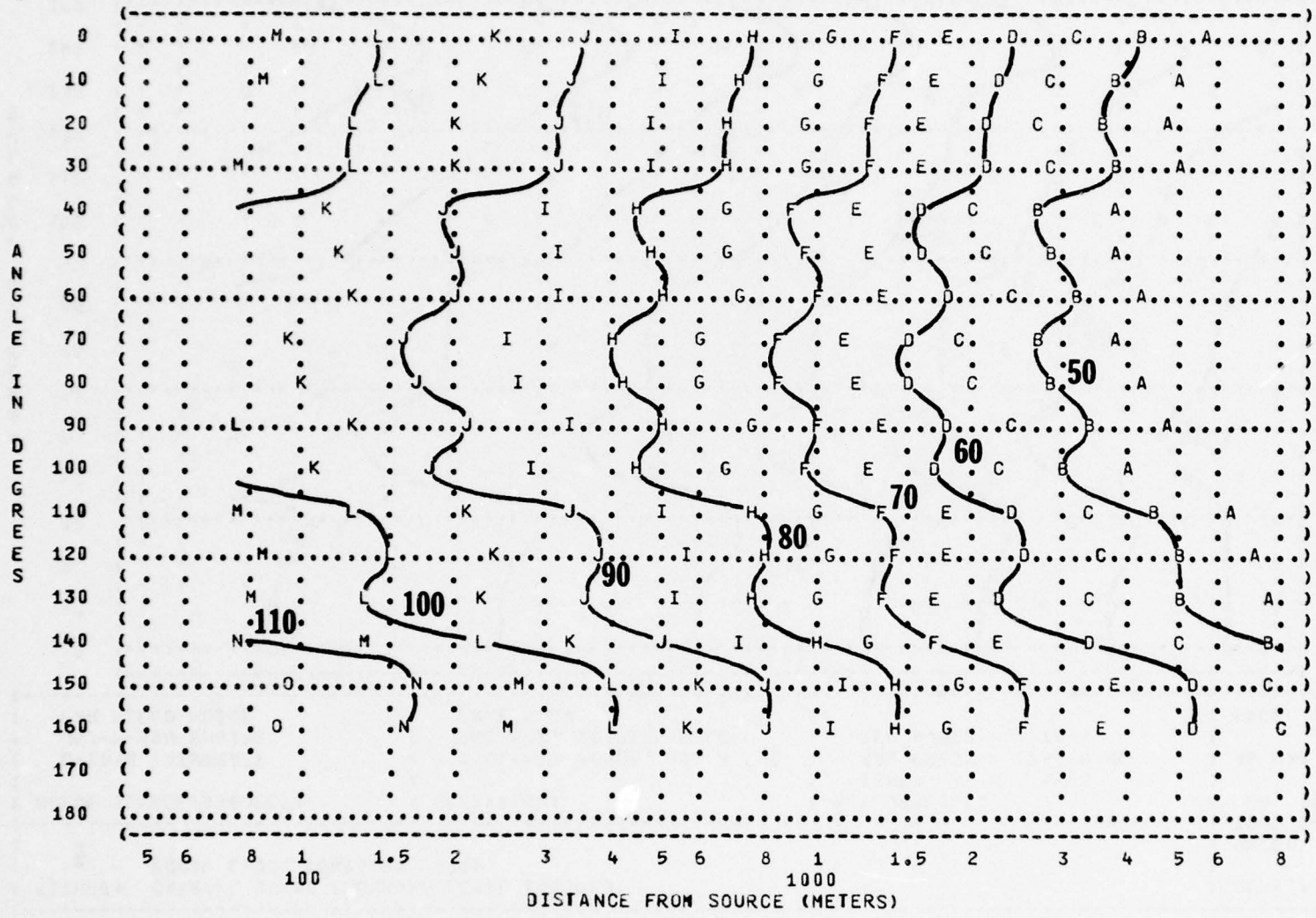


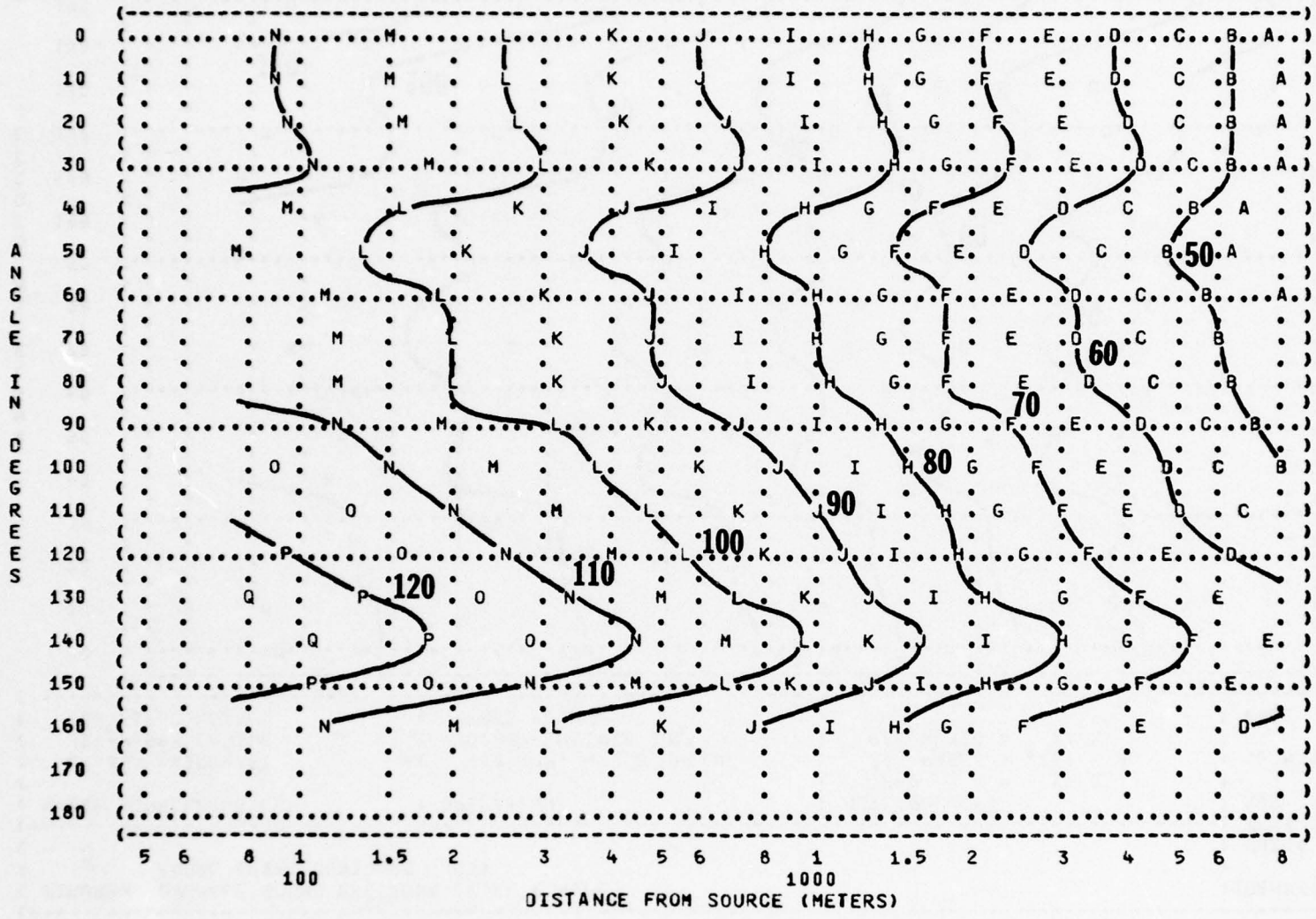
FIGURE 5: OVERALL SOUND PRESSURE LEVEL (OASPL) EQUAL LEVEL CONTOURS (DB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 13

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DB
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105
N	110
O	115
P	120
Q	125

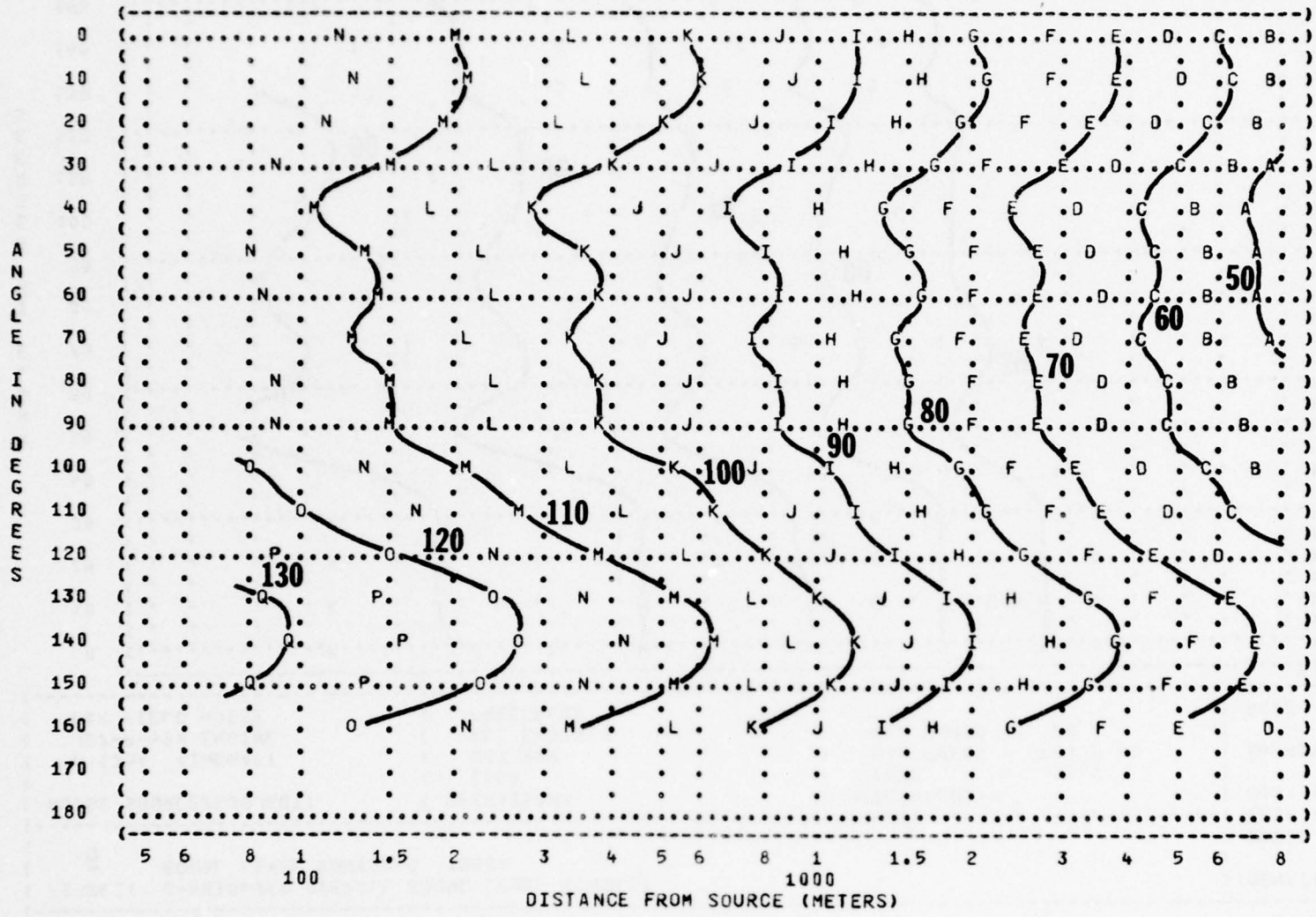
FIGURE 5: OVERALL SOUND PRESSURE LEVEL (OASPL) EQUAL LEVEL CONTOURS (DB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 13

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DB
A	50
B	55
C	60
D	65
E	70
F	75
G	80
H	85
I	90
J	95
K	100
L	105
M	110
N	115
O	120
P	125
Q	130

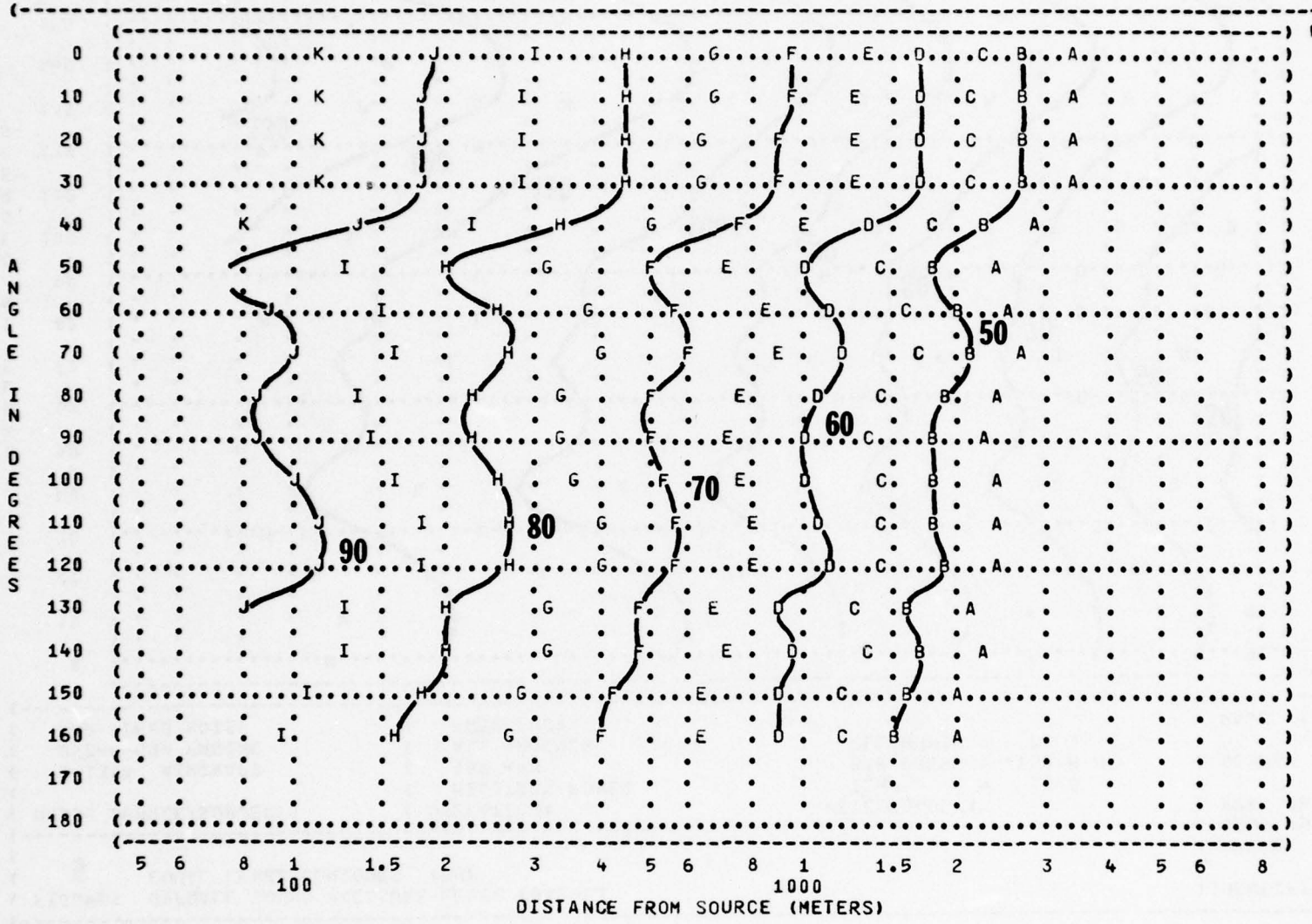
FIGURE: 6 C-WEIGHTED OVERALL SOUND LEVEL (OASLC) EQUAL LEVEL CONTOURS (DBC)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 14

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DBC
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95

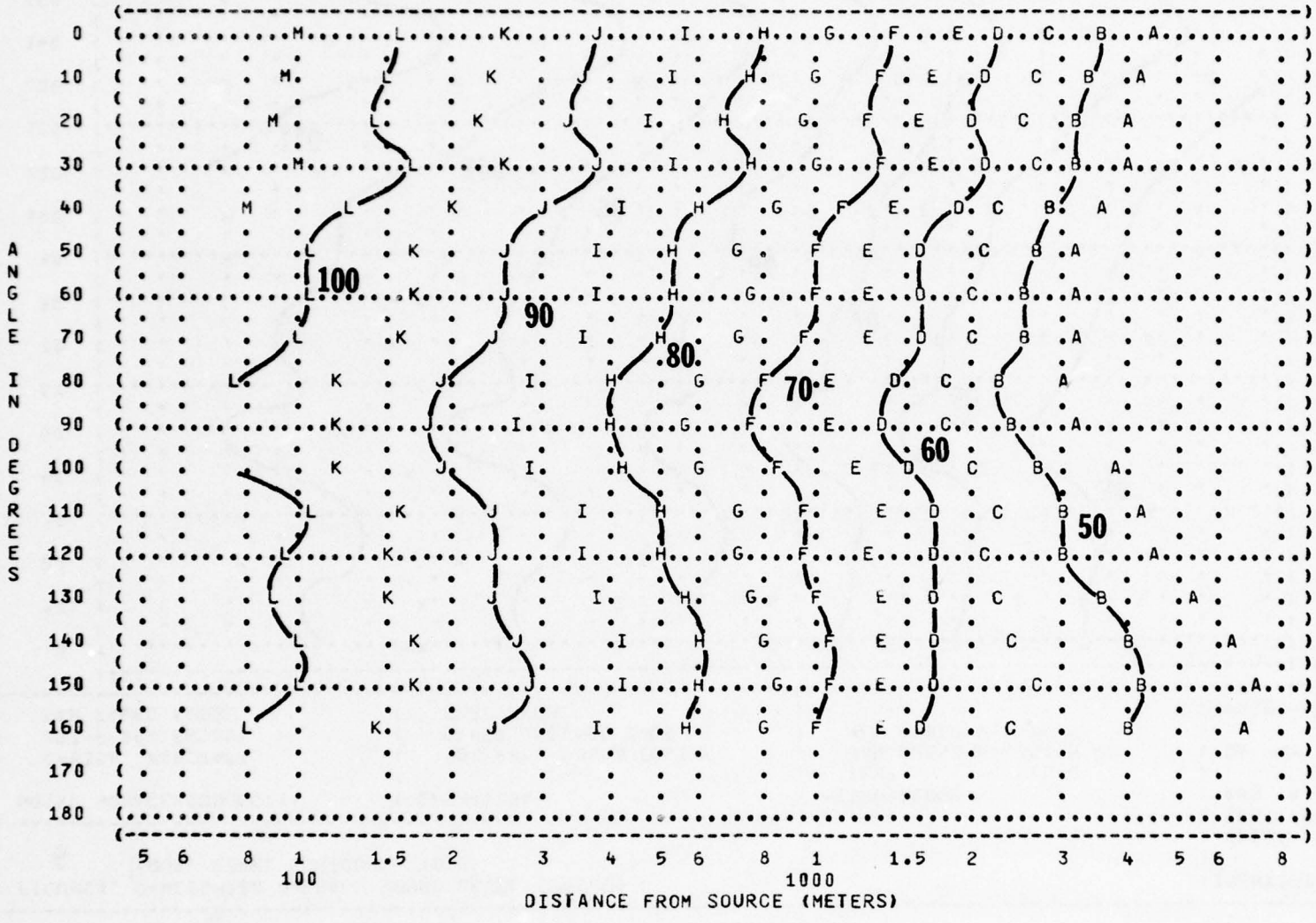
FIGURE: 6 C-WEIGHTED OVERALL SOUND LEVEL (OASLC) EQUAL LEVEL CONTOURS (DBC)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 14

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DBC
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105

FIGURE 6: C-WEIGHTED OVERALL SOUND LEVEL (OASLC) EQUAL LEVEL CONTOURS (DBC)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 14

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	DBC
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105
N	110
O	115

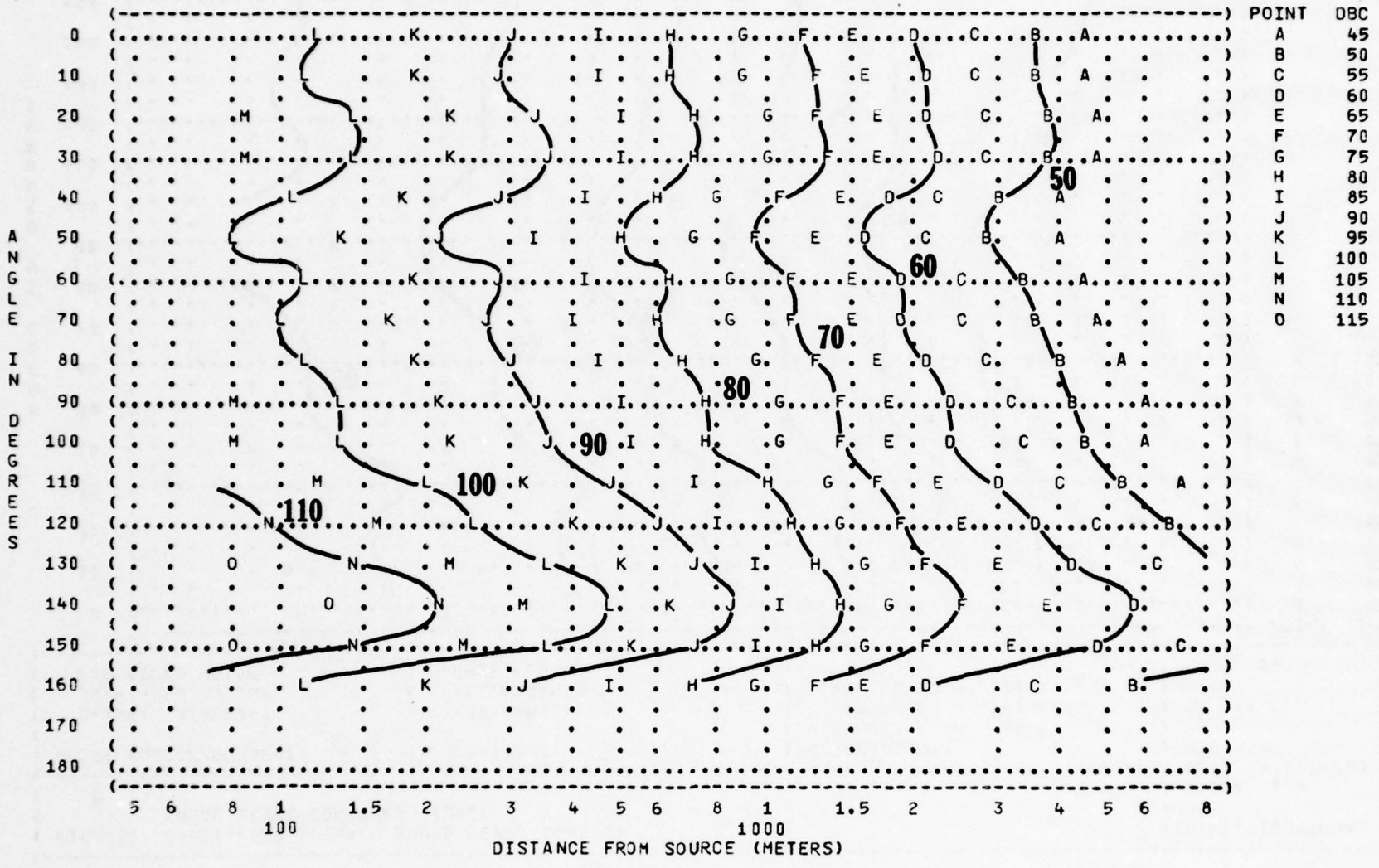


FIGURE 6 C-WEIGHTED OVERALL SOUND LEVEL (OASLC) EQUAL LEVEL CONTOURS (DBC)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 14

POINT	DBC
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105
N	110
O	115

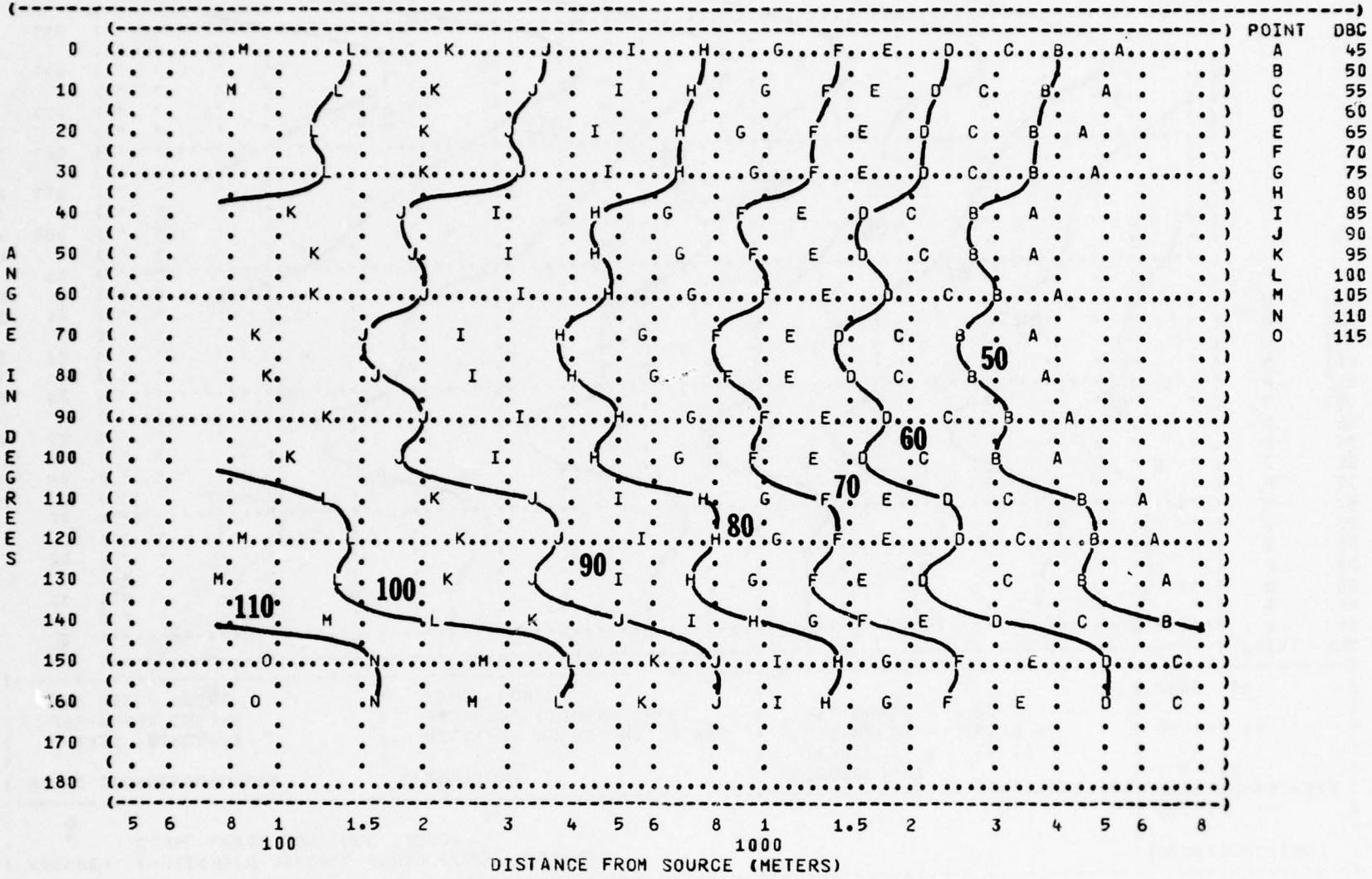


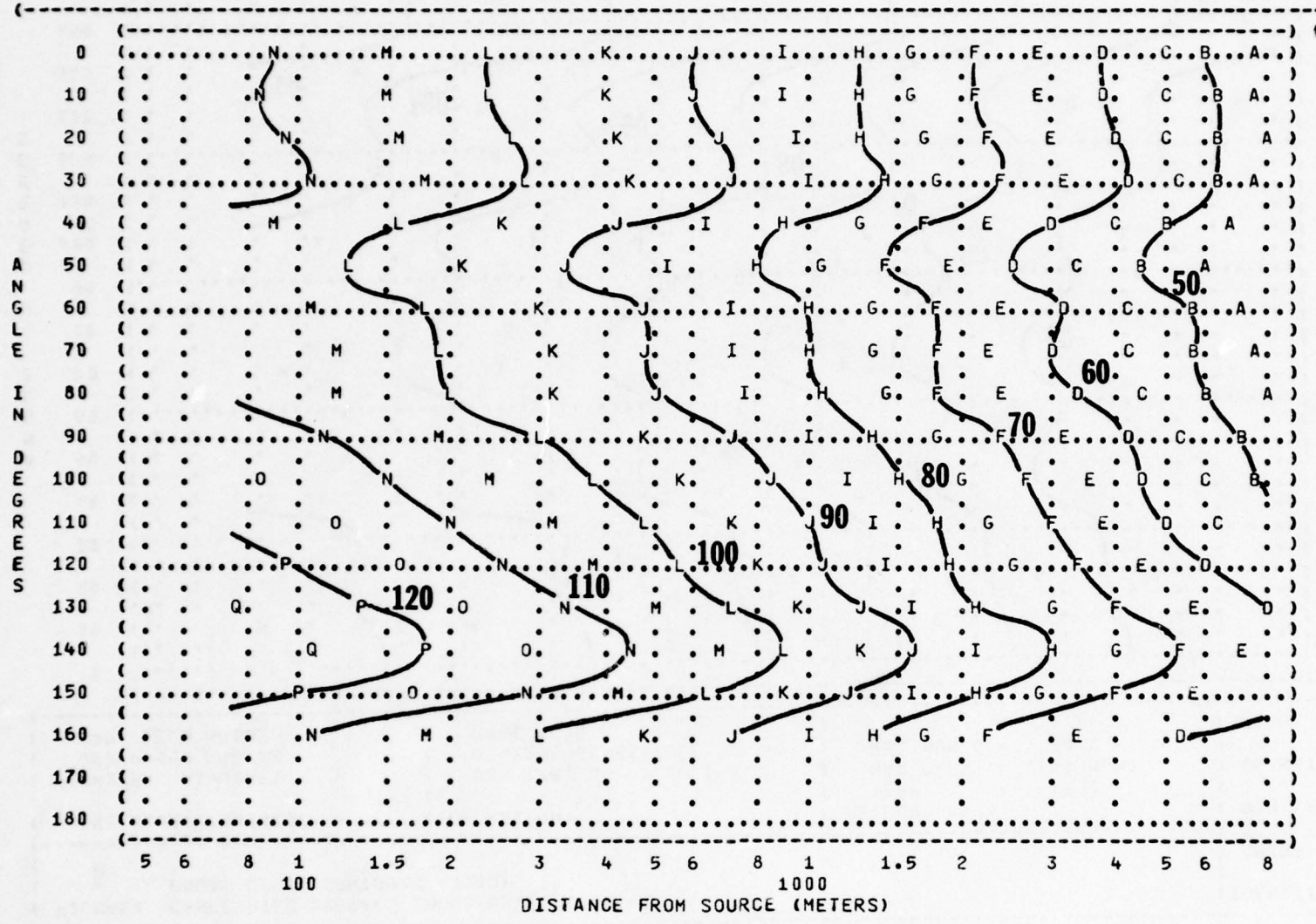
FIGURE: 6 C-WEIGHTED OVERALL SOUND LEVEL (OASLC) EQUAL LEVEL CONTOURS (DBC)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 14

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DBC
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105
N	110
O	115
P	120
Q	125

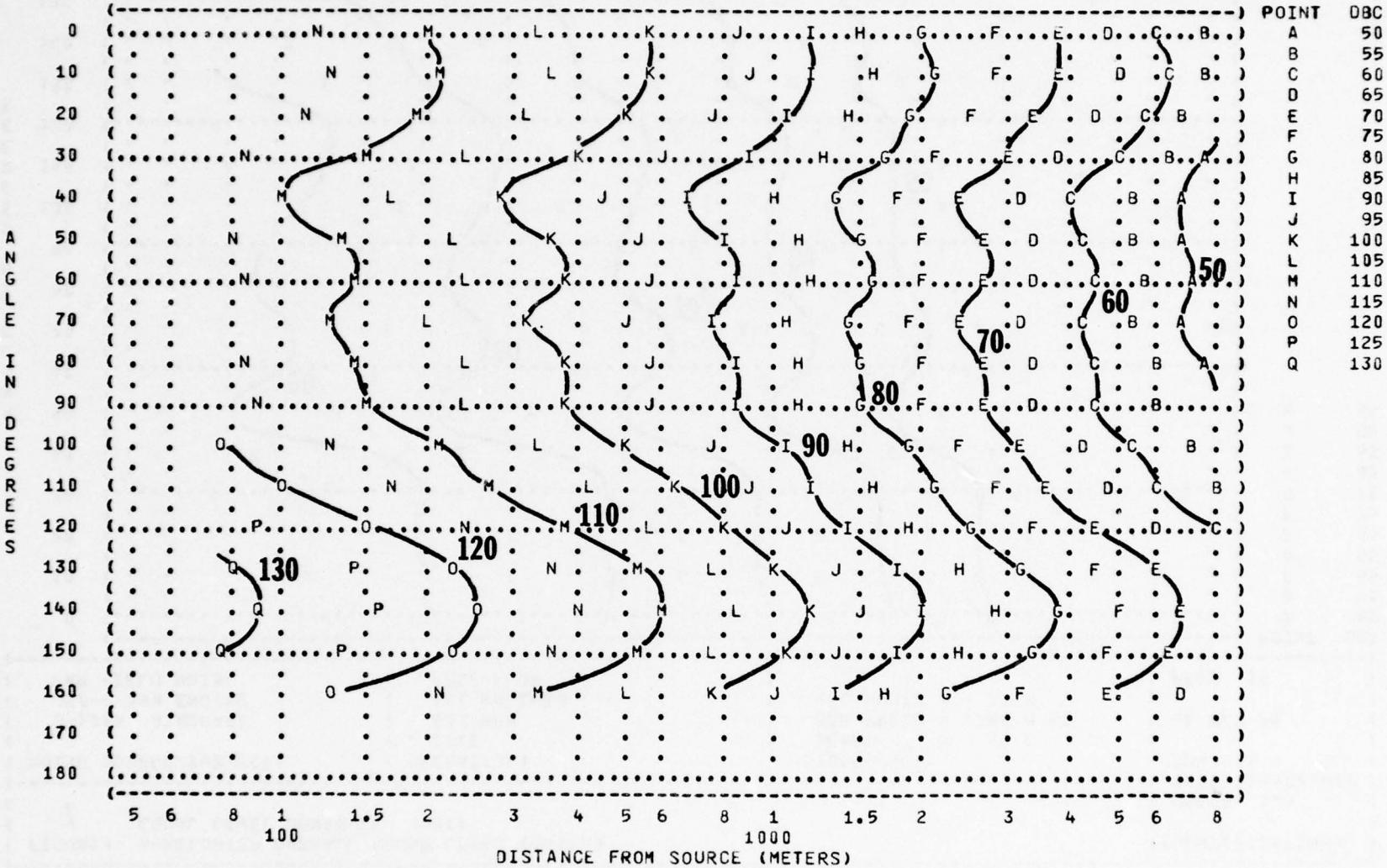
FIGURE: 6 C-WEIGHTED OVERALL SOUND LEVEL (OASLC) EQUAL LEVEL CONTOURS (DBC)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 14



POINT	DBC
A	50
B	55
C	60
D	65
E	70
F	75
G	80
H	85
I	90
J	95
K	100
L	105
M	110
N	115
O	120
P	125
Q	130

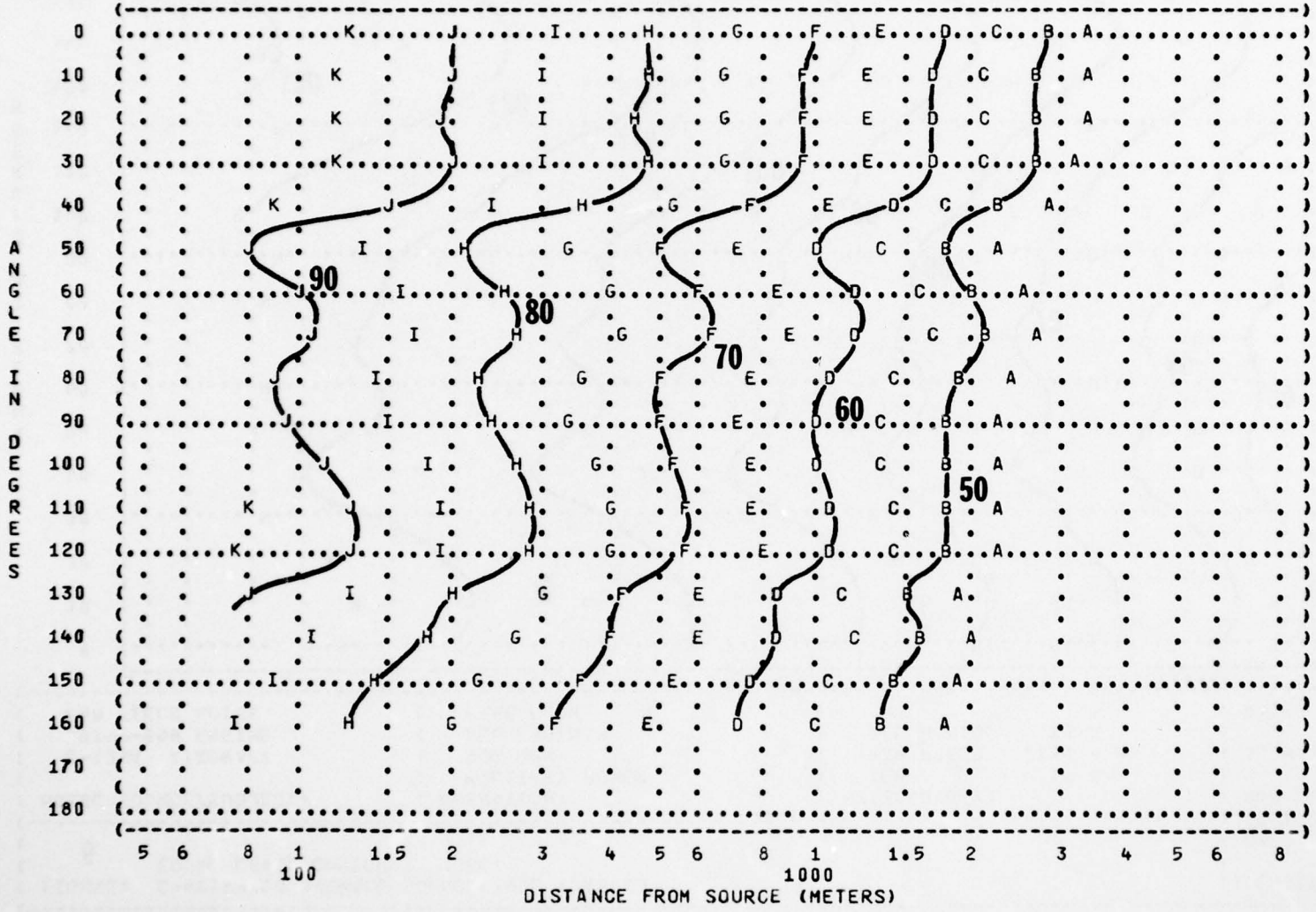
FIGURE: 7 A-WEIGHTED OVERALL SOUND LEVEL (OASLA) EQUAL LEVEL CONTOURS (DBA)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 15

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DBA
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95

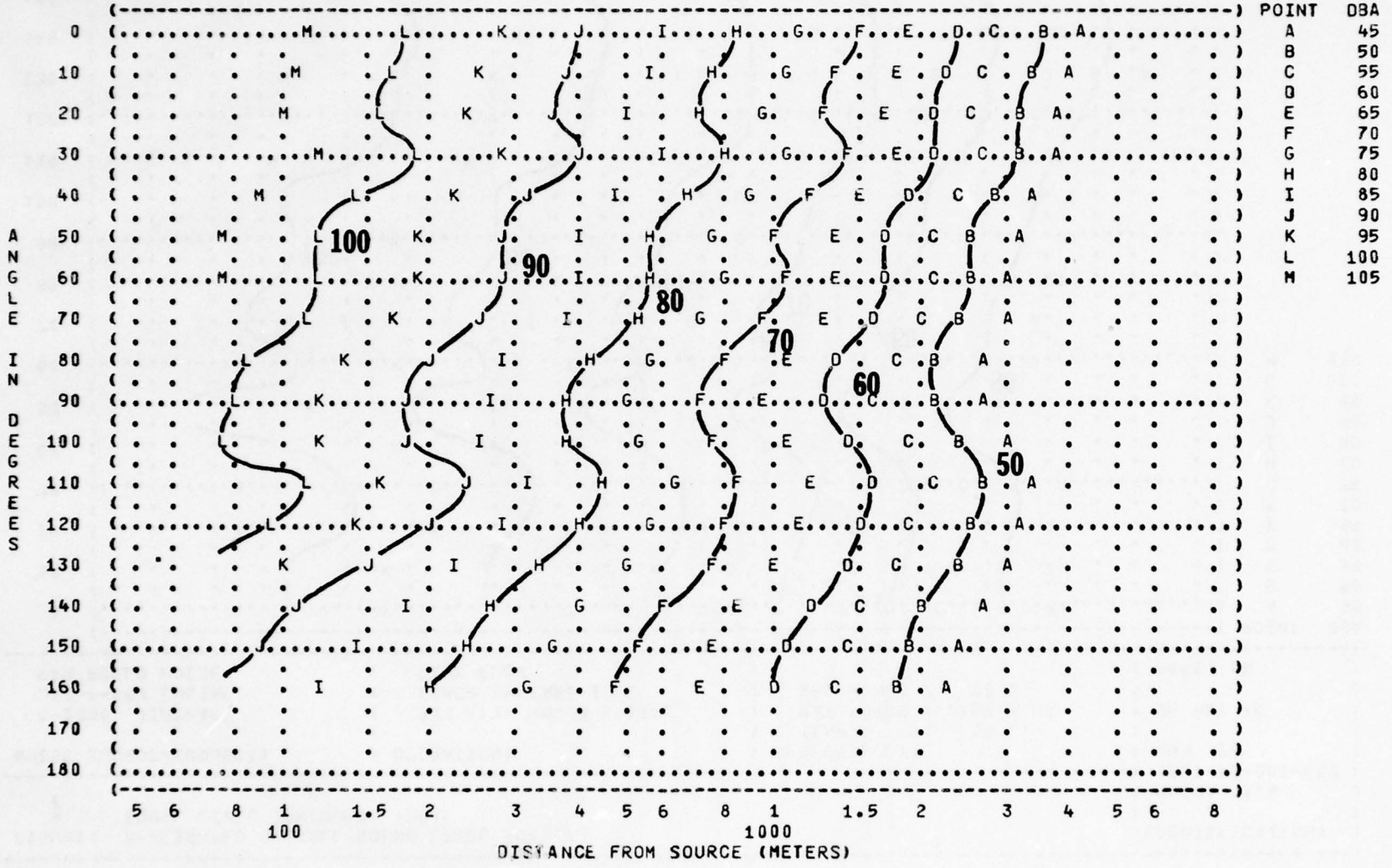
FIGURE 7 A-WEIGHTED OVERALL SOUND LEVEL (OASLA) EQUAL LEVEL CONTOURS (DBA)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 15

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DBA
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105

FIGURE 7 A-WEIGHTED OVERALL SOUND LEVEL (OASLA) EQUAL LEVEL CONTOURS (DBA)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 15

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	DBA
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105

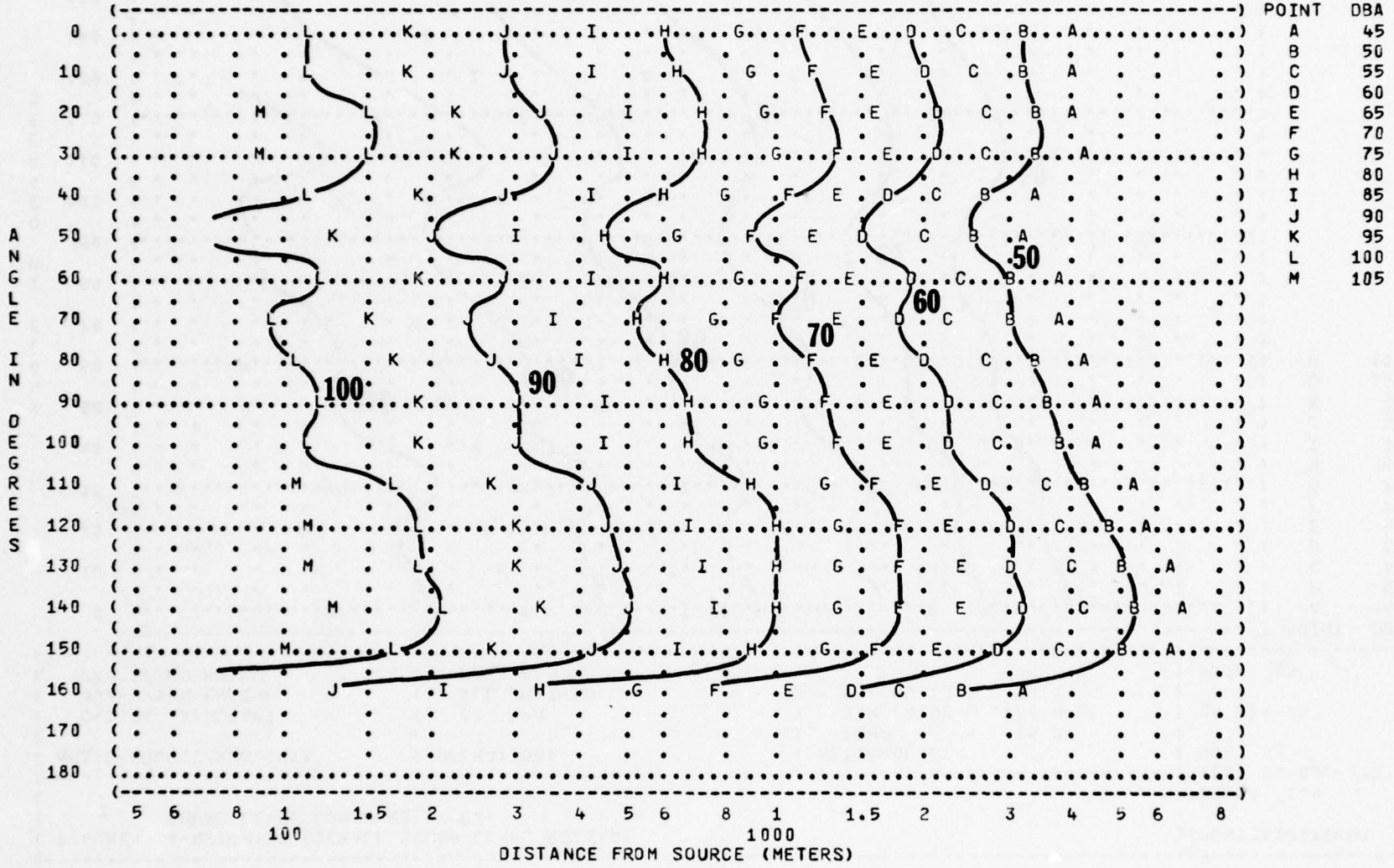


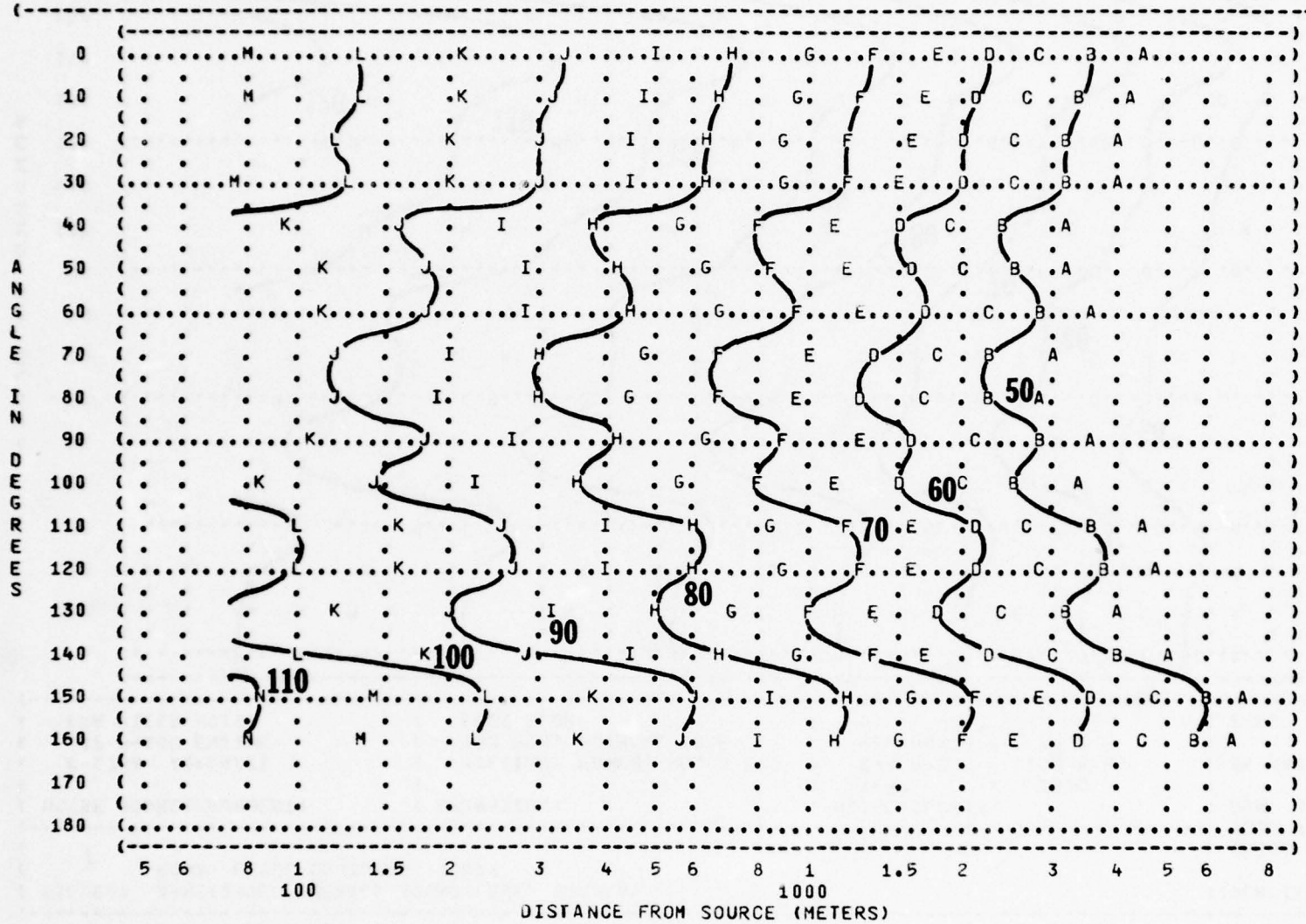
FIGURE 7 A-WEIGHTED OVERALL SOUND LEVEL (OASLA) EQUAL LEVEL CONTOURS (DBA)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 15

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DBA
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105
N	110

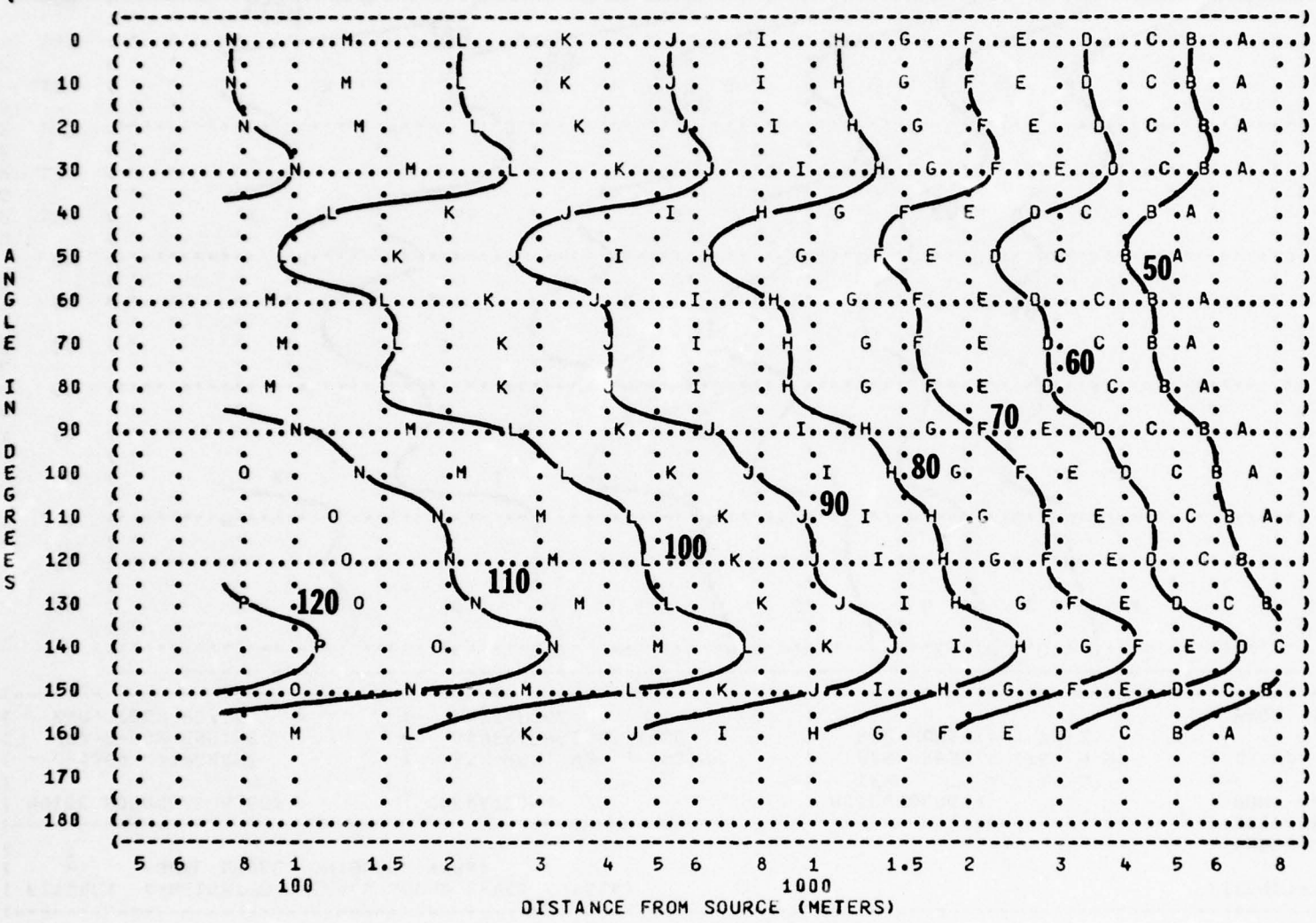
FIGURE 7 A-WEIGHTED OVERALL SOUND LEVEL (OASLA) EQUAL LEVEL CONTOURS (DBA)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 15

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DBA
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105
N	110
O	115
P	120

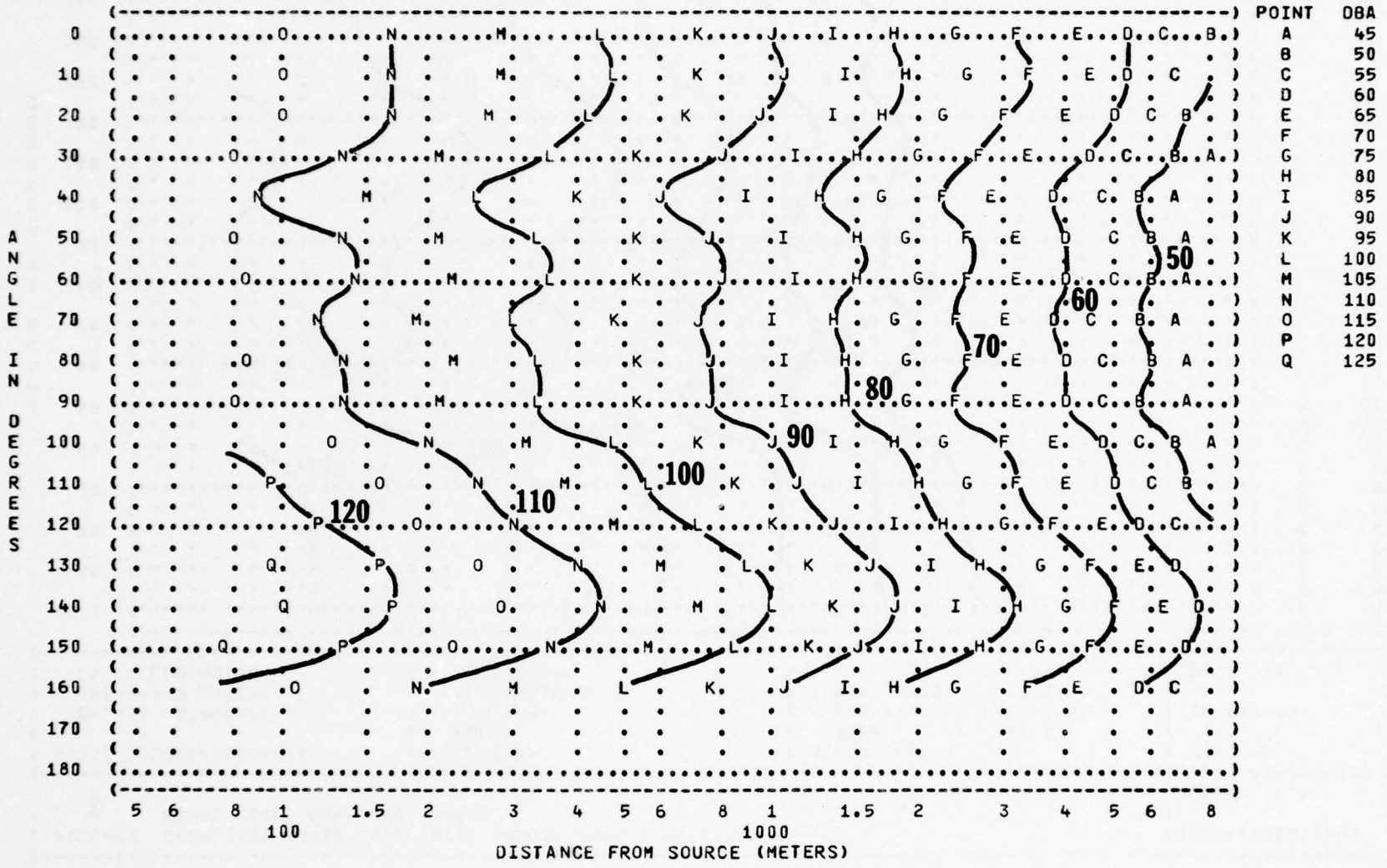
FIGURE: 7 A-WEIGHTED OVERALL SOUND LEVEL (OASLA) EQUAL LEVEL CONTOURS (DBA)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 15

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DBA
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105
N	110
O	115
P	120
Q	125

FIGURE 8: PERCEIVED NOISE LEVEL WITH SMOOTH TONE CORRECTION (PNLT)
EQUAL LEVEL CONTOURS (PNDB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 16

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	PNDB
A	60
B	65
C	70
D	75
E	80
F	85
G	90
H	95
I	100
J	105
K	110

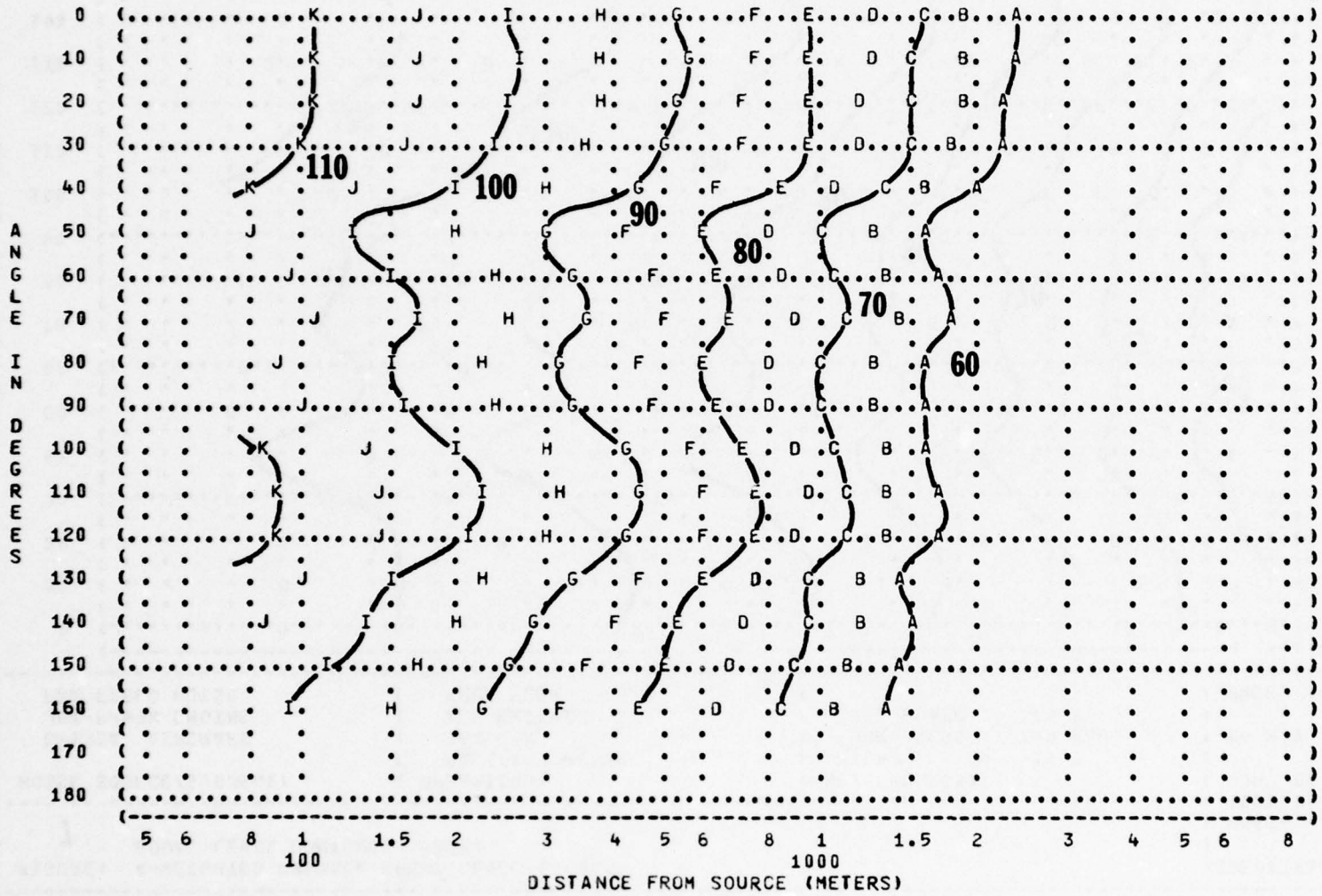


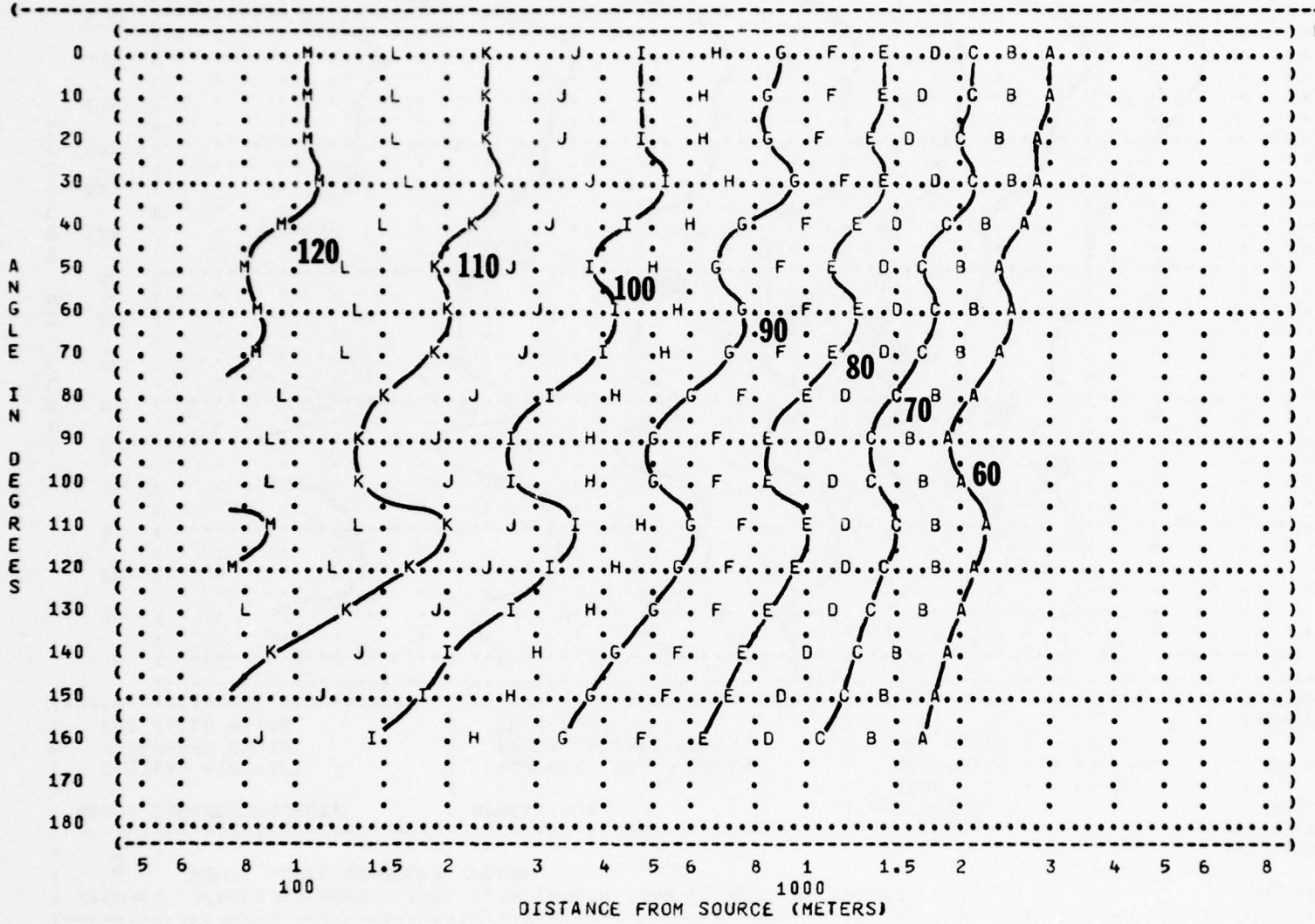
FIGURE 8 PERCEIVED NOISE LEVEL WITH SMOOTH TONE CORRECTION (PNLT) EQUAL LEVEL CONTOURS (PNDB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 16

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	PNDB
A	60
B	65
C	70
D	75
E	80
F	85
G	90
H	95
I	100
J	105
K	110
L	115
M	120

FIGURE 8 PERCEIVED NOISE LEVEL WITH SMOOTH TONE CORRECTION (PNLT)
EQUAL LEVEL CONTOURS (PNDB)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = ,760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 16

POINT	PNDB
A	60
B	65
C	70
D	75
E	80
F	85
G	90
H	95
I	100
J	105
K	110
L	115
M	120

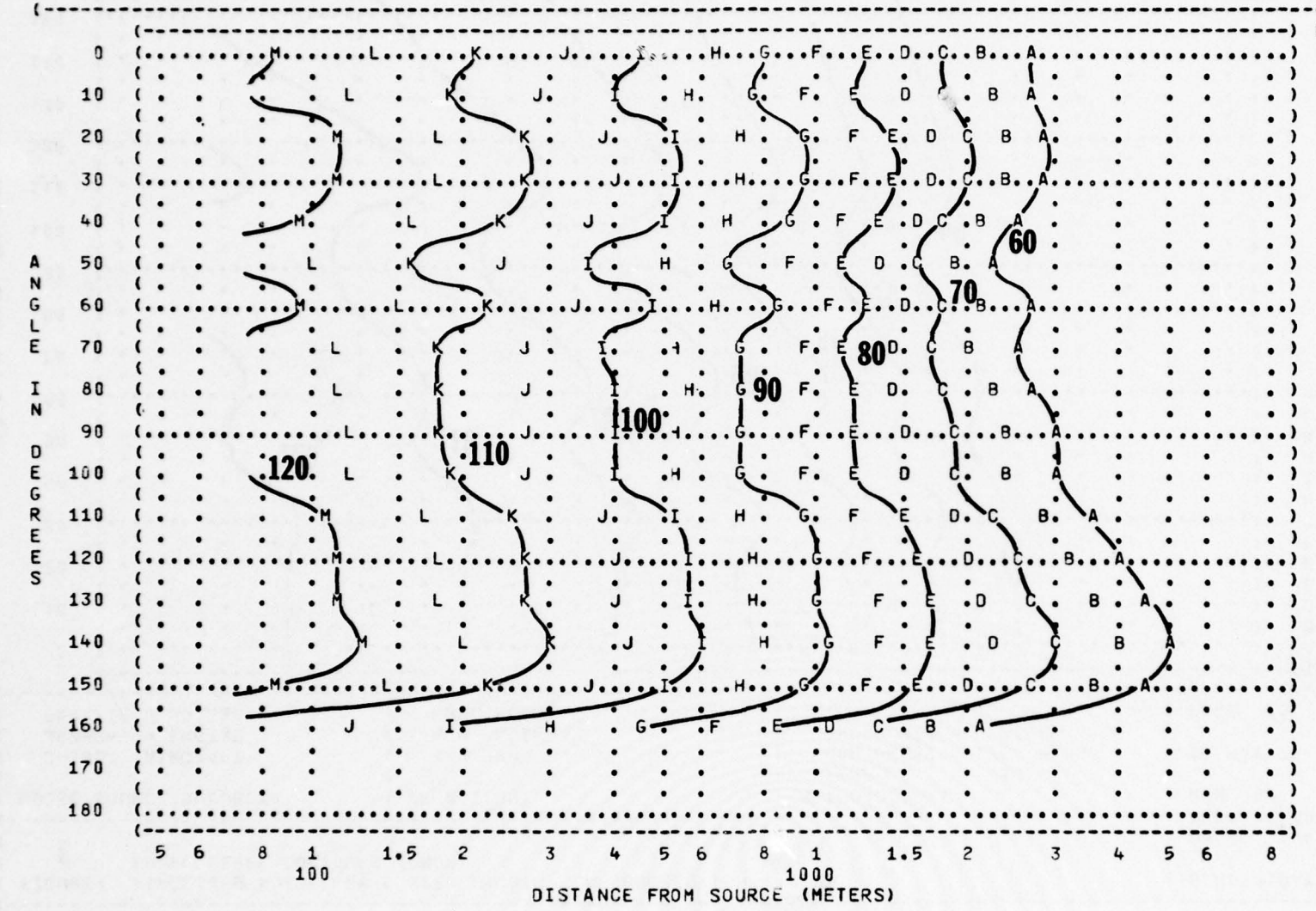


FIGURE 8: PERCEIVED NOISE LEVEL WITH SMOOTH TONE CORRECTION (PNLT)
EQUAL LEVEL CONTOURS (PNDB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 16

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	PNDB
A	60
B	65
C	70
D	75
E	80
F	85
G	90
H	95
I	100
J	105
K	110
L	115
M	120

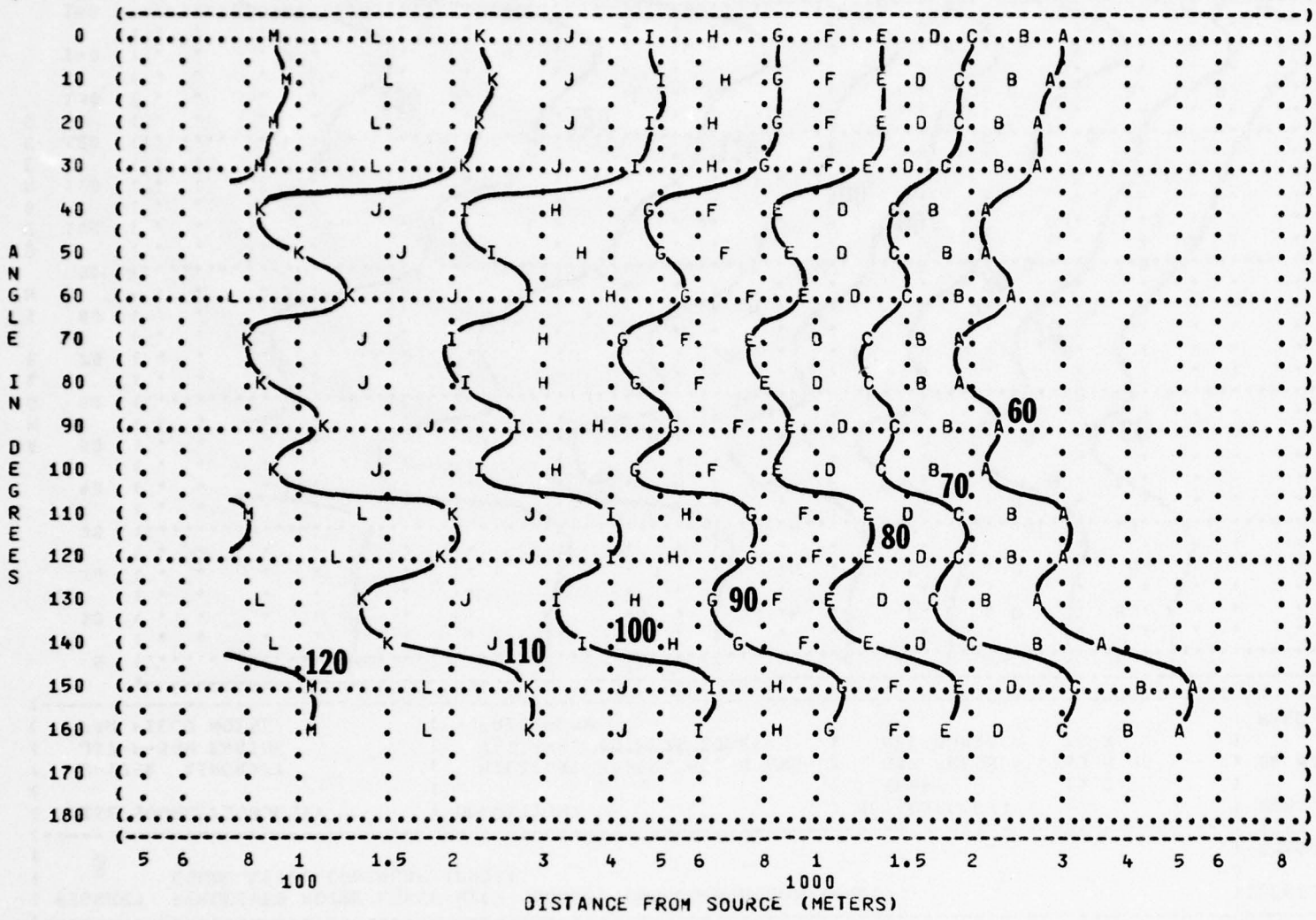


FIGURE 8: PERCEIVED NOISE LEVEL WITH SMOOTH TONE CORRECTION (PNLT) EQUAL LEVEL CONTOURS (PNDB)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 16

POINT	PNDB
A	60
B	65
C	70
D	75
E	80
F	85
G	90
H	95
I	100
J	105
K	110
L	115
M	120
N	125
O	130
P	135

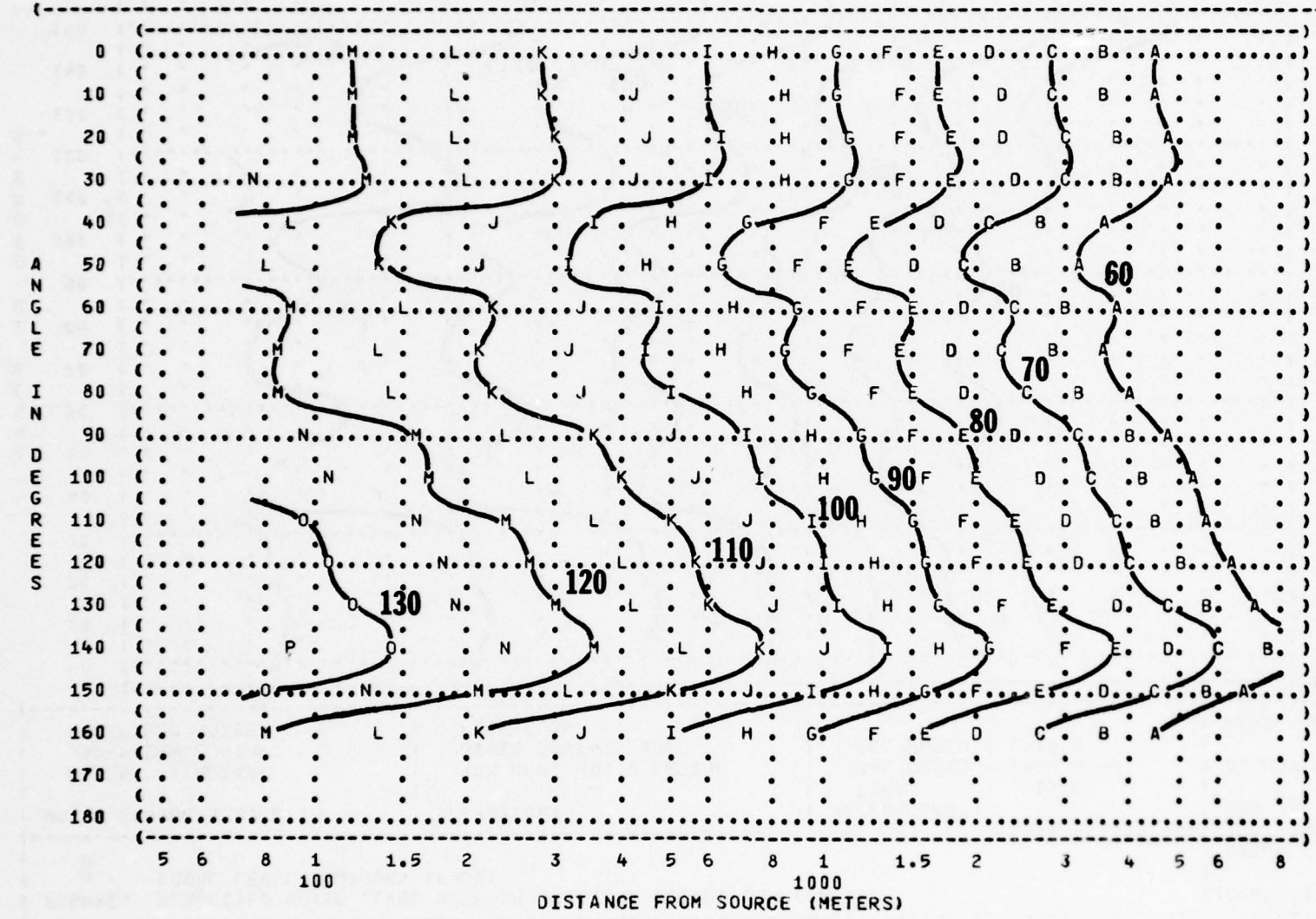


FIGURE: 8 PERCEIVED NOISE LEVEL WITH SMOOTH TONE CORRECTION (PNLT) EQUAL LEVEL CONTOURS (PNDB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06

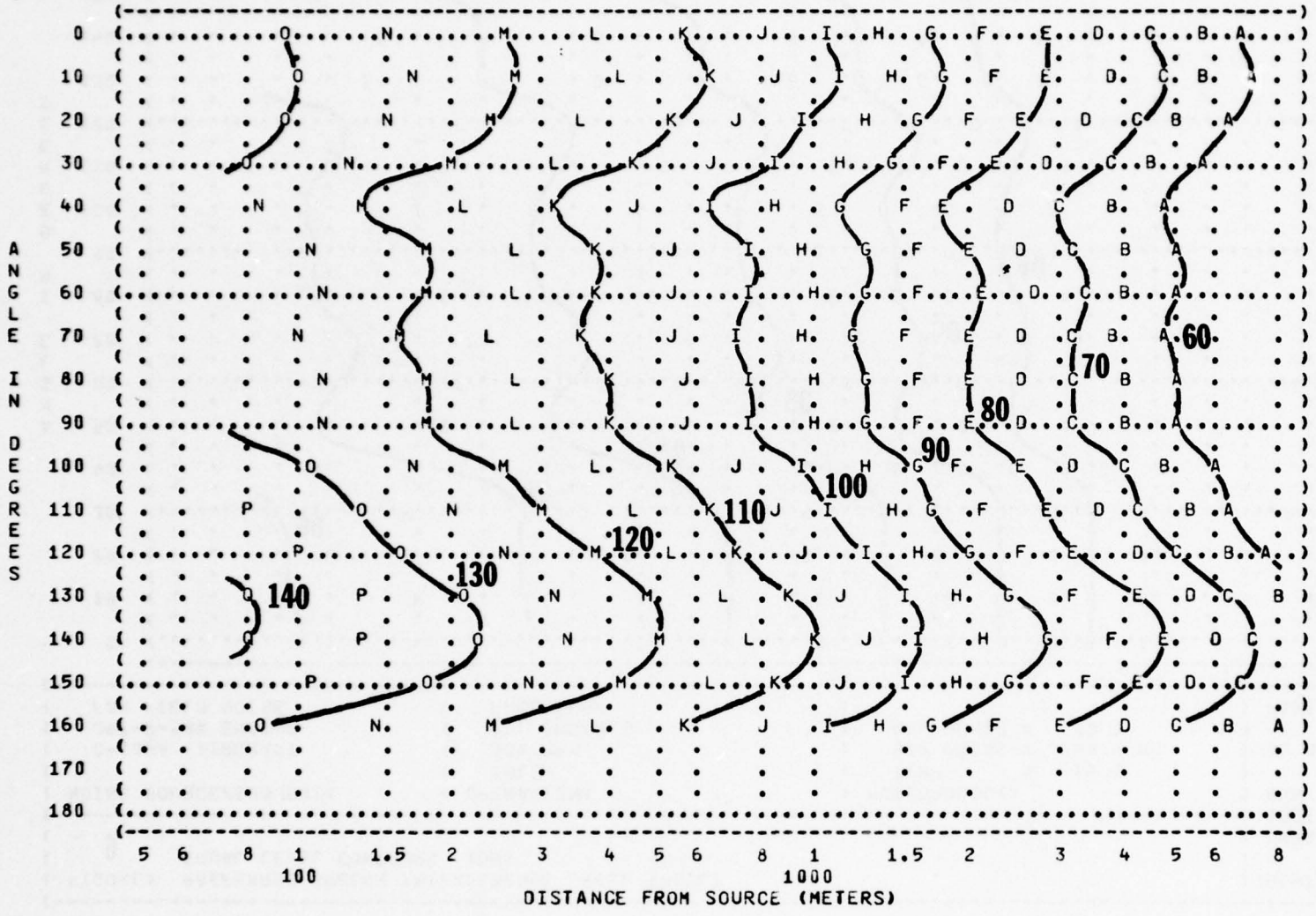
06 MAY 75

PAGE 16

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	PNDB
A	60
B	65
C	70
D	75
E	80
F	85
G	90
H	95
I	100
J	105
K	110
L	115
M	120
N	125
O	130
P	135
Q	140

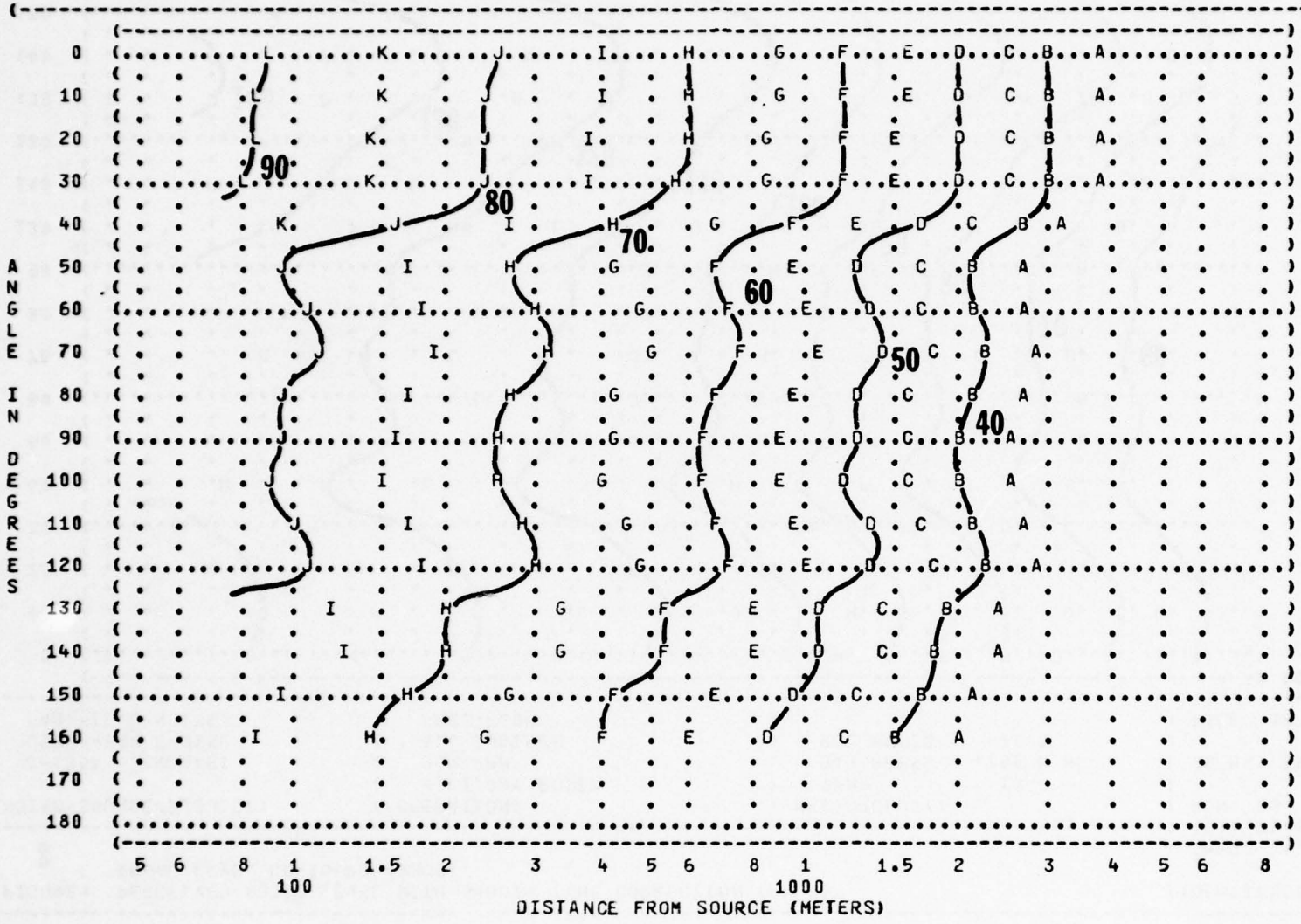
FIGURE 9 PREFERRED SPEECH INTERFERENCE LEVEL (PSIL)
EQUAL LEVEL CONTOURS (DB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 17

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90

FIGURE 9 PREFERRED SPEECH INTERFERENCE LEVEL (PSIL) EQUAL LEVEL CONTOURS (DB)

IDENTIFICATION: OMEGA 1.4 TEST 75-002-023 RUN 02 06 MAY 75 PAGE 17

NOISE SOURCE/SUBJECT: C-135A AIRCRAFT J57-P-59W ENGINE FAR FIELD NOISE

OPERATION: 80% RPM ALL ENGINES FREE FLOW

METEOROLOGY: TEMP = 15 C BAR PRESS = .760 M HG REL HUMID = 70 %

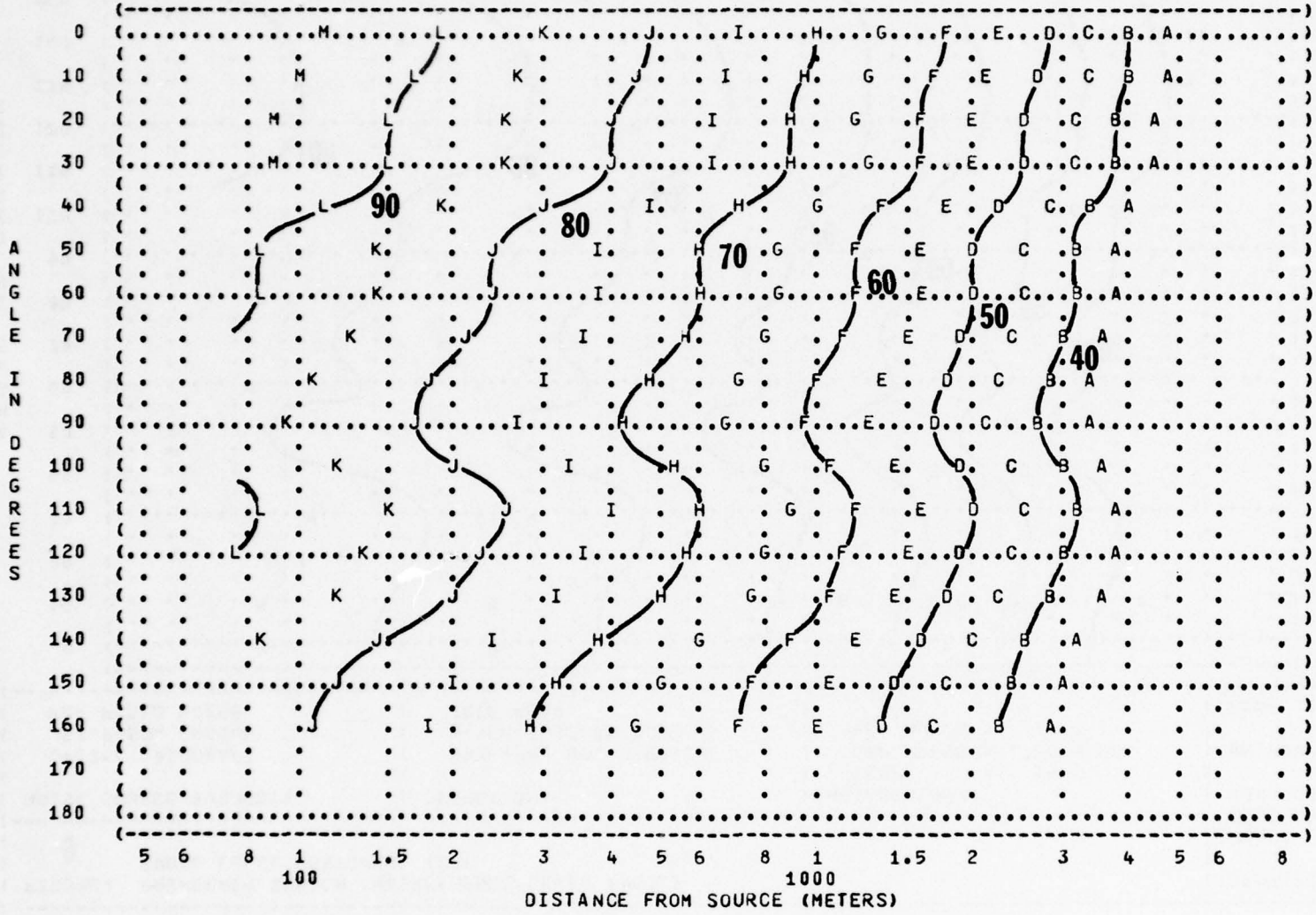


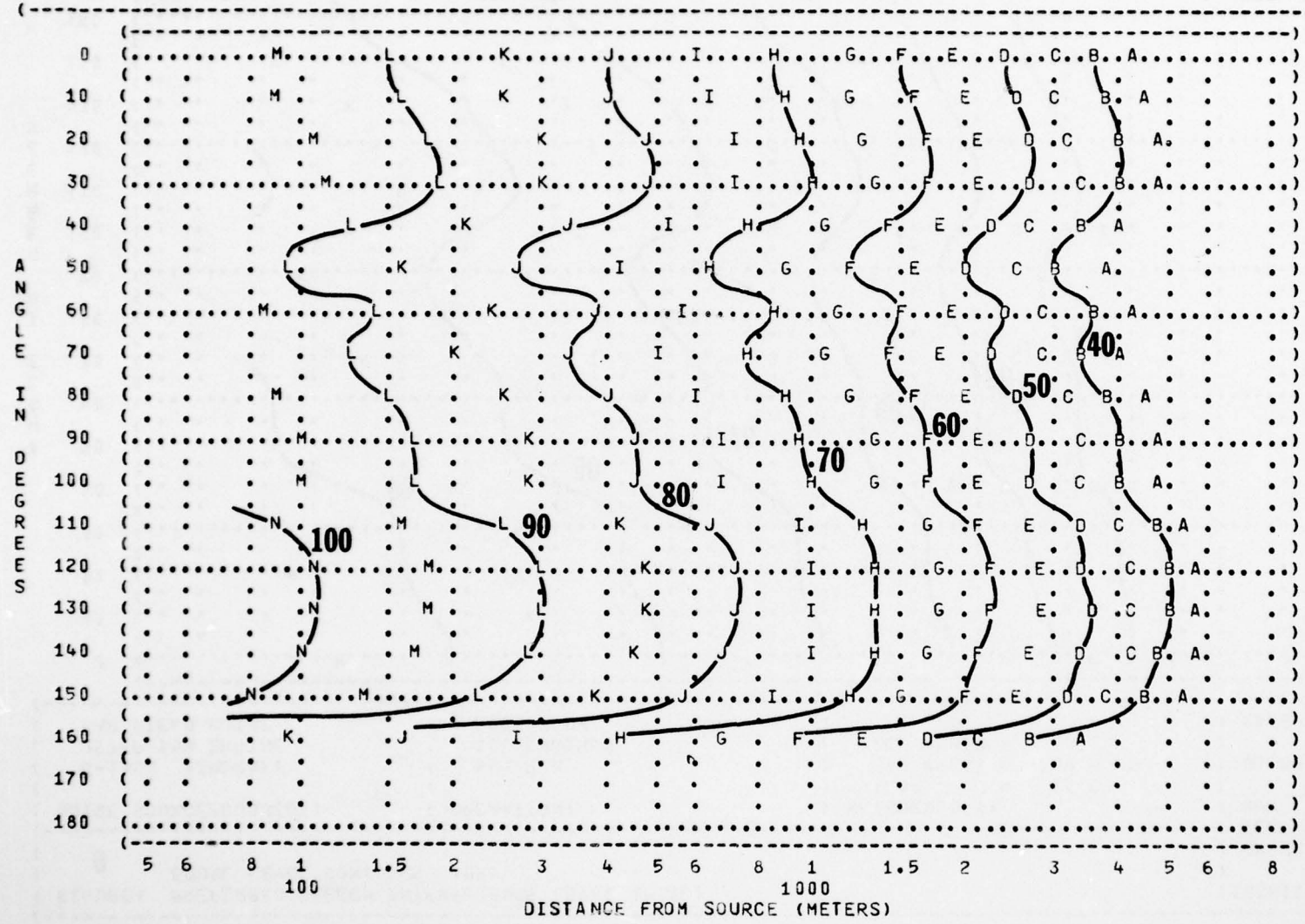
FIGURE 9: PREFERRED SPEECH INTERFERENCE LEVEL (PSIL) EQUAL LEVEL CONTOURS (DB)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 17



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100

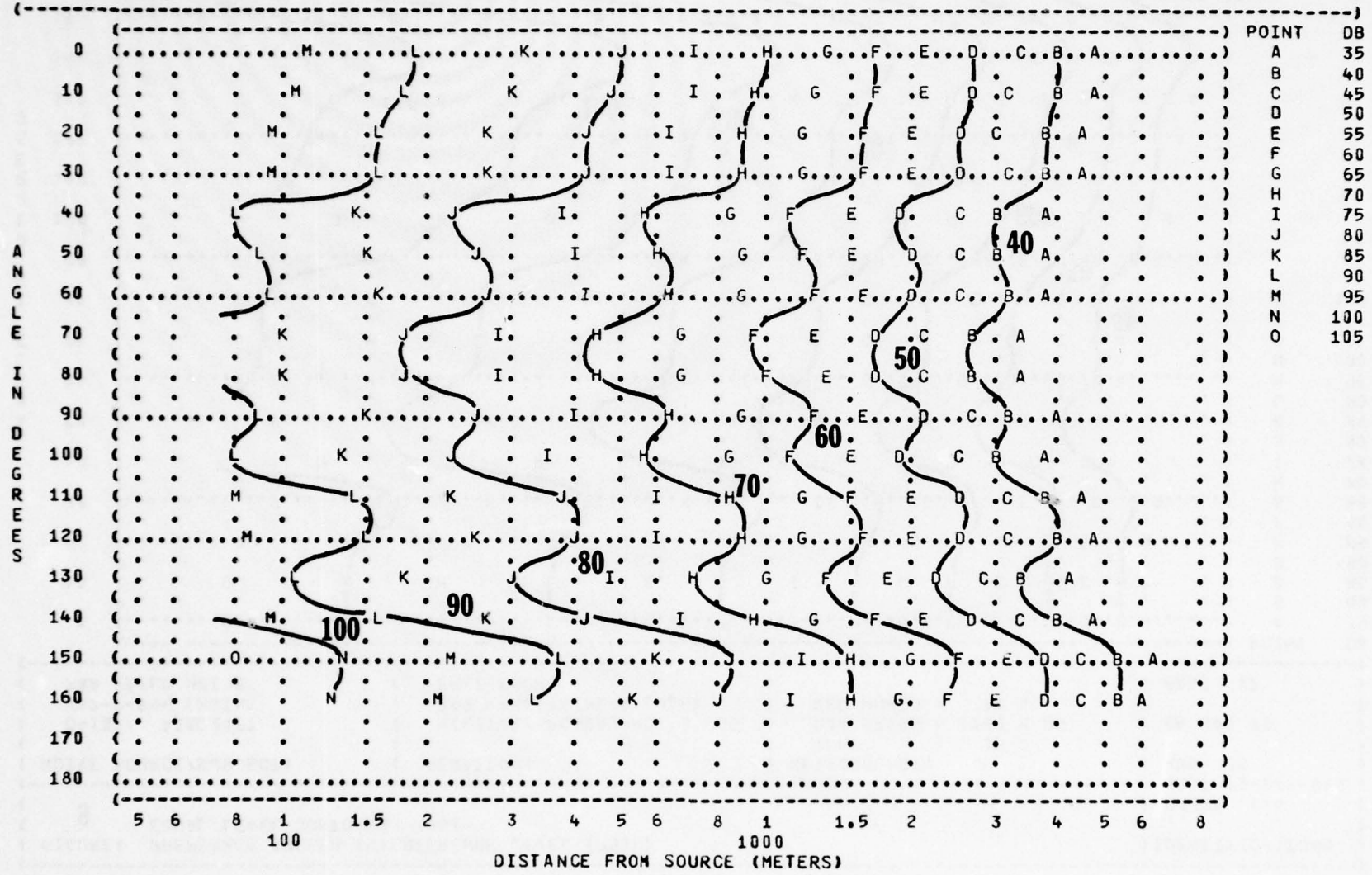
FIGURE 9 PREFERRED SPEECH INTERFERENCE LEVEL (PSIL) EQUAL LEVEL CONTOURS (DB)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 17

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105

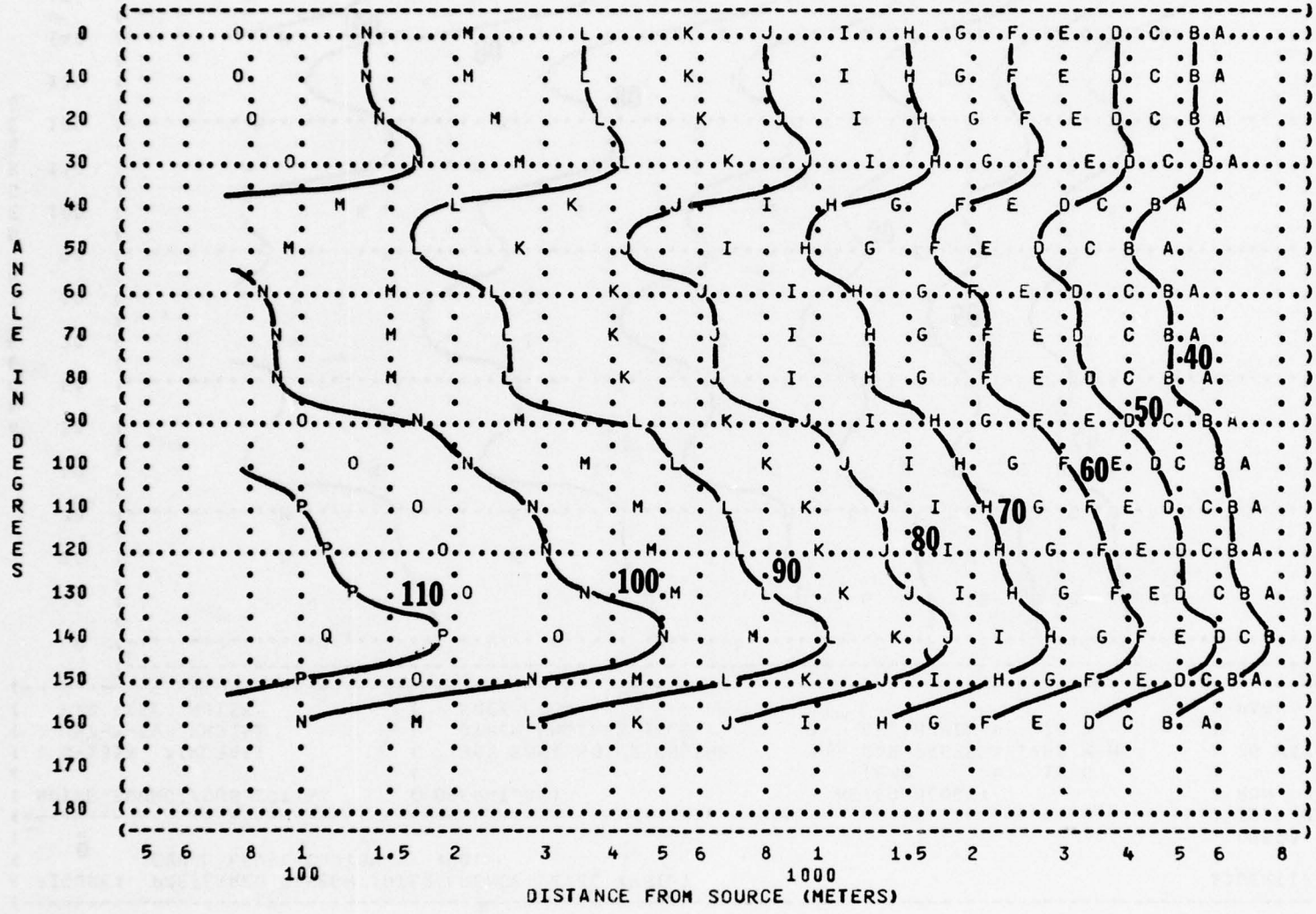
FIGURE 9 PREFERRED SPEECH INTERFERENCE LEVEL (PSIL) EQUAL LEVEL CONTOURS (DB)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 17



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115

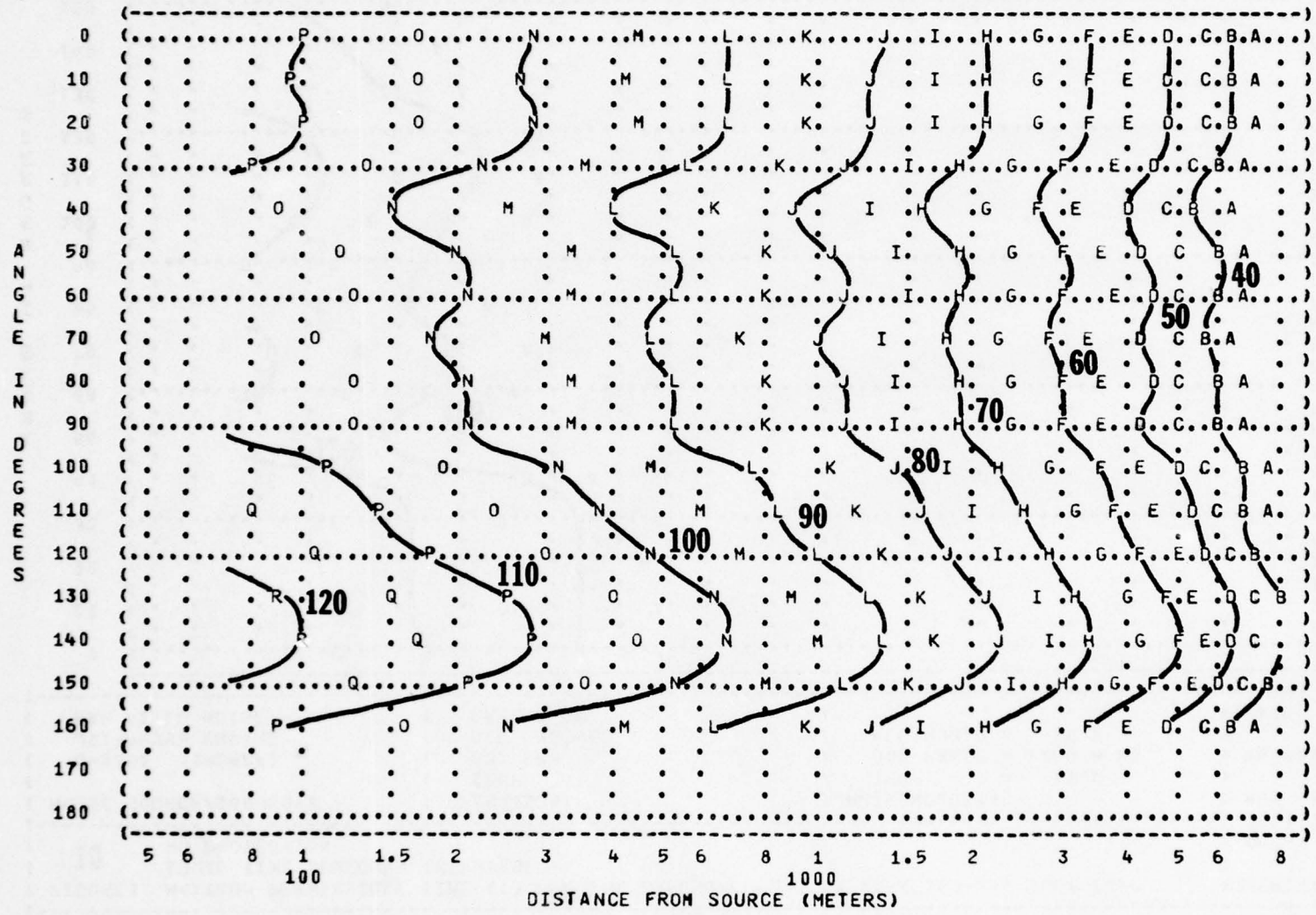
FIGURE: 9 PREFERRED SPEECH INTERFERENCE LEVEL (PSIL) EQUAL LEVEL CONTOURS (DB)

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 17



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115
R	120

FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
NO PROTECTION

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 7

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480
C	240
D	120
E	60

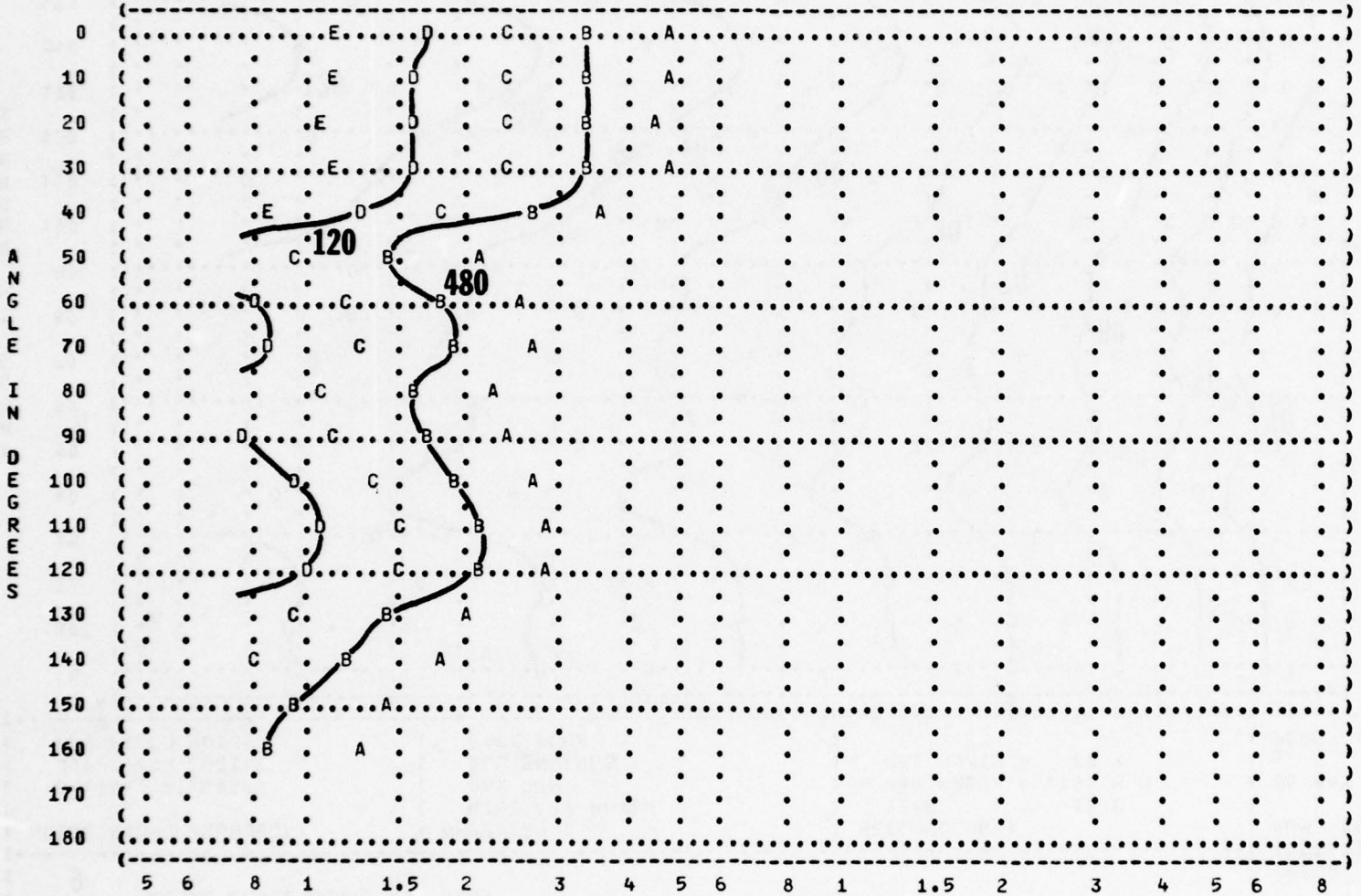


FIGURE: 10 MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 8

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

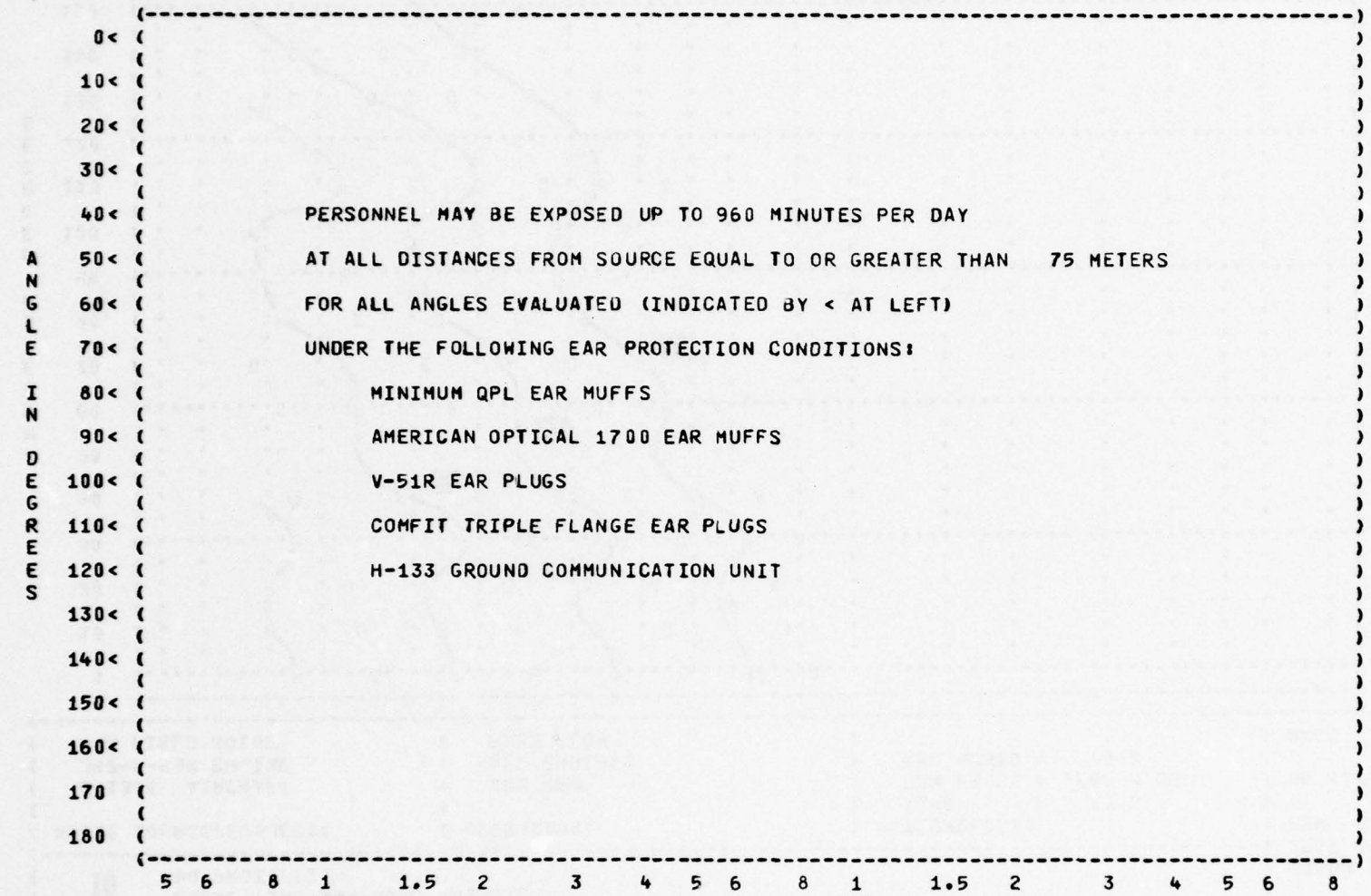


FIGURE 10: MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
NO PROTECTION

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 7

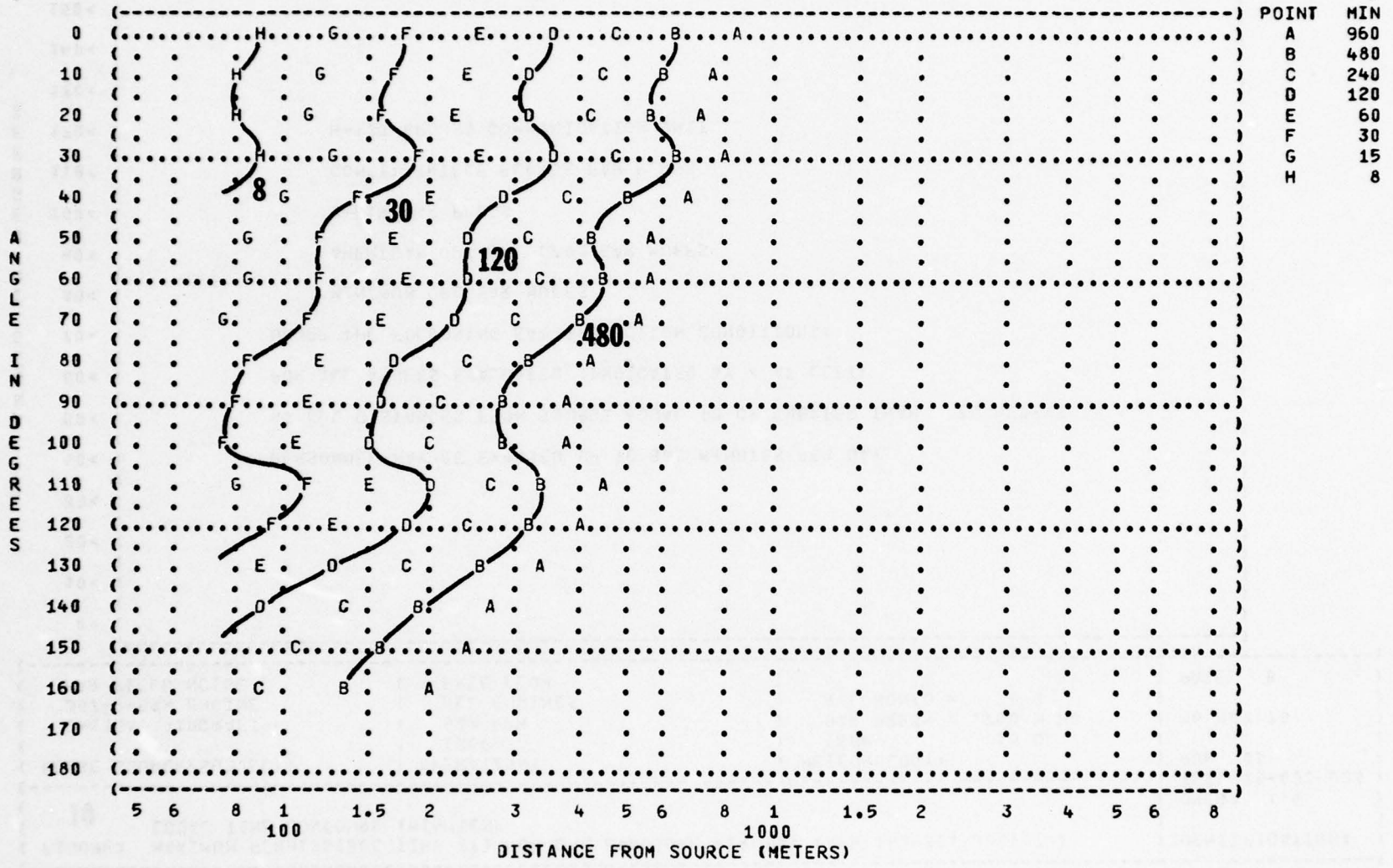


FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
MINIMUM QPL EAR MUFFS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 8

POINT A MIN 960

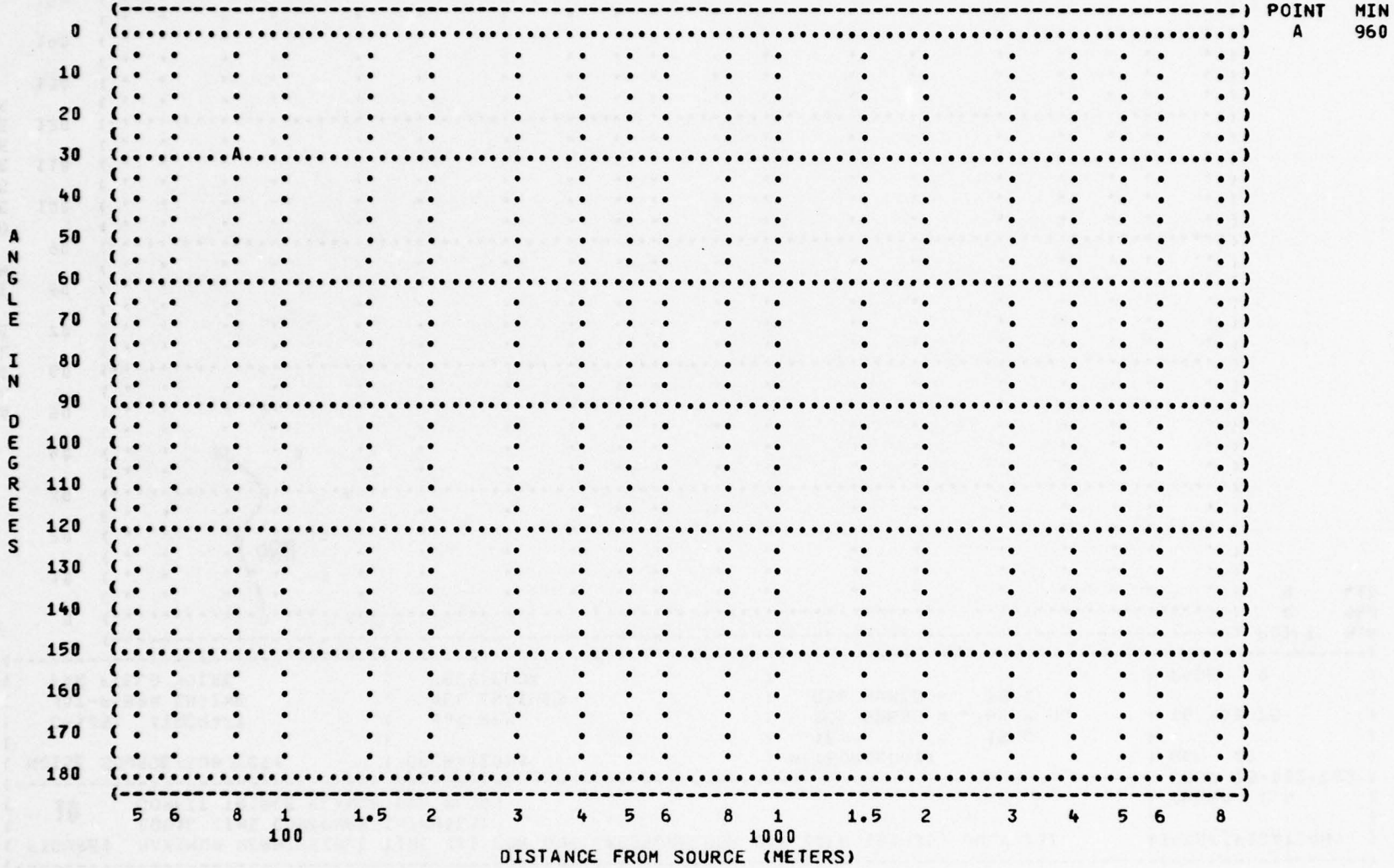


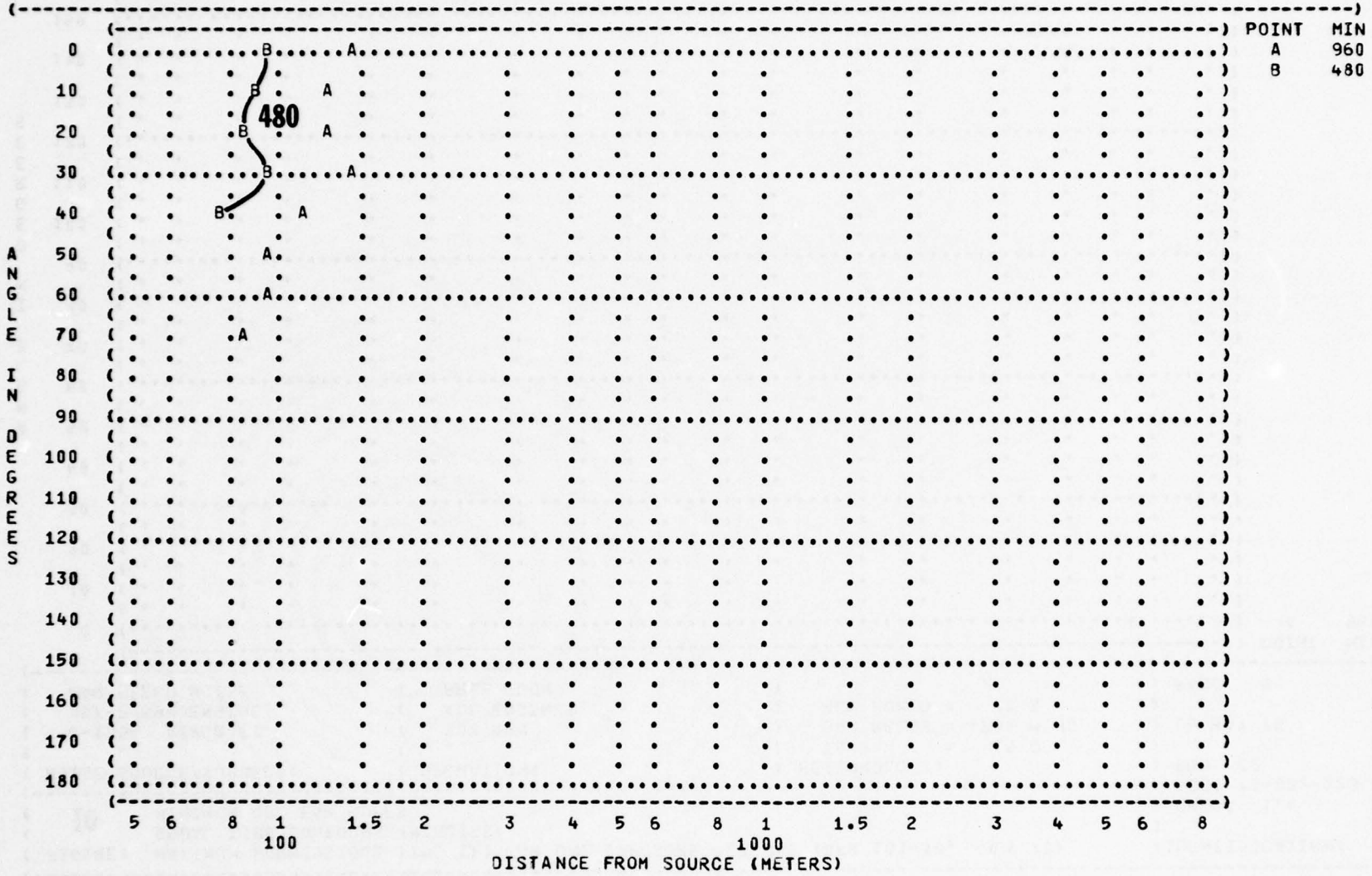
FIGURE 10 MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
COMFIT TRIPLE FLANGE EAR PLUGS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 9



POINT	MIN
A	960
B	480

FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
H-133 GROUND COMMUNICATION UNIT

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 10

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960

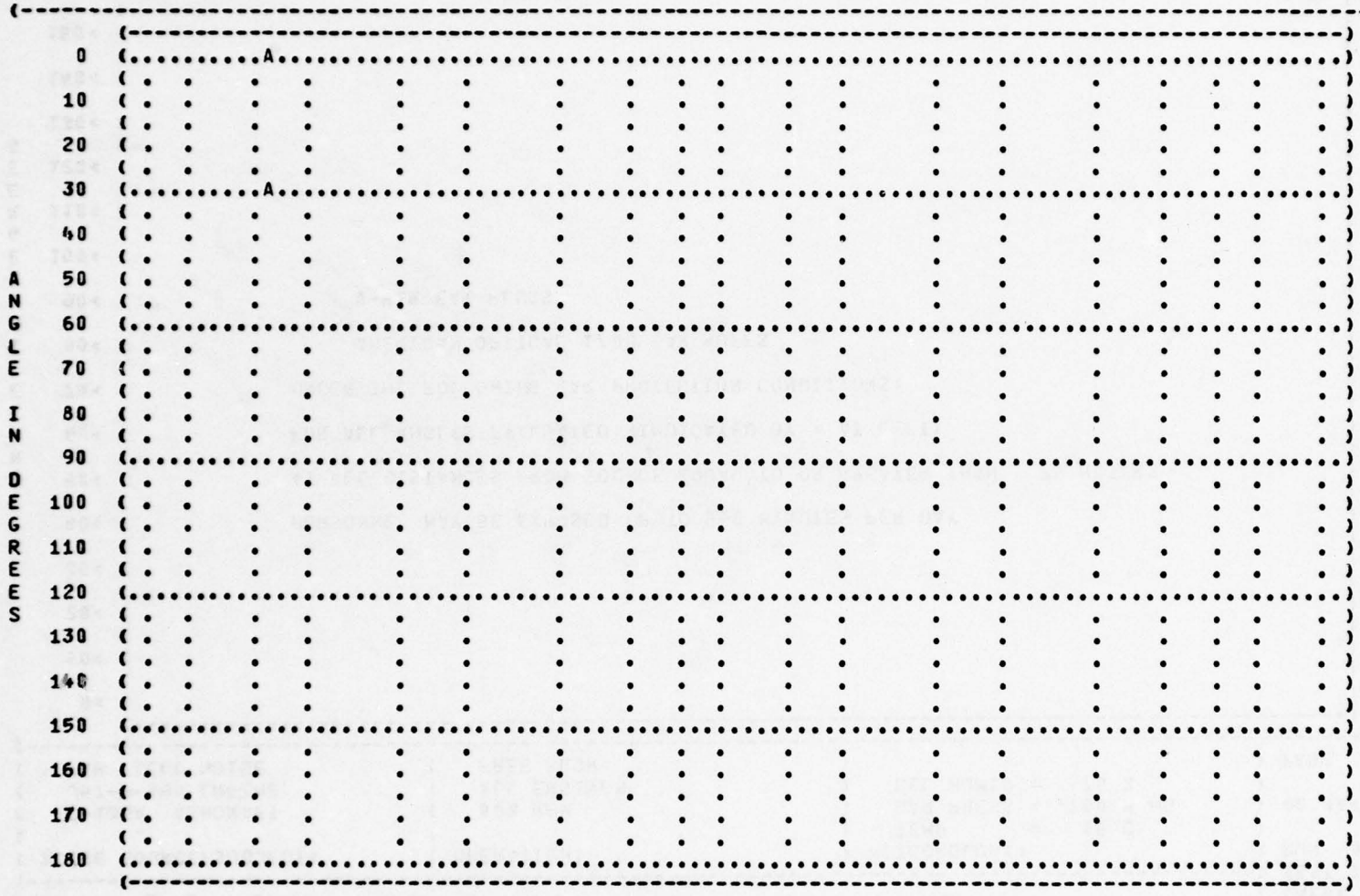


FIGURE: 10 MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 11

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

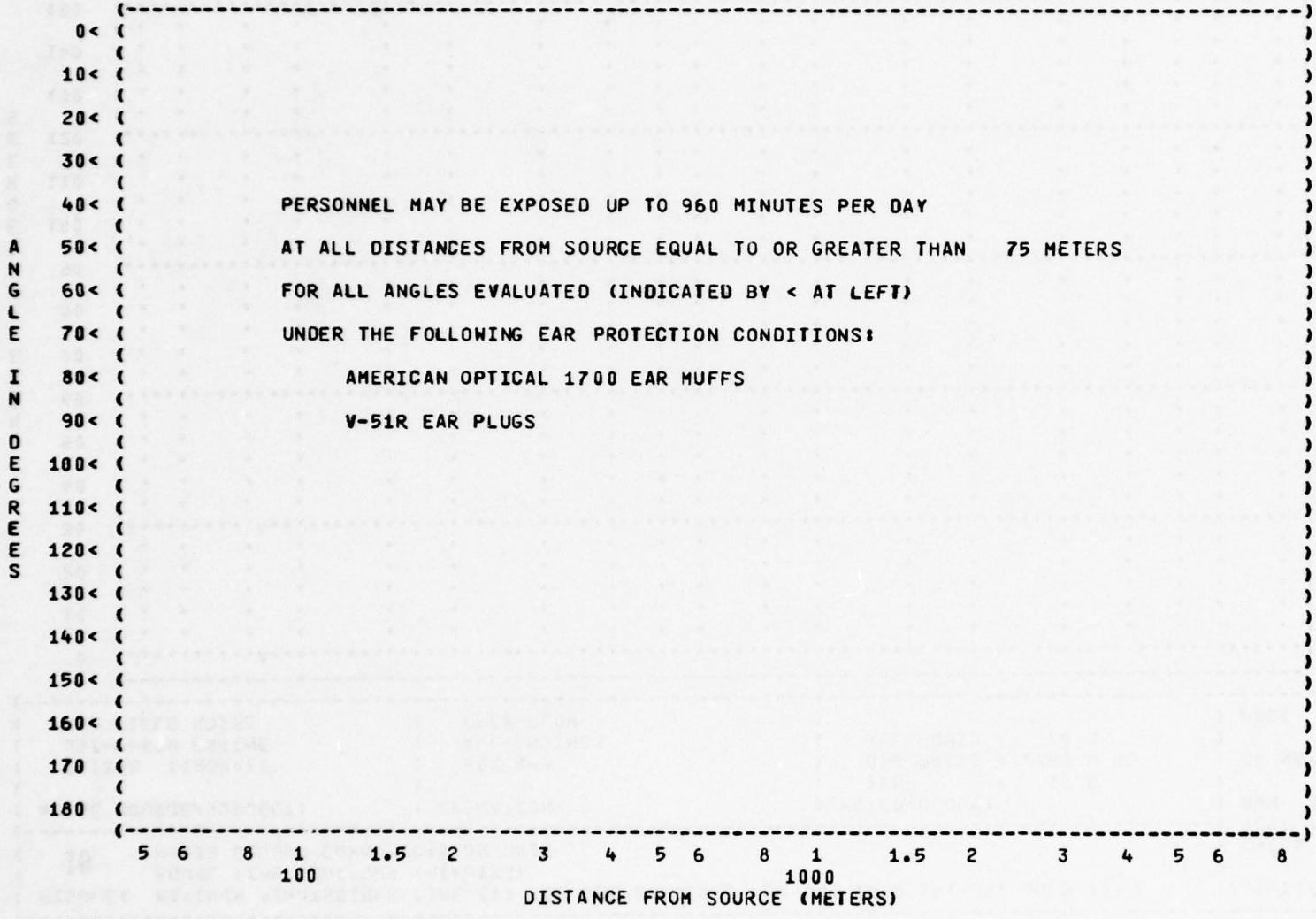


FIGURE: 10

MAXIMUM PERMISSIBLE TIME {T} FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
NO PROTECTION

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 7

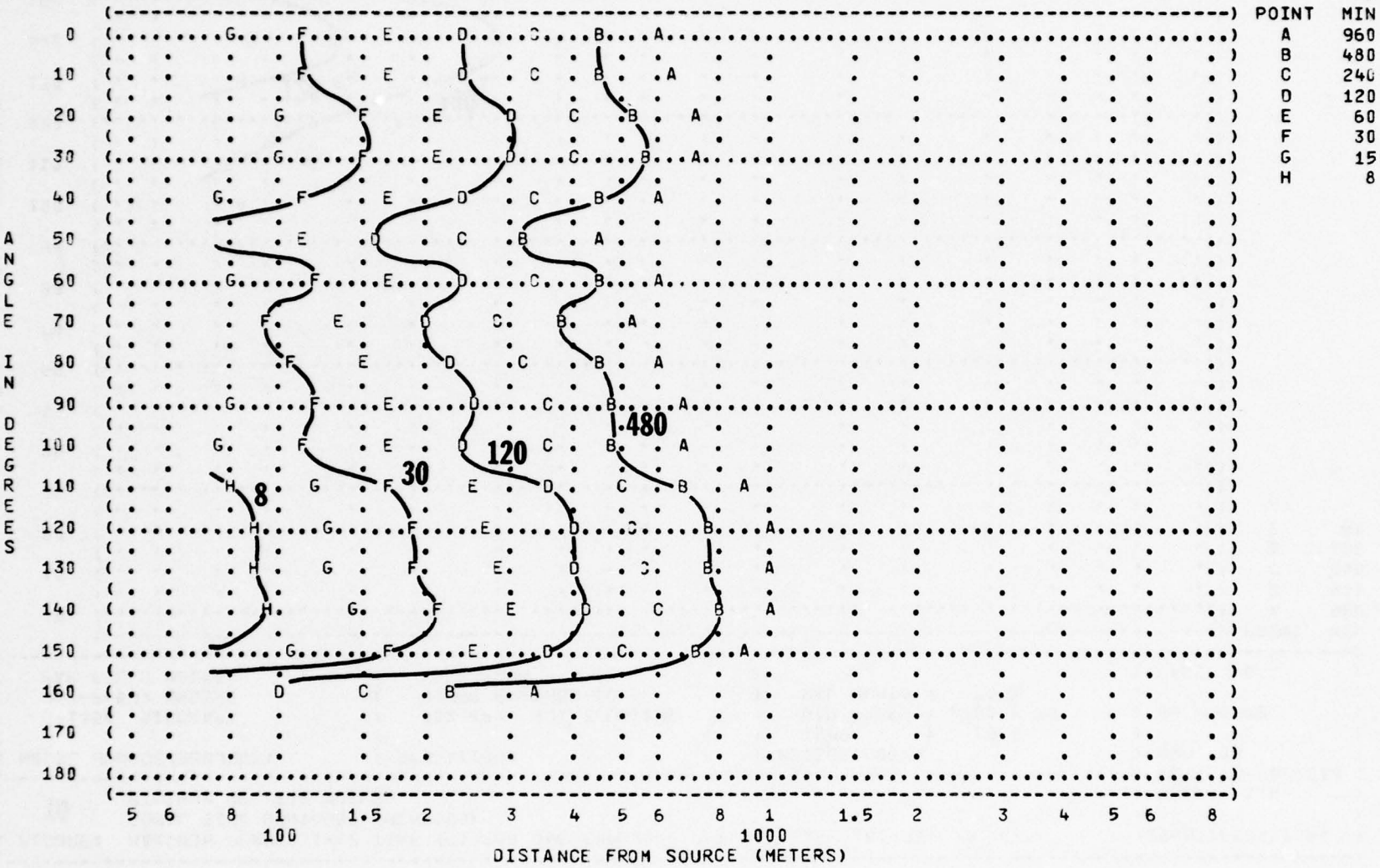


FIGURE 10: MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
MINIMUM QPL EAR MUFFS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 8

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480
C	240
D	120
E	60

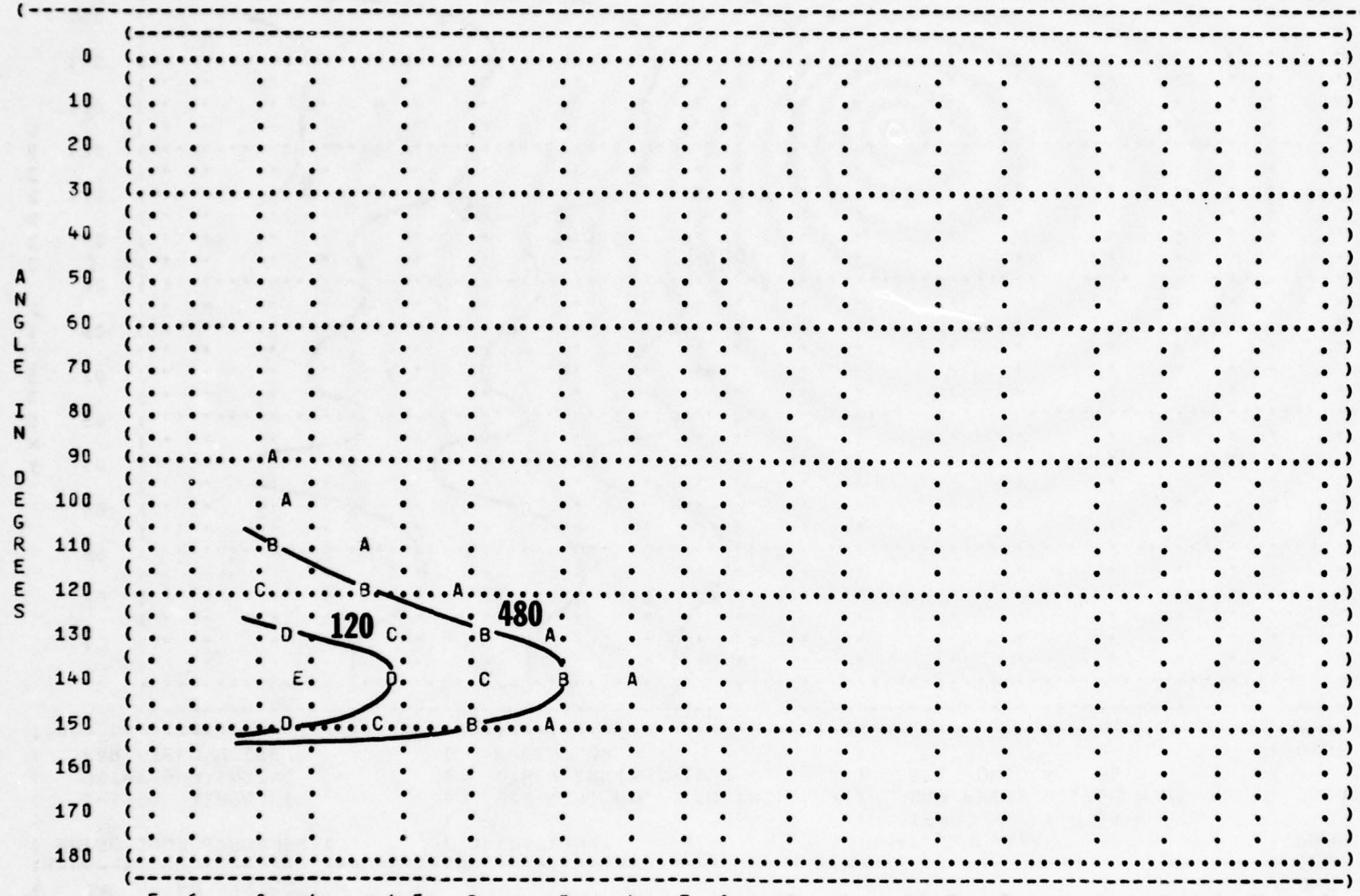


FIGURE: 10

MAXIMUM PERMISSIBLE TIME {T} FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
AMERICAN OPTICAL 1700 EAR MUFFS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 9

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480
C	240
D	120

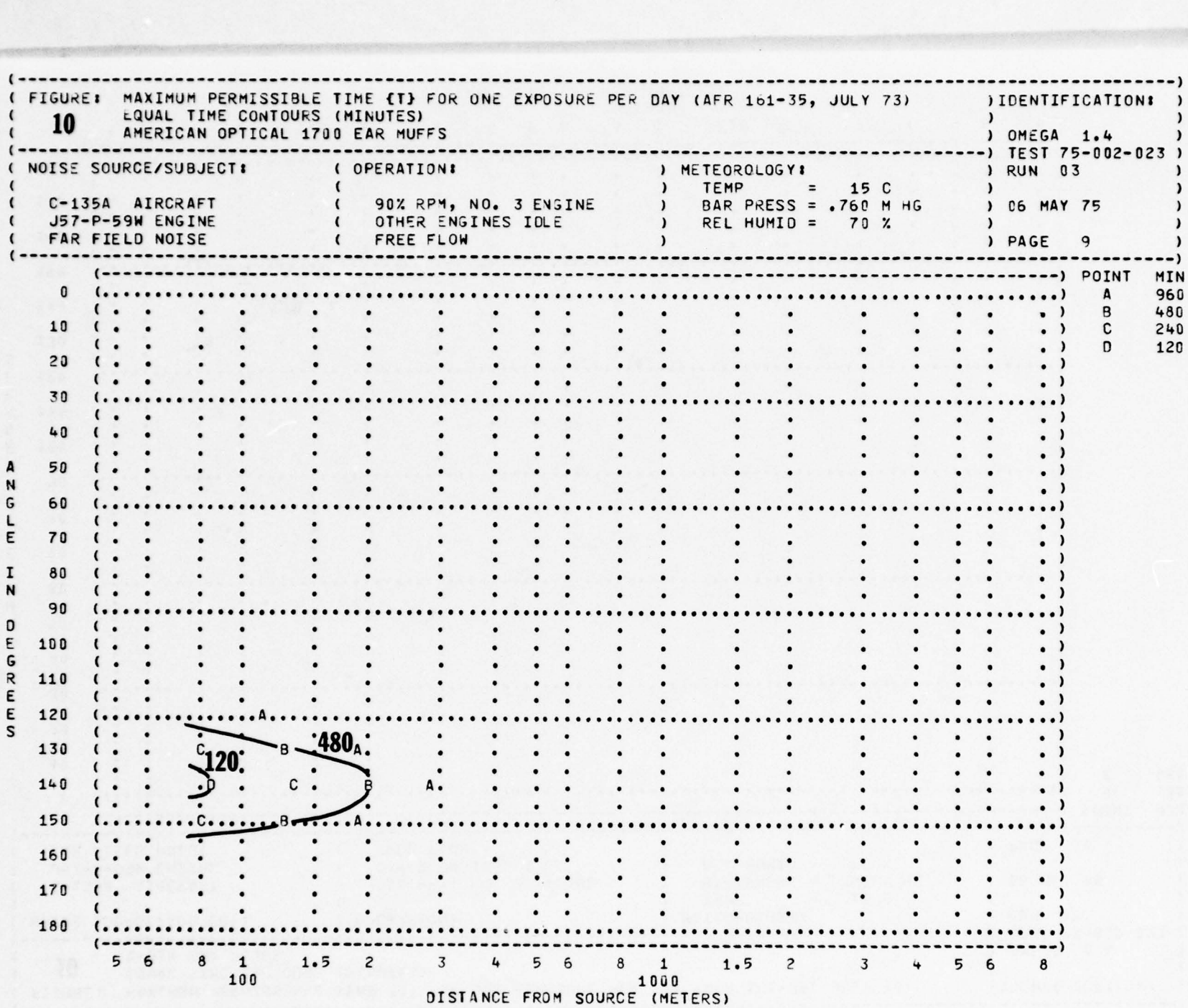


FIGURE: **10**

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
V-51R EAR PLUGS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 10

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480

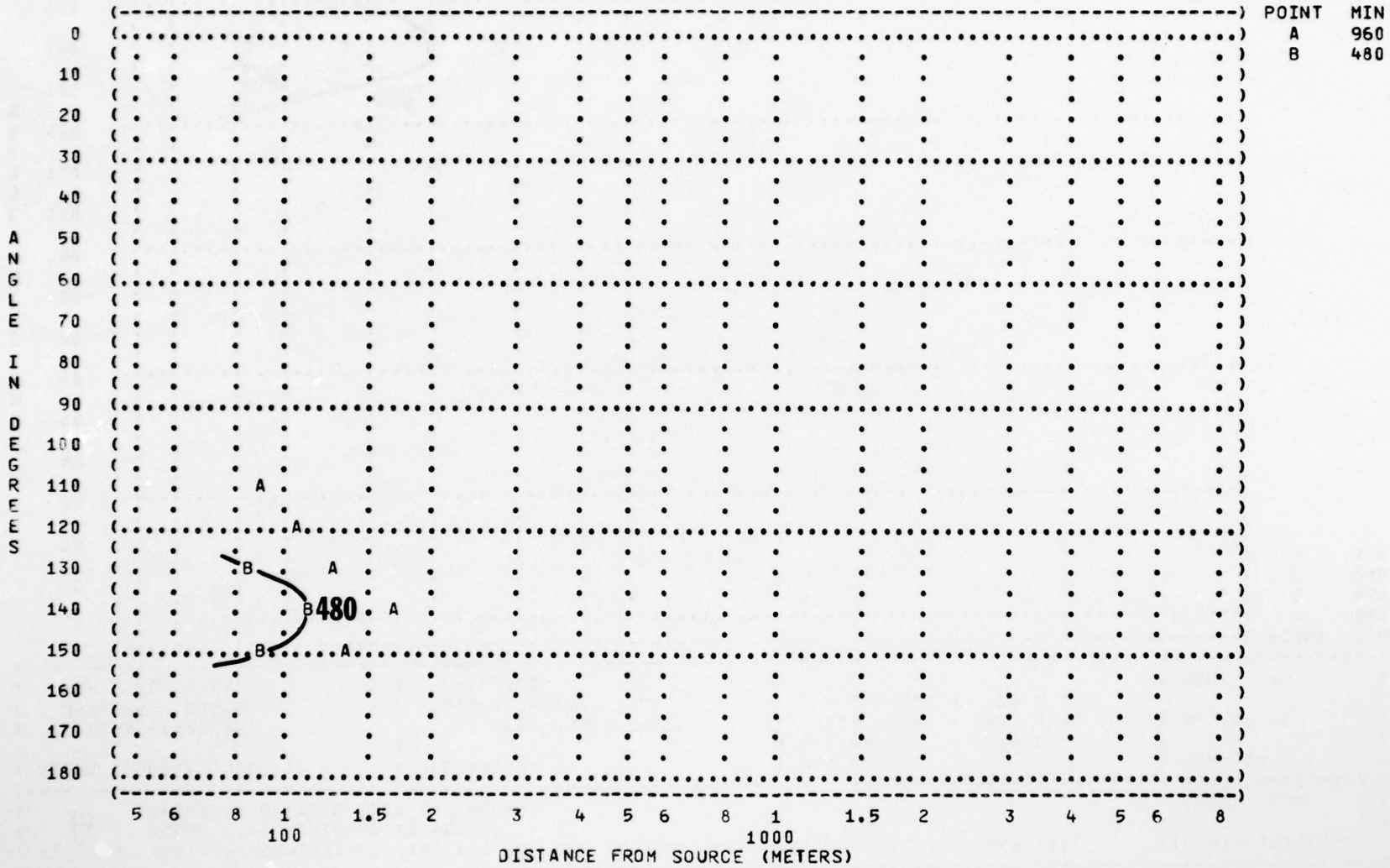


FIGURE: **10**

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
COMFIT TRIPLE FLANGE EAR PLUGS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 11

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480
C	240

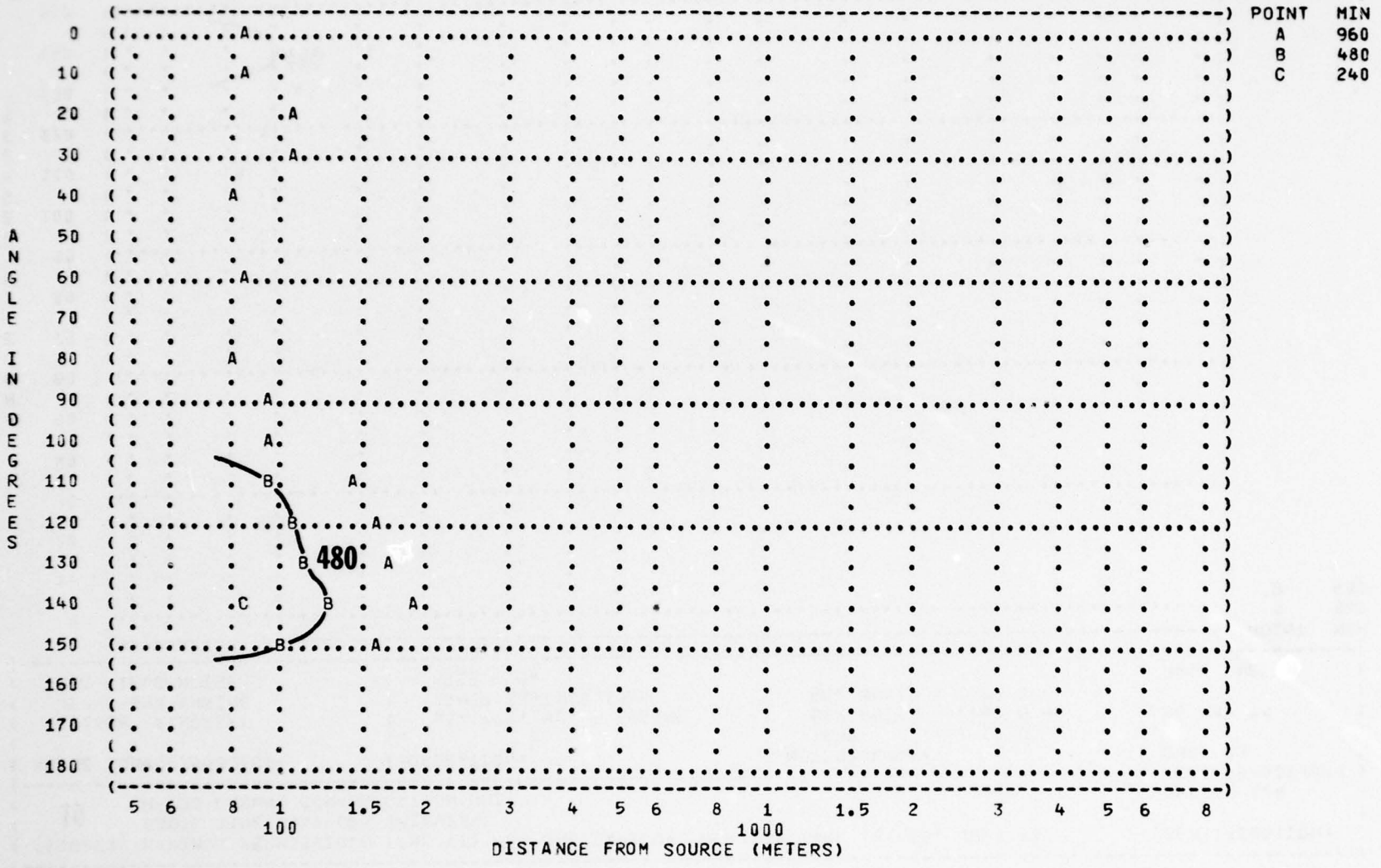


FIGURE 10: MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
H-133 GROUND COMMUNICATION UNIT

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 12

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480

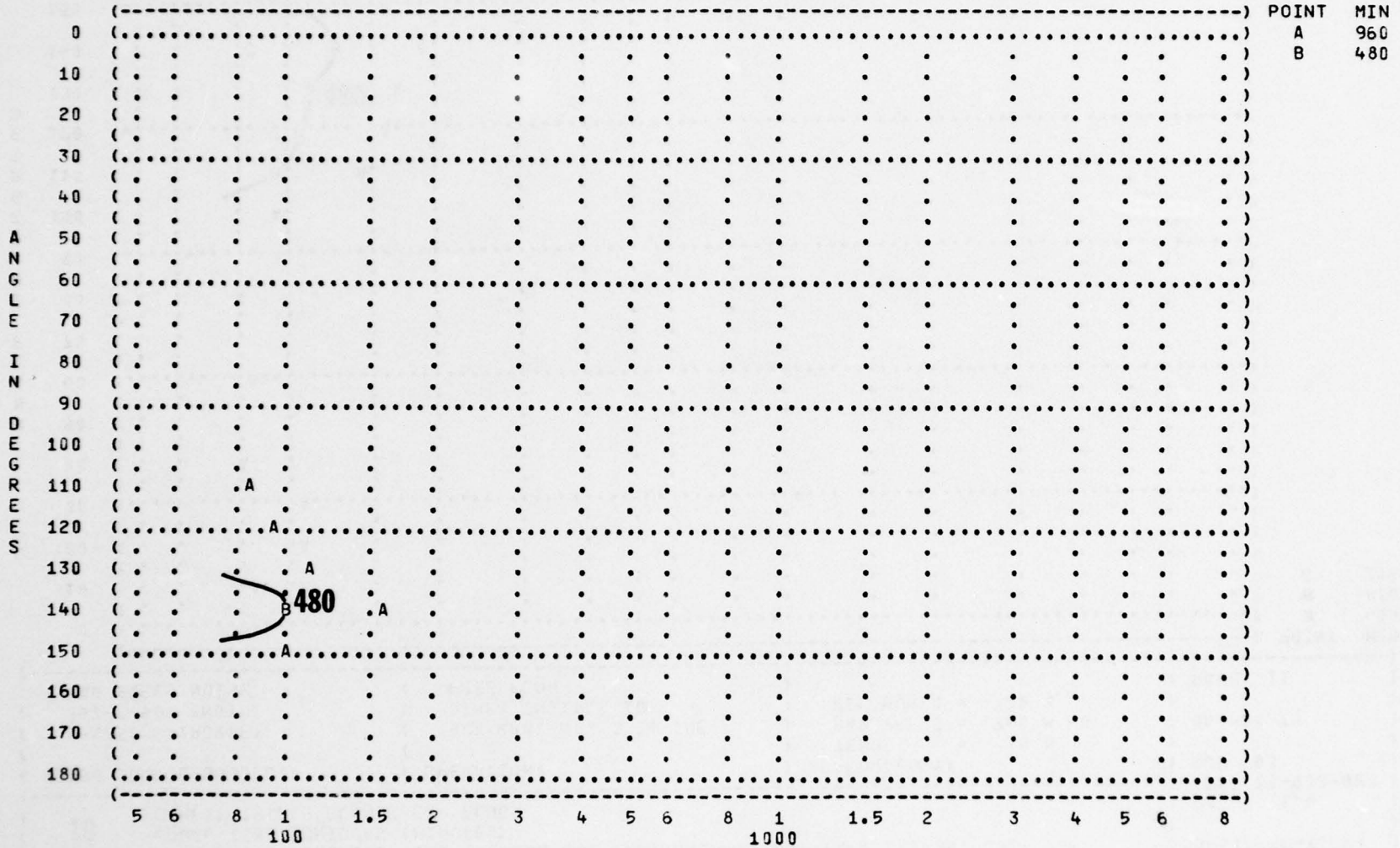


FIGURE: 10

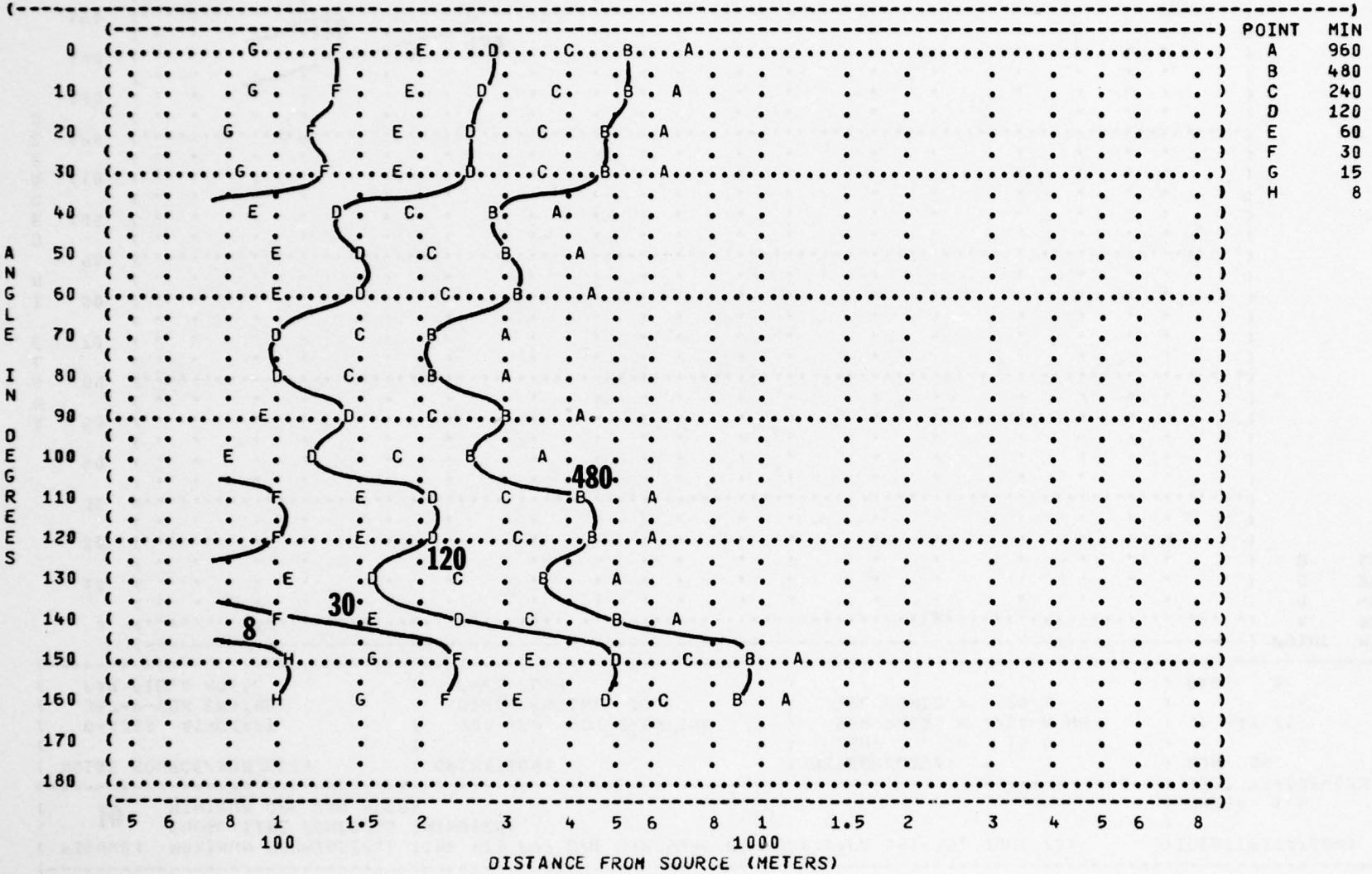
MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
NO PROTECTION

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 7



POINT	MIN
A	960
B	480
C	240
D	120
E	60
F	30
G	15
H	8

FIGURE: 10 MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
MINIMUM QPL EAR MUFFS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 8

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480
C	240
D	120

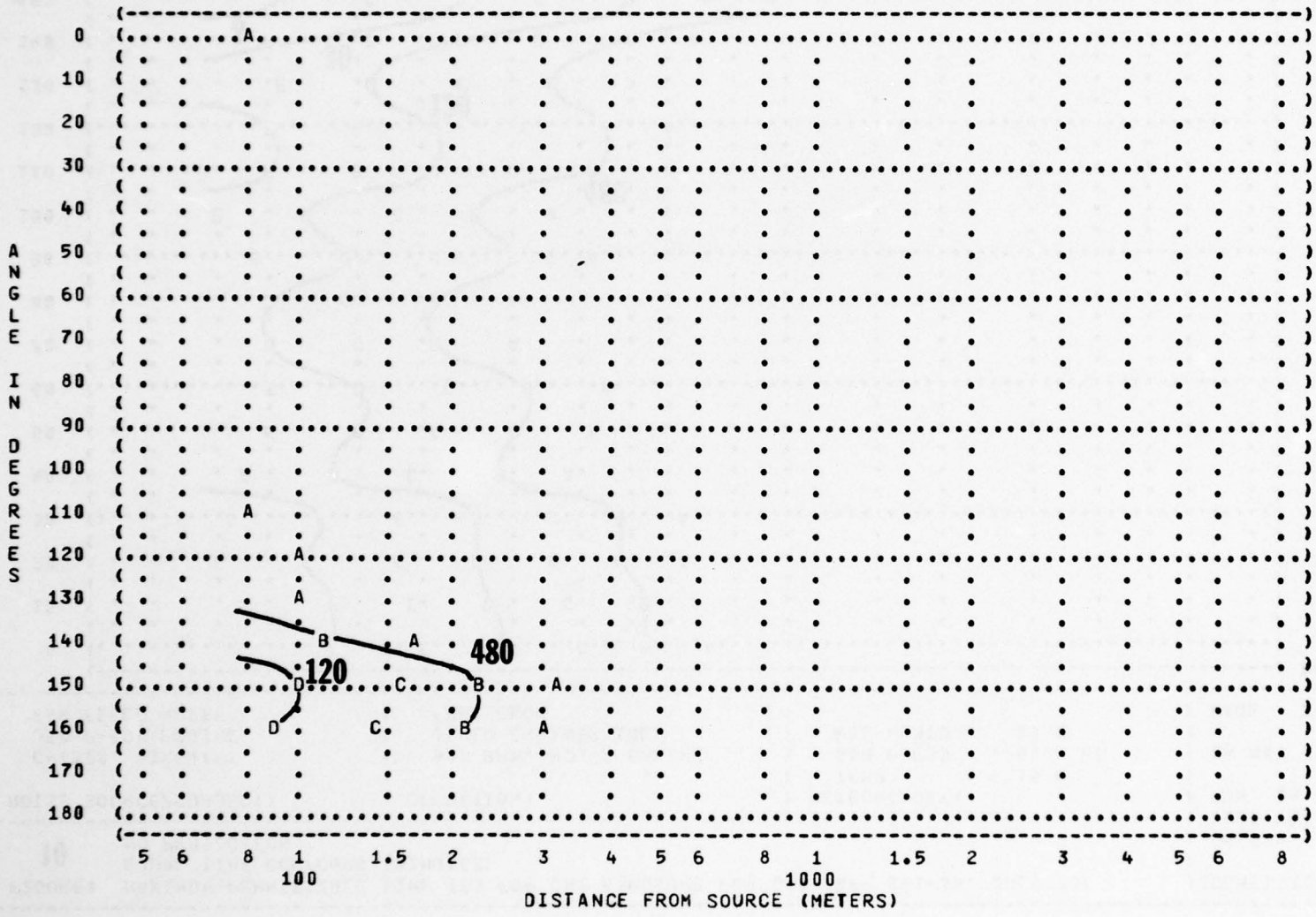


FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
AMERICAN OPTICAL 1700 EAR MUFFS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 9

POINT	MIN
A	960
B	480
C	240

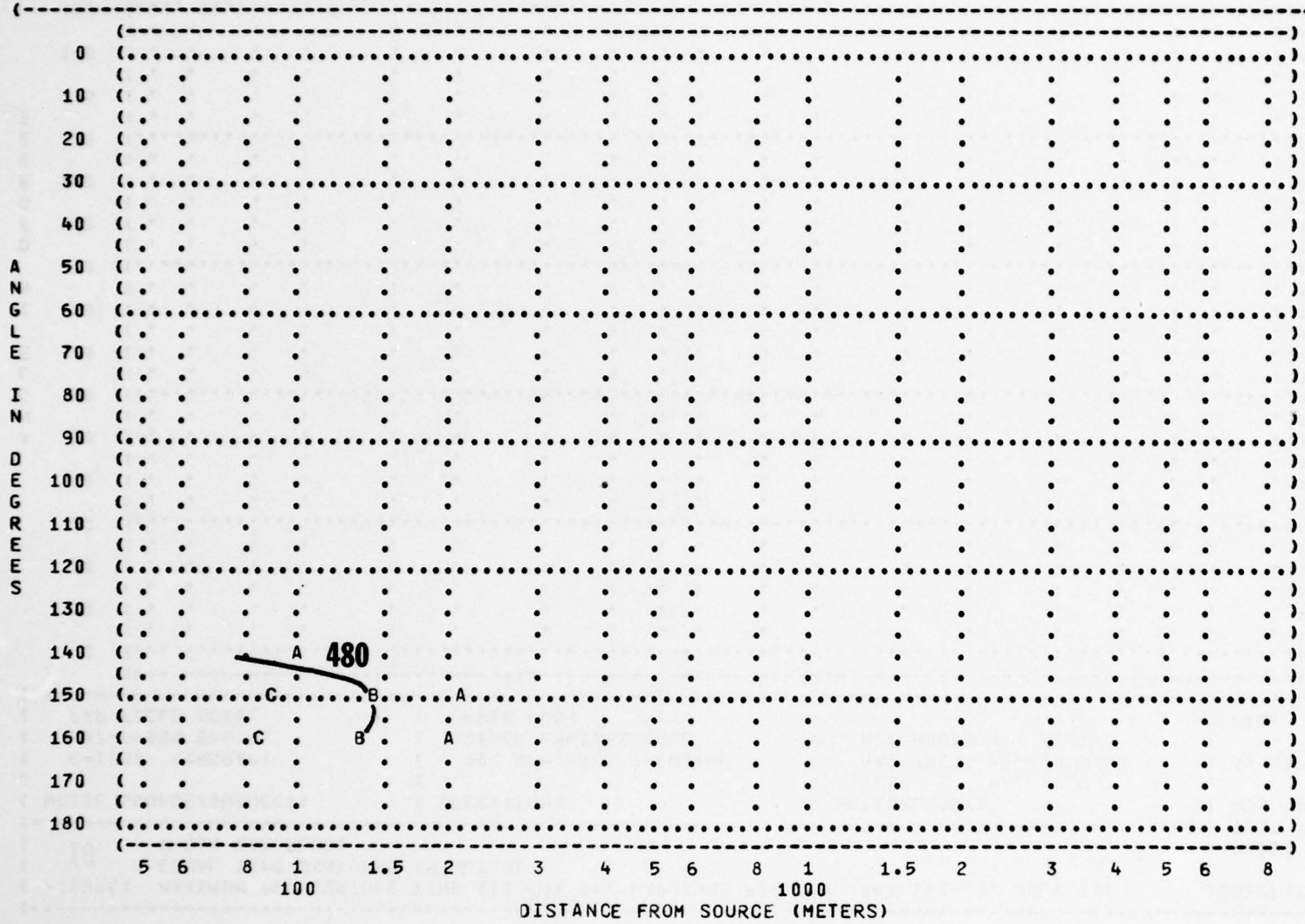


FIGURE 10: MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
V-51R EAR PLUGS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 10

POINT	MIN
A	960
B	480

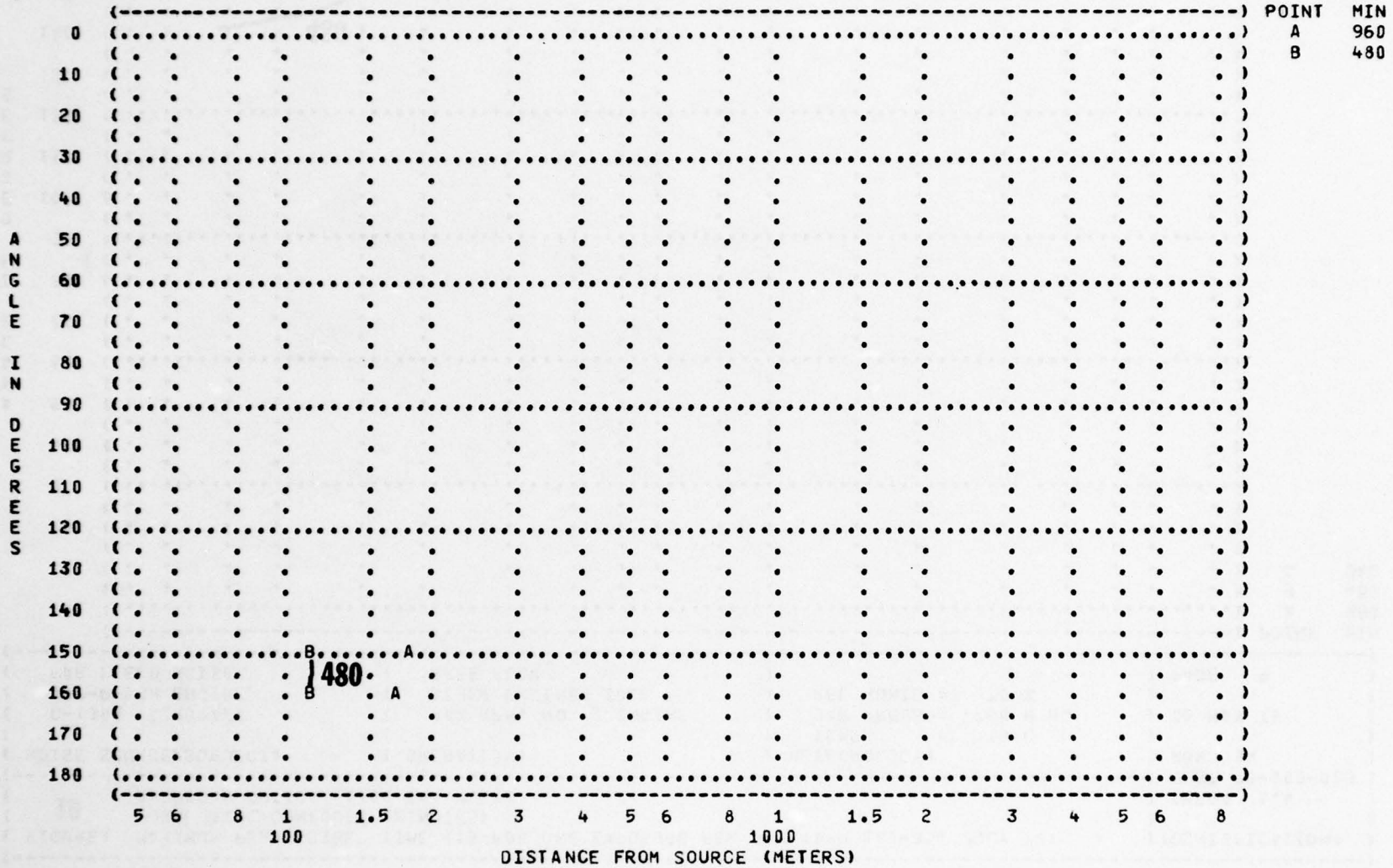


FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
COMFIT TRIPLE FLANGE EAR PLUGS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 11

POINT	MIN
A	960
B	480
C	240

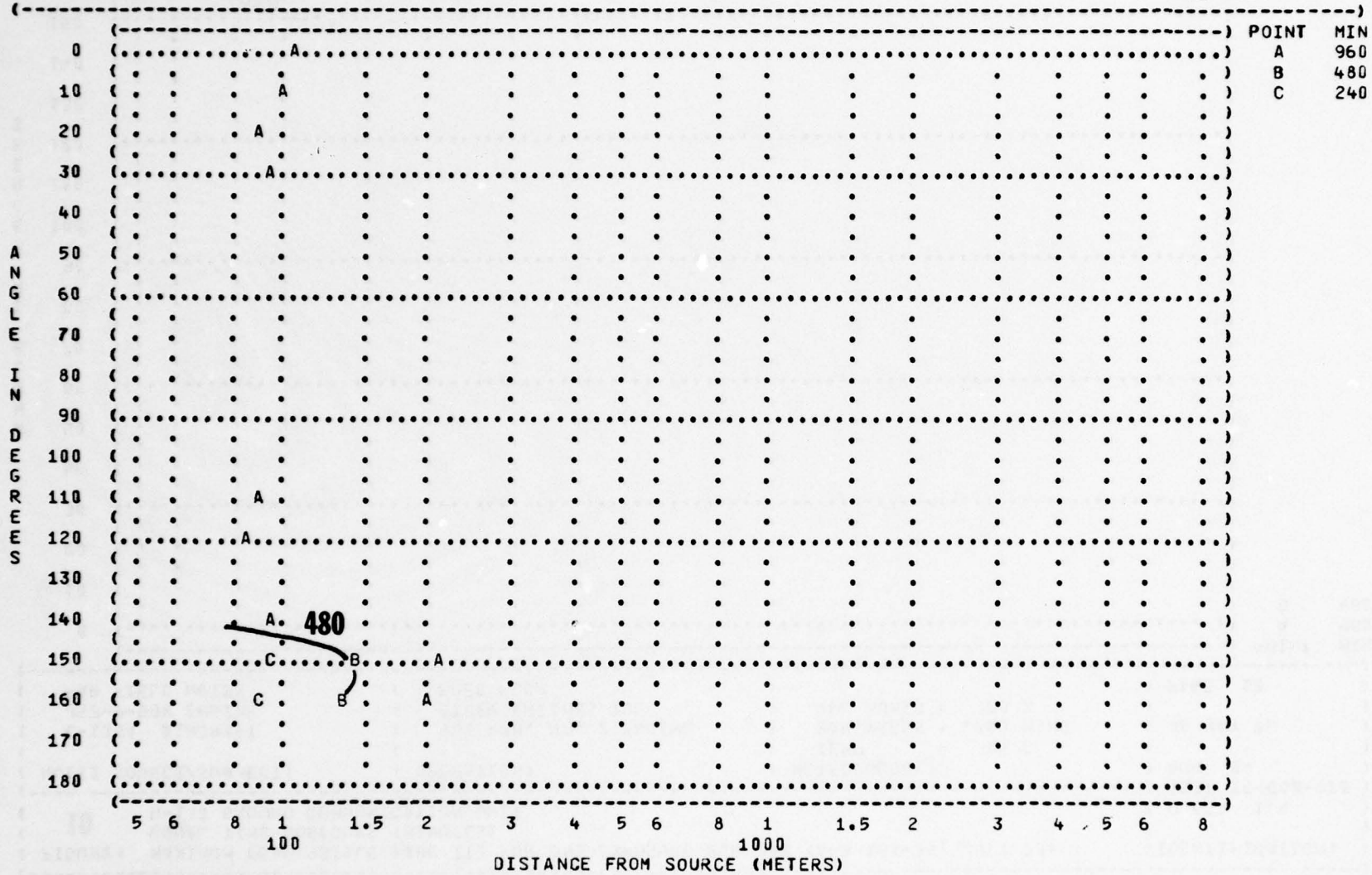


FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
H-133 GROUND COMMUNICATION UNIT

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 12

POINT	MIN
A	960
B	480

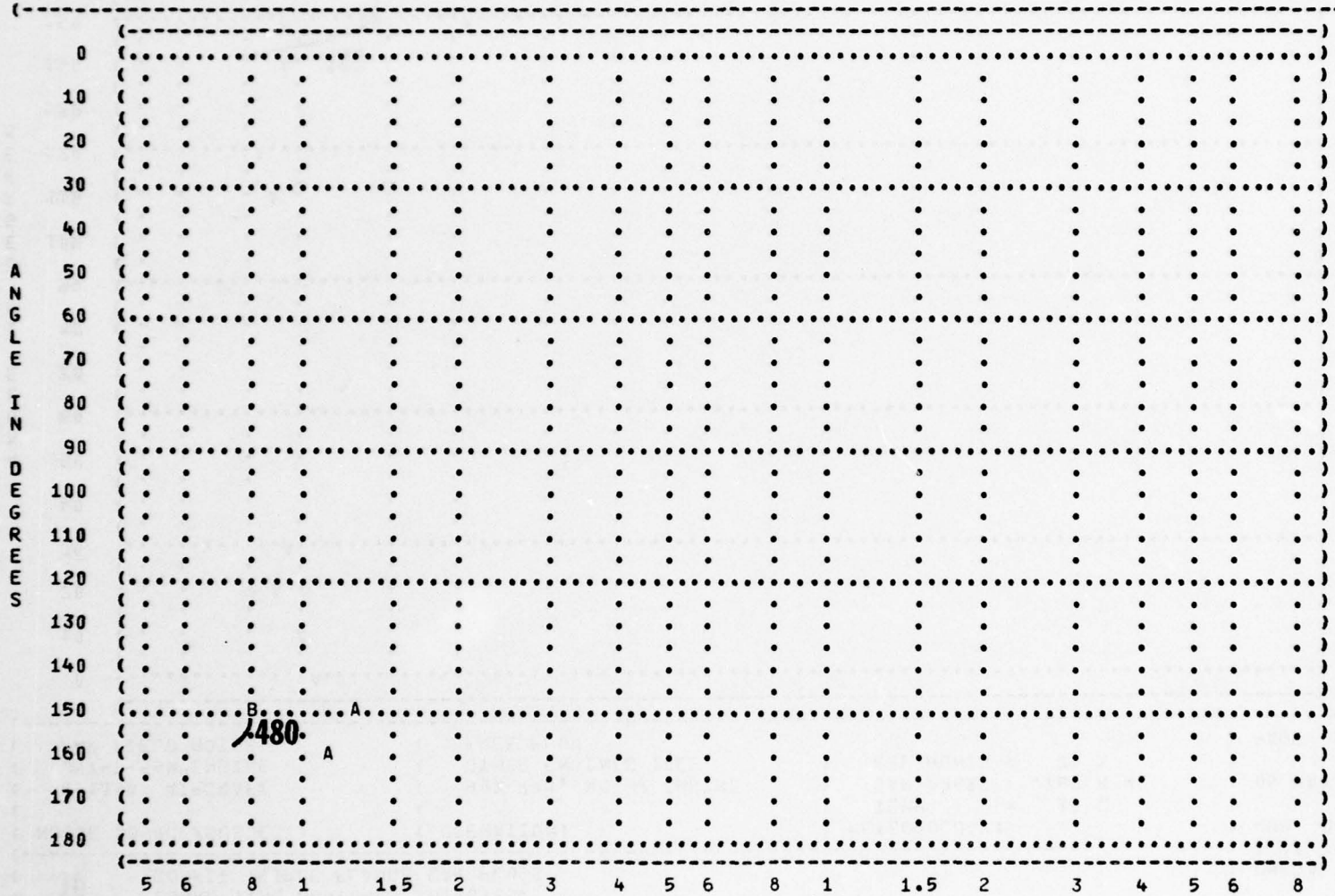


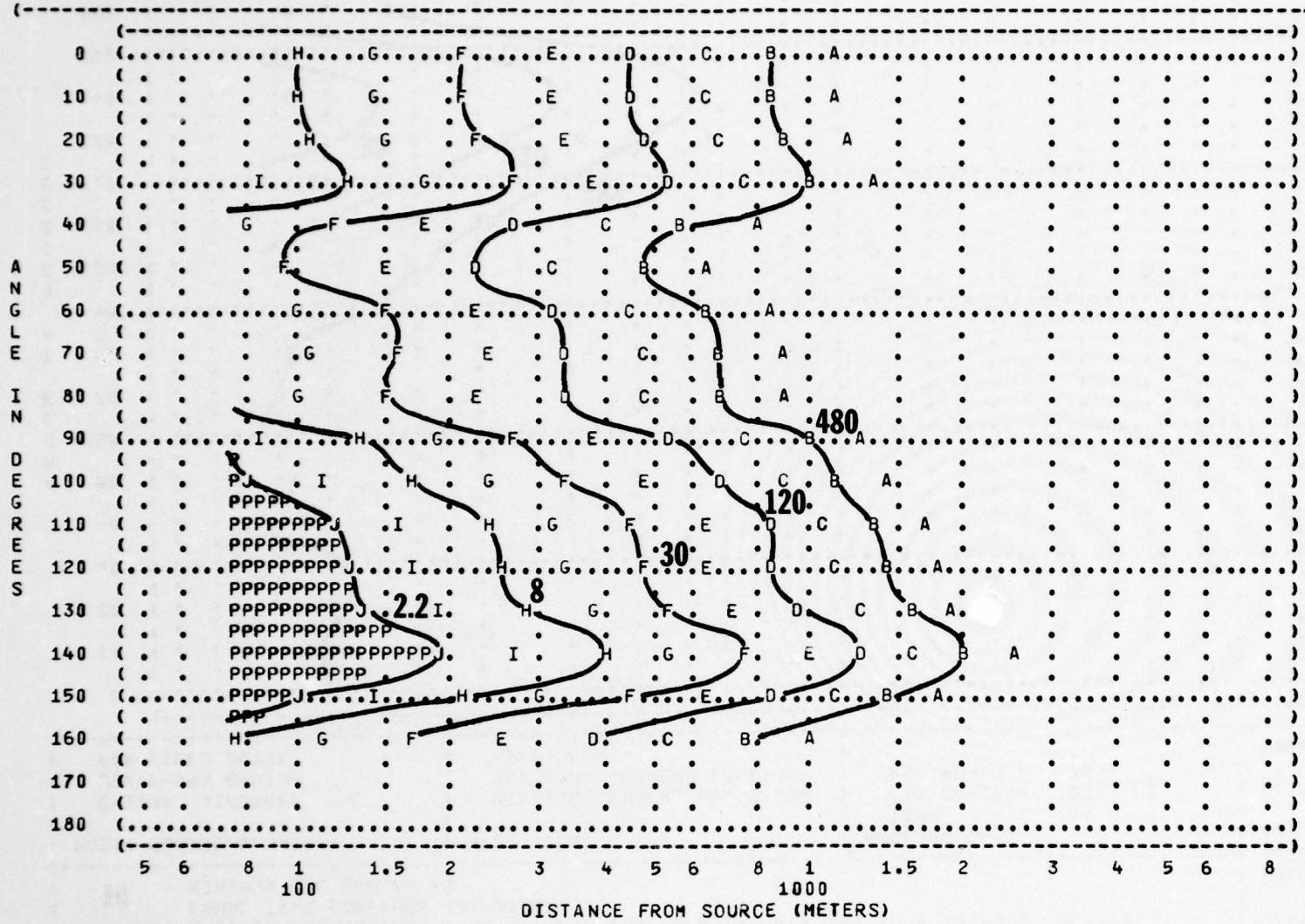
FIGURE 10: MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
NO PROTECTION

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 7

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	MIN
A	960
B	480
C	240
D	120
E	60
F	30
G	15
H	8
I	4
J	2.2

P ADDITIONAL EAR PROTECTION REQUIRED.

FIGURE 10: MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
MINIMUM QPL EAR MUFFS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 8

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480
C	240
D	120
E	60
F	30
G	15

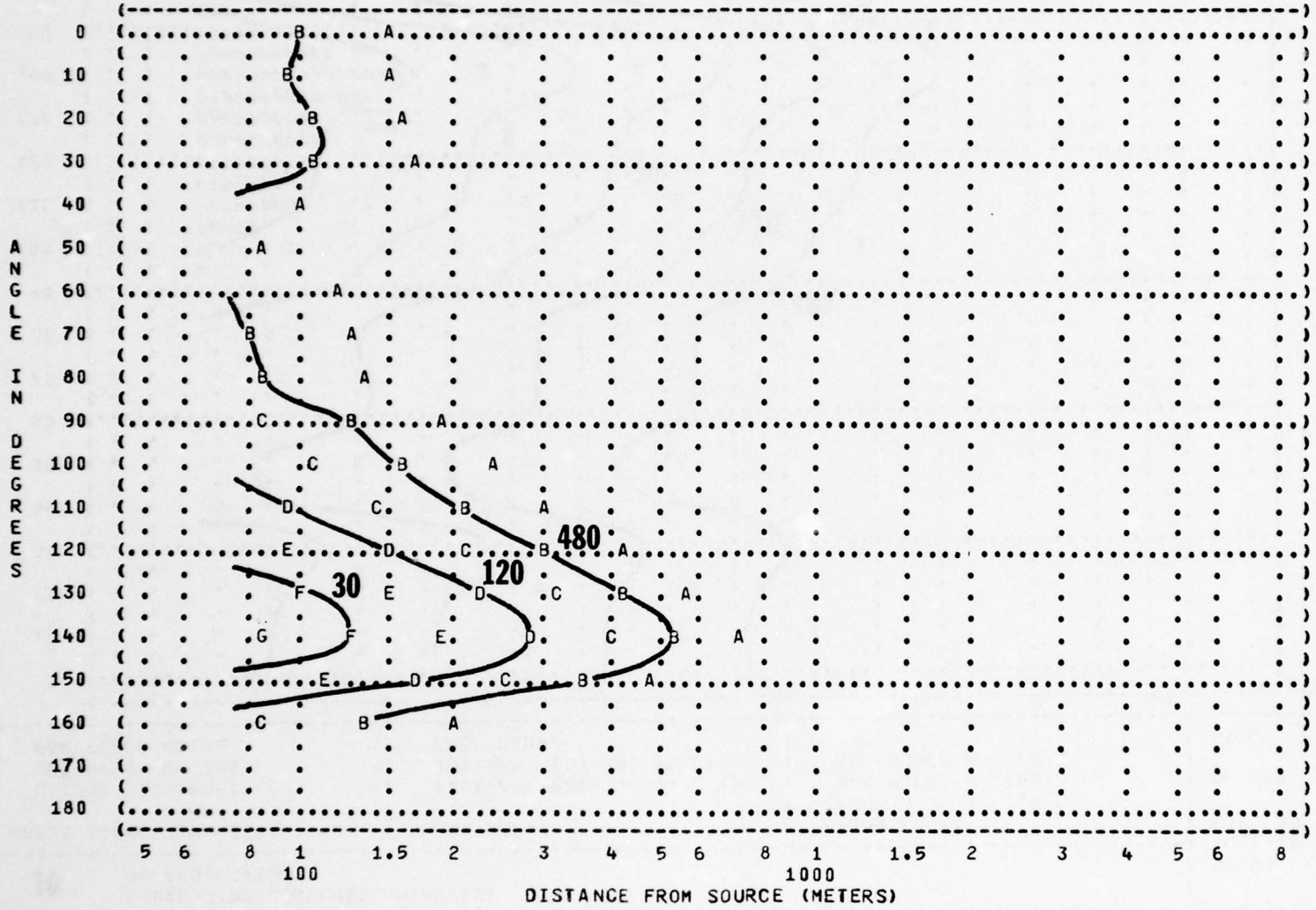


FIGURE: 10 MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
AMERICAN OPTICAL 1700 EAR MUFFS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 9

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480
C	240
D	120
E	60

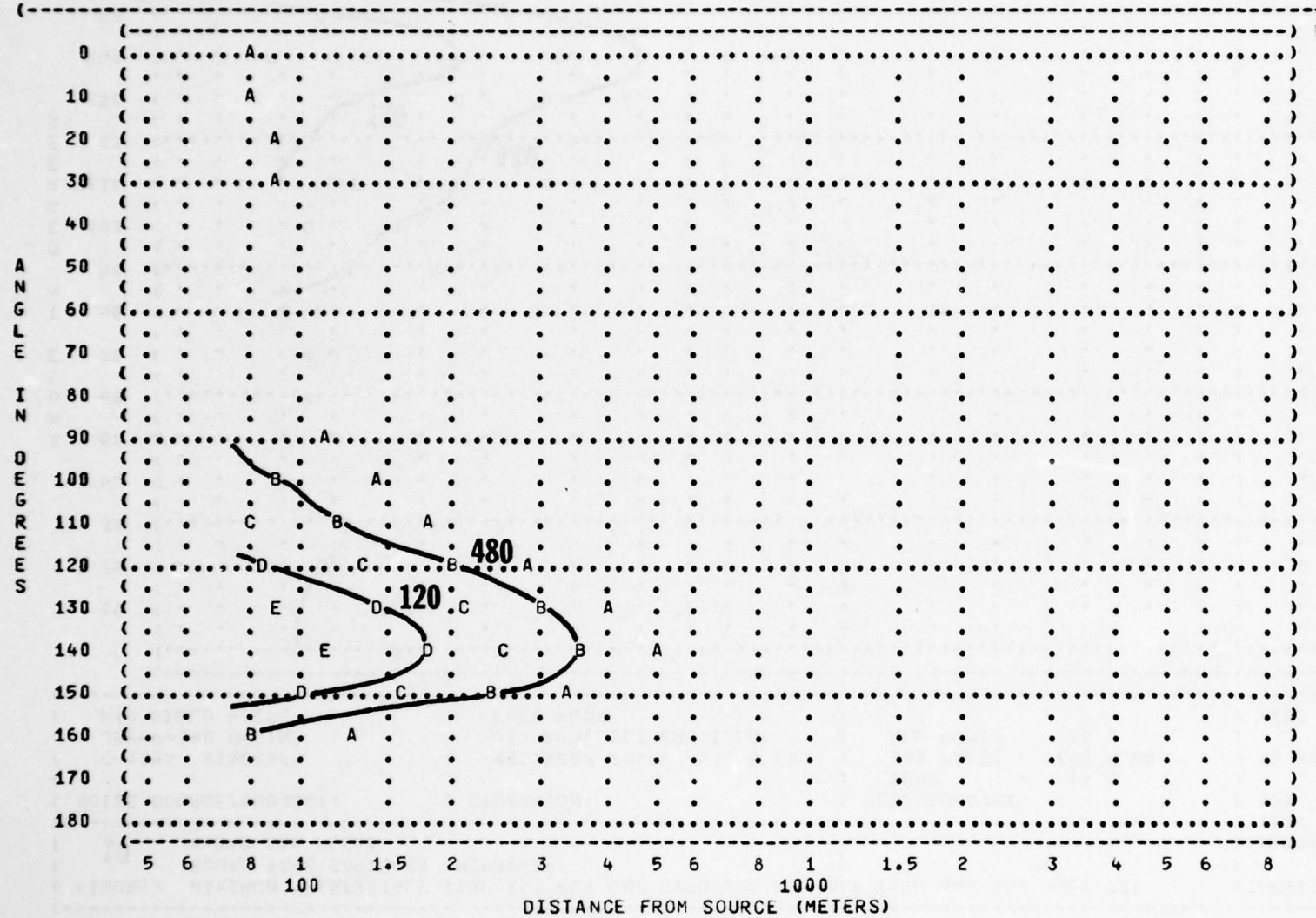


FIGURE: 10 MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
V-51R EAR PLUGS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 10

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480
C	240
D	120
E	60
F	30

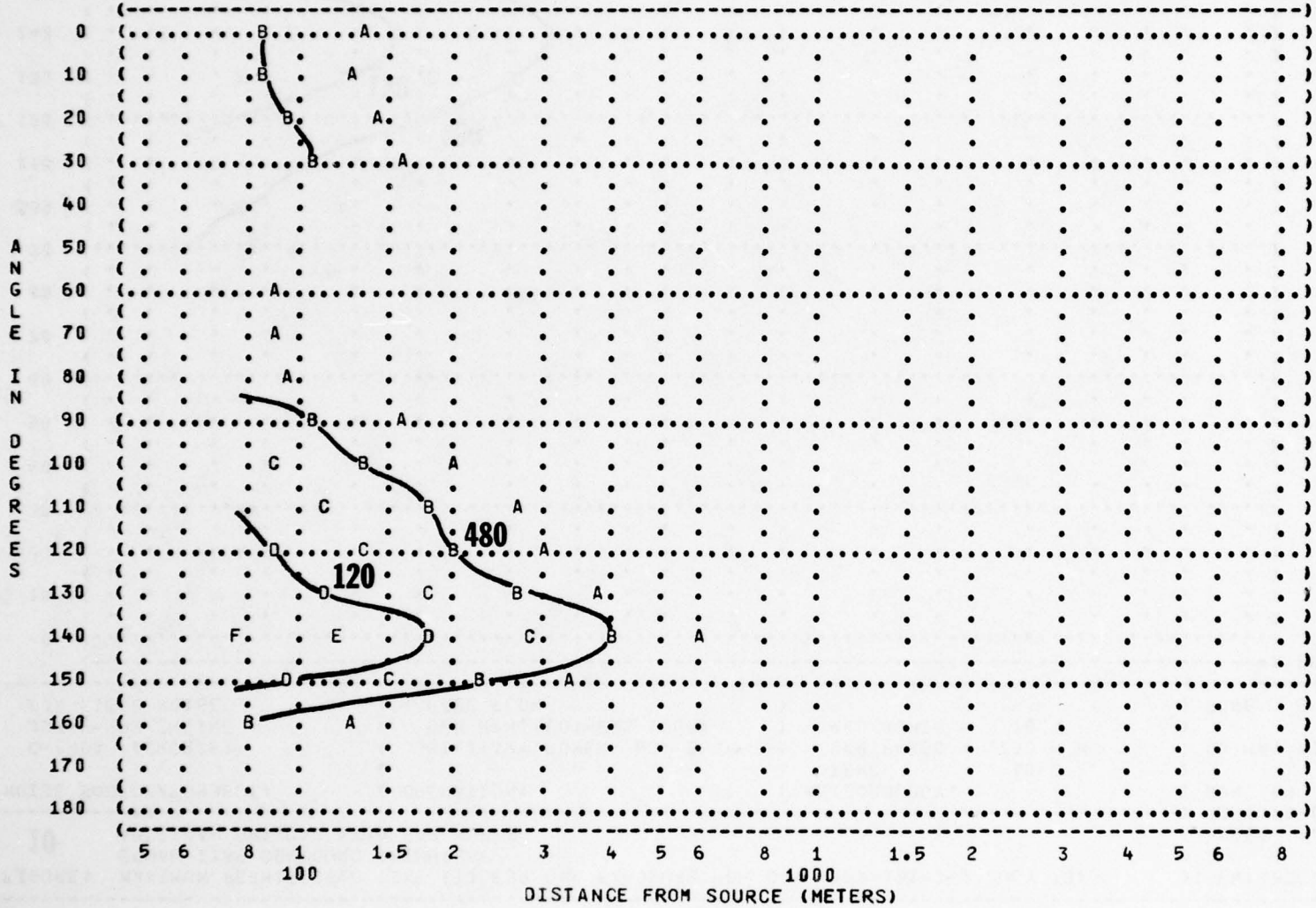


FIGURE 10: MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
COMFIT TRIPLE FLANGE EAR PLUGS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 11

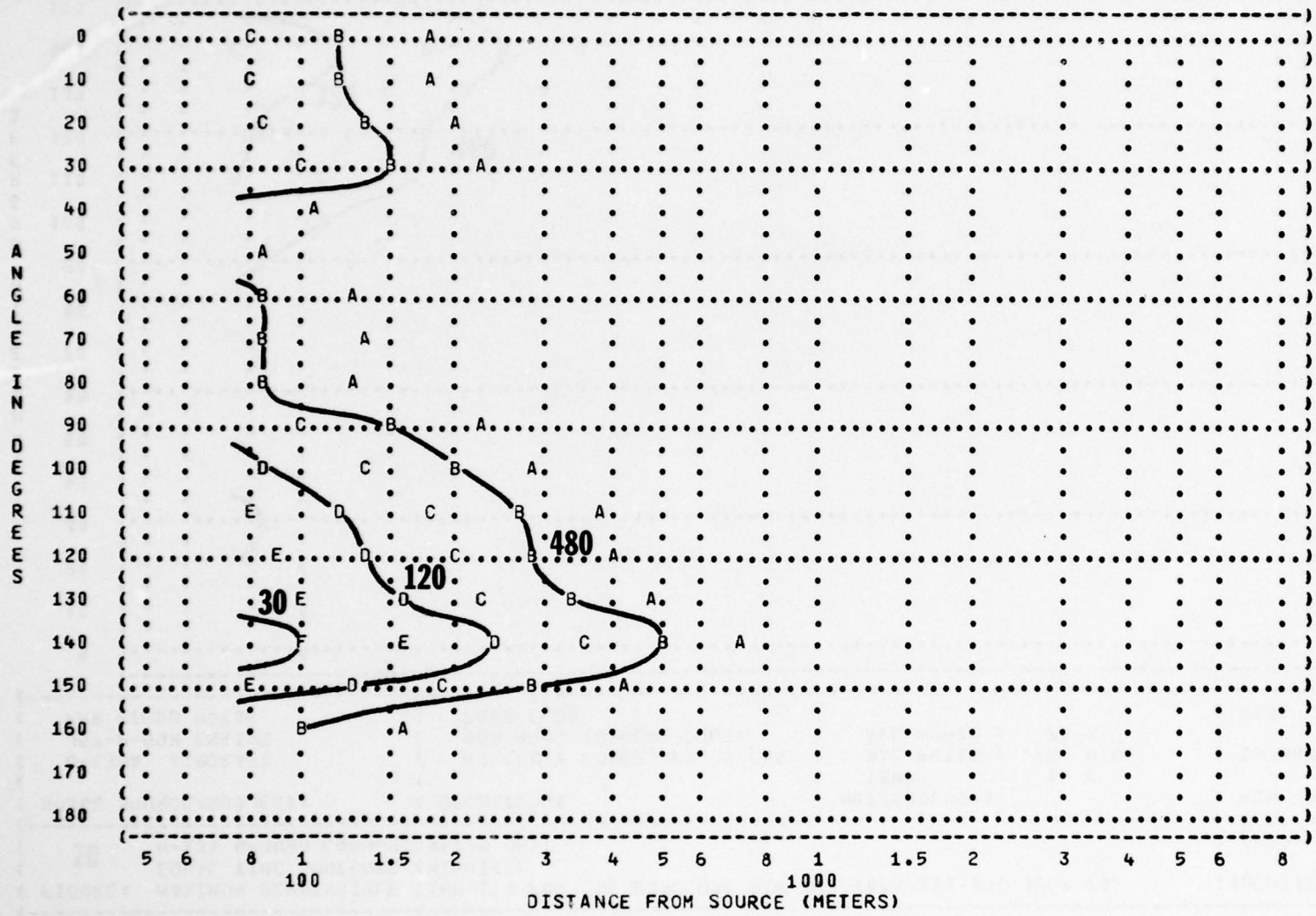


FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
H-133 GROUND COMMUNICATION UNIT

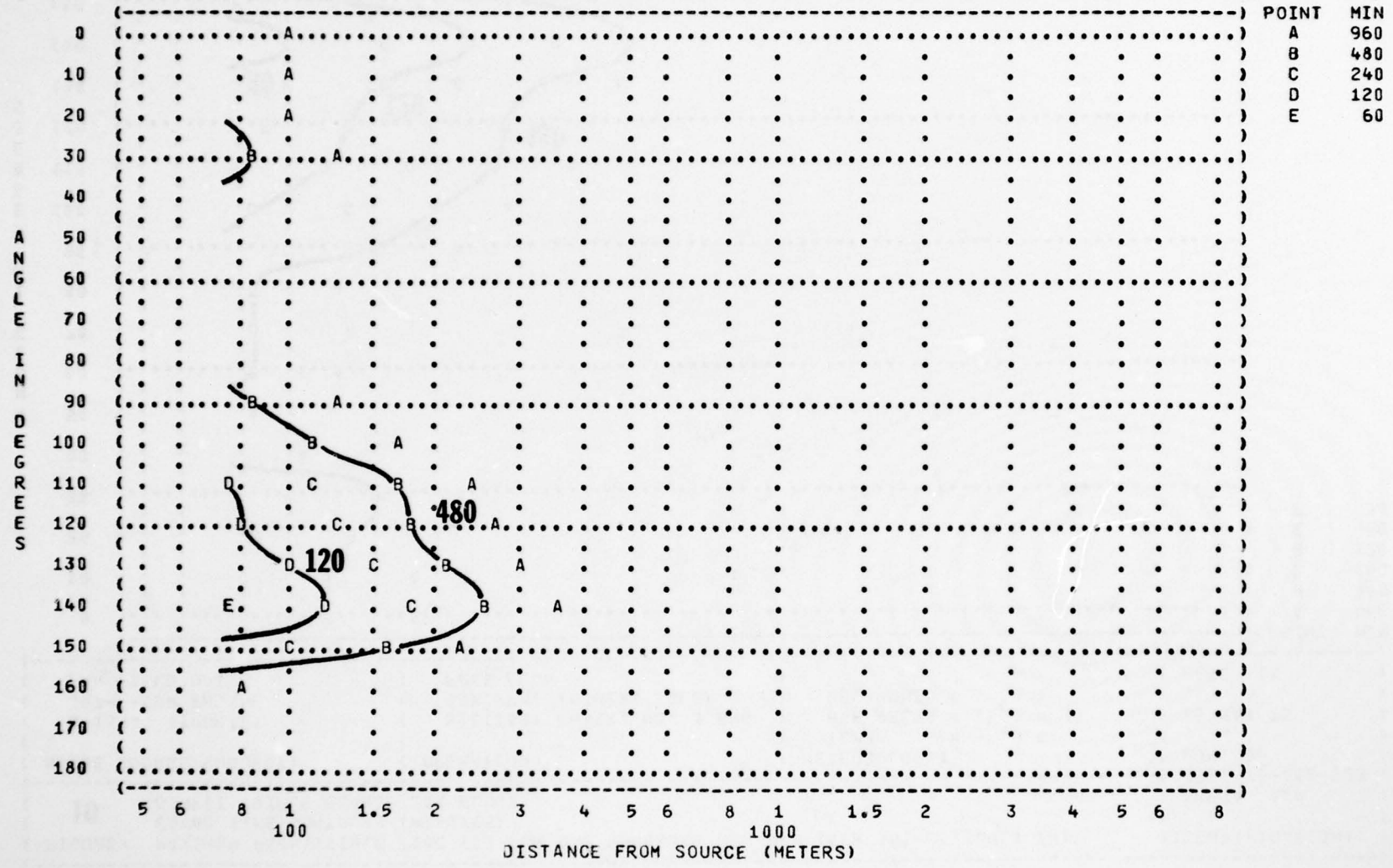
IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 12

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

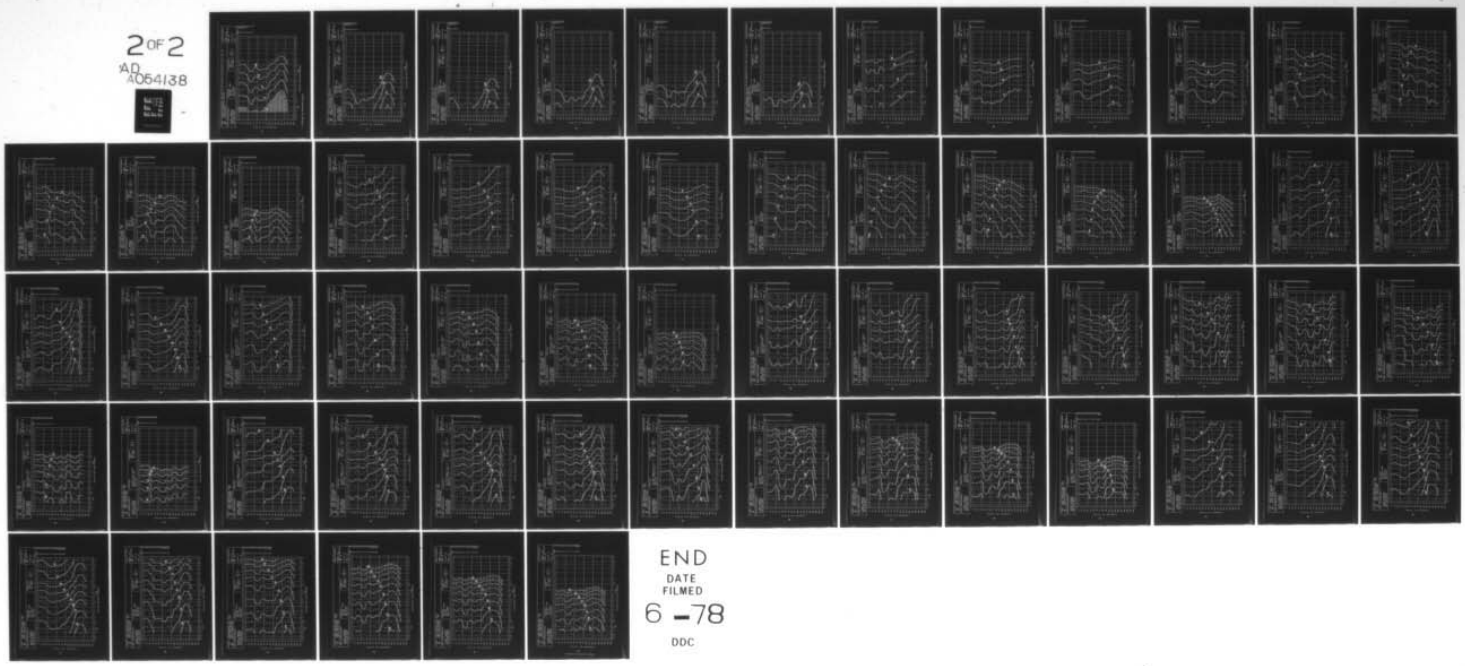
POINT	MIN
A	960
B	480
C	240
D	120
E	60



AD-A054 138 AEROSPACE MEDICAL RESEARCH LAB WRIGHT-PATTERSON AFB OHIO F/G 1/2
USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK. VOLUME 83. KC-135A A--ETC(U)
DEC 77 R G POWELL

UNCLASSIFIED AMRL-TR-75-50-VOL-83 NL

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FIGURE 10: MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
NO PROTECTION

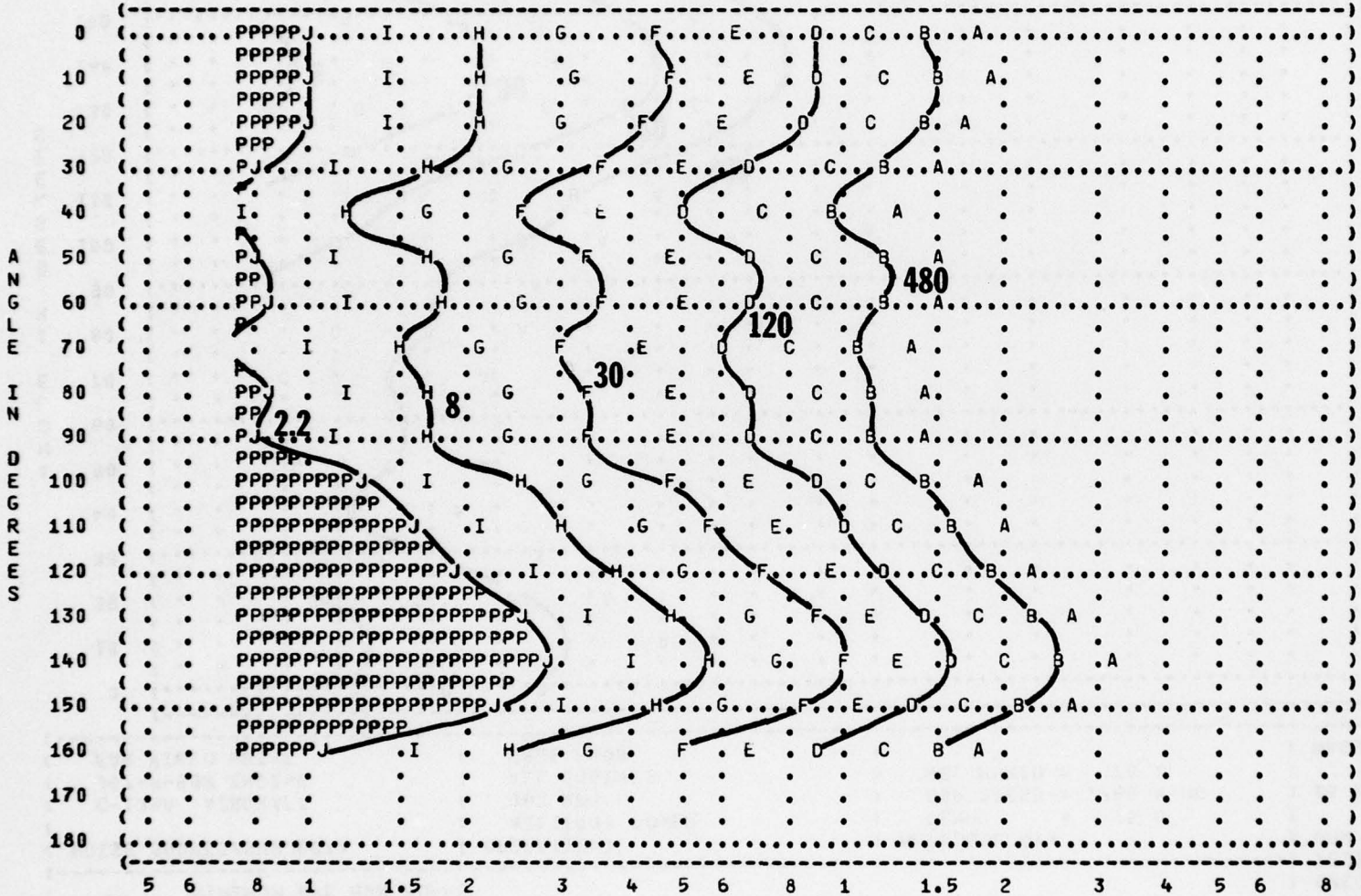
NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 7

POINT	MIN
A	960
B	480
C	240
D	120
E	60
F	30
G	15
H	8
I	4
J	2.2



P ADDITIONAL EAR PROTECTION REQUIRED.

FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
MINIMUM QPL EAR MUFFS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 8

POINT	MIN
A	960
B	480
C	240
D	120
E	60
F	30
G	15
H	8

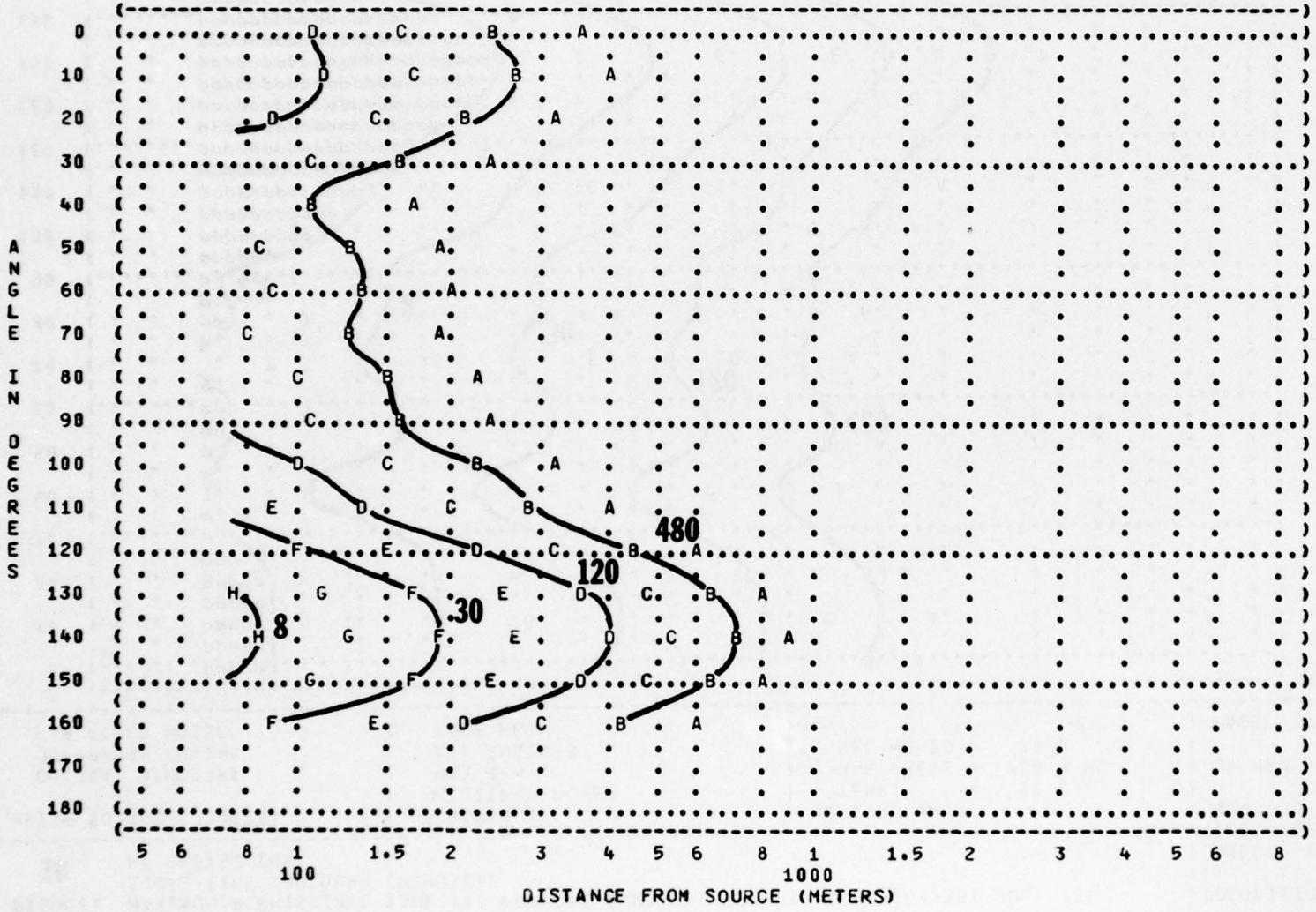


FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
AMERICAN OPTICAL 1700 EAR MUFFS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 9

POINT	MIN
A	960
B	480
C	240
D	120
E	60
F	30

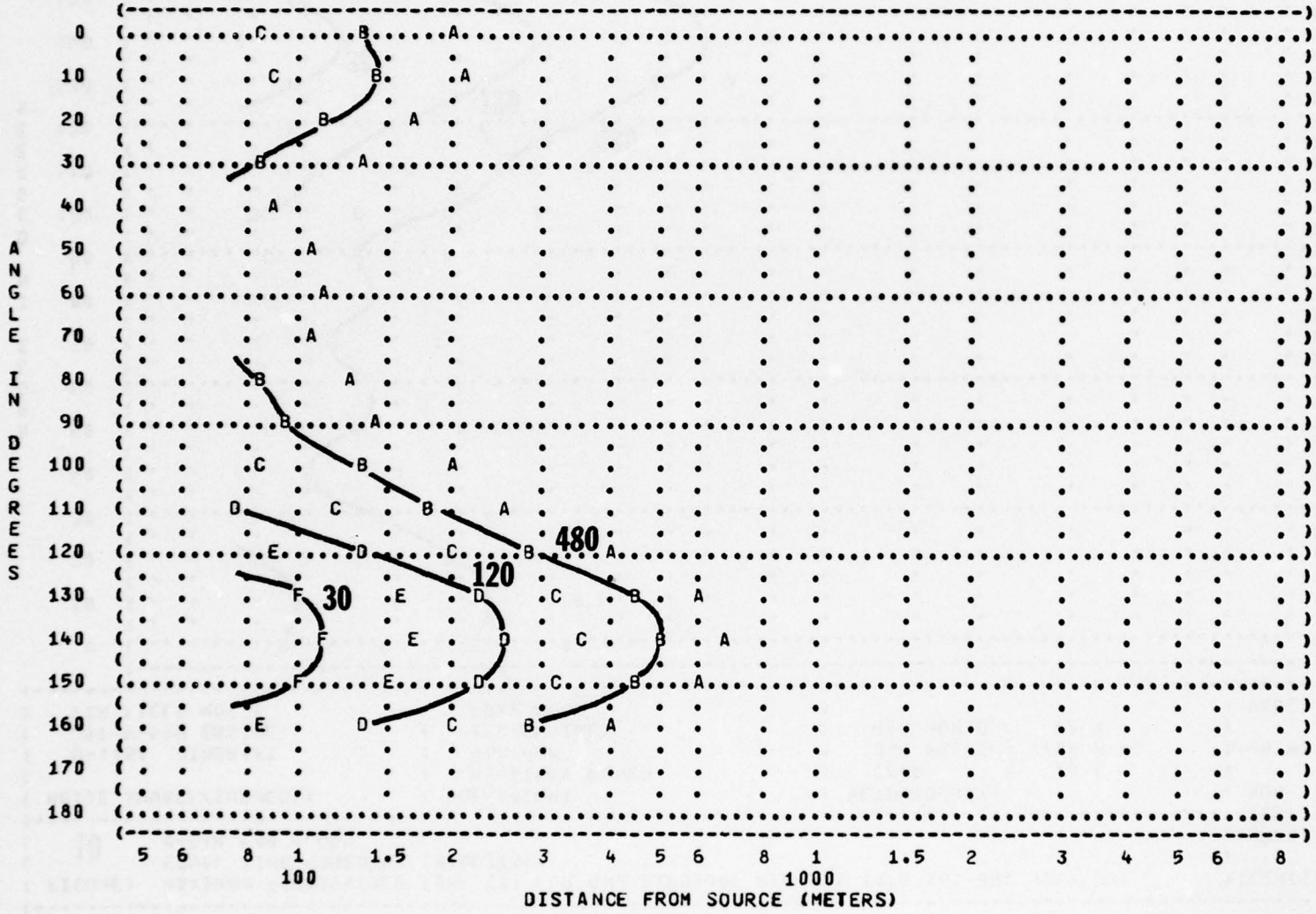


FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
V-51R EAR PLUGS

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

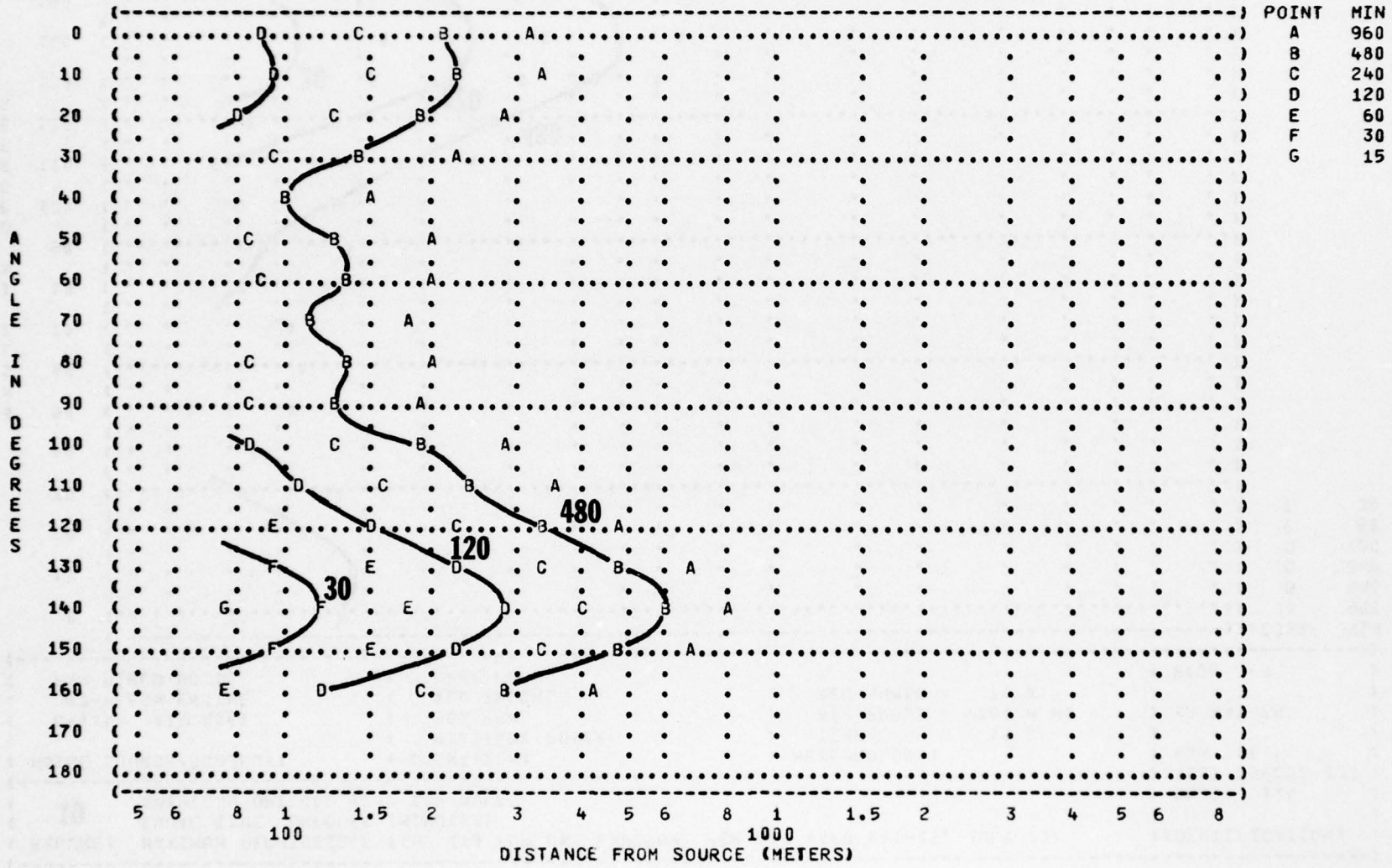
OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06

06 MAY 75

PAGE 10



POINT	MIN
A	960
B	480
C	240
D	120
E	60
F	30
G	15

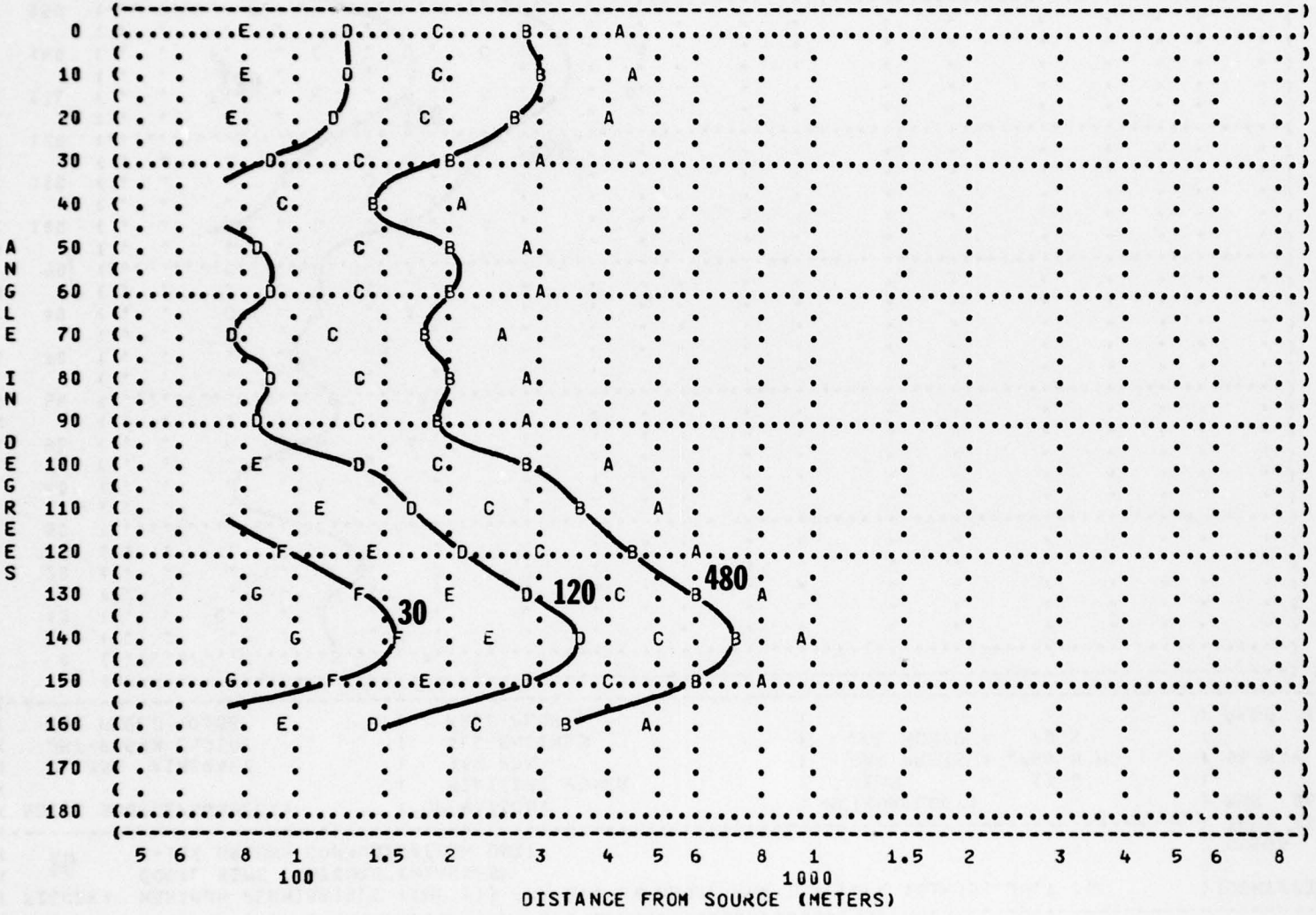
FIGURE: 10 MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
COMFIT TRIPLE FLANGE EAR PLUGS

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 11

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	MIN
A	960
B	480
C	240
D	120
E	60
F	30
G	15

FIGURE: 10

MAXIMUM PERMISSIBLE TIME (T) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)
EQUAL TIME CONTOURS (MINUTES)
H-133 GROUND COMMUNICATION UNIT

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 12

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	MIN
A	960
B	480
C	240
D	120
E	60
F	30

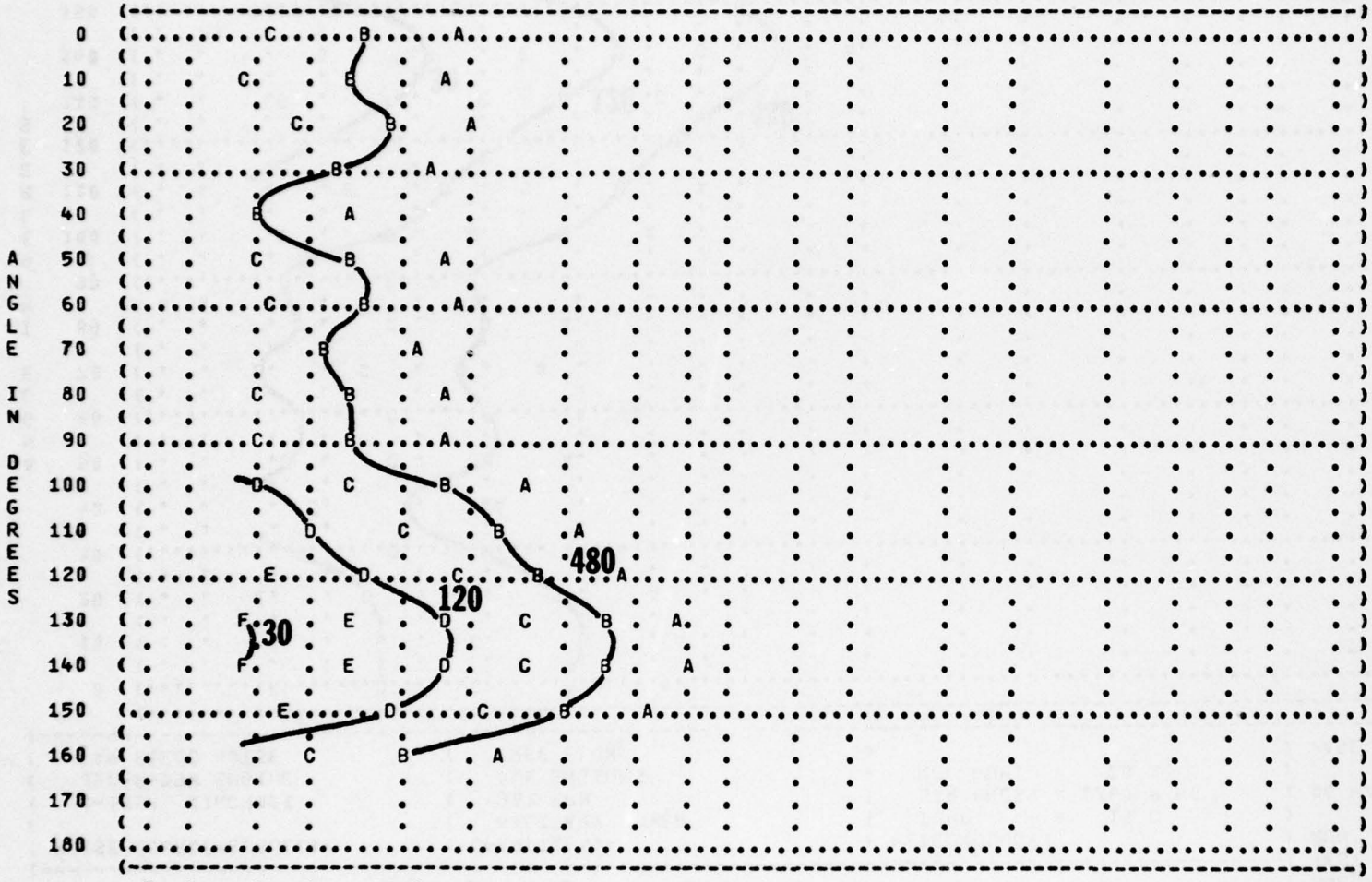


FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 31.5 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 18

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75

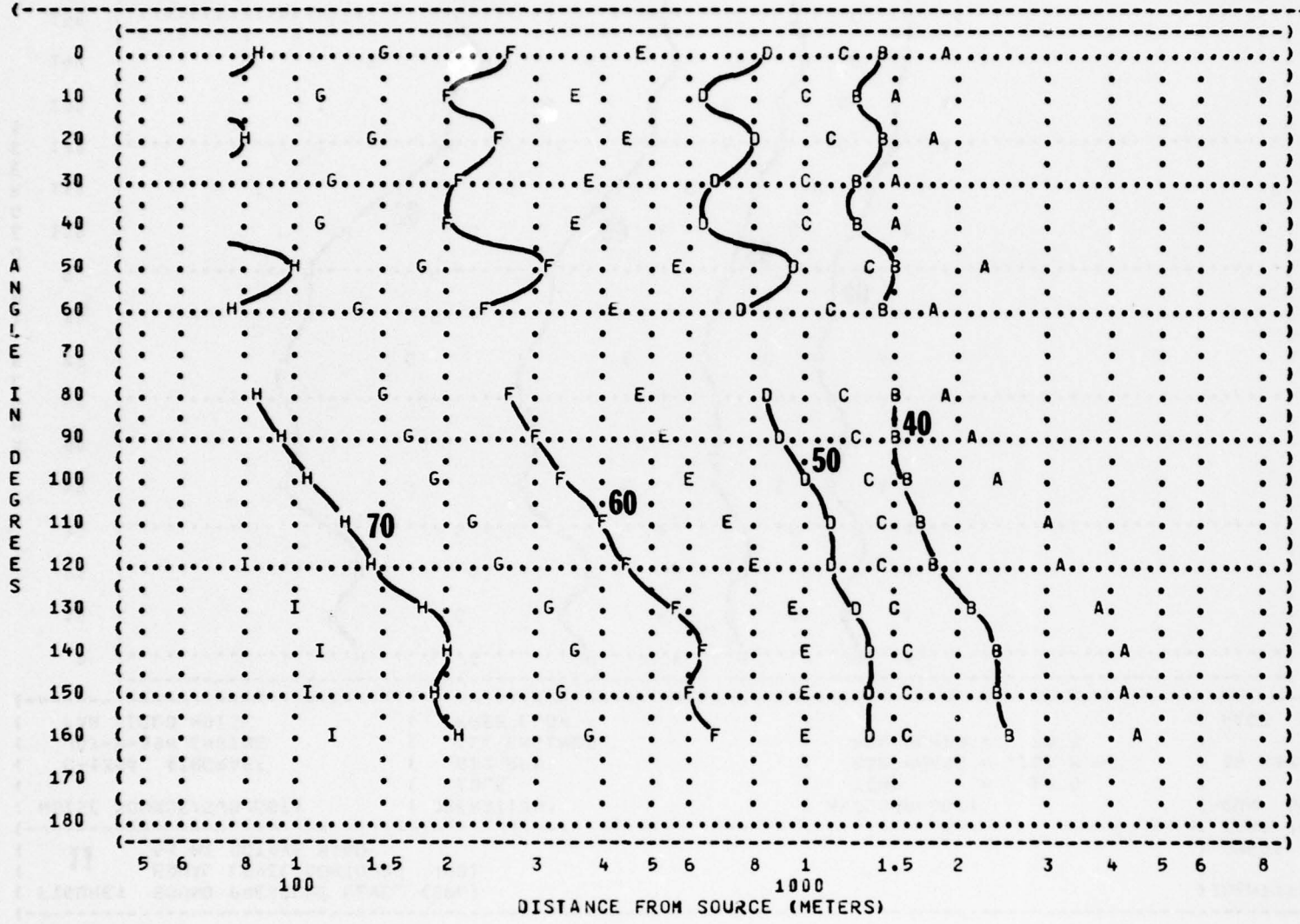


FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 63 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 19

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75

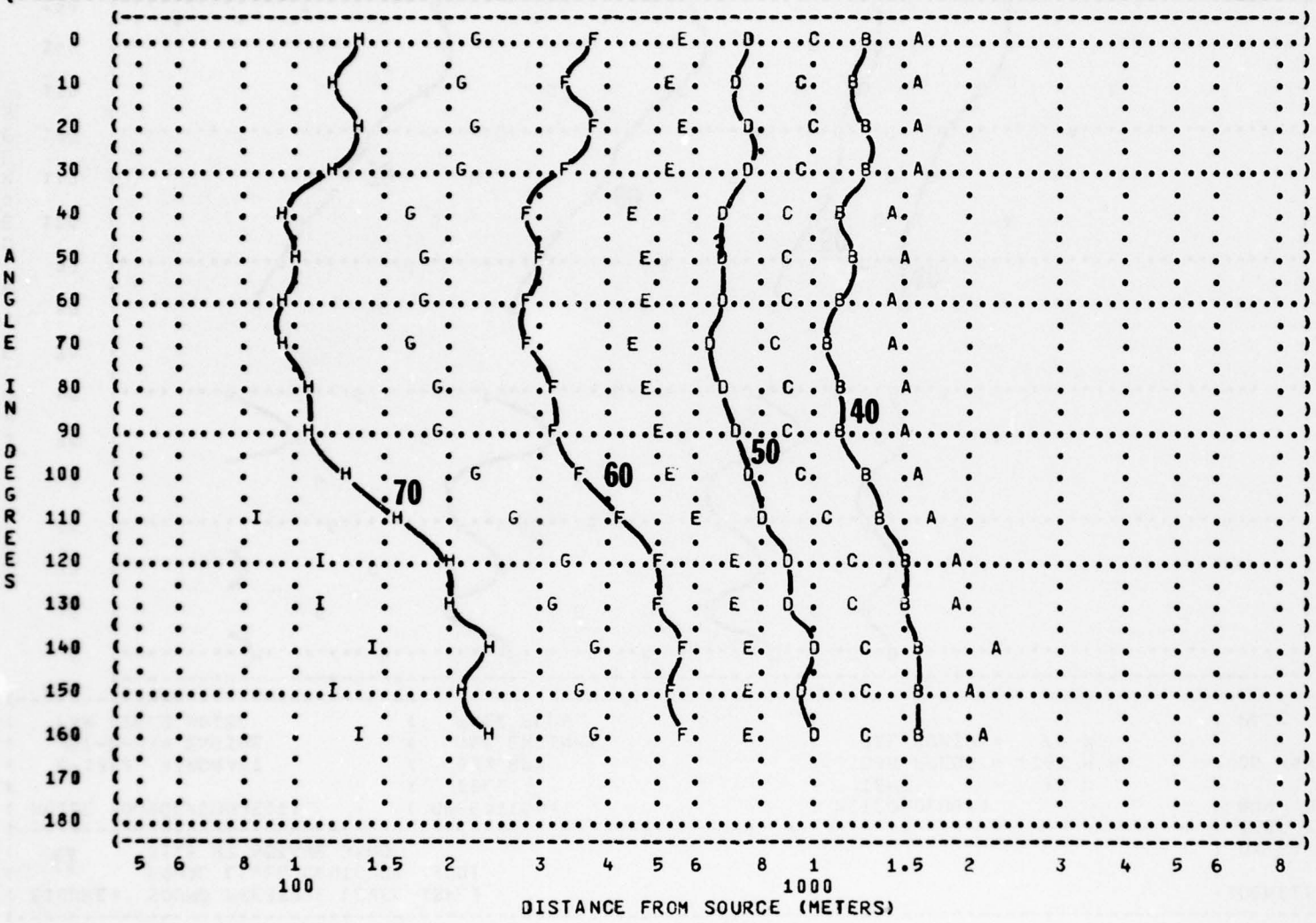


FIGURE 11 SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 125 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 20

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80

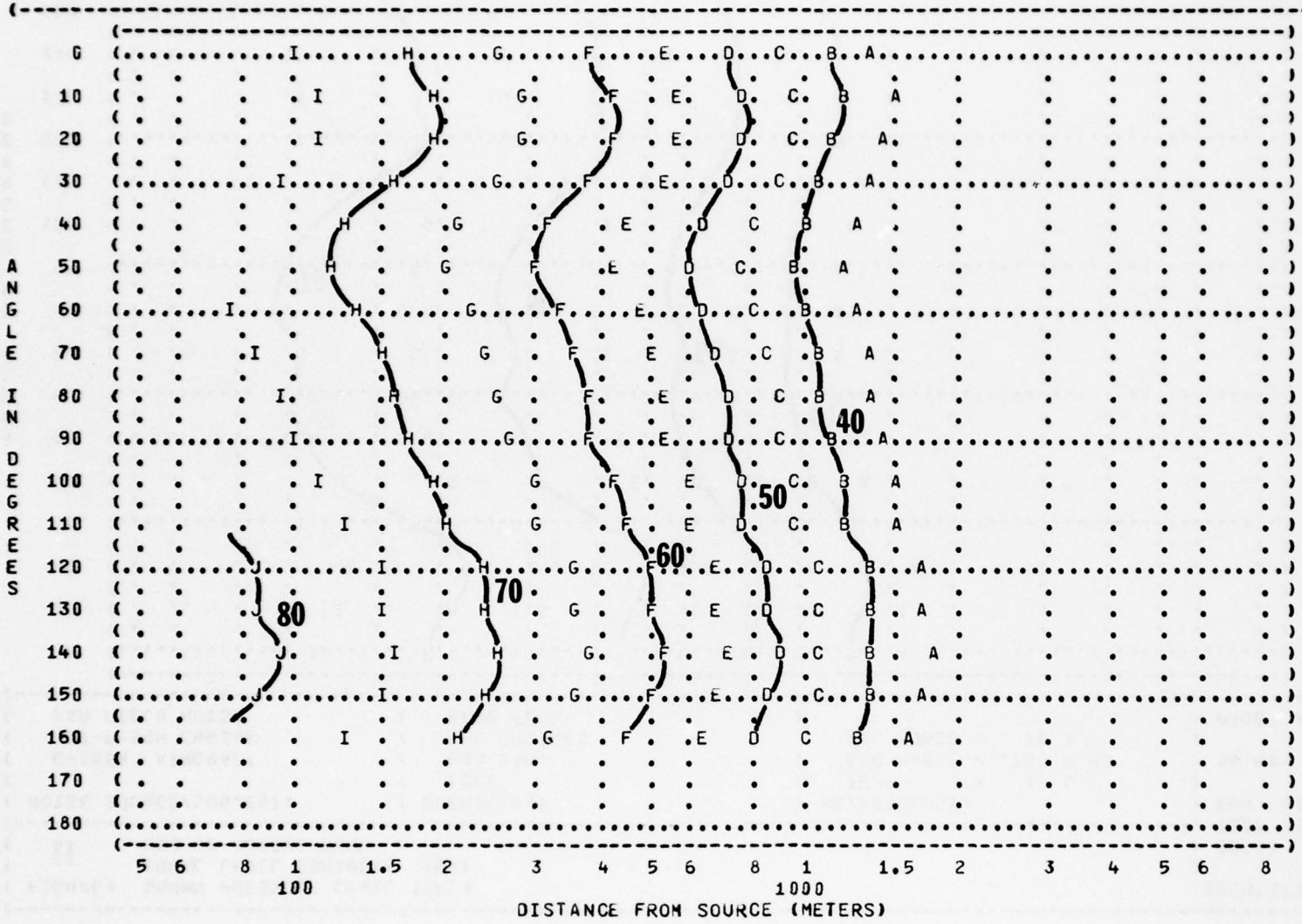


FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 250 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 21

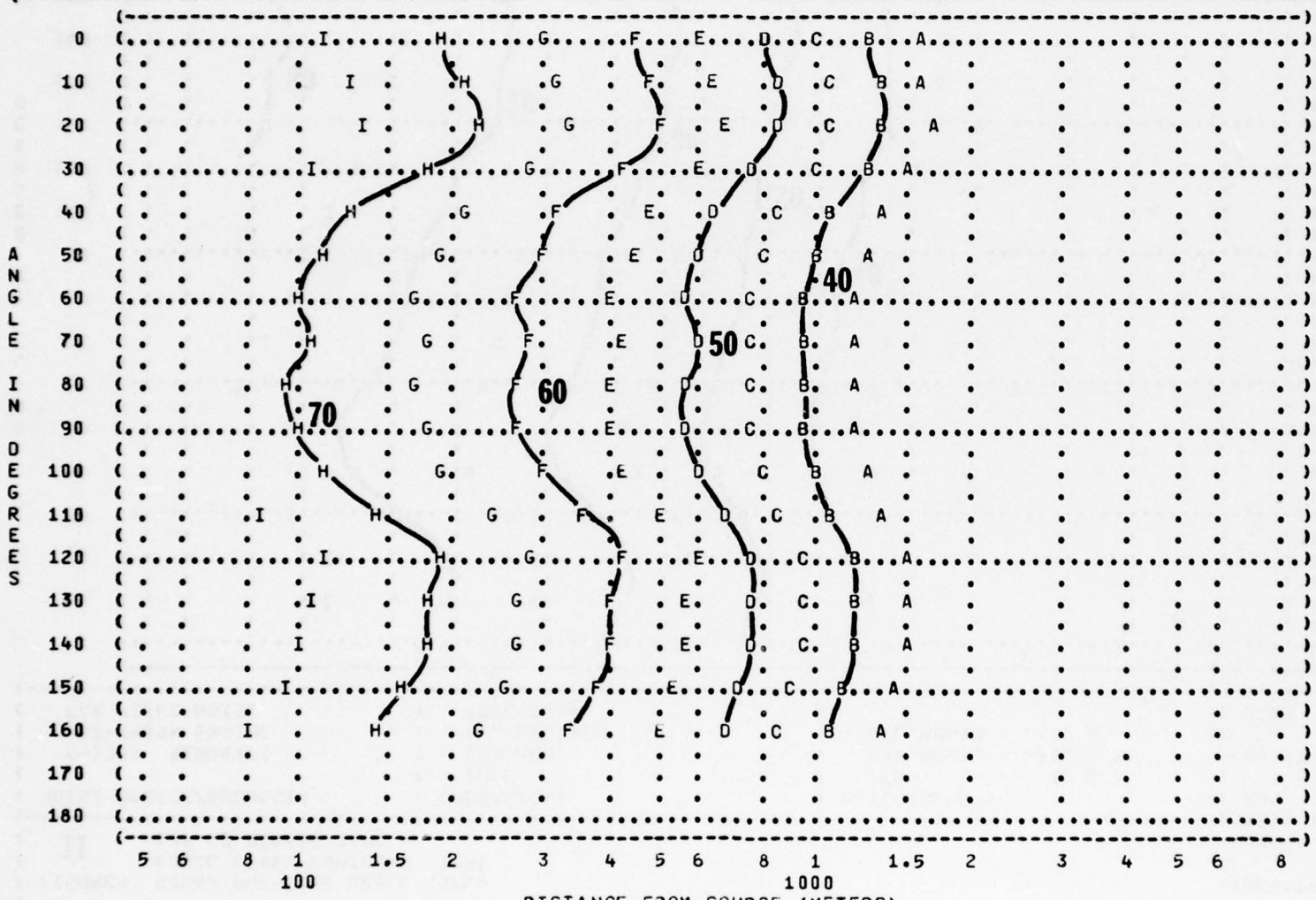


FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 500 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 22

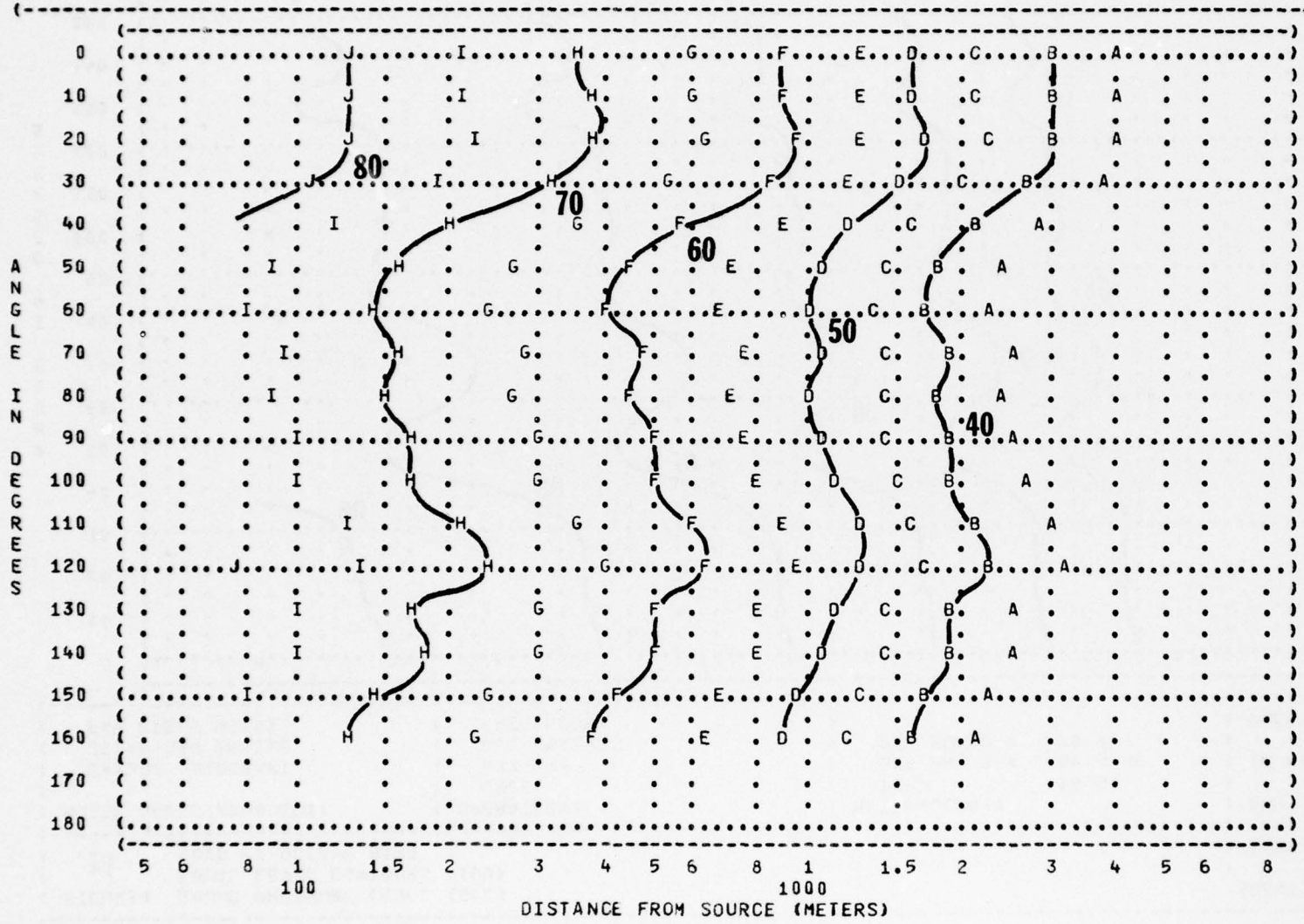


FIGURE 11 SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 1000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 23

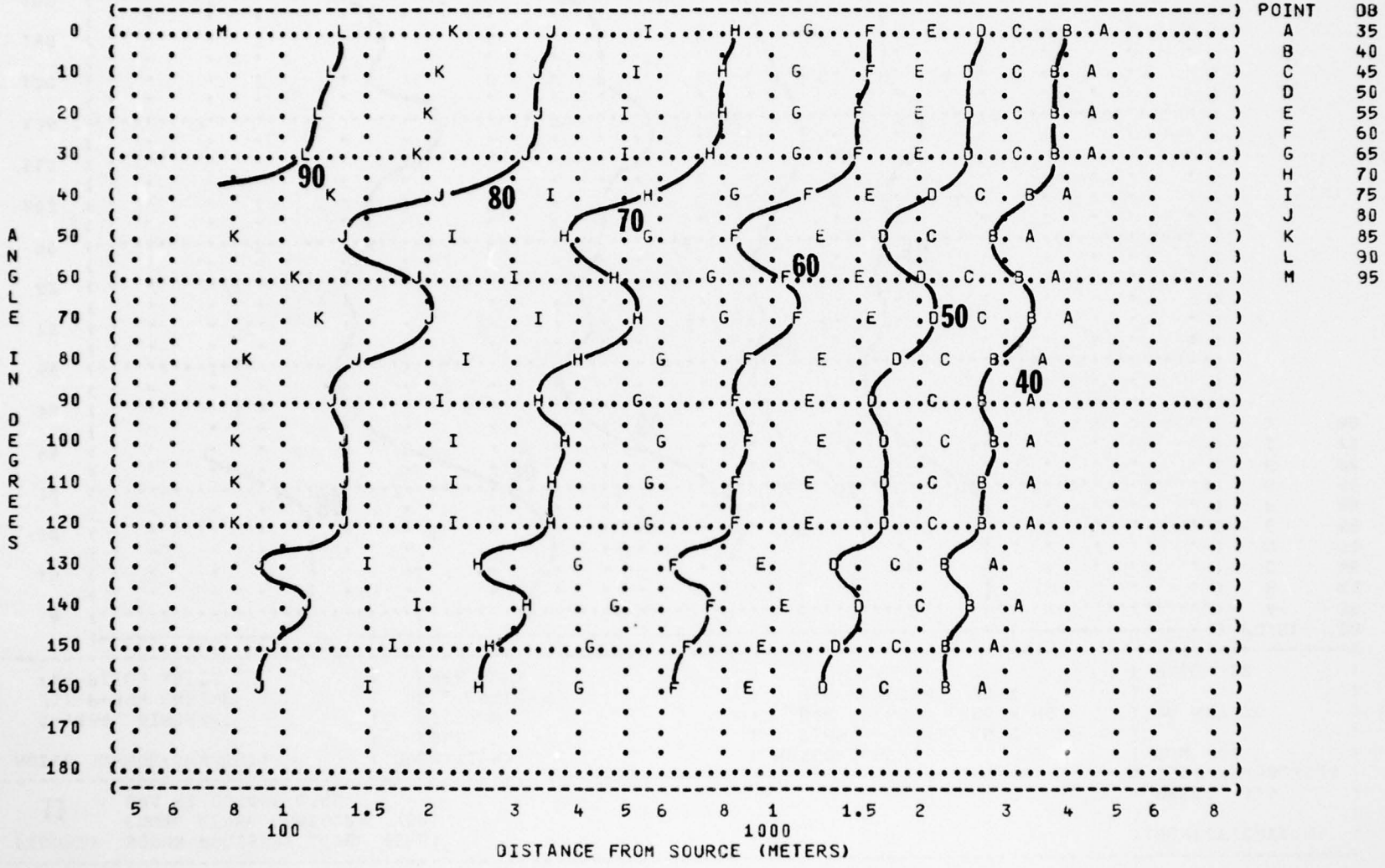


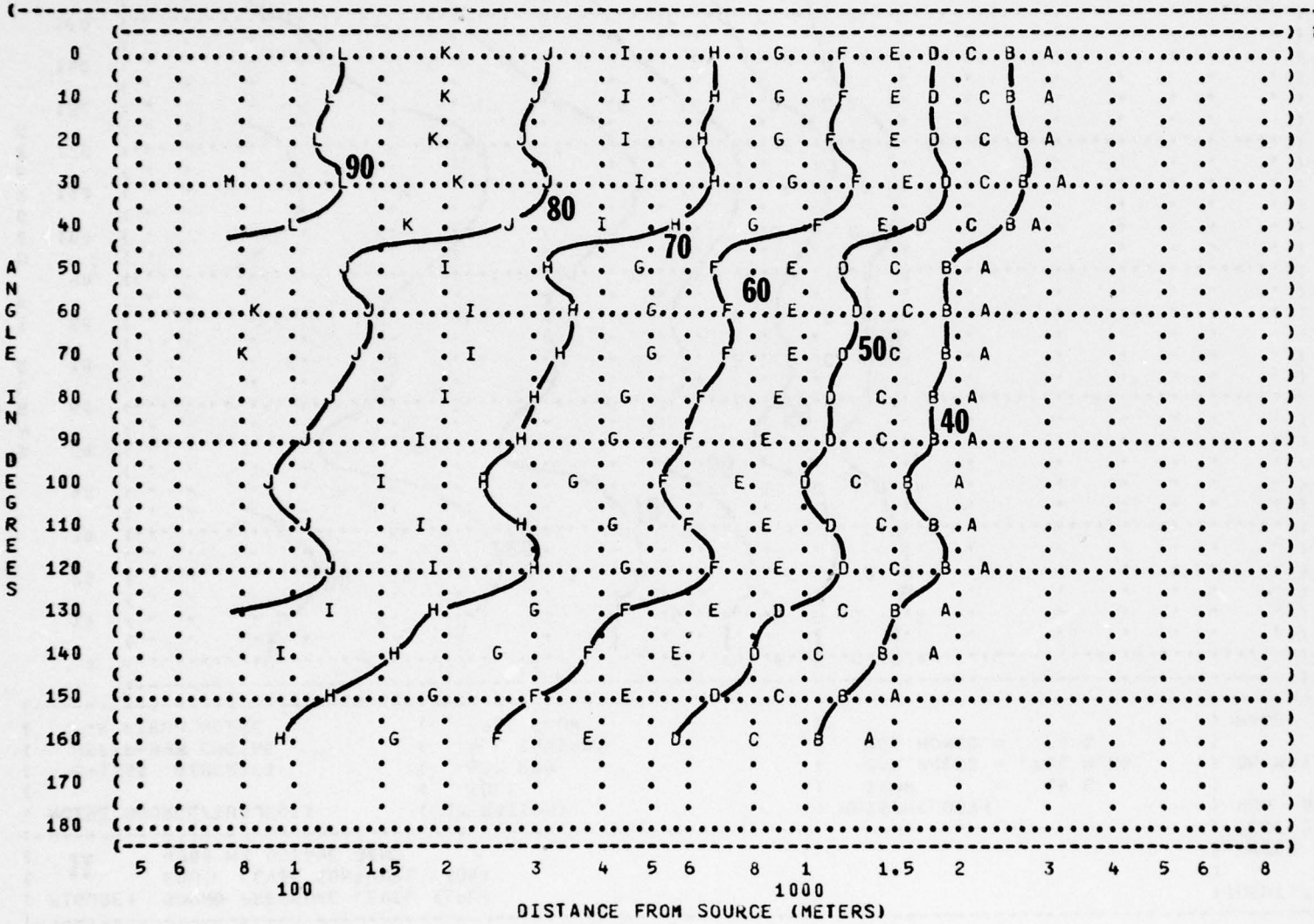
FIGURE 11 SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 2000 HZ OCTAVE BAND

IDENTIFICATION: OMEGA 1.4 TEST 75-002-023 RUN 01 06 MAY 75 PAGE 24

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95

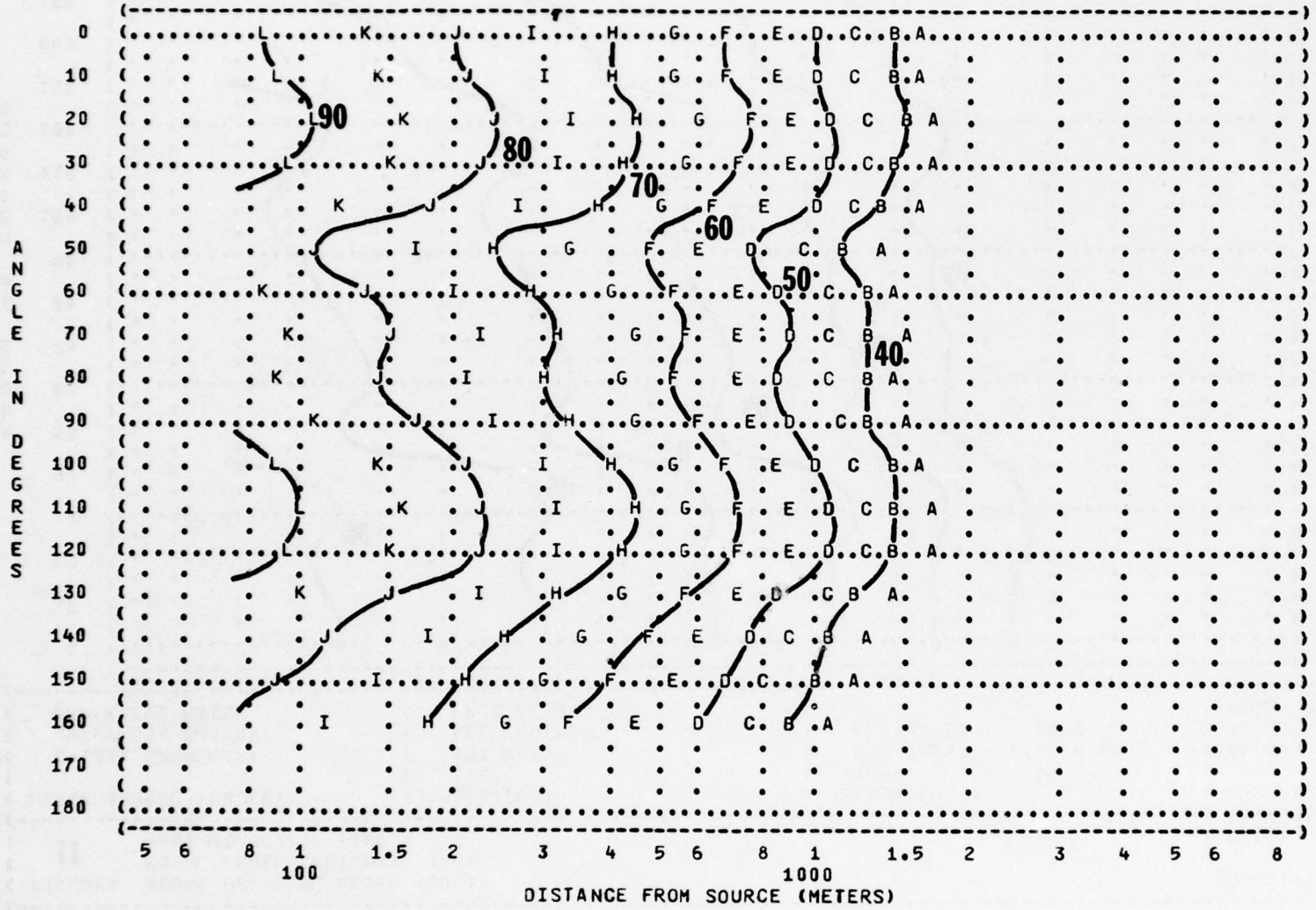
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 4000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 25



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90

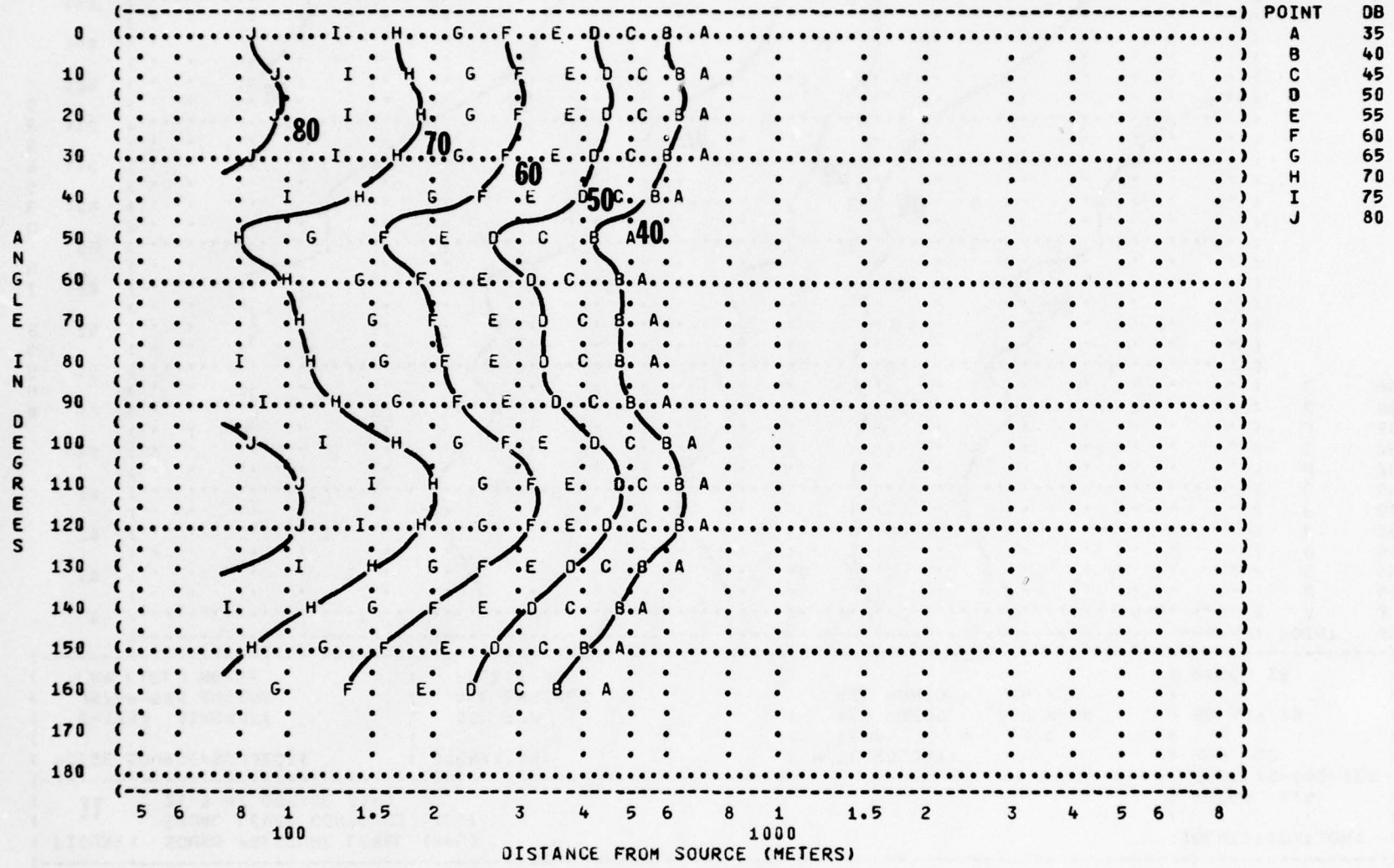
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 8000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
IDLE
63% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 01
06 MAY 75
PAGE 26



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80

FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 31.5 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 18

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90

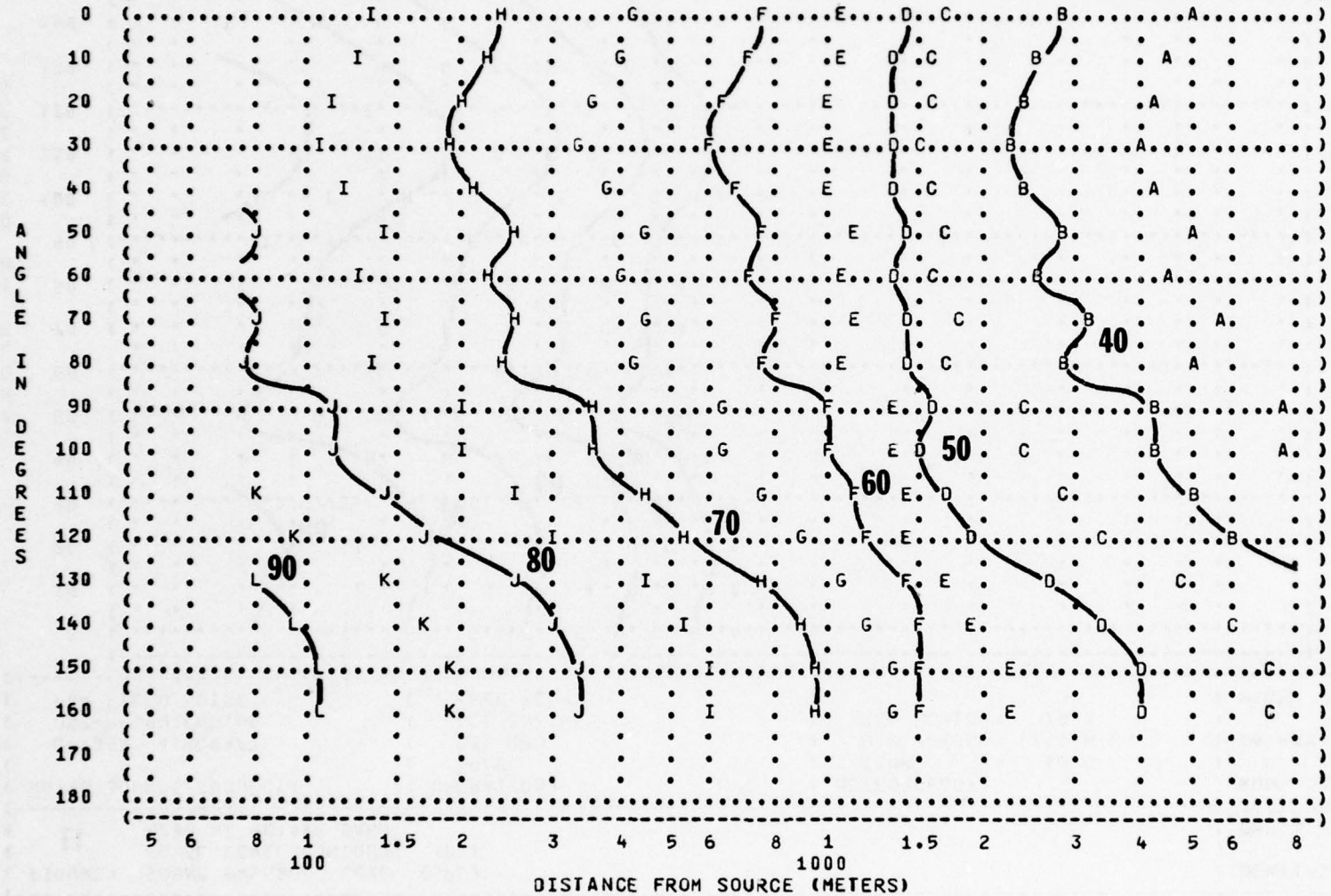


FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 63 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 19

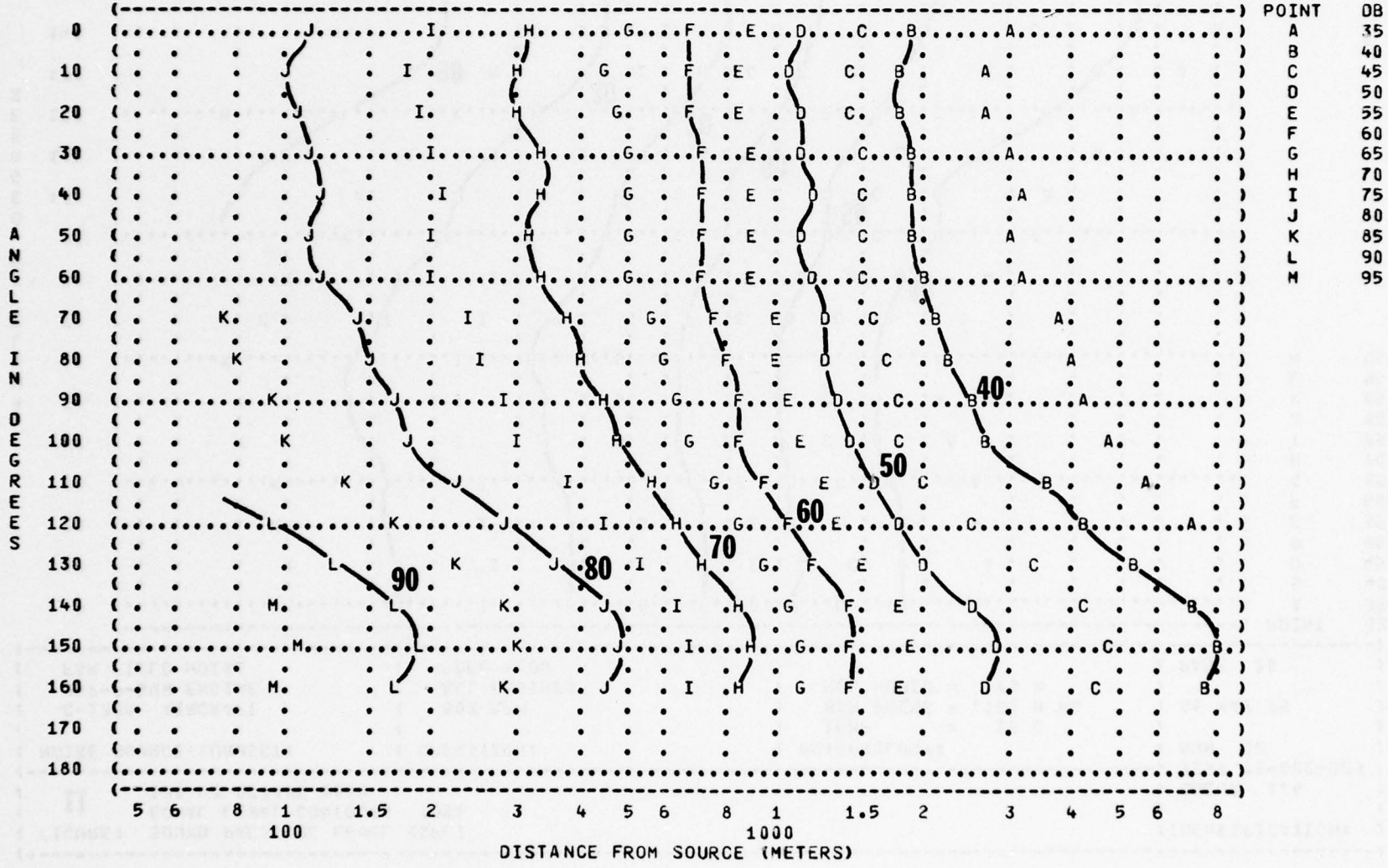


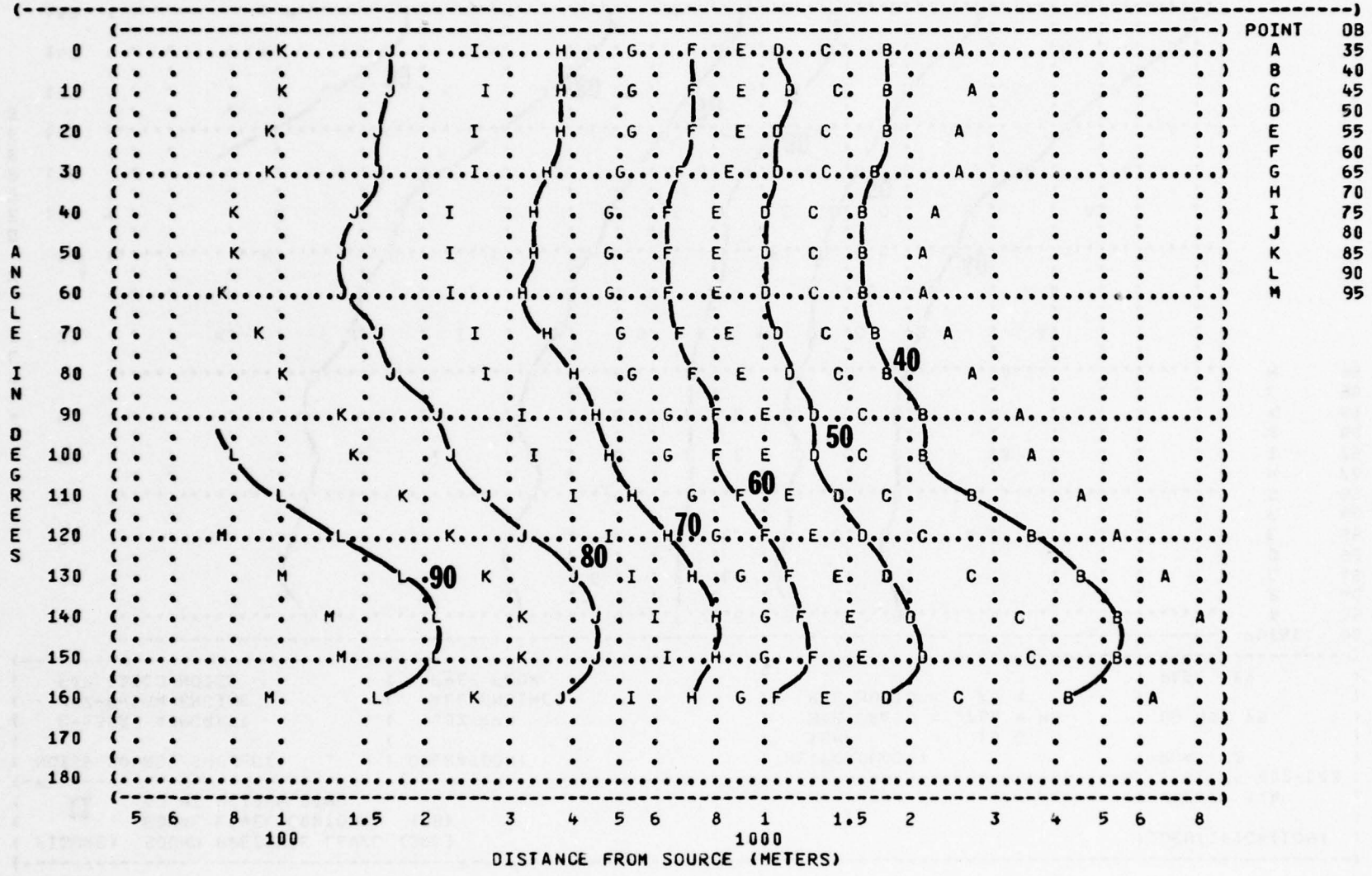
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 125 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 20



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95

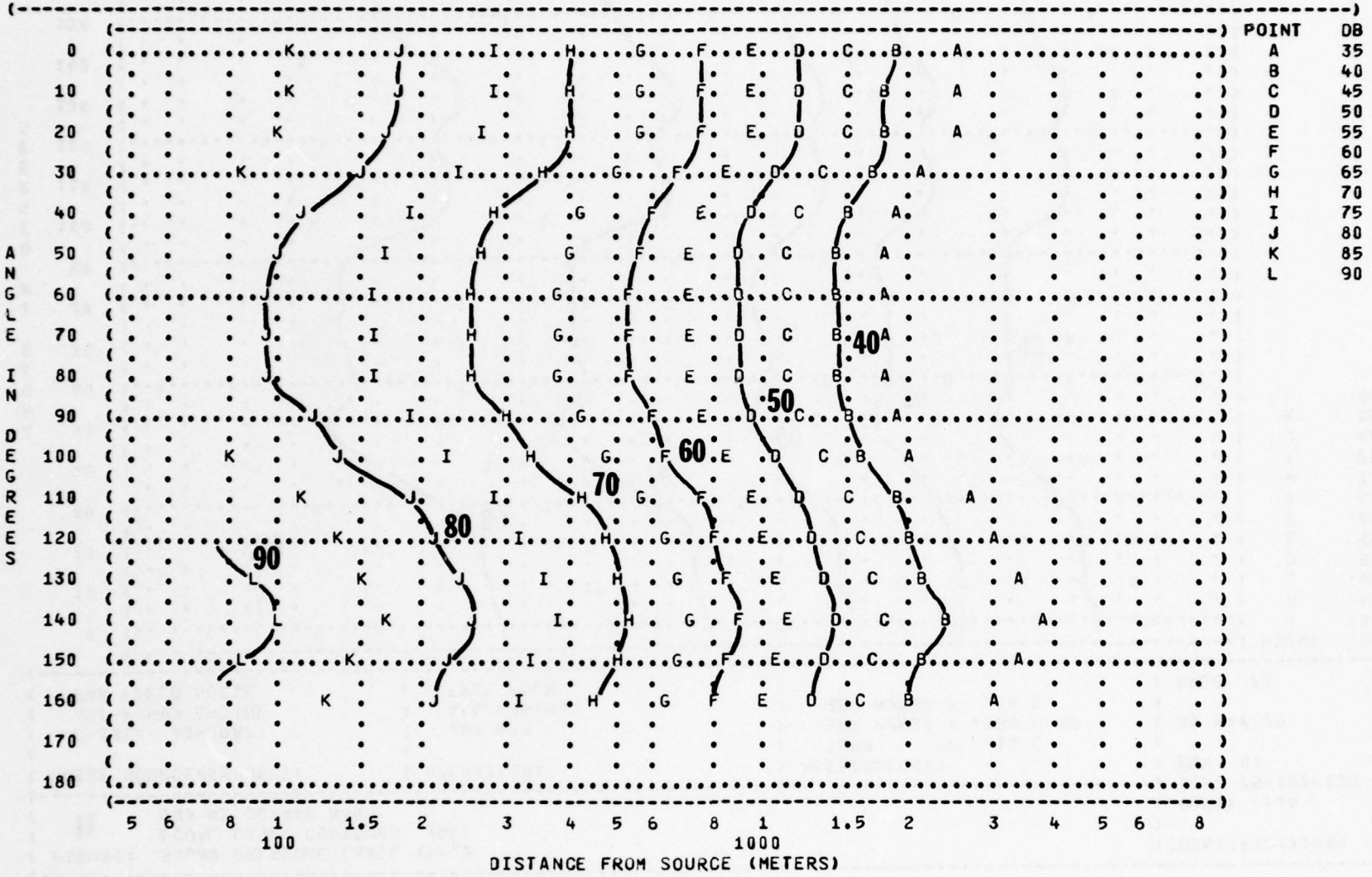
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 250 HZ OCTAVE BAND

IDENTIFICATION: OMEGA 1.4 TEST 75-002-023 RUN 02 06 MAY 75 PAGE 21

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90

FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 500 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 22

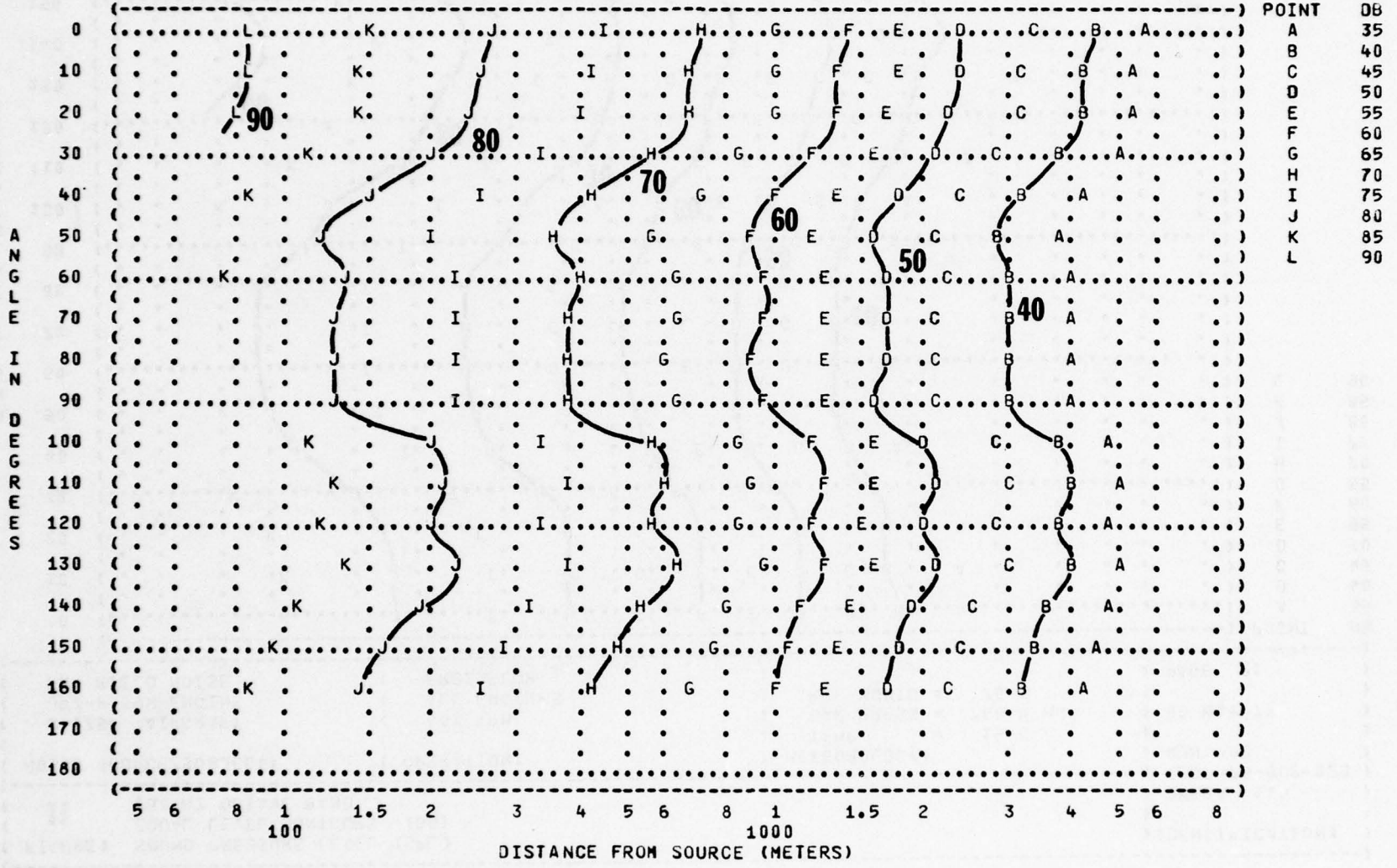


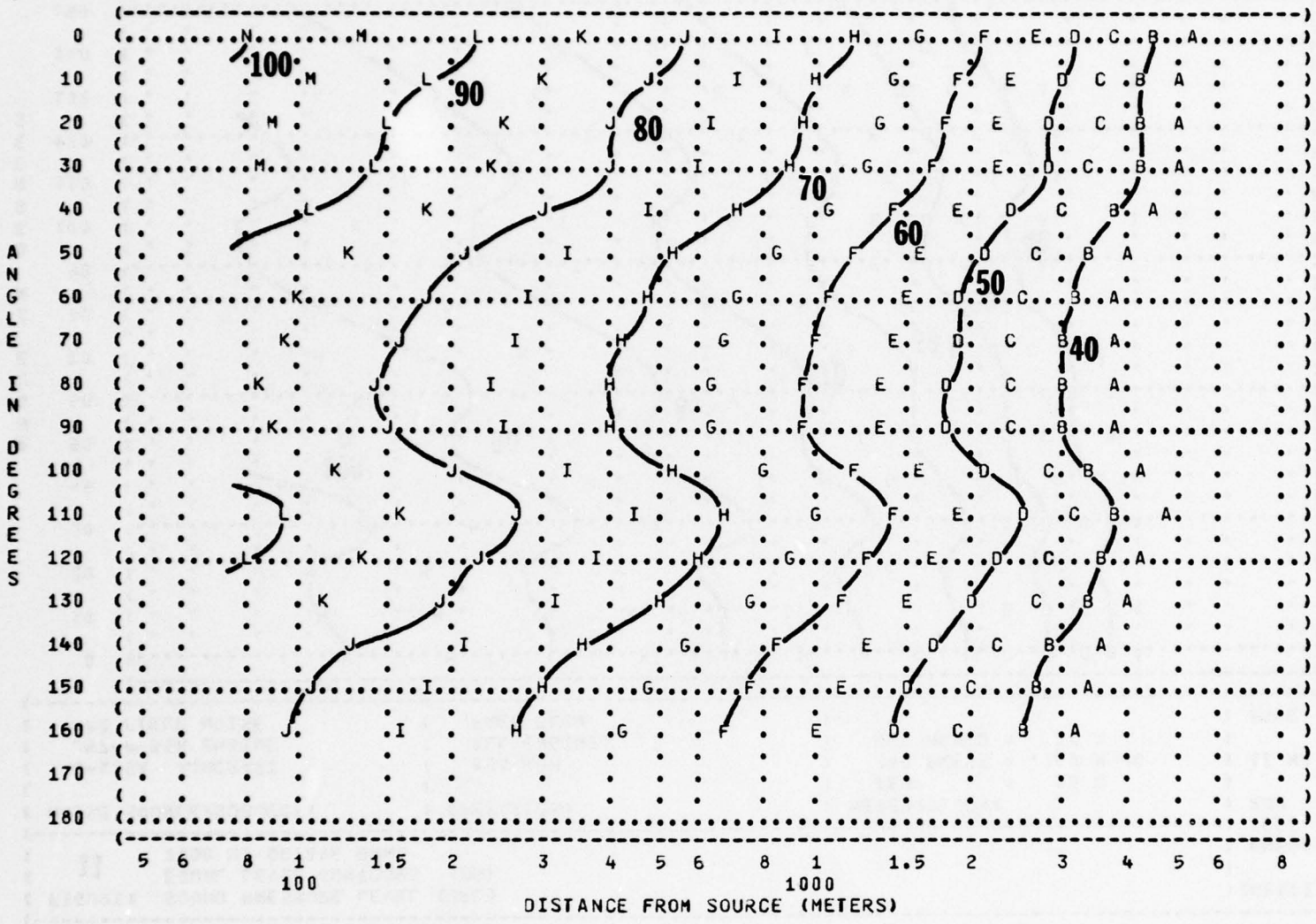
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 1000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 23



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100

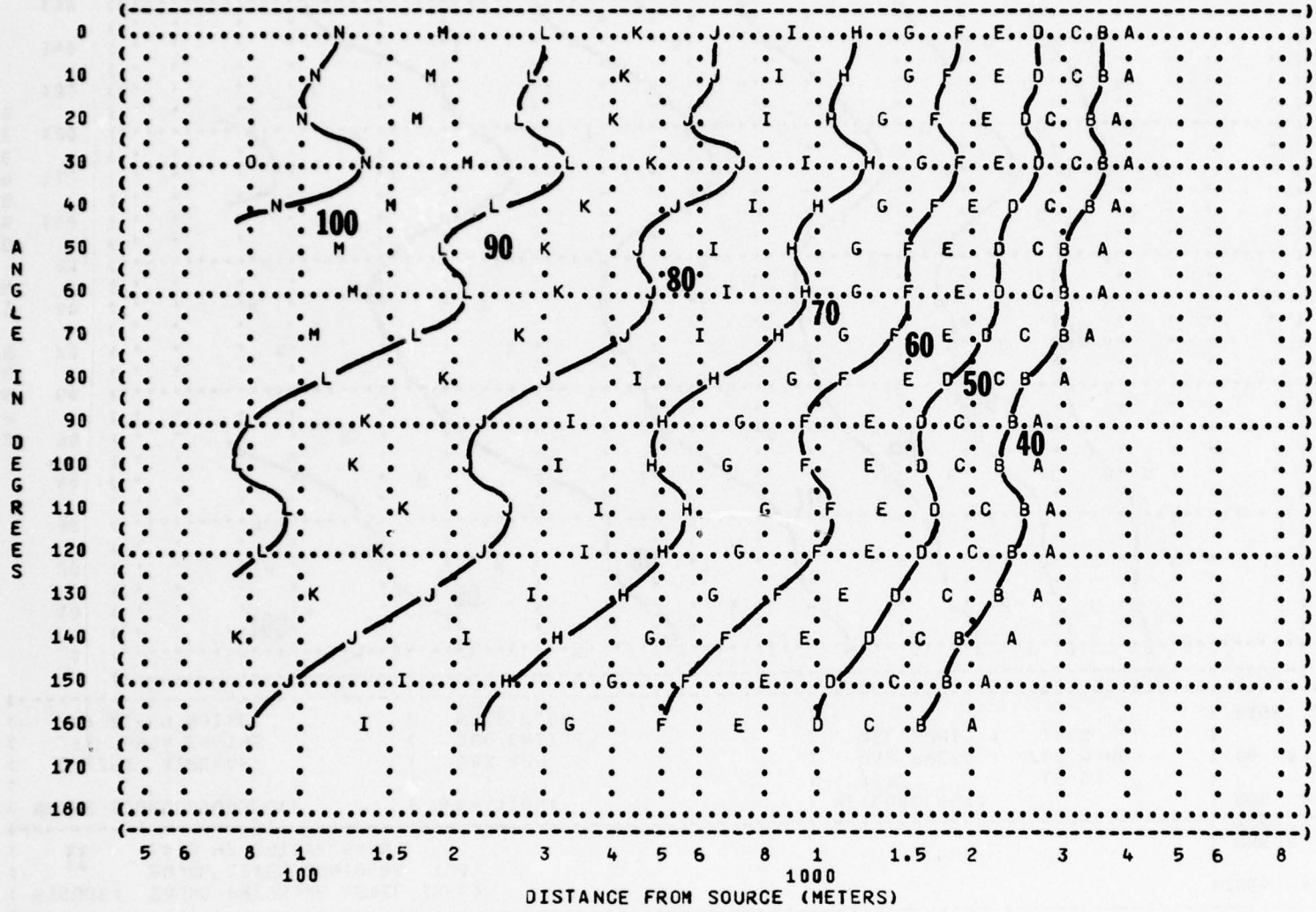
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 2000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 24



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105

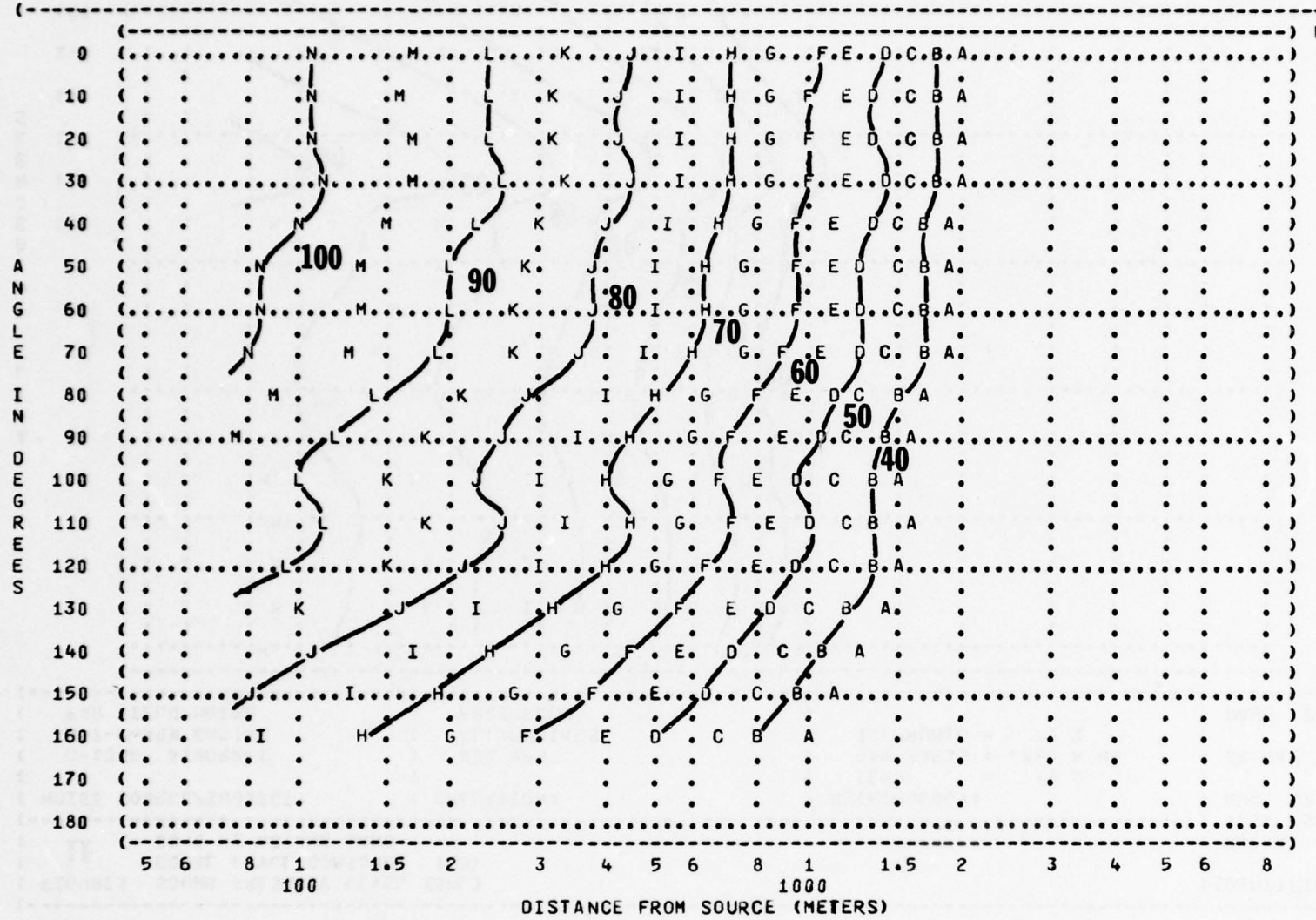
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 4000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 25



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100

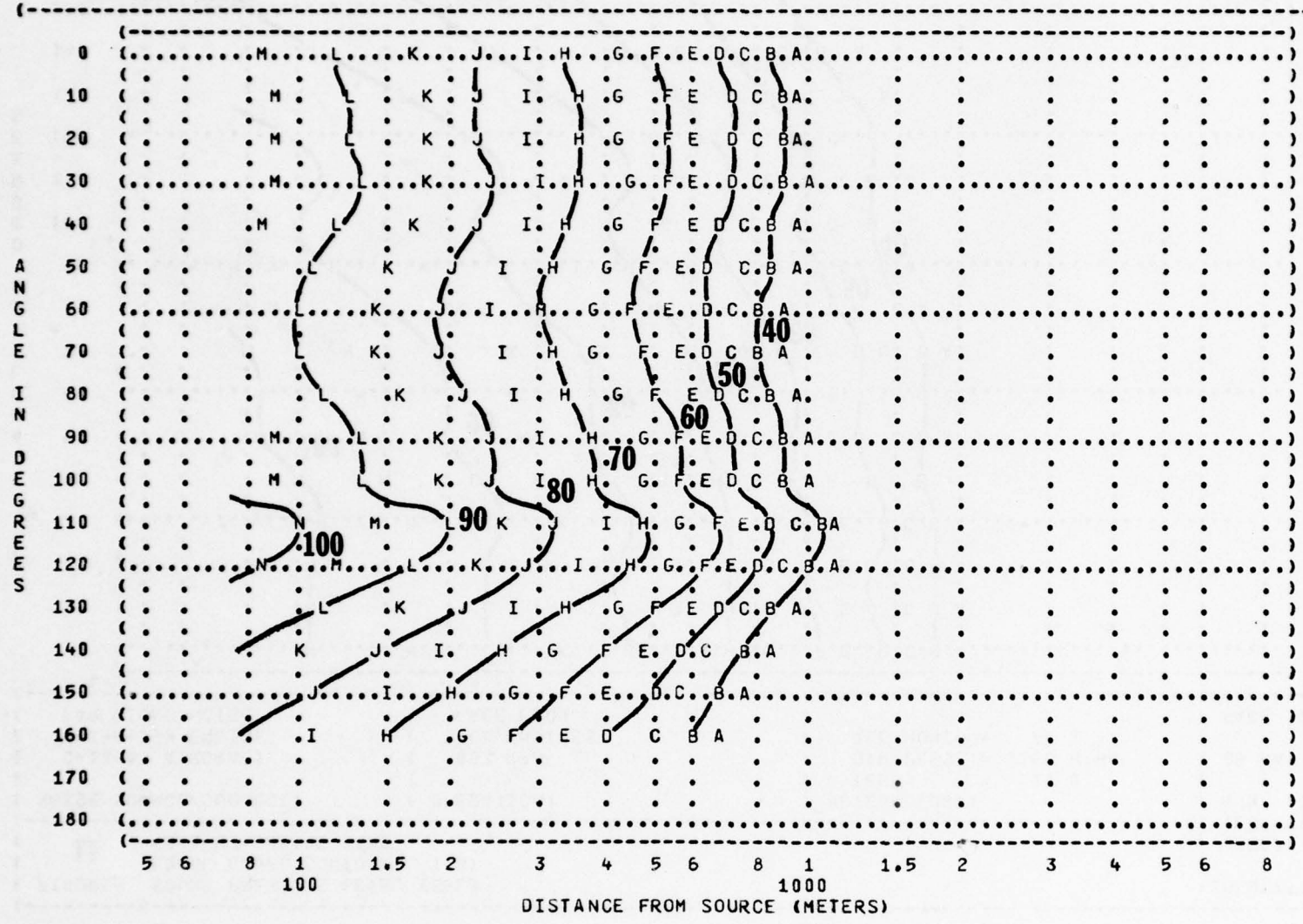
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 8000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
80% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 02
06 MAY 75
PAGE 26



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100

FIGURE: 11

SOUND PRESSURE LEVEL (SPL)
EQUAL LEVEL CONTOURS (DB)
31.5 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 18

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100

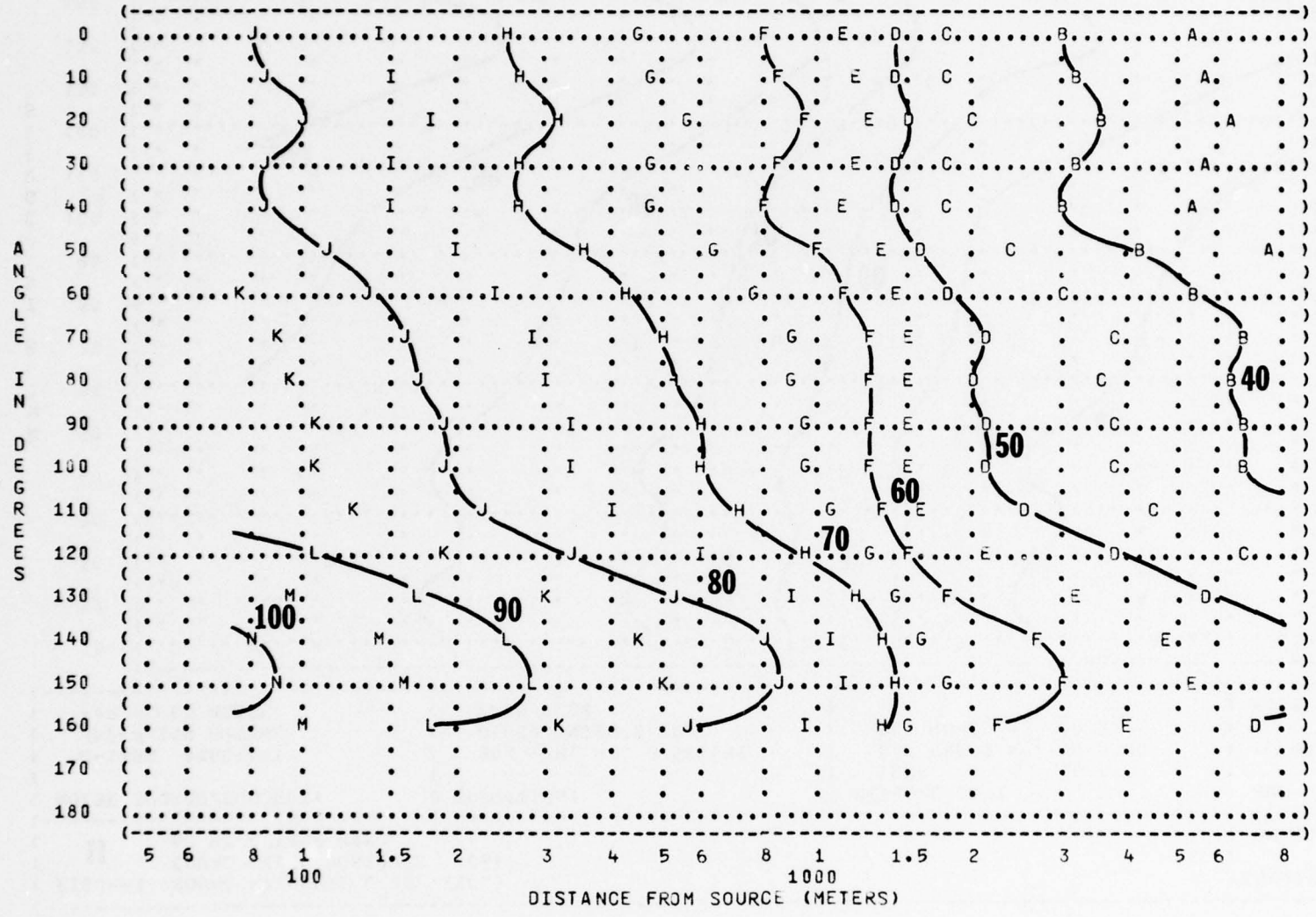


FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 63 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 19

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105

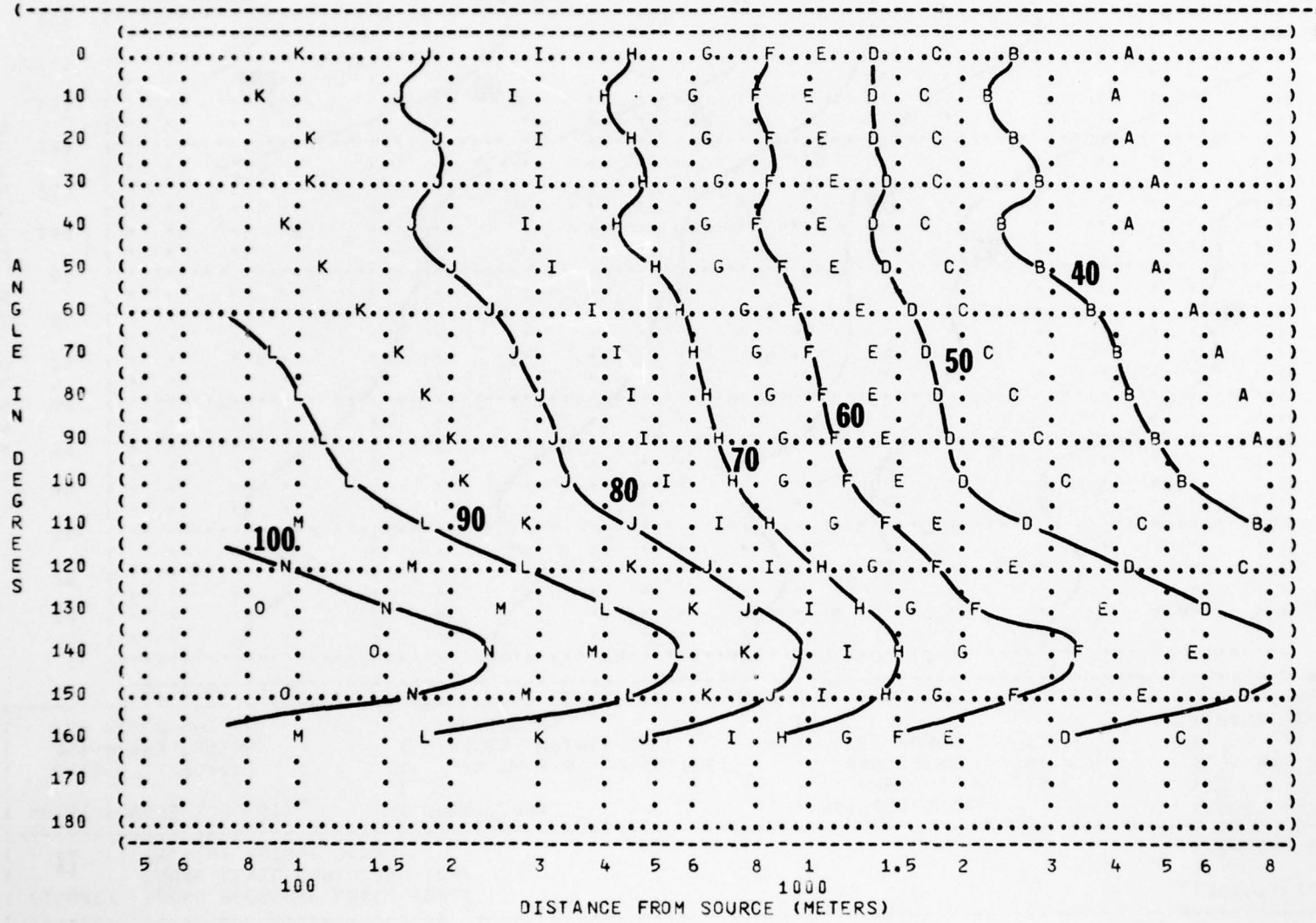


FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 125 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 20

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115

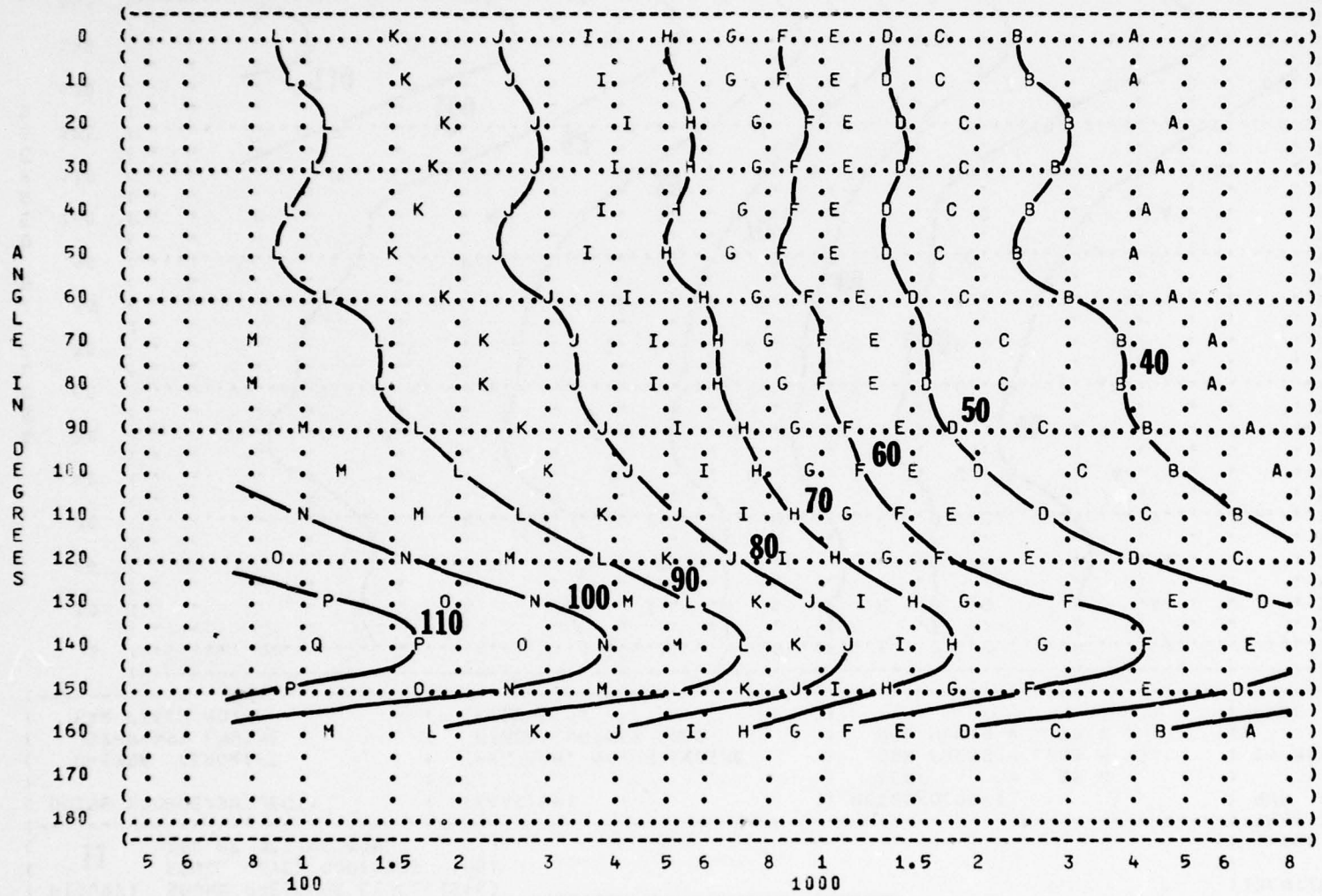


FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 250 HZ OCTAVE BAND

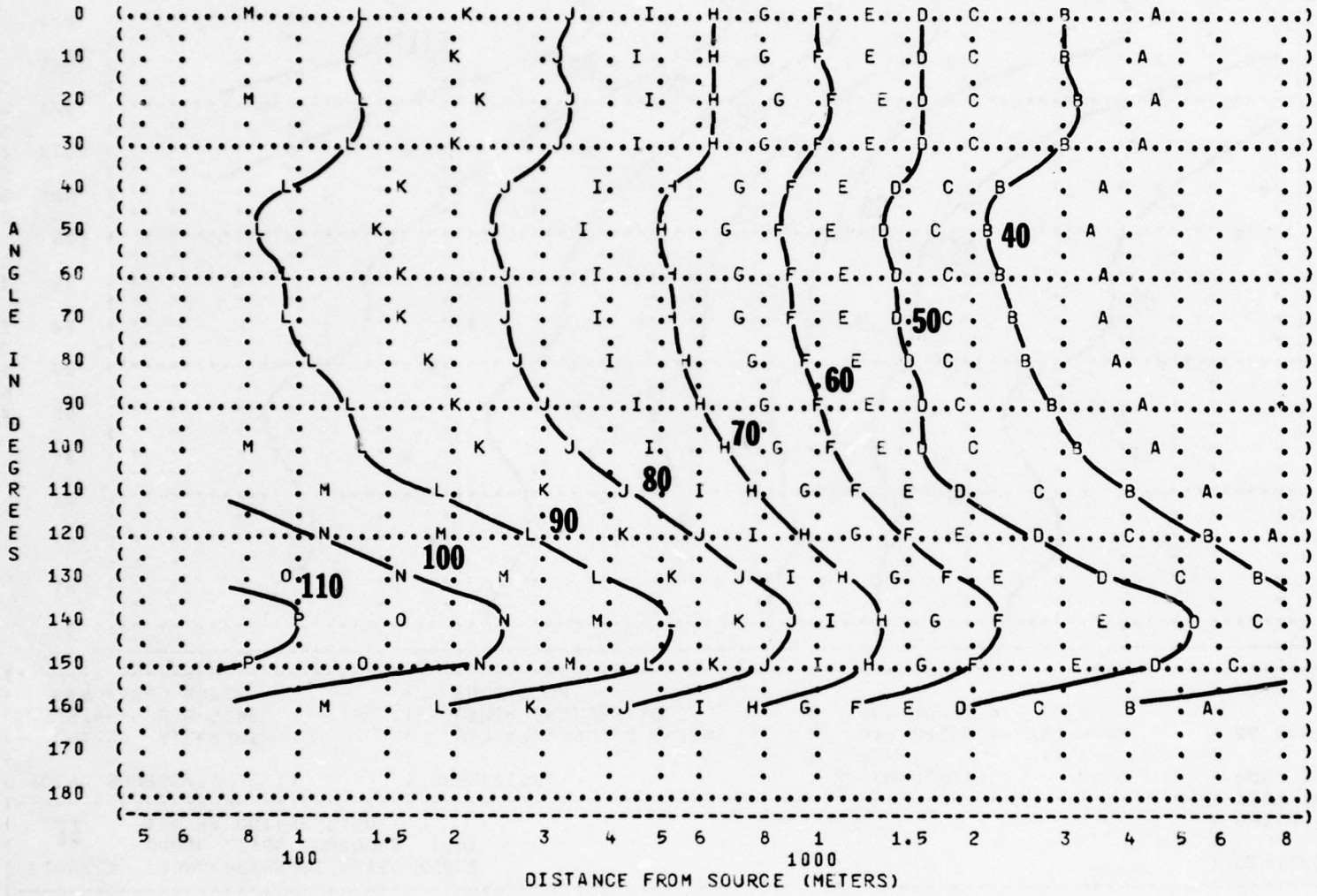
IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 21

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110



120

FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 500 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 22

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105

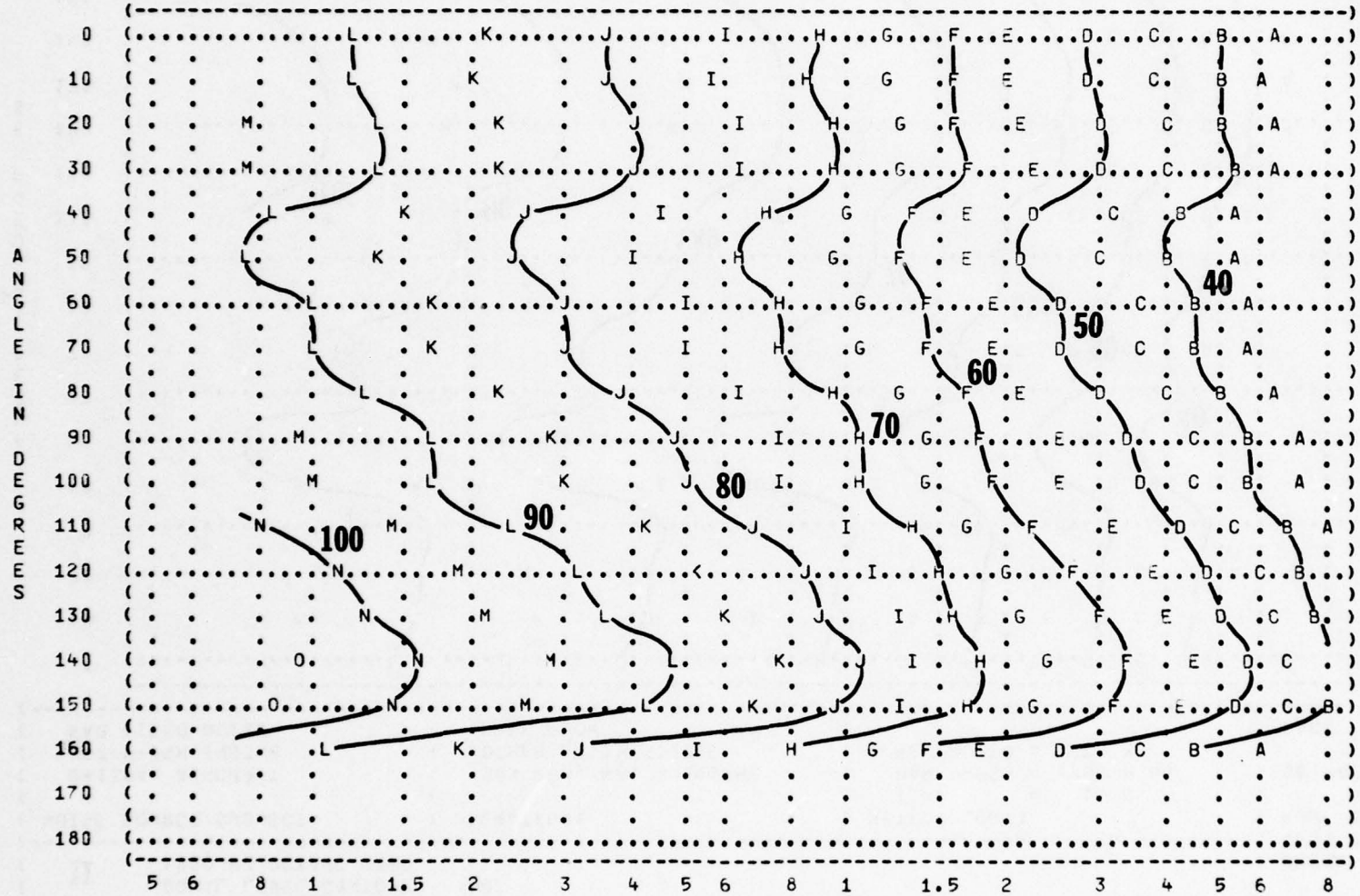


FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 1000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT: C-135A AIRCRAFT; J57-P-59W ENGINE; FAR FIELD NOISE

OPERATION: 90% RPM, NO. 3 ENGINE; OTHER ENGINES IDLE; FREE FLOW

METEOROLOGY: TEMP = 15 C; BAR PRESS = .760 M HG; REL HUMID = 70 %

IDENTIFICATION: OMEGA 1.4; TEST 75-002-023; RUN 03; 06 MAY 75; PAGE 23

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100

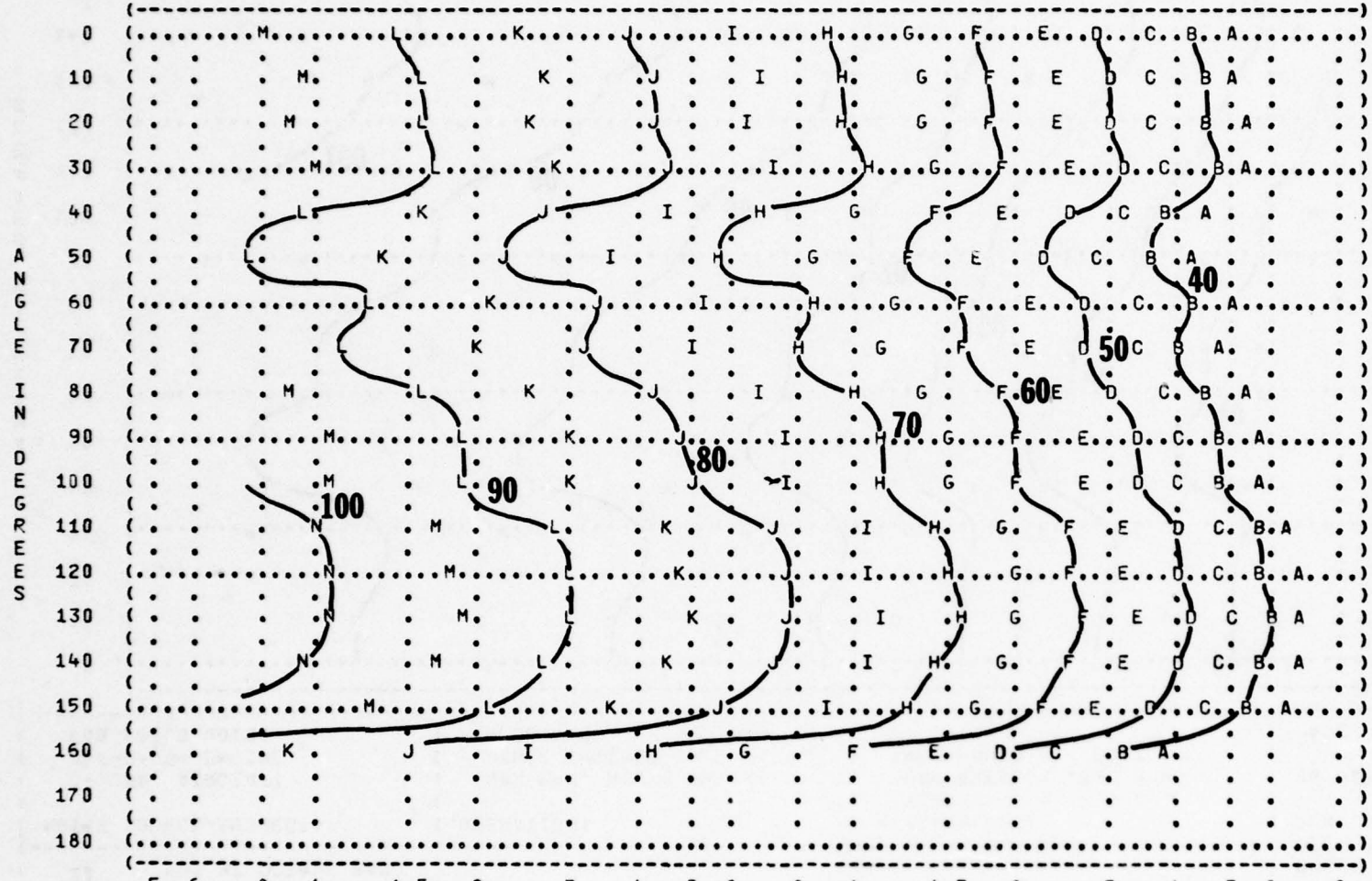


FIGURE: 11

SOUND PRESSURE LEVEL (SPL)
EQUAL LEVEL CONTOURS (DB)
2000 HZ OCTAVE BAND

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 24

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100

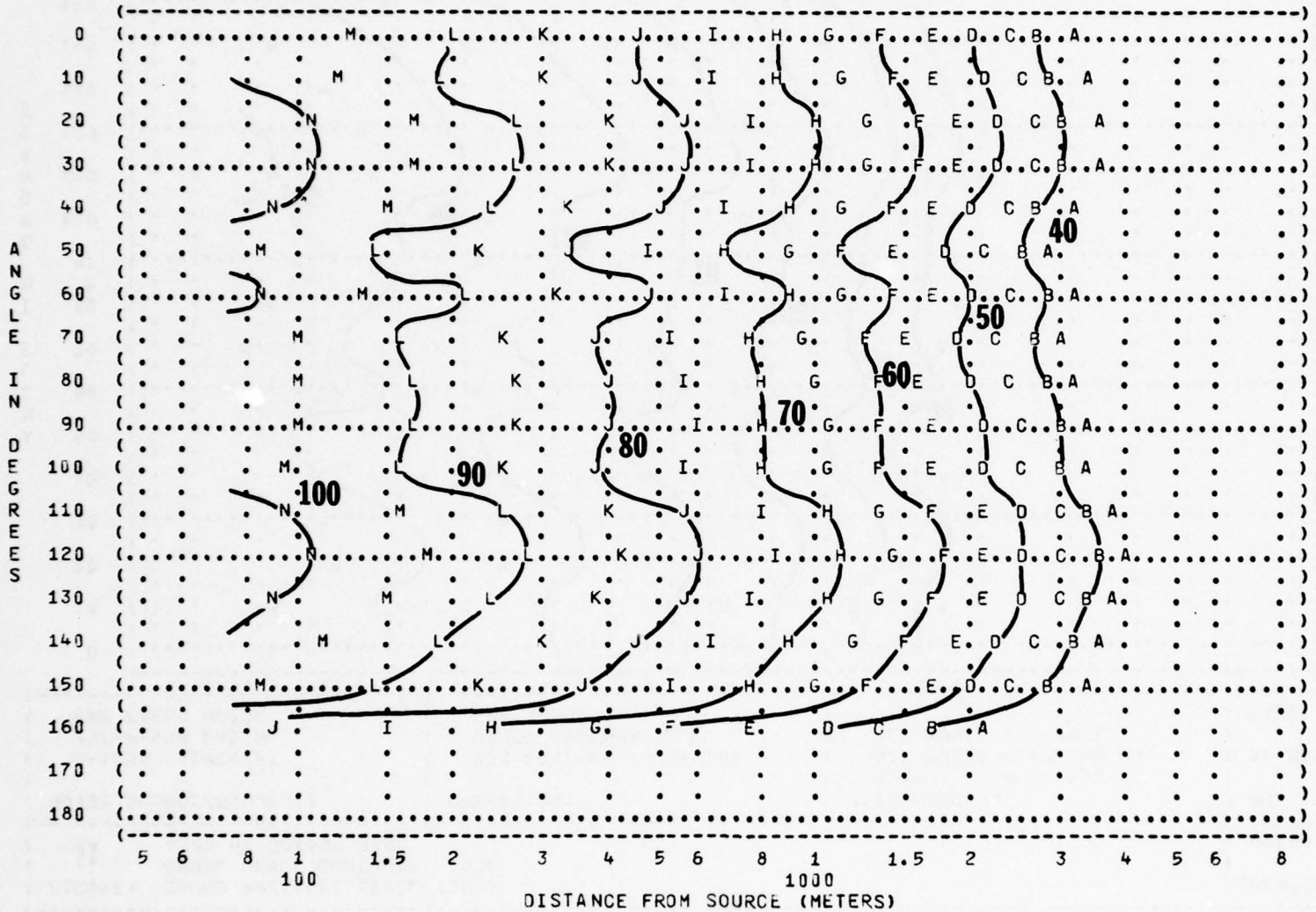


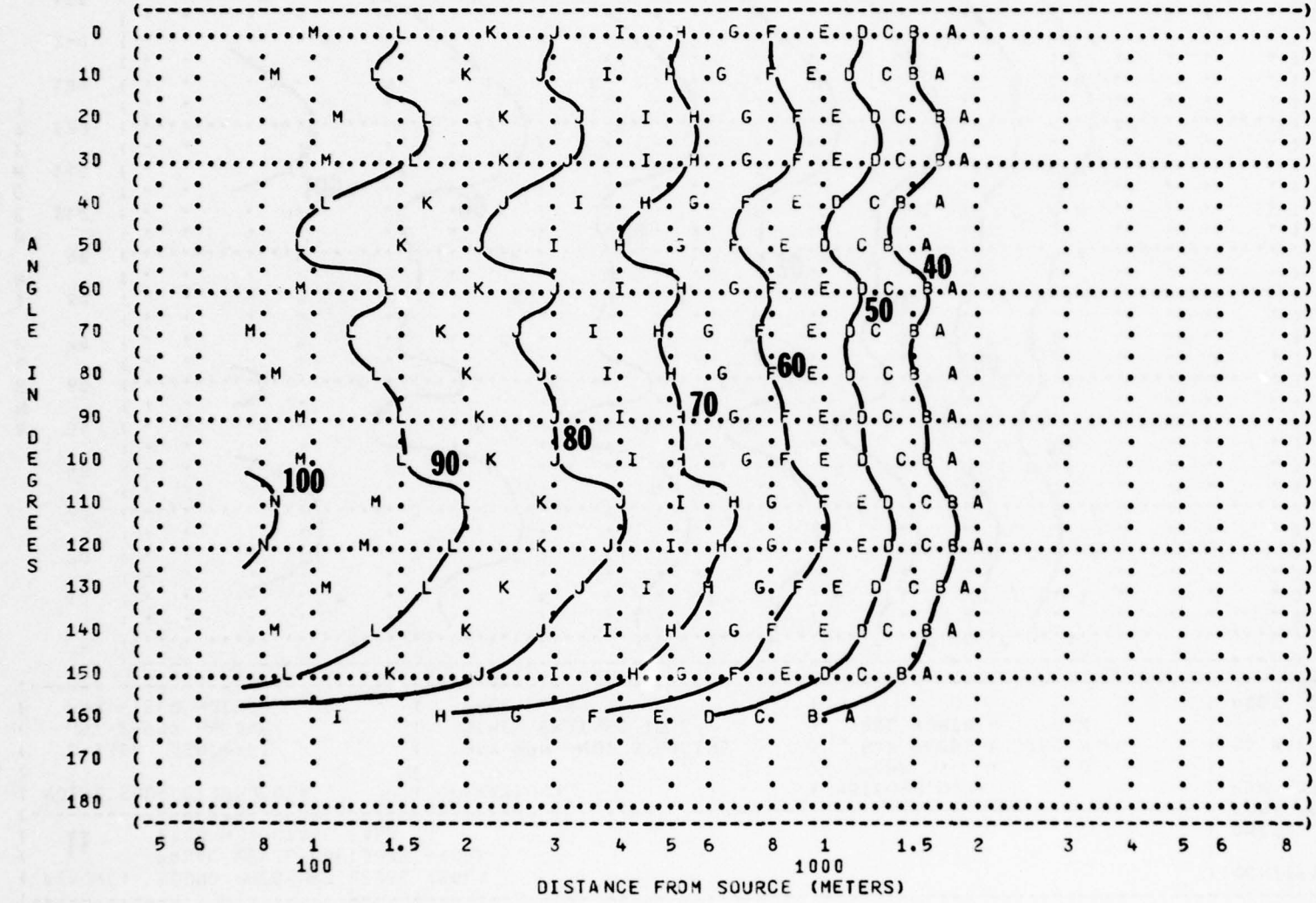
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 4000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 25



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100

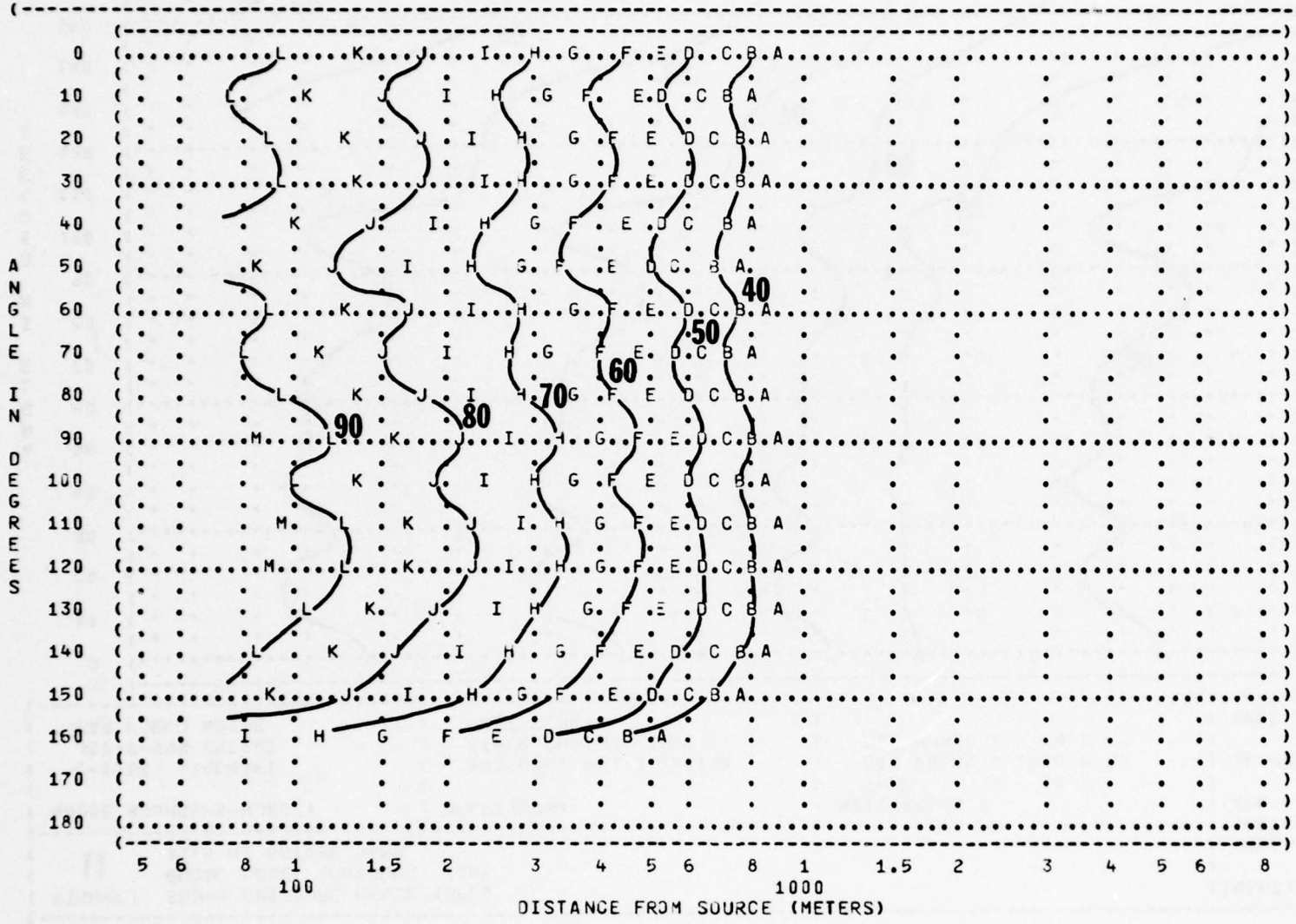
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 8000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 3 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 03
06 MAY 75
PAGE 26



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95

FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 31.5 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 18

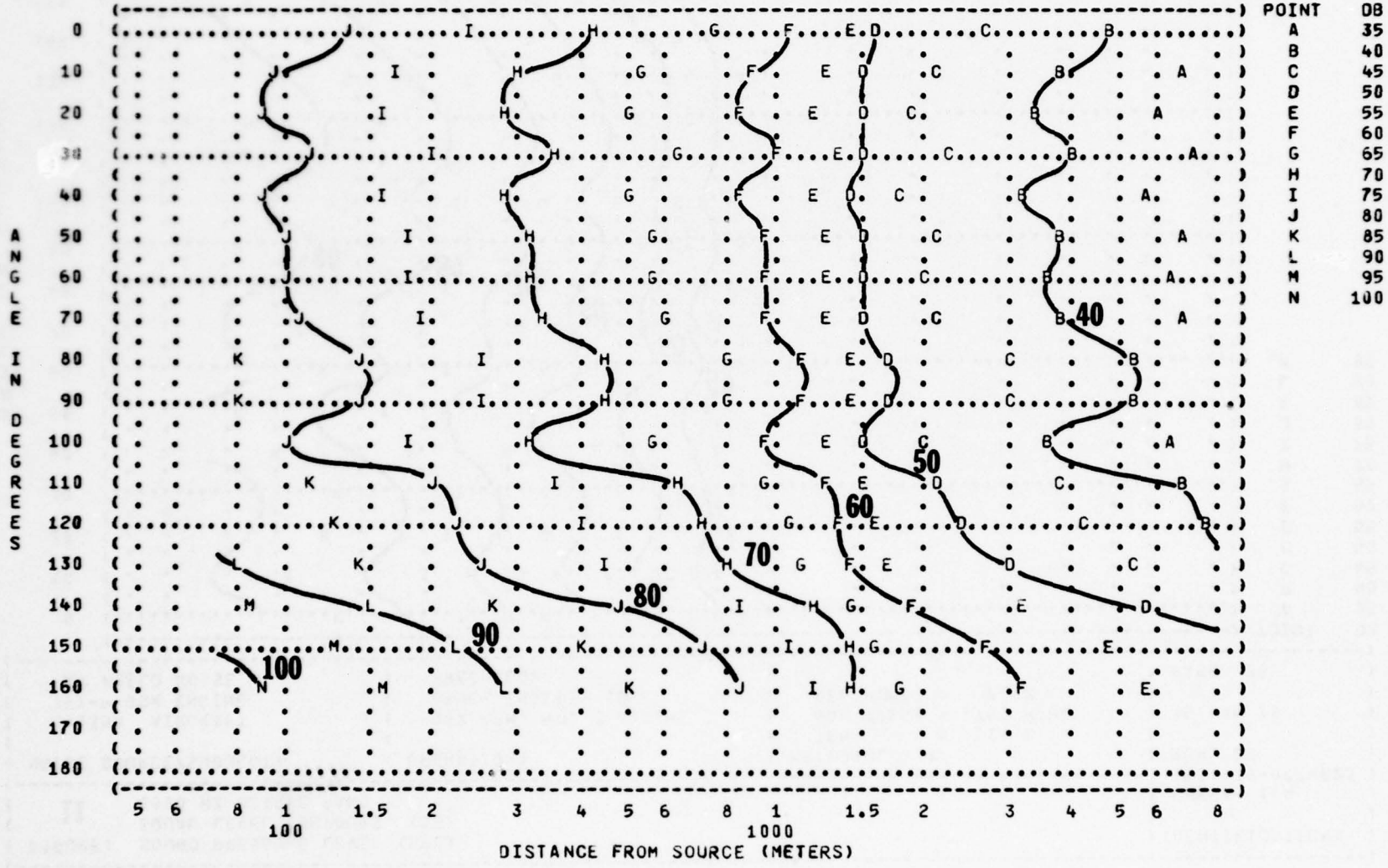


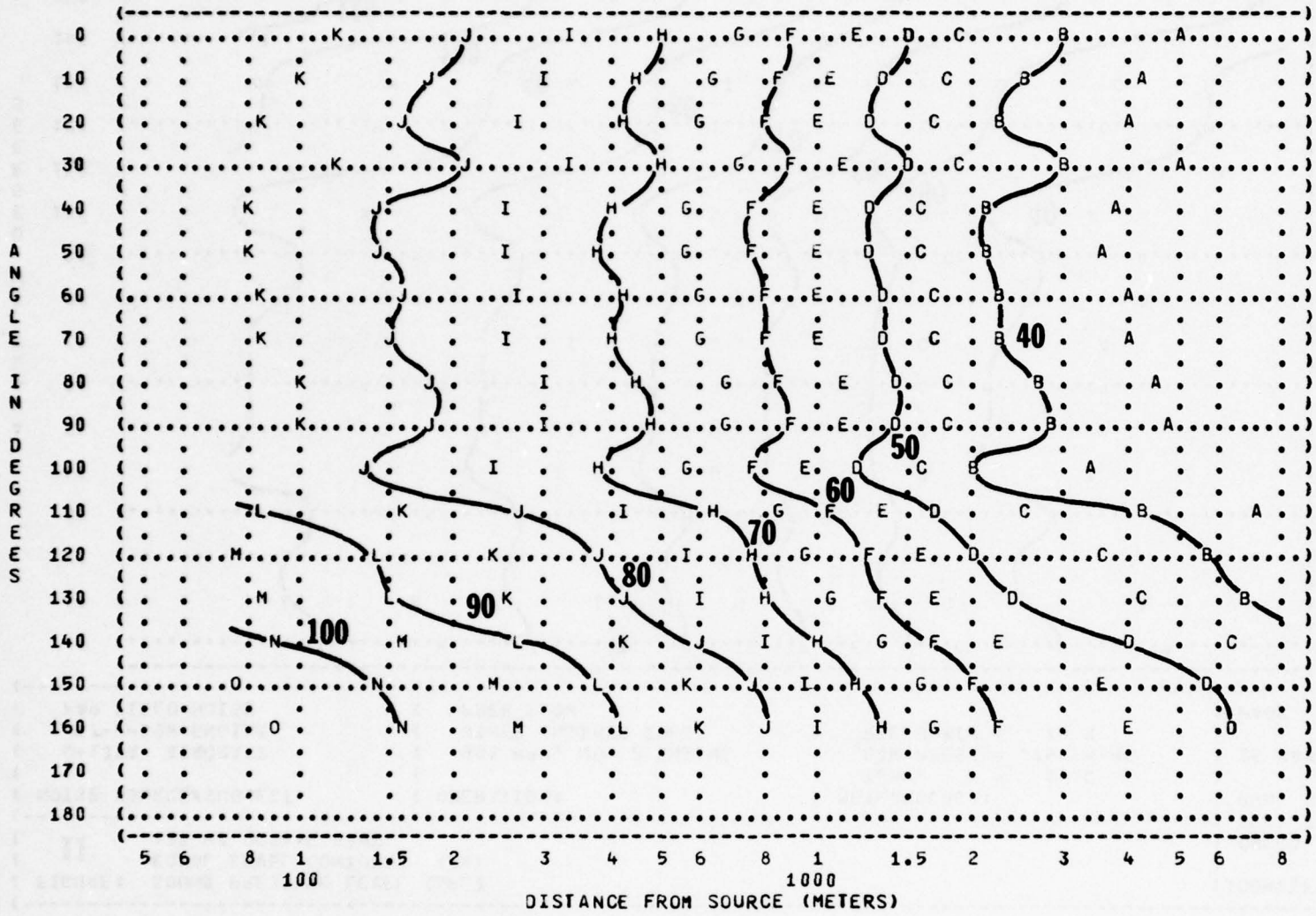
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 63 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 19



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105

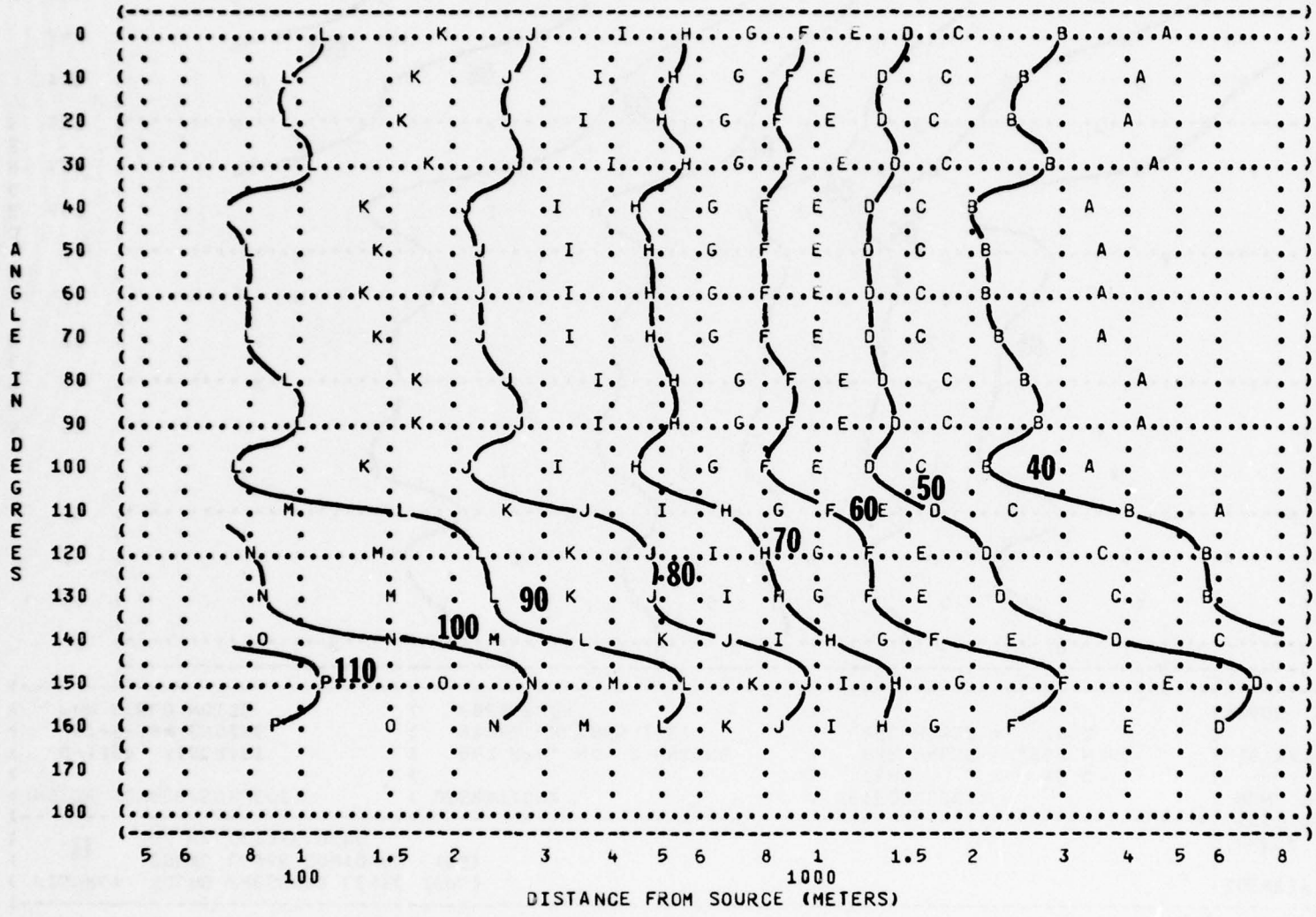
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 125 HZ OCTAVE BAND

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 20

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110

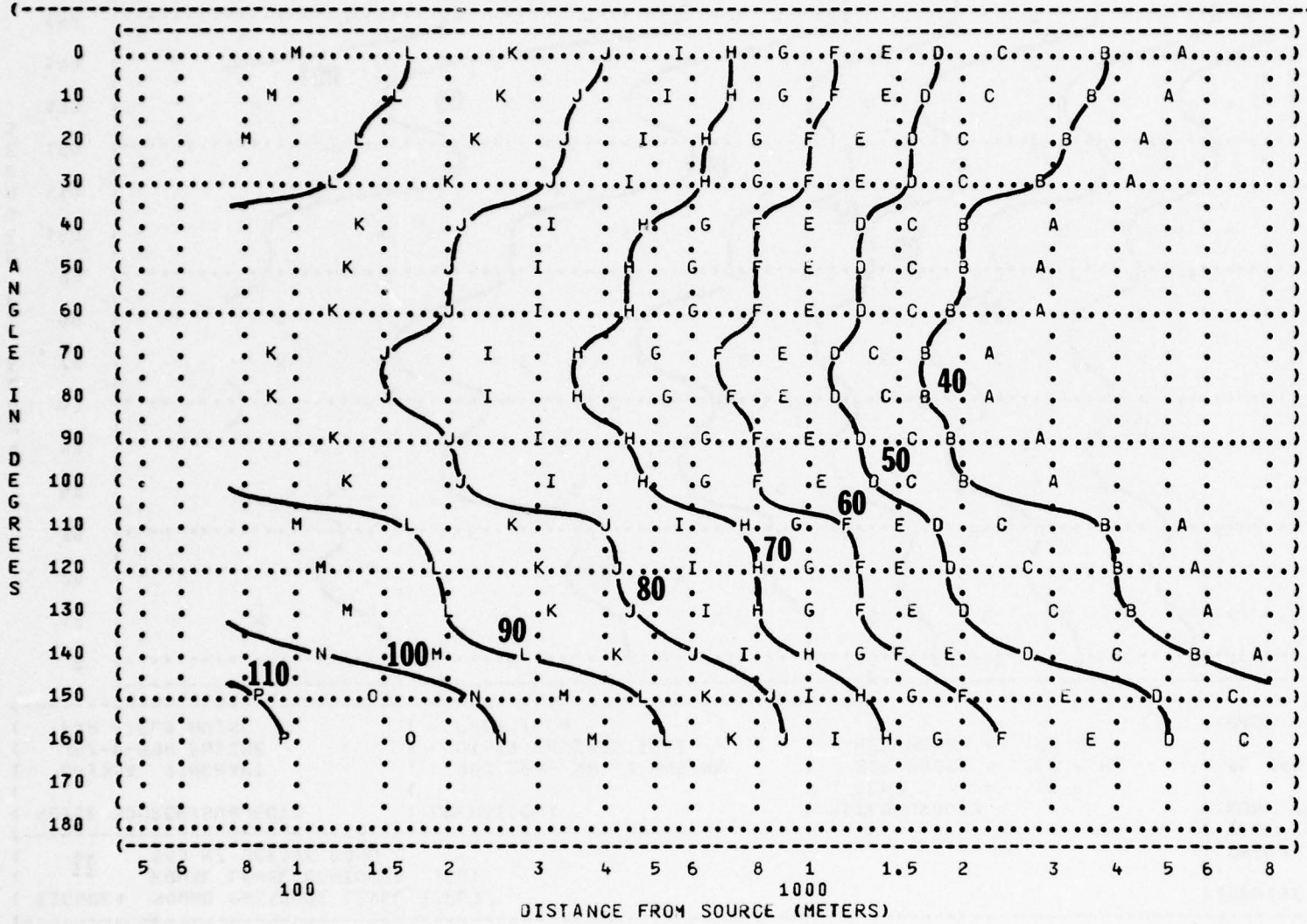
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 250 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 21



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110

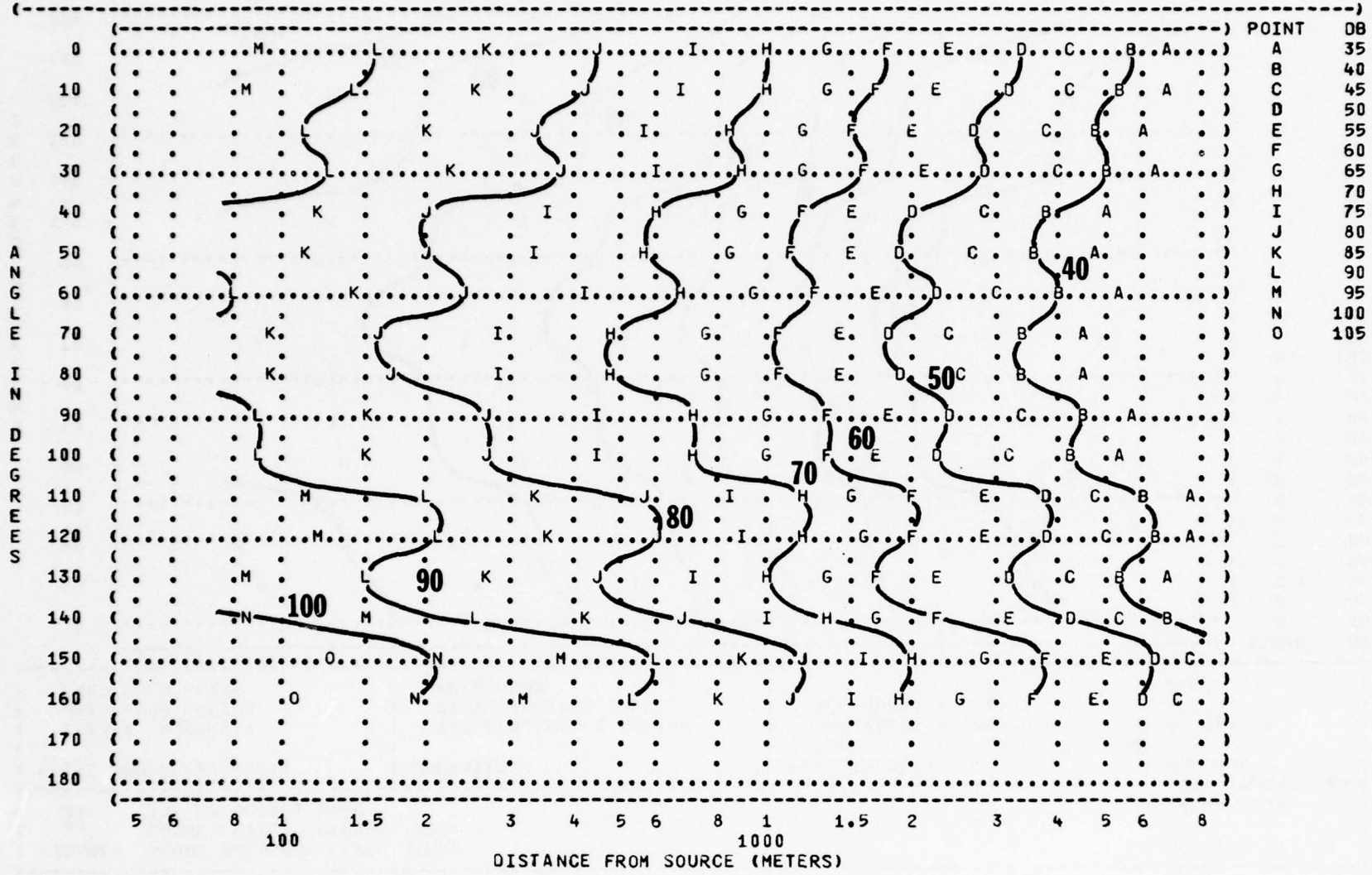
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 500 HZ OCTAVE BAND

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 22

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105

FIGURE: 11 — SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 1000 HZ OCTAVE BAND

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 23

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105

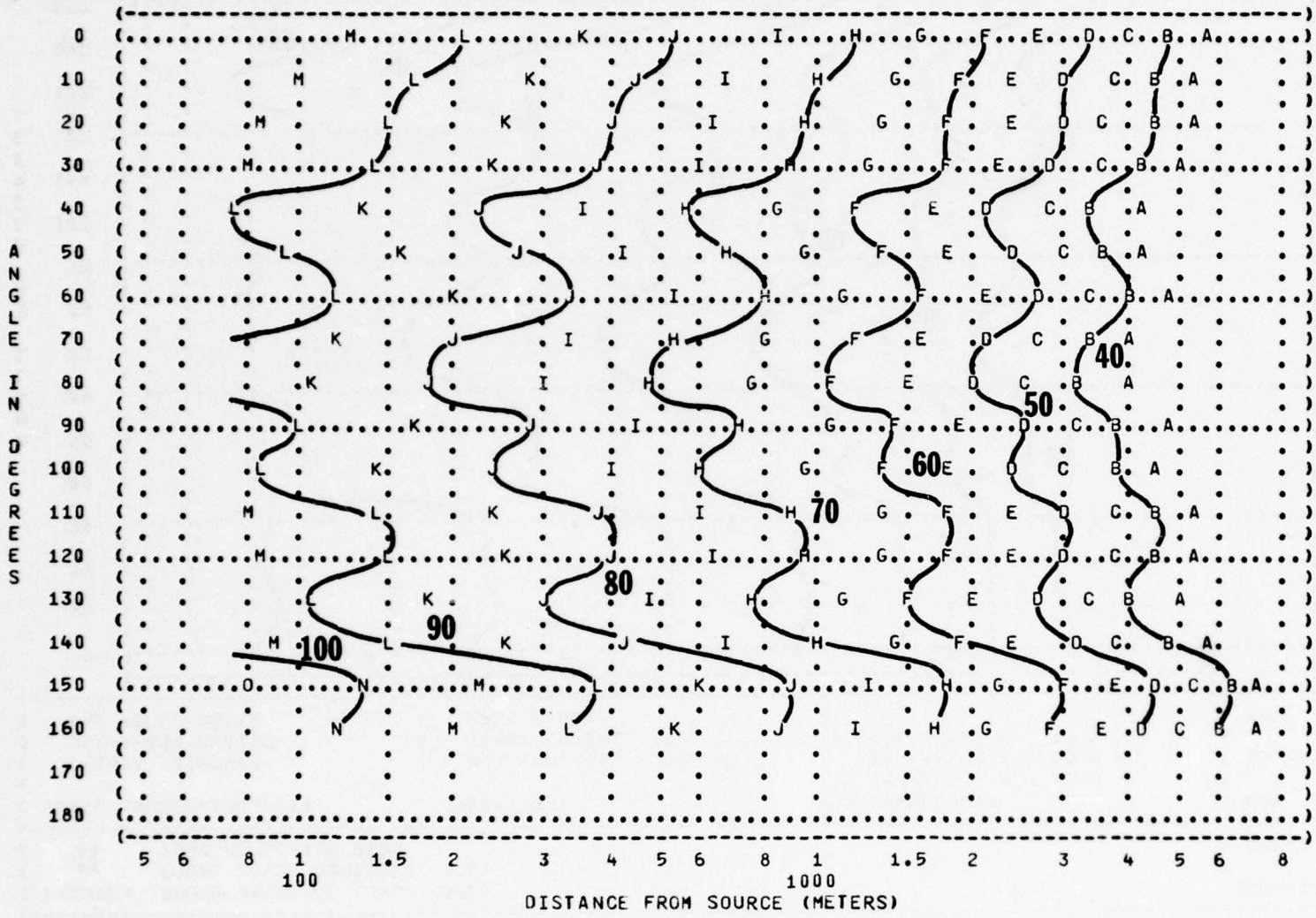


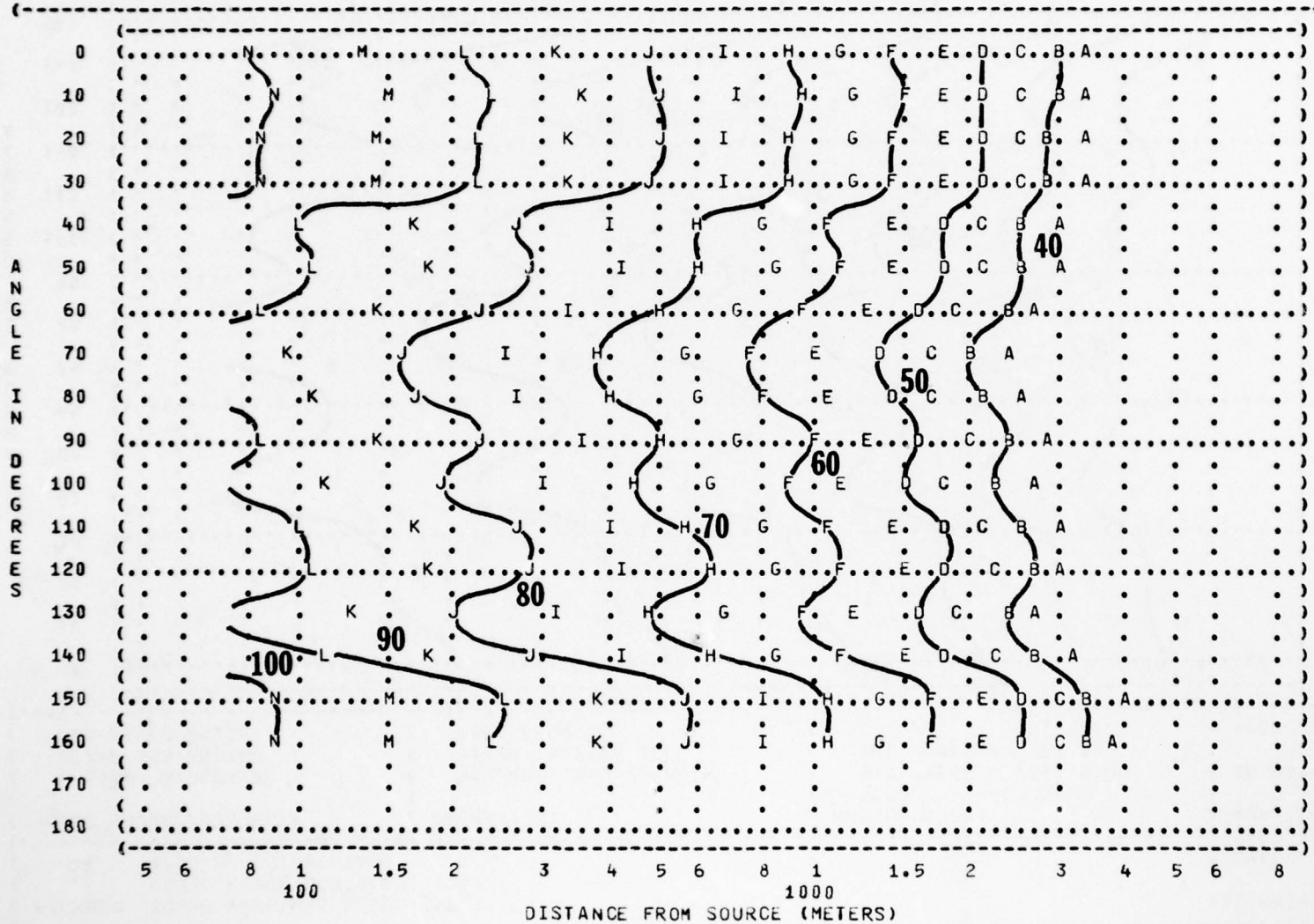
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 2000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 24



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100

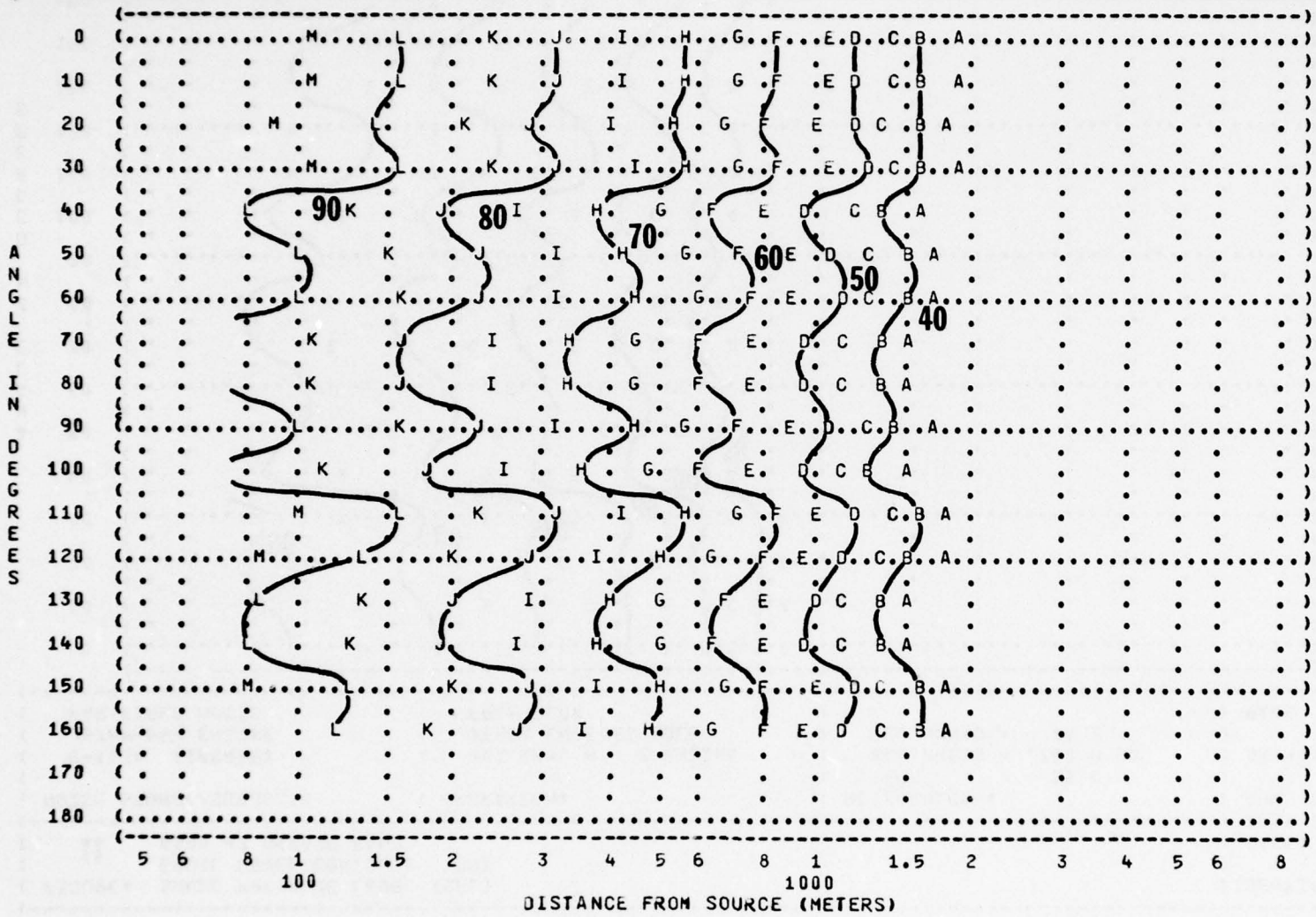
FIGURE 11: SOUND PRESSURE LEVEL (SPL)
EQUAL LEVEL CONTOURS (DB)
4000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 25



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95

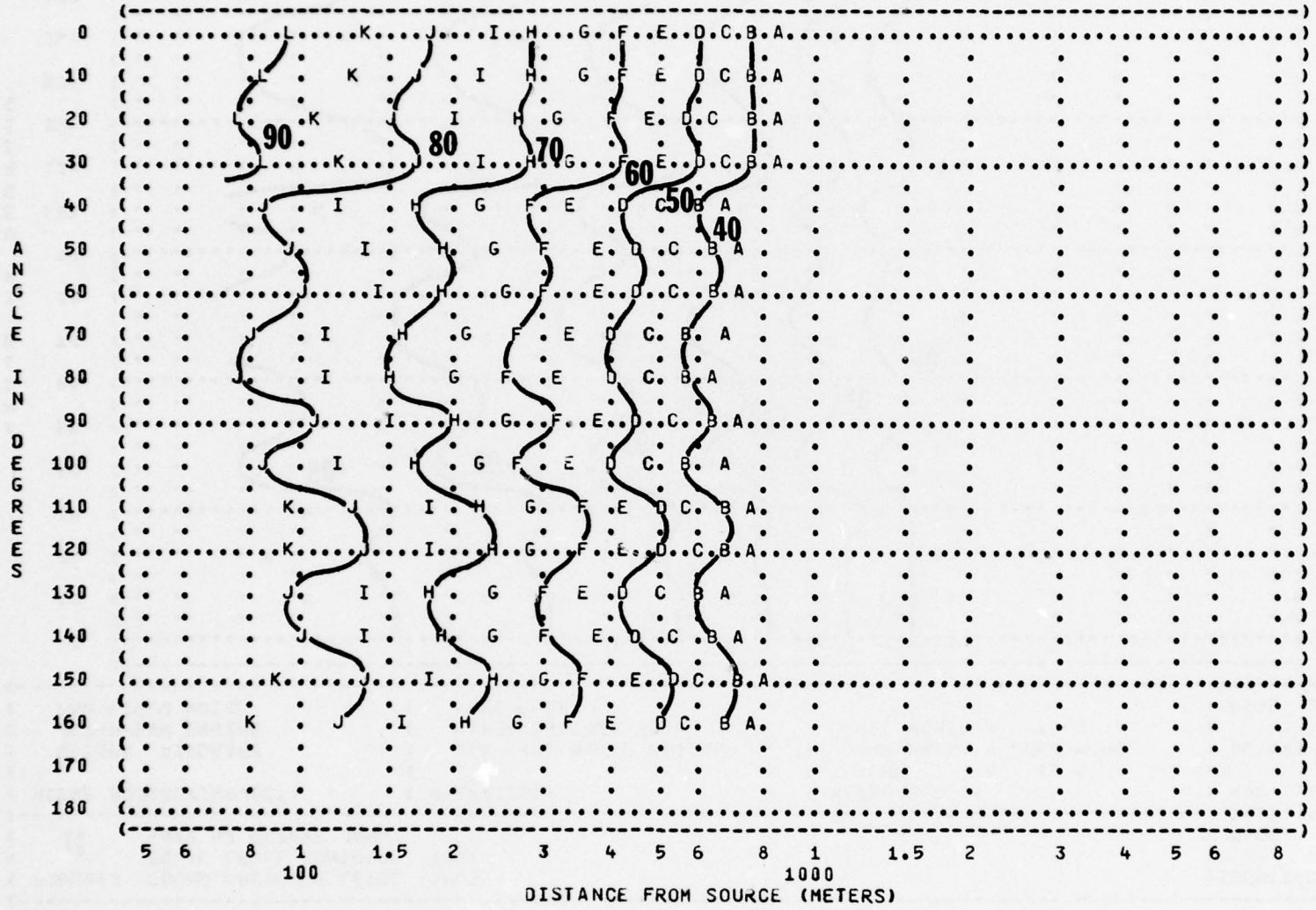
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 8000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
90% RPM, NO. 2 ENGINE
OTHER ENGINES IDLE
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 04
06 MAY 75
PAGE 26



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90

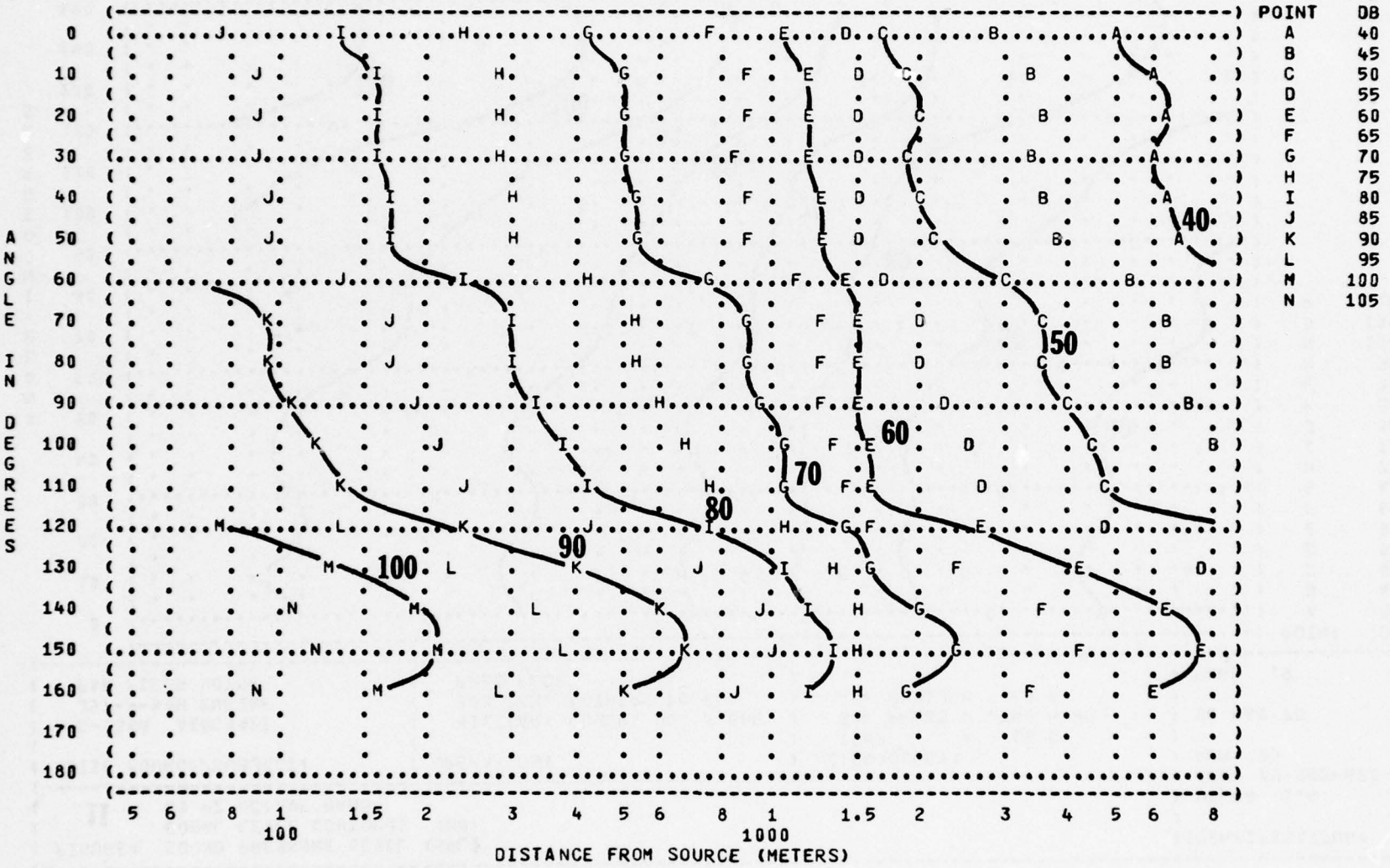
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 31.5 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 18



POINT	DB
A	40
B	45
C	50
D	55
E	60
F	65
G	70
H	75
I	80
J	85
K	90
L	95
M	100
N	105

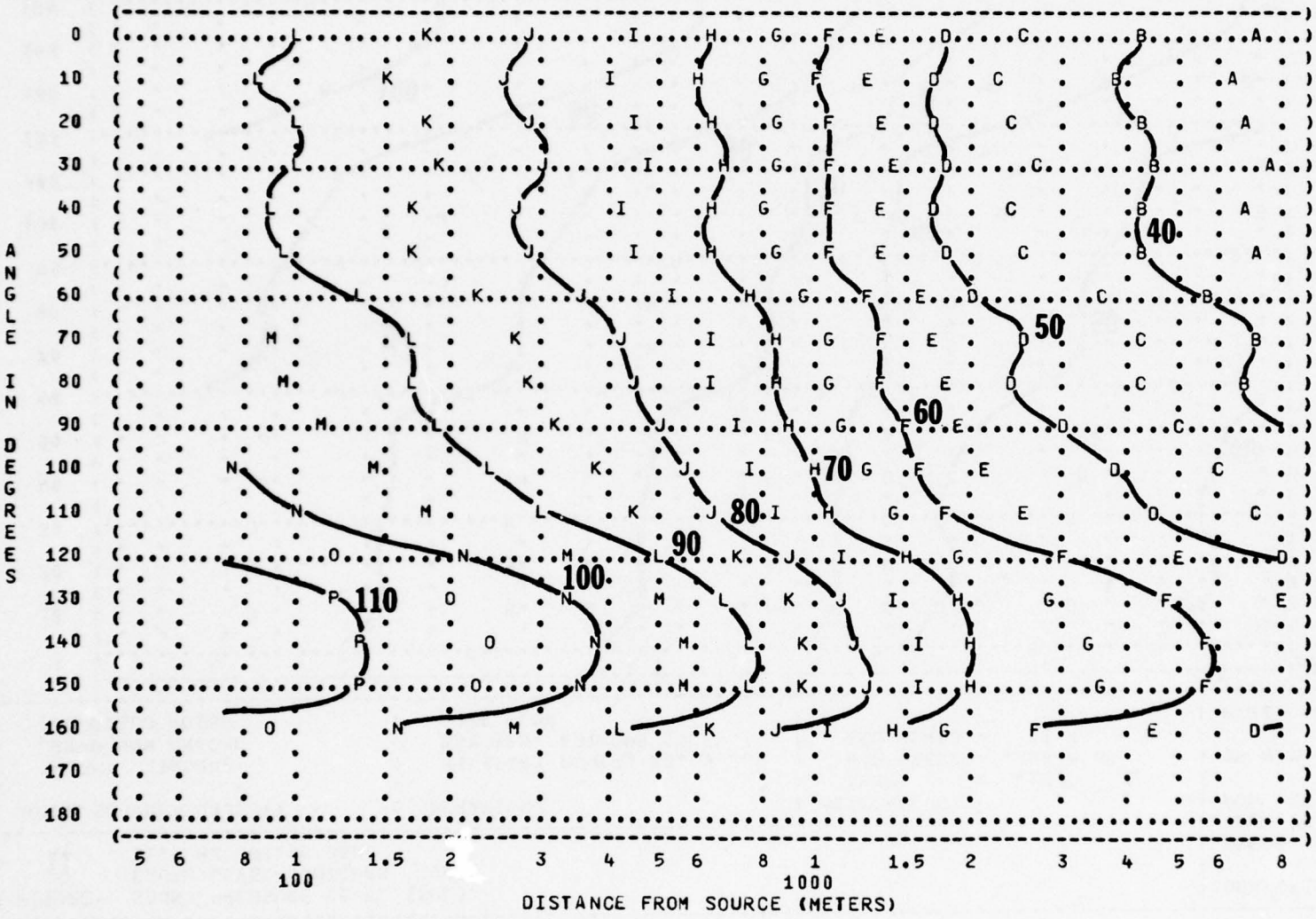
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 63 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 19



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110

FIGURE: 11

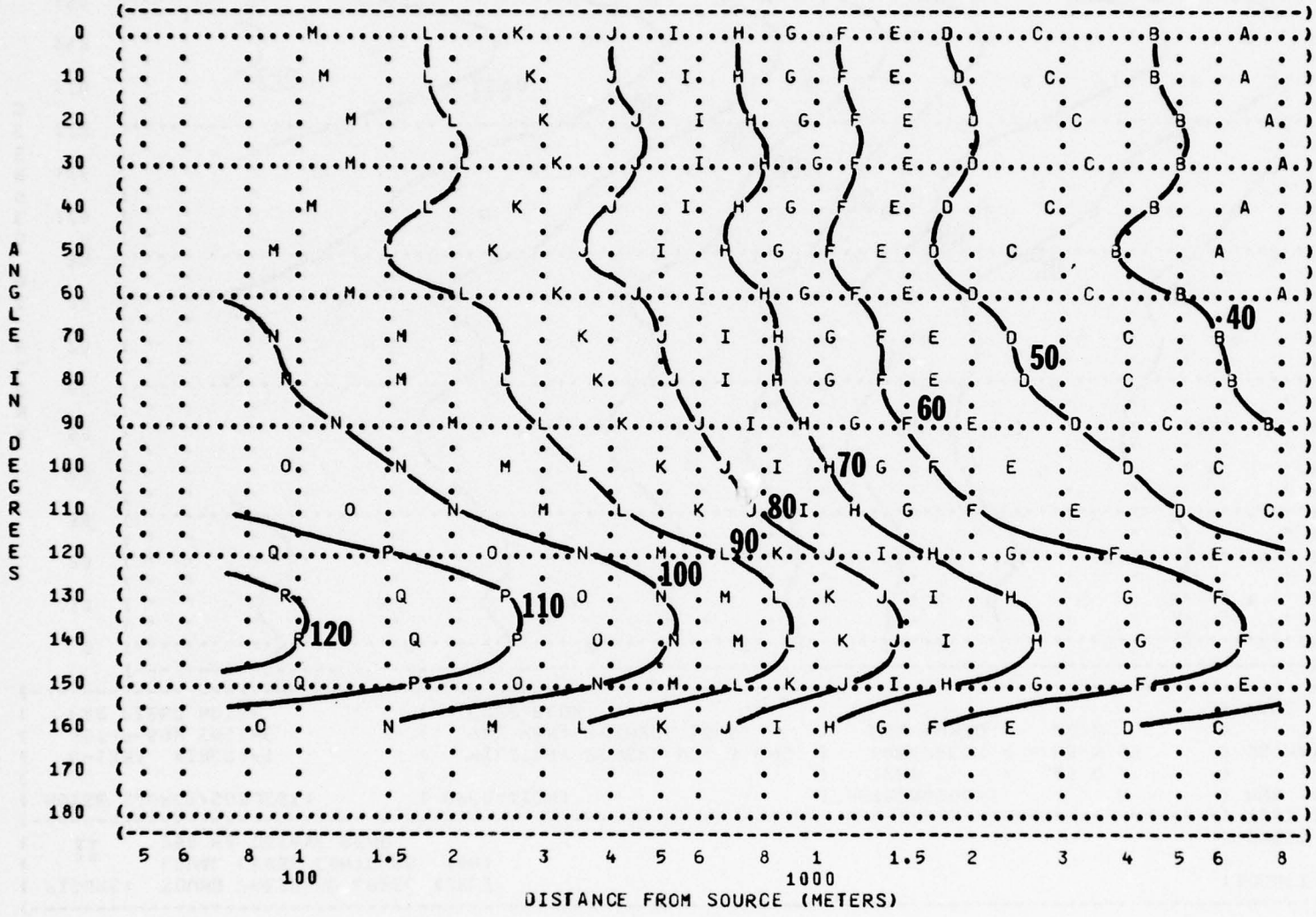
SOUND PRESSURE LEVEL (SPL)
EQUAL LEVEL CONTOURS (DB)
125 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 20



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115
R	120

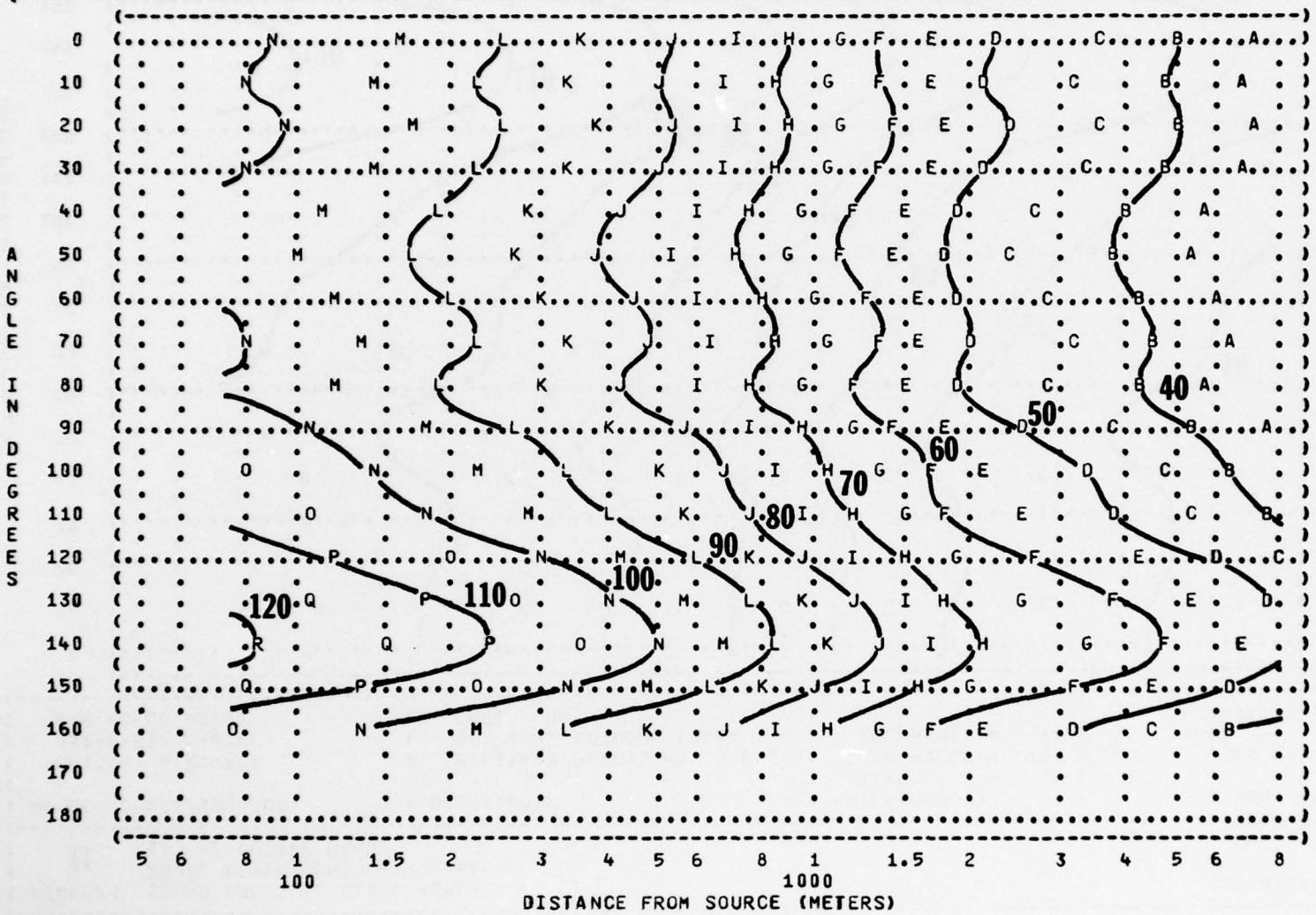
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 250 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 21



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115
R	120

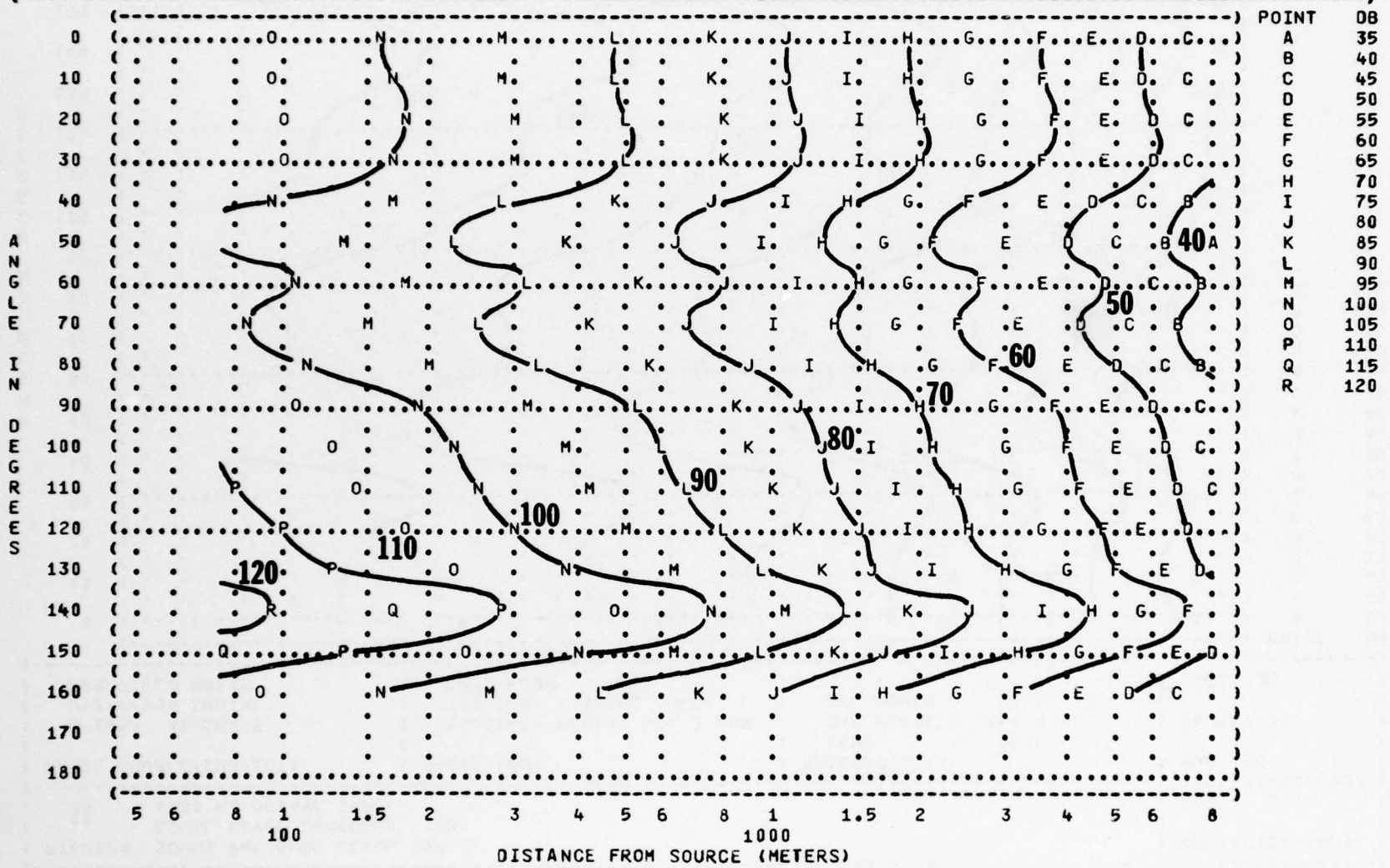
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 500 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 22



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115
R	120

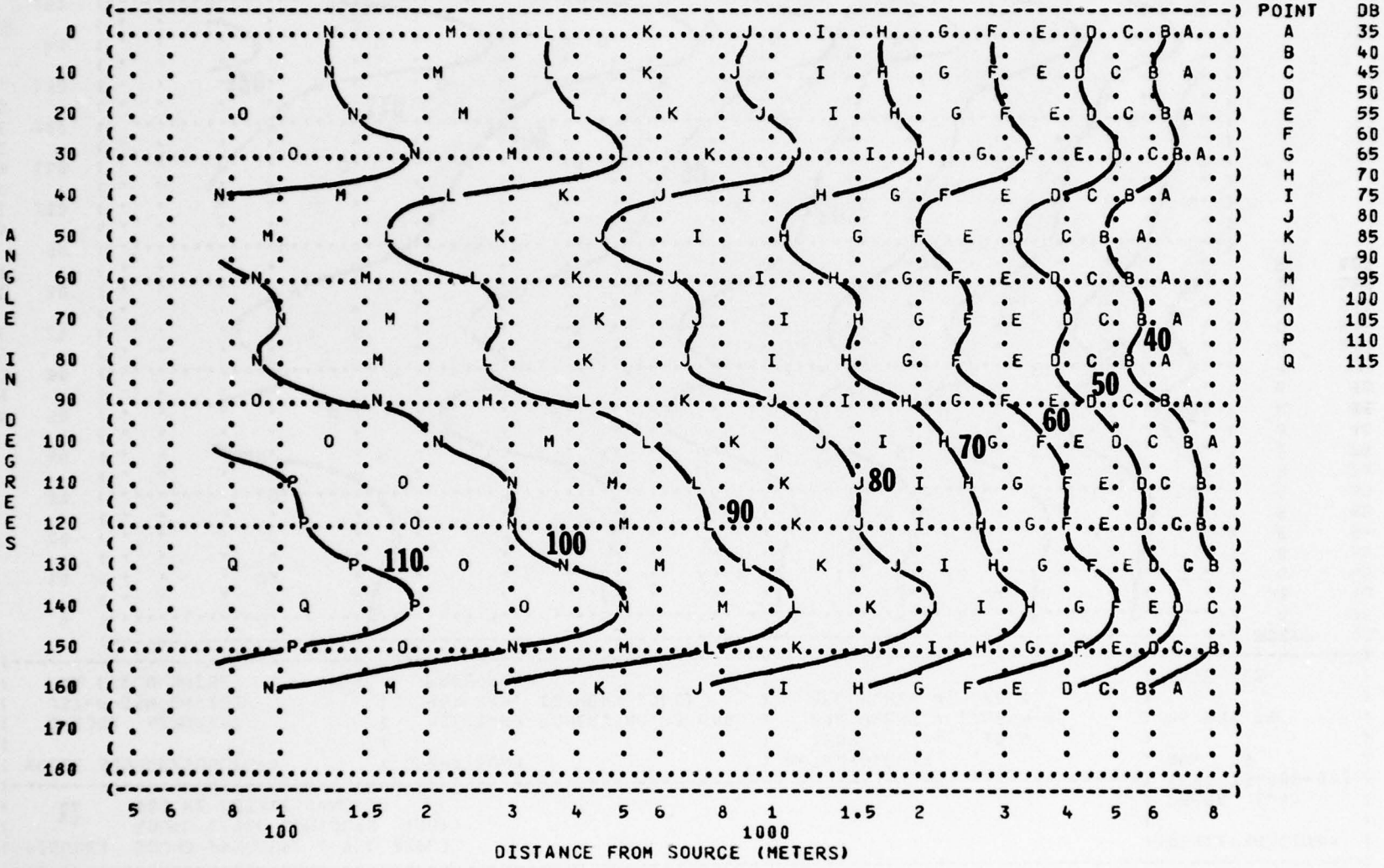
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 1000 HZ OCTAVE BAND

IDENTIFICATION: OMEGA 1.4 TEST 75-002-023 RUN 05 06 MAY 75 PAGE 23

NOISE SOURCE/SUBJECT: C-135A AIRCRAFT; J57-P-59W ENGINE; FAR FIELD NOISE

OPERATION: MILITARY POWER, NO. 3 ENG; 96% RPM, (OTHERS IDLE); FREE FLOW

METEOROLOGY: TEMP = 15 C; BAR PRESS = .760 M HG; REL HUMID = 70 %



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115

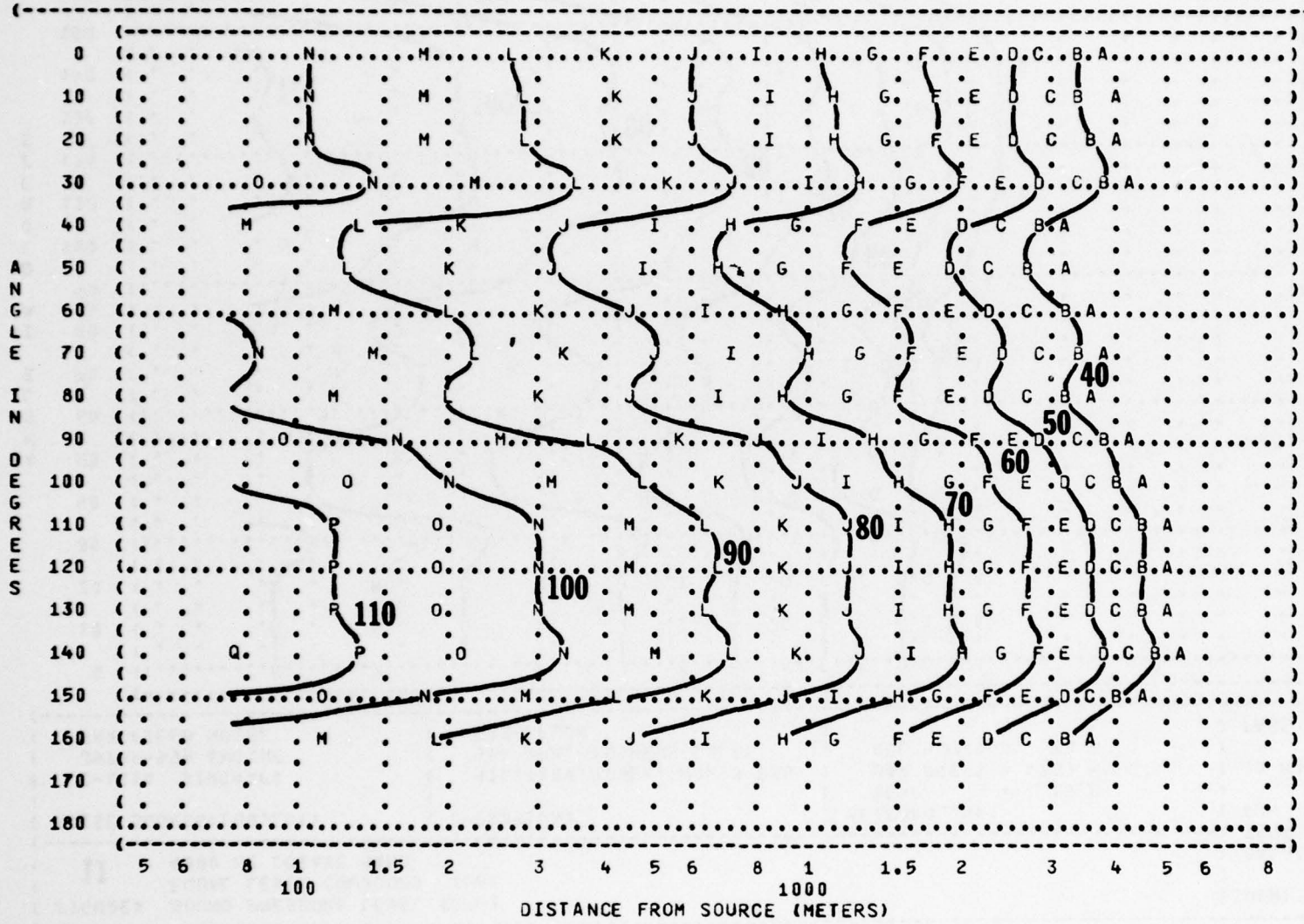
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 2000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 24



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115

FIGURE: 11

SOUND PRESSURE LEVEL (SPL)
EQUAL LEVEL CONTOURS (DB)
4000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 25

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110

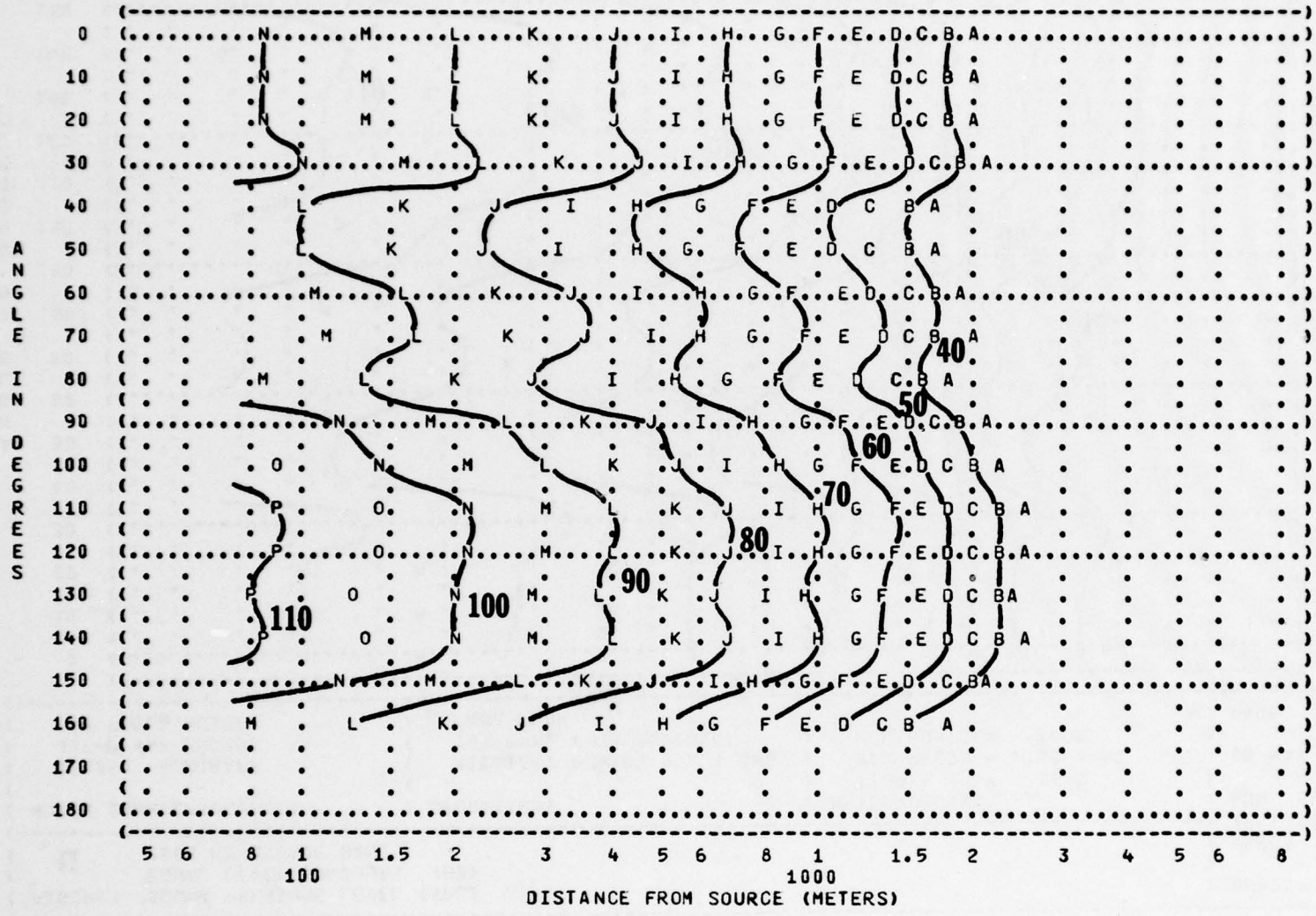


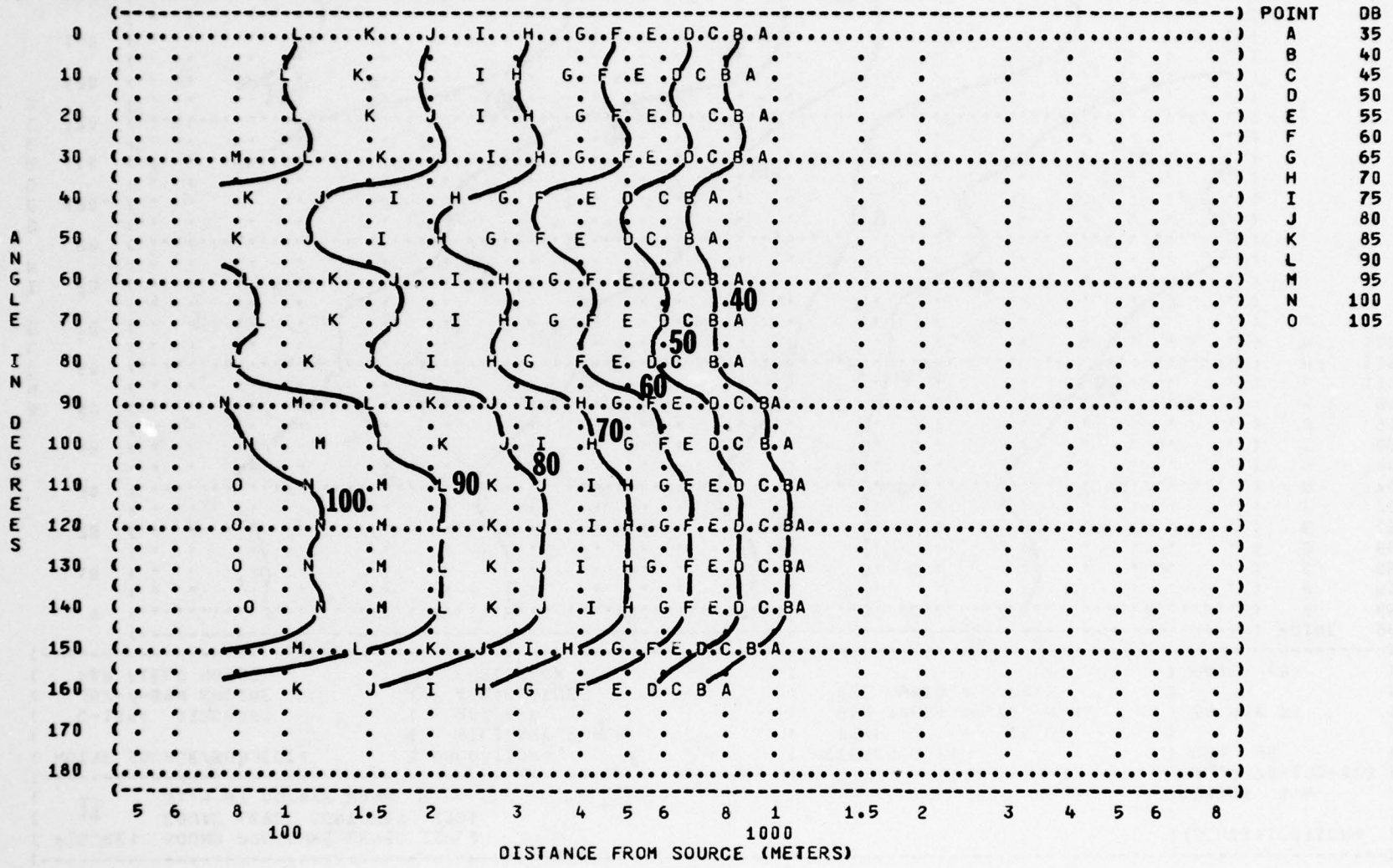
FIGURE 11 SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 8000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER, NO. 3 ENG
96% RPM, (OTHERS IDLE)
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 05
06 MAY 75
PAGE 26



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105

FIGURE: 11

SOUND PRESSURE LEVEL (SPL)
EQUAL LEVEL CONTOURS (DB)
31.5 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 18

POINT	DB
A	45
B	50
C	55
D	60
E	65
F	70
G	75
H	80
I	85
J	90
K	95
L	100
M	105
N	110

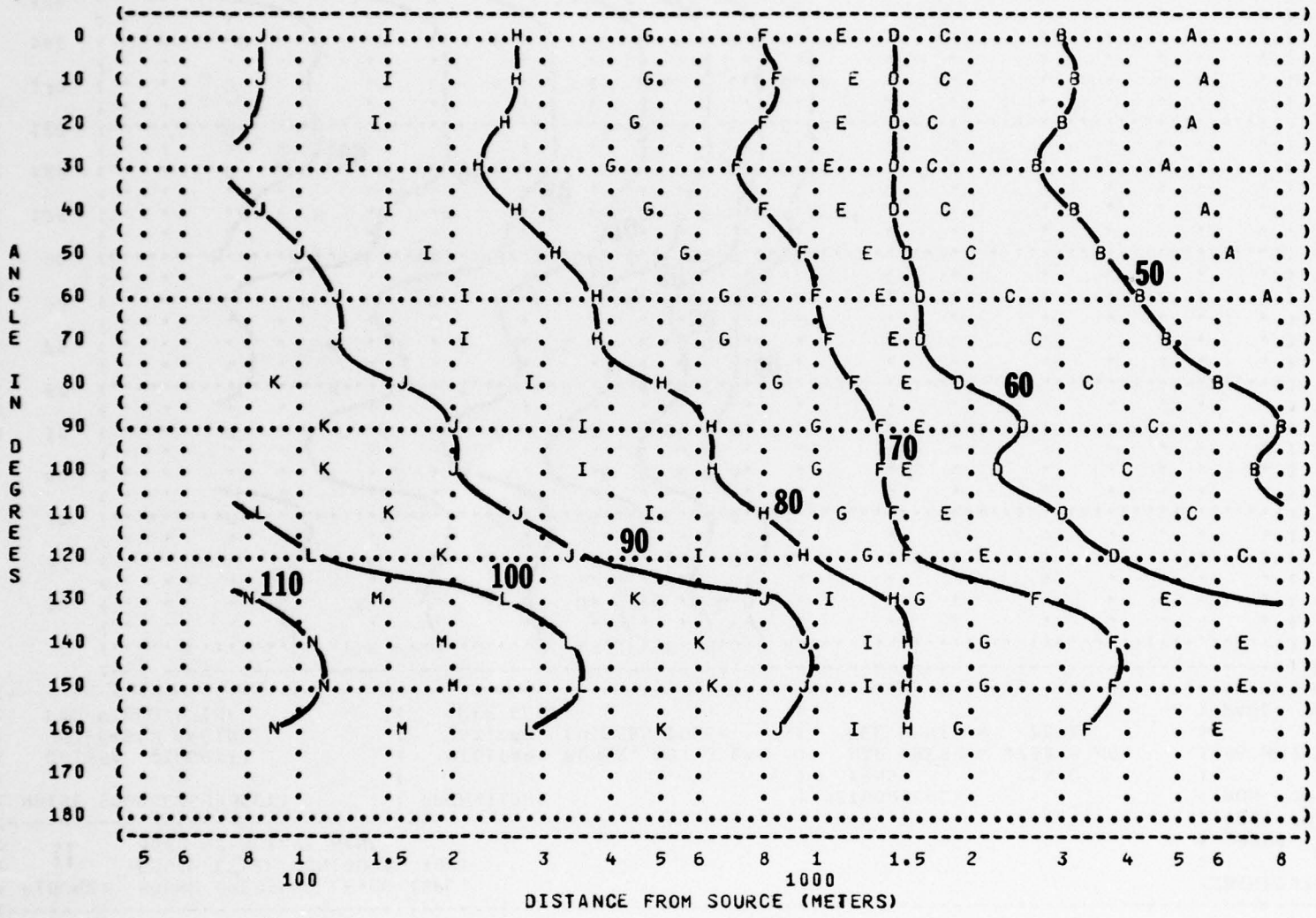


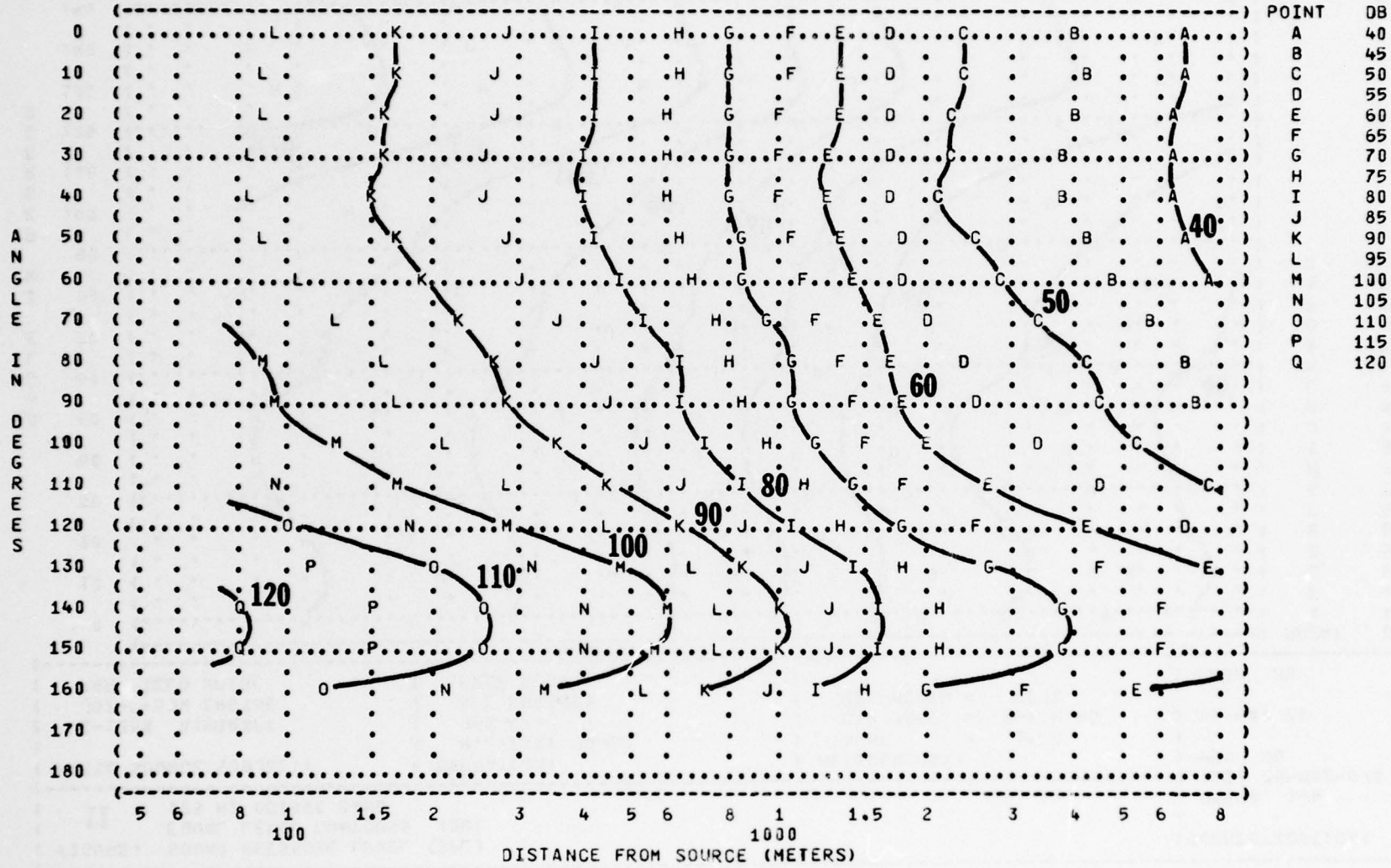
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 63 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 19



POINT	DB
A	40
B	45
C	50
D	55
E	60
F	65
G	70
H	75
I	80
J	85
K	90
L	95
M	100
N	105
O	110
P	115
Q	120

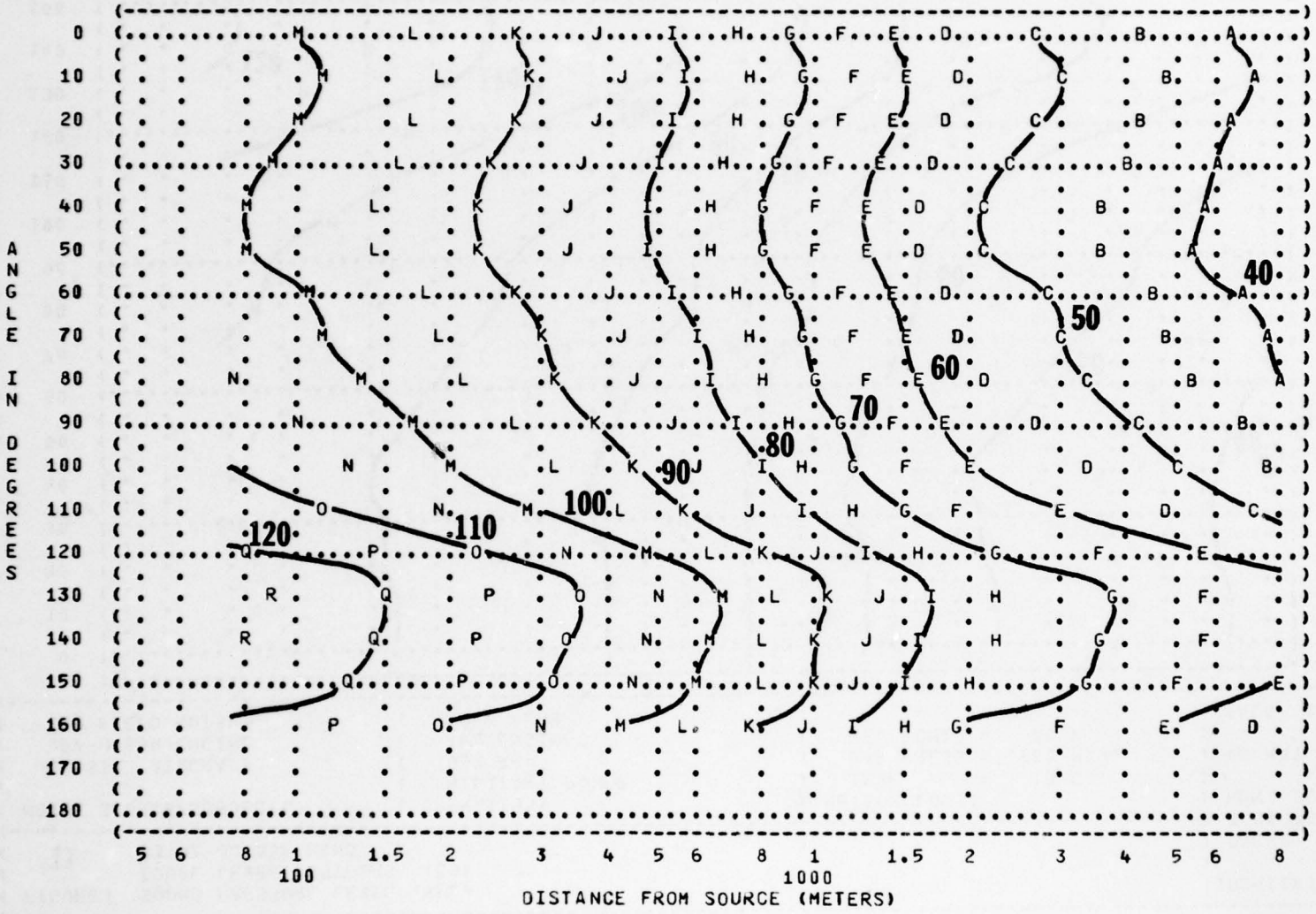
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 125 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 20



POINT	DB
A	40
B	45
C	50
D	55
E	60
F	65
G	70
H	75
I	80
J	85
K	90
L	95
M	100
N	105
O	110
P	115
Q	120
R	125

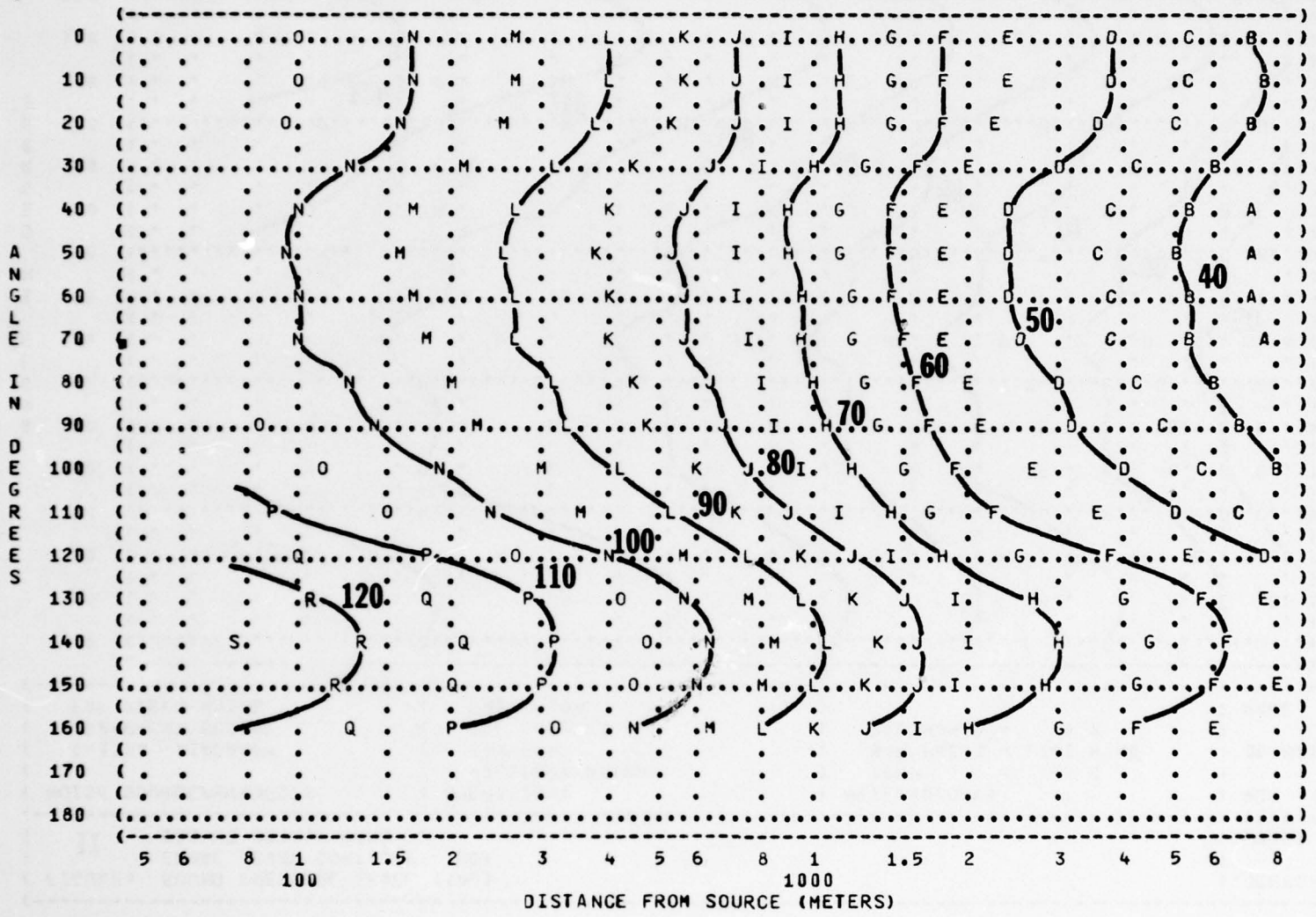
FIGURE 11: SOUND PRESSURE LEVEL (SPL)
EQUAL LEVEL CONTOURS (DB)
250 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 21



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115
R	120
S	125

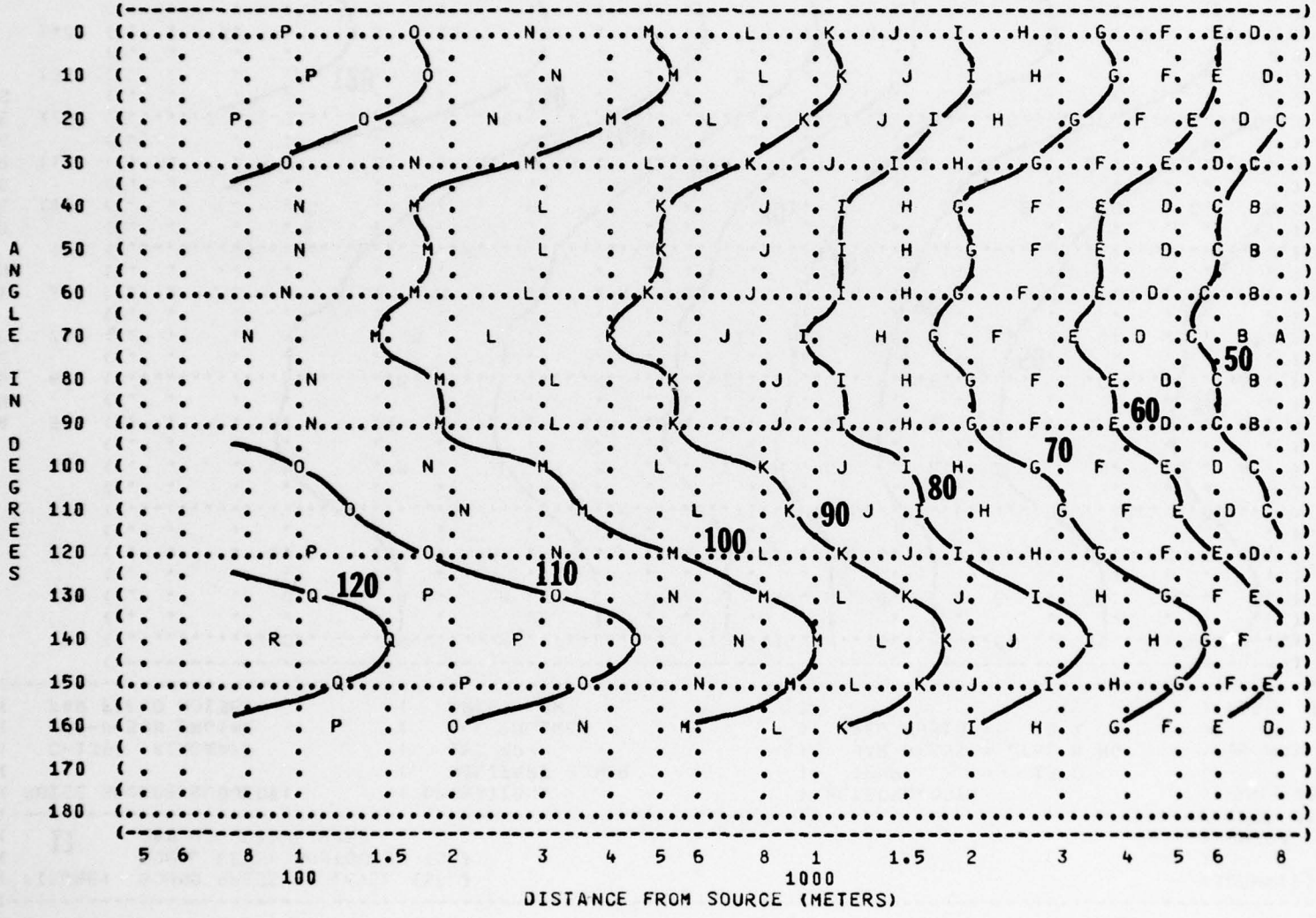
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 500 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 22



POINT	DB
A	40
B	45
C	50
D	55
E	60
F	65
G	70
H	75
I	80
J	85
K	90
L	95
M	100
N	105
O	110
P	115
Q	120
R	125

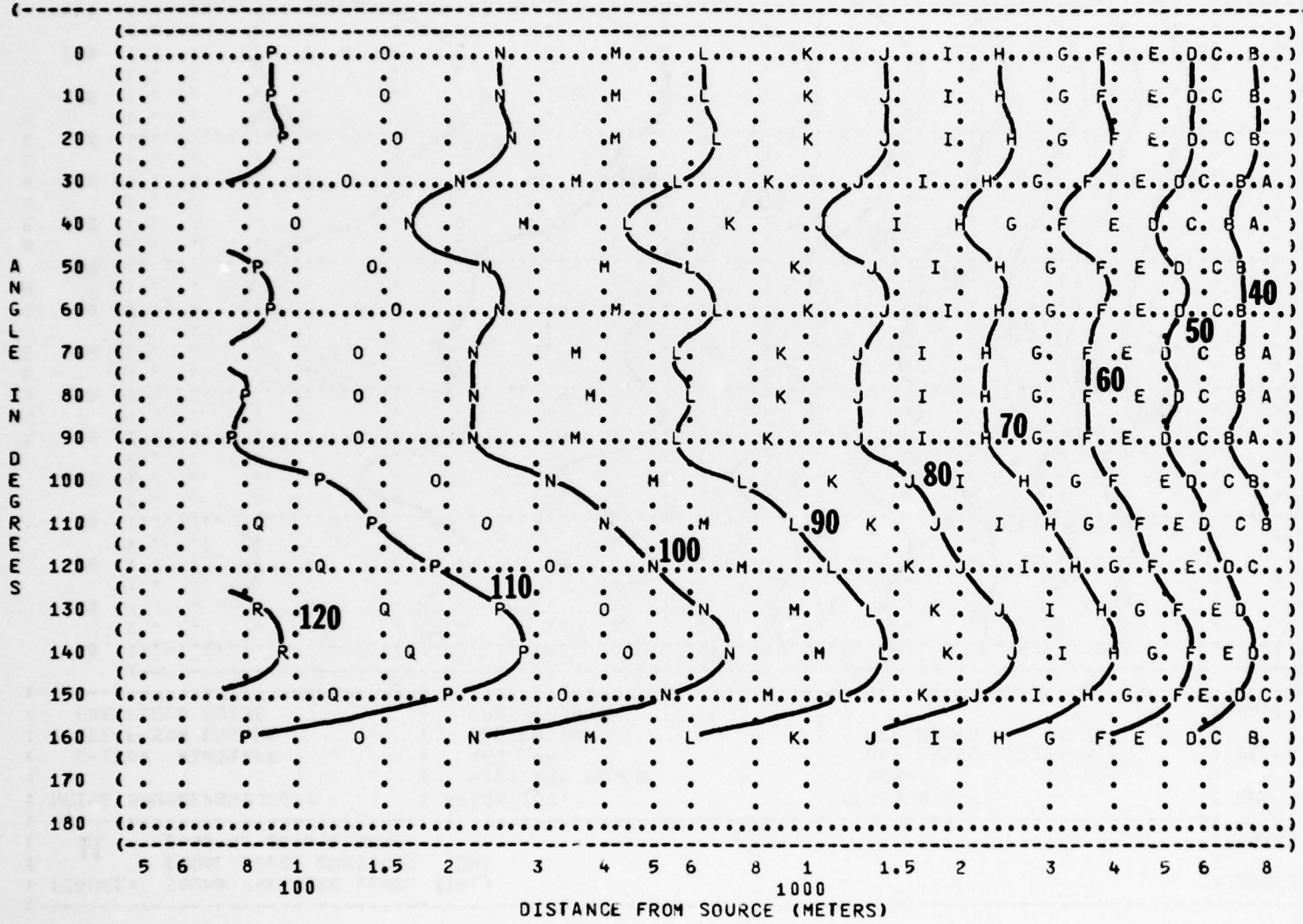
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 1000 HZ OCTAVE BAND

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 23

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115
R	120

FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 2000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 24

POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115
R	120

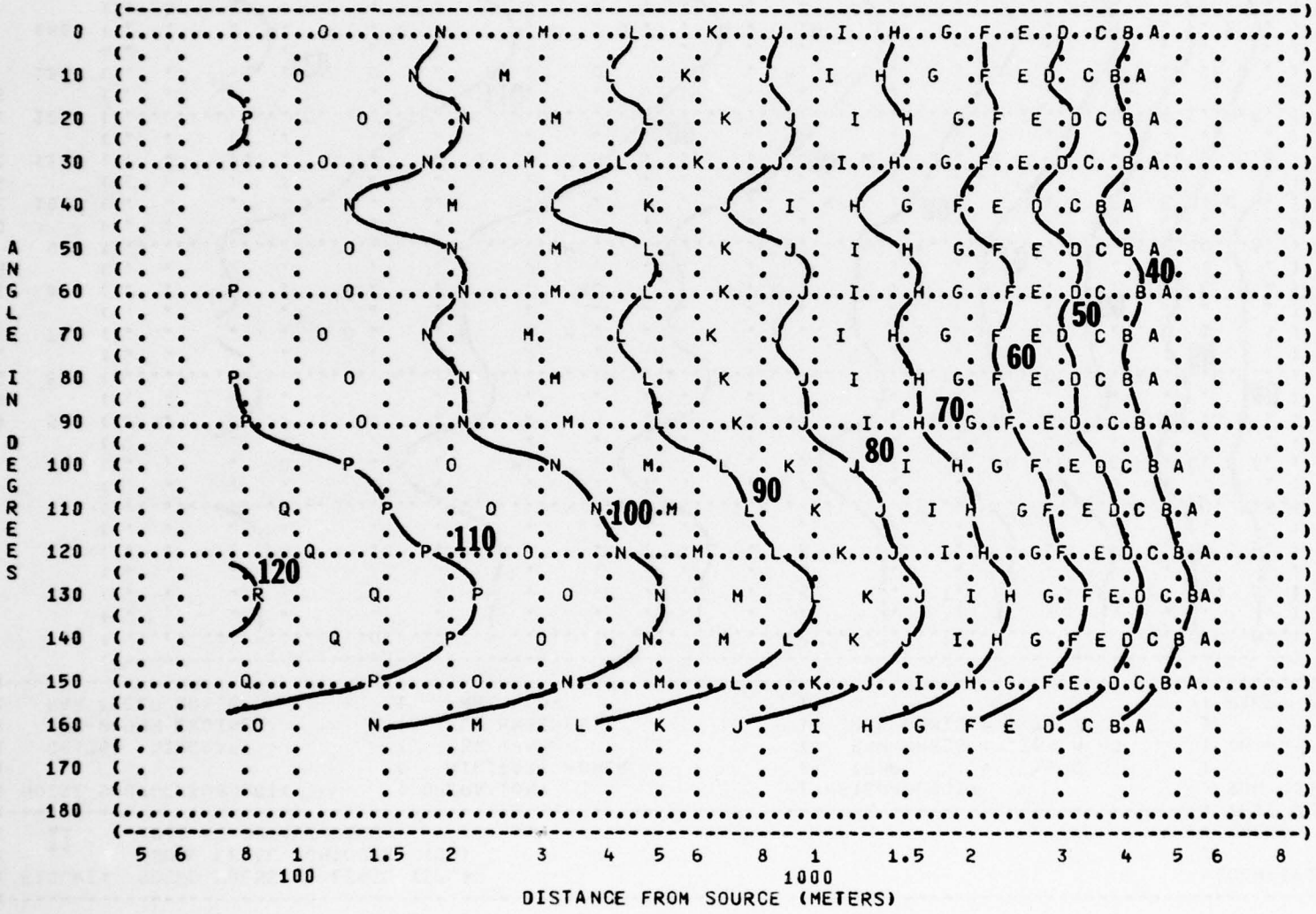


FIGURE: 11

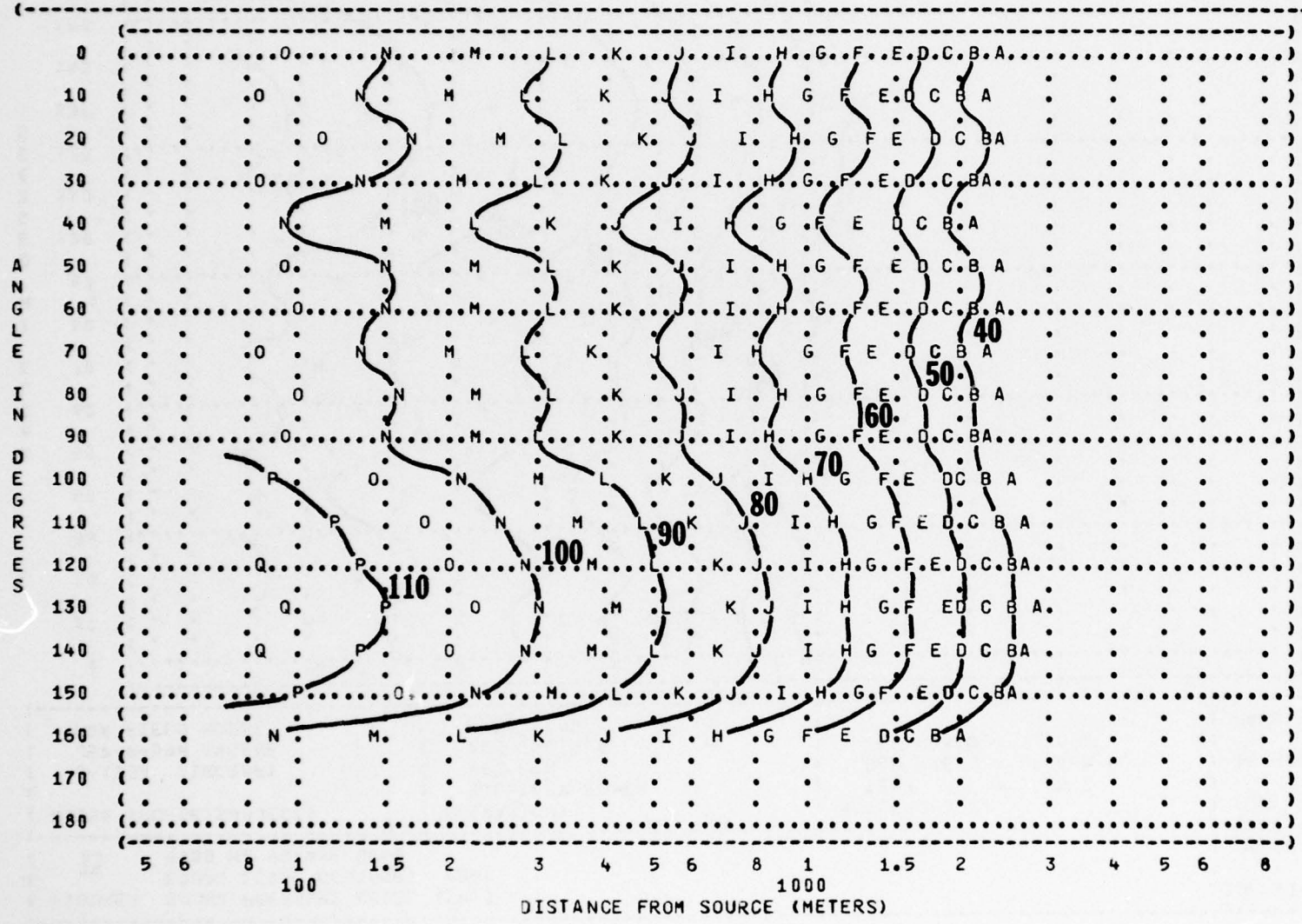
SOUND PRESSURE LEVEL (SPL)
EQUAL LEVEL CONTOURS (DB)
4000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 25



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110
Q	115

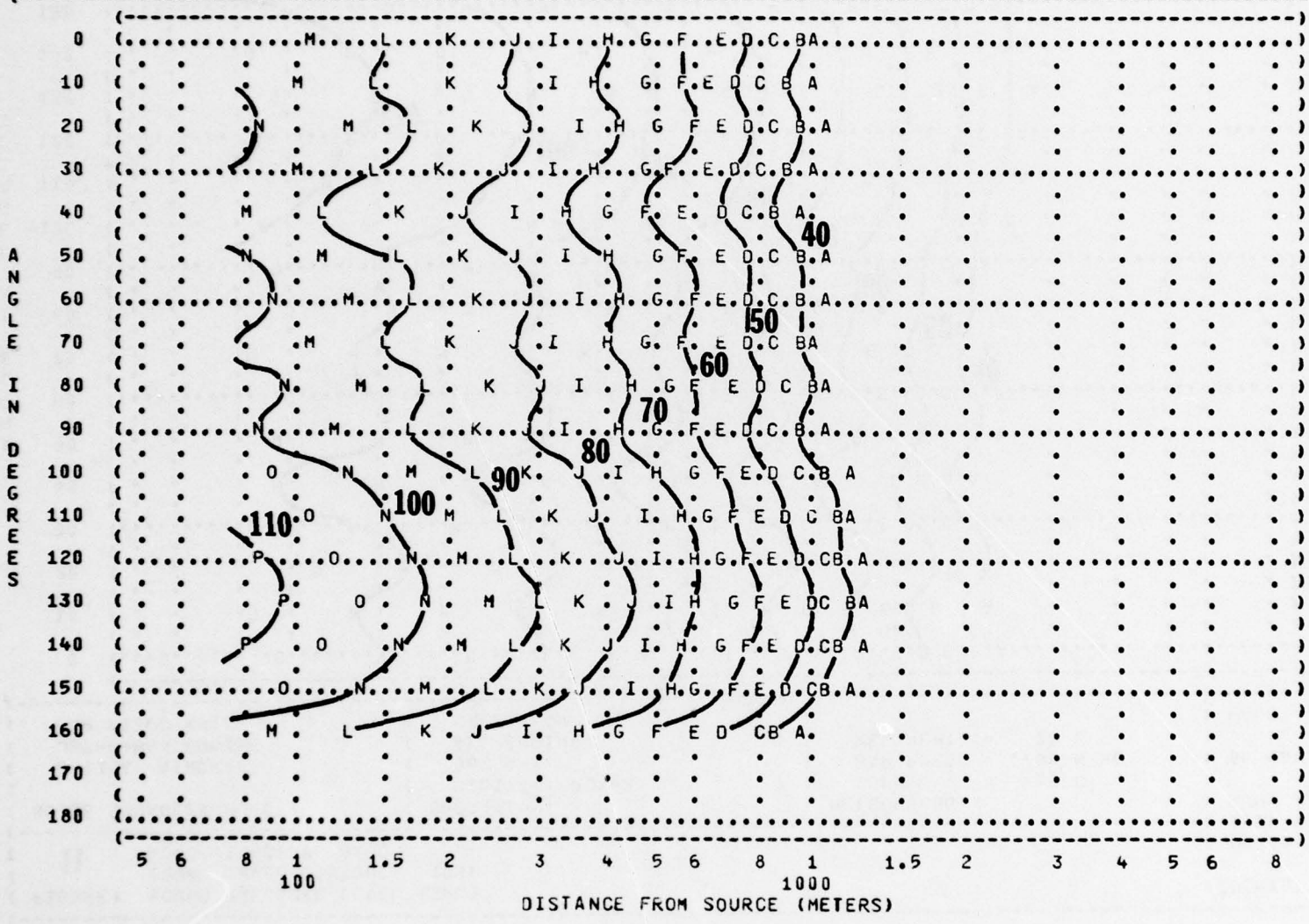
FIGURE 11: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (DB) 8000 HZ OCTAVE BAND

NOISE SOURCE/SUBJECT:
C-135A AIRCRAFT
J57-P-59W ENGINE
FAR FIELD NOISE

OPERATION:
MILITARY POWER
96% RPM
ALL ENGINES
FREE FLOW

METEOROLOGY:
TEMP = 15 C
BAR PRESS = .760 M HG
REL HUMID = 70 %

IDENTIFICATION:
OMEGA 1.4
TEST 75-002-023
RUN 06
06 MAY 75
PAGE 26



POINT	DB
A	35
B	40
C	45
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85
L	90
M	95
N	100
O	105
P	110

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