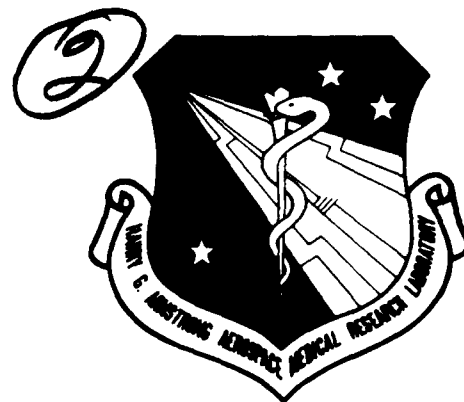


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BASEOPS DEFAULT PROFILES FOR TRANSIENT MILITARY AIRCRAFT

WAYNE R. LUNDBERG

Biodynamics & Bioengineering Division  
Harry G. Armstrong Aerospace Medical Research Laboratory

February 1990

Interim report for period September 1989 — February 1990

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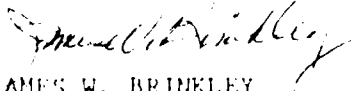
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This technical report has been reviewed and is approved for publication.

FOR THE COMMANDER

  
JAMES W. BRINKLEY

Director

Biodynamics and Bioengineering Division

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## INTRODUCTION

The following database is provided as a convenience for the typical BASEOPS/NOISEMAP user (ref. 1&2). To access the default profiles from BASEOPS, the user must define a profile with the appropriate transient aircraft name on an arrival or departure type flight track, then type "L", for Load, in the first column of the Flight Profile Data menu.

Unlike most commercial aircraft, military aircraft are much more variable in how they are flown. Cargo aircraft may be empty or fully loaded, fighter aircraft may or may not use afterburner power on takeoff, and almost any aircraft can use some kind of noise-abatement profile to reduce noise at sensitive ground locations. These factors make it very difficult to derive an engine power/climb performance profile which is broadly applicable. However, airbase planners need to have some baseline profile for all the active military aircraft readily available since any one aircraft type can be a transient aircraft at their installation.

Airbase planners should note that any aircraft operation which contributes significantly to the DNL contour at noise sensitive locations must be modelled accurately. As such, these default performance profiles should not be used in that situation.

## DISCUSSION

A military aircraft transient performance profile database originated through years of experience at the Air Force Engineering Services Center. This database included information on several aircraft which are no longer in service, or will soon be out of service. Thus some profiles for aircraft which are not included in this report may be accessible within BASEOPS. The F-101 and C-118 are examples. Others, such as the YC-14, were never included in the profile database, even though there are measured noise curves in the NOISEFILE database used by NOISEMAP. The AV-8A&B are also not included in the profile database due to their Vertical Takeoff Or Landing capability. The vectored thrust angle introduces a significant new variable which must be modelled to suit each specific case.

To compile a complete transient performance profile database, including all the aircraft in the Air Force inventory, it was necessary to convert some commercial aircraft profiles. In those cases, the appropriate Federal Aviation Administration Integrated Noise Model (FAA, INM) noise curves were adopted. Often the INM profiles were edited to remove superfluous detail and extended to the BASEOPS minimum of 200,000 ft track length. Many INM profiles had more than the 10 segments maximum allowed in BASEOPS, so points which were in nearly linear climb profiles, without power setting changes, were removed. The INM requires a data point shortly before and after power setting changes; the former may be removed without loss of accuracy in BASEOPS. For more information on civil aircraft default profiles, see ref. 3.

There are a few aircraft which were exceptions to this pattern. In particular, the C-137 (which will soon be phased out) uses commercial engine noise curves from the INM and a performance profile which was adopted from the C-18. The noise curves used for the C-137 are very similar to those for the C-18 or C-135B because they have the same engine but use different designations for it. The only differences arise due to minor technical differences between FAR part 36 data collection procedures and AF NOISEFILE data collection procedures. Also, the KC-10 and C-21 use NOISEFILE noise curve data collected by AAMRL/BBE; but the performance profiles were adapted from commercial aircraft data, since none were available from military sources.

Many takeoff profiles were modified to include a change to the cruise power setting at a point where this would be the typical operating condition. Also, the standard three degree glide slope landings were modified in many cases to include a change

from cruise to approach power setting at a point near the runway.

The aircraft names which appear in this report are identical to those used in BASEOPS. A few of the model designations listed are no longer in service (E-3A, B-57E). The model of each aircraft which was actually measured appears in these cases, but usually other models have the same engines. For aircraft with different model designations listed, there have been engines installed which have significantly different noise curves. The model designation may not always change if the aircraft has different engines installed, as is the case for the F-14, F-15, and F-16 aircraft with newer engines.

It is always the BASEOPS user's responsibility to be certain that the profile and aircraft model (thus the engine type and noise curve) used accurately represent the actual aircraft operation being modelled. These default profiles are to be used primarily when the user has no other source of good information on how the transient aircraft arrives and departs his facility.

Questions, changes, or requests regarding these default performance profiles for transient military aircraft operations should be referred to (513) 255-3664 or by writing to AAMRL/BBE, Wright-Patterson AFB OH 45433-6573.

## APPENDIX A

# Flight Profiles for a Transient A-3 (Skywarrior)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 99.3 % RPM    | 0                 |
| 03      | 1200             | 0                    | 99.3 % RPM    | 105               |
| 03      | 9000             | 400                  | 99.3 % RPM    | 190               |
| 03      | 11000            | 700                  | 93 % RPM      | 250               |
| 03      | 19000            | 1400                 | 93 % RPM      | 250               |
| 03      | 29000            | 2100                 | 93 % RPM      | 250               |
| 03      | 37000            | 3000                 | 93 % RPM      | 250               |
| 03      | 200000           | 3000                 | 93 % RPM      | 250               |

## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 86.7 % RPM    | 135               |
| 05      | 30400            | 1643                 | 86.7 % RPM    | 135               |
| 05      | 200000           | 10532                | 86.7 % RPM    | 200               |

# Flight Profiles for a Transient A-4 (Skyhawk)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 98 % RPM      | 0                 |
| 03      | 4000             | 0                    | 98 % RPM      | 140               |
| 03      | 11100            | 700                  | 98 % RPM      | 195               |
| 03      | 18000            | 1750                 | 90.7 % RPM    | 250               |
| 03      | 65000            | 8000                 | 90.7 % RPM    | 250               |
| 03      | 200000           | 15000                | 90.7 % RPM    | 250               |

## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 82 % RPM      | 120               |
| 05      | 30400            | 1643                 | 82 % RPM      | 120               |
| 05      | 200000           | 10532                | 84 % RPM      | 300               |

# Flight Profiles for a Transient A-6 (Intruder)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 2000             | 0                    | 100 % RPM     | 150               |
| 03      | 29300            | 2500                 | 100 % RPM     | 250               |
| 03      | 100000           | 10000                | 100 % RPM     | 250               |
| 03      | 200000           | 10900                | 100 % RPM     | 250               |

---

## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 89.7 % RPM    | 125               |
| 05      | 30400            | 1643                 | 89.7 % RPM    | 125               |
| 05      | 200000           | 10532                | 90 % RPM      | 420               |

# Flight Profiles for a Transient A-7 (Corsair 2)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 3000             | 0                    | 100 % RPM     | 145               |
| 03      | 11100            | 600                  | 100 % RPM     | 200               |
| 03      | 20000            | 2200                 | 96 % RPM      | 350               |
| 03      | 53000            | 8000                 | 96 % RPM      | 350               |
| 03      | 200000           | 15000                | 96 % RPM      | 350               |

## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 82 % RPM      | 135               |
| 05      | 30400            | 1643                 | 82 % RPM      | 145               |
| 04      | 200000           | 10532                | 86 % RPM      | 320               |

# Flight Profiles for a Transient A-10A (Thunderbolt 2)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 11      | 0                | 0                    | 6700 NF       | 0                 |
| 11      | 4000             | 0                    | 6700 NF       | 125               |
| 11      | 10100            | 500                  | 6700 NF       | 200               |
| 12      | 18000            | 2000                 | 6200 NF       | 200               |
| 12      | 67720            | 9600                 | 6200 NF       | 250               |
| 12      | 200000           | 15000                | 6200 NF       | 300               |

---

## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 5300 NF       | 125               |
| 05      | 30400            | 1632                 | 5300 NF       | 125               |
| 12      | 200000           | 10532                | 5800 NF       | 300               |

# Flight Profiles for a Transient A-37 (Dragonfly)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 2000             | 0                    | 100 % RPM     | 125               |
| 03      | 12000            | 1000                 | 100 % RPM     | 230               |
| 03      | 50000            | 8000                 | 95 % RPM      | 275               |
| 03      | 200000           | 8000                 | 95 % RPM      | 275               |

---

## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 87.9 % RPM    | 100               |
| 05      | 36000            | 1937                 | 87.9 % RPM    | 100               |
| 05      | 48000            | 2566                 | 87.9 % RPM    | 130               |
| 05      | 200000           | 10532                | 87.9 % RPM    | 200               |

# Flight Profiles for a Transient B-1

The loudness of this aircraft makes it an important contributor to the DNL even if it is only a 1/mo transient.

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 97.5 % RPM    | 0                 |
| 01      | 5100             | 0                    | 97.5 % RPM    | 160               |
| 01      | 7200             | 100                  | 97.5 % RPM    | 175               |
| 14      | 13500            | 1200                 | 98.5 % RPM    | 200               |
| 14      | 213500           | 13371                | 98.5 % RPM    | 270               |

---

## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 90 % RPM      | 165               |
| 05      | 30400            | 1643                 | 90 % RPM      | 165               |
| 04      | 200000           | 10532                | 90 % RPM      | 270               |

Flight Profiles for a Transient B-52B&D (Stratofortress)  
 The loudness of this aircraft makes it an important  
 contributor to the DNL even if it is only a 1/mo transient.

#### Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 02      | 0                | 0                    | 94 % RPM      | 0                 |
| 02      | 8000             | 0                    | 94 % RPM      | 150               |
| 03      | 17000            | 1000                 | 96.9 % RPM    | 160               |
| 03      | 48600            | 2500                 | 96.9 % RPM    | 200               |
| 03      | 51600            | 2542                 | 96.9 % RPM    | 260               |
| 03      | 84302            | 3000                 | 96.9 % RPM    | 260               |
| 03      | 234700           | 8000                 | 96.9 % RPM    | 260               |

---

#### Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 87 % RPM      | 140               |
| 05      | 8500             | 495                  | 87 % RPM      | 140               |
| 05      | 16300            | 904                  | 90 % RPM      | 150               |
| 04      | 200000           | 10532                | 85 % RPM      | 250               |

# Flight Profiles for a Transient B-52G (Stratofortress)

The loudness of this aircraft makes it an important contributor to the DNL even if it is only a 1/mo transient.

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 02      | 0                | 0                    | 2.77 EPR      | 0                 |
| 02      | 8000             | 0                    | 2.77 EPR      | 150               |
| 02      | 12000            | 500                  | 2.77 EPR      | 160               |
| 03      | 17000            | 1000                 | 2.5 EPR       | 170               |
| 03      | 30000            | 2200                 | 2.5 EPR       | 180               |
| 03      | 70000            | 4200                 | 2.3 EPR       | 280               |
| 03      | 90000            | 28000                | 1.48 EPR      | 310               |
| 03      | 200000           | 30000                | 1.48 EPR      | 310               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 87 % RPM      | 140               |
| 05      | 8500             | 495                  | 87 % RPM      | 140               |
| 05      | 16300            | 904                  | 90 % RPM      | 150               |
| 04      | 200000           | 10532                | 85 % RPM      | 250               |

# Flight Profiles for a Transient B-52H (Stratofortress)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 1.63 EPR      | 0                 |
| 03      | 6000             | 0                    | 1.63 EPR      | 140               |
| 03      | 16000            | 2000                 | 1.63 EPR      | 220               |
| 03      | 42000            | 2000                 | 1.63 EPR      | 300               |
| 03      | 60000            | 6000                 | 1.63 EPR      | 350               |
| 03      | 200000           | 10000                | 1.63 EPR      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 1.21 EPR      | 140               |
| 05      | 30400            | 1643                 | 1.21 EPR      | 140               |
| 04      | 200000           | 10532                | 1.21 EPR      | 250               |

# Flight Profiles for a Transient B-57E

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 5000             | 0                    | 100 % RPM     | 200               |
| 03      | 12000            | 200                  | 100 % RPM     | 200               |
| 03      | 65000            | 6200                 | 100 % RPM     | 200               |
| 03      | 200000           | 20000                | 100 % RPM     | 200               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 82 % RPM      | 150               |
| 05      | 200000           | 10532                | 82 % RPM      | 150               |

# Flight Profiles for a Transient FB-111

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 100 % RPM     | 0                 |
| 01      | 4500             | 0                    | 100 % RPM     | 170               |
| 03      | 18000            | 800                  | 100 % RPM     | 350               |
| 03      | 63000            | 10000                | 92 % RPM      | 350               |
| 03      | 200000           | 15000                | 92 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 88 % RPM      | 145               |
| 05      | 48000            | 2566                 | 88 % RPM      | 145               |
| 05      | 60000            | 3194                 | 92 % RPM      | 165               |
| 05      | 200000           | 10532                | 87 % RPM      | 270               |

# Flight Profiles for a Transient C-5A (Galaxy)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 5.05 EPR      | 0                 |
| 03      | 6200             | 0                    | 5.05 EPR      | 130               |
| 03      | 11100            | 420                  | 5.05 EPR      | 160               |
| 03      | 18250            | 1000                 | 4.92 EPR      | 200               |
| 03      | 29100            | 1150                 | 4.92 EPR      | 250               |
| 03      | 69983            | 6000                 | 4.92 EPR      | 250               |
| 03      | 113000           | 10000                | 4.92 EPR      | 300               |
| 03      | 200000           | 12000                | 4.92 EPR      | 300               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 3.0 EPR       | 145               |
| 05      | 30400            | 1643                 | 3.0 EPR       | 145               |
| 05      | 200000           | 10532                | 2.5 EPR       | 260               |

# Flight Profiles for a Transient C-7 (Caribou)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 50 IN HG      | 0                 |
| 03      | 1500             | 0                    | 50 IN HG      | 90                |
| 03      | 7000             | 700                  | 50 IN HG      | 90                |
| 03      | 10000            | 940                  | 50 IN HG      | 120               |
| 06      | 12000            | 1100                 | 35 IN HG      | 120               |
| 06      | 70000            | 6000                 | 35 IN HG      | 150               |
| 06      | 200000           | 6000                 | 35 IN HG      | 150               |

## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 27 IN HG      | 90                |
| 05      | 60000            | 3194                 | 27 IN HG      | 90                |
| 05      | 200000           | 10532                | 27 IN HG      | 110               |

# Flight Profiles for a Transient C-9 (Nightingale)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 2 EPR         | 0                 |
| 03      | 5000             | 0                    | 2 EPR         | 150               |
| 03      | 11100            | 470                  | 2 EPR         | 170               |
| 06      | 47000            | 4000                 | 1.7 EPR       | 300               |
| 06      | 87000            | 8000                 | 1.7 EPR       | 350               |
| 06      | 200000           | 15000                | 1.7 EPR       | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 1.35 EPR      | 200               |
| 05      | 30400            | 1643                 | 1.35 EPR      | 200               |
| 05      | 200000           | 10532                | 1.7 EPR       | 300               |

Flight Profiles for a Transient KC-10 (Extender)

Used DC-10-30 profile by converting to %N1 via:

111% = 52500 lbs. thr. MAX PWR

79% = 9966 lbs. thr. APP PWR

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 14      | 0                | 0                    | 103.5 % N1    | 0                 |
| 14      | 4696             | 0                    | 103.5 % N1    | 161               |
| 14      | 10046            | 1000                 | 103.5 % N1    | 163               |
| 14      | 11046            | 1157                 | 97.3 % N1     | 163               |
| 14      | 15058            | 1368                 | 96.5 % N1     | 212               |
| 14      | 31233            | 3151                 | 95.3 % N1     | 261               |
| 14      | 46166            | 5000                 | 96.9 % N1     | 269               |
| 14      | 92789            | 10000                | 96.9 % N1     | 291               |
| 14      | 200000           | 21498                | 96.9 % N1     | 291               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 79 % N1       | 153               |
| 05      | 56235            | 3000                 | 79 % N1       | 153               |
| 05      | 75313            | 4000                 | 79 % N1       | 250               |
| 05      | 200000           | 10580                | 79 % N1       | 250               |

Flight Profiles for a Transient C-12 (Huron)  
Used Beech Super King Air 200, INM73

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 2662             | 0                    | 100 % RPM     | 115               |
| 03      | 10000            | 644                  | 100 % RPM     | 250               |
| 03      | 100000           | 8547                 | 90 % RPM      | 250               |
| 03      | 200000           | 10000                | 90 % RPM      | 250               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 30 % RPM      | 150               |
| 05      | 6000             | 300                  | 30 % RPM      | 150               |
| 05      | 30000            | 2000                 | 30 % RPM      | 200               |
| 05      | 60000            | 3000                 | 50 % RPM      | 250               |
| 05      | 200000           | 10000                | 50 % RPM      | 250               |

Flight Profiles for a Transient C-17  
Estimated data

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 30000 LBS     | 0                 |
| 03      | 2500             | 0                    | 30000 LBS     | 120               |
| 04      | 13400            | 1000                 | 30000 LBS     | 200               |
| 04      | 31400            | 3000                 | 30000 LBS     | 200               |
| 04      | 59674            | 6000                 | 30000 LBS     | 200               |
| 04      | 200000           | 15000                | 20000 LBS     | 200               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 14000 LBS     | 100               |
| 05      | 12000            | 1000                 | 18000 LBS     | 100               |
| 05      | 17000            | 1500                 | 16000 LBS     | 162               |
| 05      | 200000           | 10532                | 20000 LBS     | 250               |

# Flight Profiles for a Transient C-18 (ARIA)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 1.8 EPR       | 0                 |
| 03      | 4000             | 0                    | 1.8 EPR       | 120               |
| 03      | 11000            | 400                  | 1.8 EPR       | 140               |
| 03      | 13400            | 600                  | 1.8 EPR       | 170               |
| 03      | 17300            | 2000                 | 1.8 EPR       | 170               |
| 04      | 22000            | 2200                 | 1.4 EPR       | 250               |
| 04      | 200000           | 18000                | 1.4 EPR       | 250               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 1.4 EPR       | 130               |
| 05      | 38000            | 2000                 | 1.4 EPR       | 130               |
| 05      | 200000           | 10532                | 1.2 EPR       | 250               |

Flight Profiles for a Transient C-20  
Used Gulfstream 3, INM 37 data

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 9740 LBS      | 0                 |
| 03      | 4210             | 0                    | 9740 LBS      | 149               |
| 03      | 9341             | 1000                 | 9740 LBS      | 149               |
| 03      | 11439            | 1257                 | 9740 LBS      | 159               |
| 04      | 12439            | 1415                 | 8766 LBS      | 210               |
| 04      | 49641            | 5580                 | 8766 LBS      | 250               |
| 04      | 200000           | 22709                | 8766 LBS      | 250               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 3800 LBS      | 115               |
| 05      | 60050            | 3200                 | 3800 LBS      | 115               |
| 05      | 113471           | 6000                 | 3800 LBS      | 250               |
| 05      | 200000           | 10580                | 6200 LBS      | 250               |

# Flight Profiles for a Transient C-21

Used Learjet 35 by converting to %RPM via:

96% = 2630 lbs. thr.

70.4% = 440 lbs. thr.

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 96 % RPM      | 0                 |
| 03      | 4115             | 0                    | 96 % RPM      | 161               |
| 03      | 9225             | 1000                 | 96 % RPM      | 161               |
| 03      | 12606            | 1369                 | 93 % RPM      | 177               |
| 03      | 21737            | 2000                 | 93 % RPM      | 230               |
| 03      | 28481            | 3087                 | 91 % RPM      | 233               |
| 03      | 33591            | 3530                 | 91 % RPM      | 250               |
| 03      | 200000           | 22455                | 91 % RPM      | 250               |

## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 70.4 % RPM    | 150               |
| 05      | 60050            | 3200                 | 70.4 % RPM    | 150               |
| 05      | 200000           | 10580                | 70.4 % RPM    | 250               |

Flight Profiles for a Transient C-22  
Used Boeing 727, INM 24

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 11895 LBS     | 0                 |
| 03      | 6863             | 0                    | 11895 LBS     | 157               |
| 03      | 15215            | 1000                 | 11895 LBS     | 157               |
| 03      | 36663            | 2613                 | 10712 LBS     | 210               |
| 03      | 55648            | 3801                 | 10712 LBS     | 250               |
| 03      | 200000           | 14608                | 10712 LBS     | 350               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 4490 LBS      | 142               |
| 05      | 60050            | 3200                 | 4490 LBS      | 142               |
| 05      | 75313            | 4000                 | 4490 LBS      | 250               |
| 05      | 200000           | 10580                | 4490 LBS      | 250               |

Flight Profiles for a Transient C-23 (Sherpa)  
Used INM 73

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 2341             | 0                    | 100 % RPM     | 115               |
| 03      | 7500             | 528                  | 100 % RPM     | 115               |
| 03      | 32910            | 5000                 | 100 % RPM     | 160               |
| 03      | 200000           | 34408                | 100 % RPM     | 200               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 30 % RPM      | 110               |
| 05      | 18076            | 1000                 | 30 % RPM      | 110               |
| 05      | 113471           | 6000                 | 30 % RPM      | 145               |
| 05      | 200000           | 10580                | 30 % RPM      | 180               |

# Flight Profiles for a Transient C-130 (Hercules)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 977 C TIT     | 0                 |
| 03      | 4800             | 0                    | 977 C TIT     | 105               |
| 03      | 13500            | 300                  | 977 C TIT     | 130               |
| 03      | 38190            | 2820                 | 932 C TIT     | 170               |
| 03      | 108562           | 8588                 | 932 C TIT     | 170               |
| 03      | 200000           | 8588                 | 932 C TIT     | 170               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 932 C TIT     | 110               |
| 05      | 15178            | 845                  | 932 C TIT     | 110               |
| 05      | 47201            | 2524                 | 932 C TIT     | 150               |
| 05      | 200000           | 10532                | 932 C TIT     | 170               |

# Flight Profiles for a Transient C-130A (Hercules)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 977 C TIT     | 0                 |
| 03      | 4800             | 0                    | 977 C TIT     | 105               |
| 03      | 13500            | 300                  | 977 C TIT     | 130               |
| 03      | 38190            | 2820                 | 932 C TIT     | 170               |
| 03      | 108562           | 8588                 | 932 C TIT     | 170               |
| 03      | 200000           | 8588                 | 932 C TIT     | 170               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 932 C TIT     | 110               |
| 05      | 15178            | 845                  | 932 C TIT     | 110               |
| 05      | 47201            | 2524                 | 932 C TIT     | 150               |
| 05      | 200000           | 10532                | 932 C TIT     | 170               |

# Flight Profiles for a Transient C-130H (Hercules)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 977 C TIT     | 0                 |
| 03      | 4800             | 0                    | 977 C TIT     | 105               |
| 03      | 13500            | 300                  | 977 C TIT     | 130               |
| 03      | 21115            | 1077                 | 932 C TIT     | 170               |
| 03      | 38190            | 2820                 | 932 C TIT     | 170               |
| 03      | 108562           | 8588                 | 932 C TIT     | 170               |
| 03      | 200000           | 8588                 | 932 C TIT     | 170               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 932 C TIT     | 110               |
| 05      | 15178            | 845                  | 932 C TIT     | 110               |
| 05      | 47201            | 2524                 | 932 C TIT     | 150               |
| 05      | 200000           | 10532                | 932 C TIT     | 170               |

# Flight Profiles for a Transient C-131 (Samaritan)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 62 IN HG      | 0                 |
| 03      | 2500             | 0                    | 62 IN HG      | 120               |
| 03      | 12000            | 760                  | 60 IN HG      | 140               |
| 03      | 25125            | 1810                 | 45 IN HG      | 140               |
| 03      | 72958            | 1810                 | 45 IN HG      | 140               |
| 03      | 87833            | 3000                 | 45 IN HG      | 140               |
| 03      | 125333           | 6000                 | 45 IN HG      | 140               |
| 03      | 200000           | 6000                 | 45 IN HG      | 140               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 27 IN HG      | 120               |
| 05      | 30400            | 1643                 | 27 IN HG      | 120               |
| 05      | 200000           | 10532                | 45 IN HG      | 140               |

Flight Profiles for a Transient C-135A (Stratolifter)

The loudness of the C-135A makes it a potentially important contributor to the DNL even if it is only a 1/mo transient.

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 02      | 0                | 0                    | 96 % RPM      | 0                 |
| 02      | 6400             | 0                    | 96 % RPM      | 150               |
| 02      | 13500            | 600                  | 96 % RPM      | 160               |
| 03      | 29500            | 1872                 | 93 % RPM      | 250               |
| 03      | 164520           | 8588                 | 93 % RPM      | 250               |
| 03      | 200000           | 12000                | 93 % RPM      | 250               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 90 % RPM      | 156               |
| 05      | 76500            | 4059                 | 90 % RPM      | 156               |
| 05      | 200000           | 10532                | 90 % RPM      | 170               |

# Flight Profiles for a Transient C-135B (Stratolifter)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 1.8 EPR       | 0                 |
| 03      | 4000             | 0                    | 1.8 EPR       | 120               |
| 03      | 11000            | 400                  | 1.8 EPR       | 140               |
| 03      | 13400            | 600                  | 1.8 EPR       | 170               |
| 03      | 17300            | 2000                 | 1.8 EPR       | 170               |
| 04      | 22000            | 2200                 | 1.4 EPR       | 250               |
| 04      | 200000           | 18000                | 1.4 EPR       | 250               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 1.4 EPR       | 130               |
| 05      | 38000            | 2000                 | 1.4 EPR       | 130               |
| 05      | 200000           | 10532                | 1.2 EPR       | 250               |

# Flight Profiles for a Transient KC-135R (Stratolifter)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 11      | 0                | 0                    | 89.6 % N1     | 0                 |
| 11      | 8000             | 0                    | 89.6 % N1     | 160               |
| 11      | 10000            | 200                  | 89.6 % N1     | 160               |
| 11      | 18000            | 1000                 | 89.6 % N1     | 200               |
| 11      | 26000            | 1000                 | 89.6 % N1     | 250               |
| 11      | 80000            | 6400                 | 89.6 % N1     | 250               |
| 06      | 150000           | 13000                | 82 % N1       | 300               |
| 06      | 200000           | 13000                | 82 % N1       | 300               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 66.5 % N1     | 160               |
| 05      | 30400            | 1643                 | 66.5 % N1     | 160               |
| 05      | 200000           | 10532                | 66.5 % N1     | 250               |

Flight Profiles for a Transient C-137 (Air Force 1)  
Used Boeing 707, INM 10 data

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 14850 LBS     | 0                 |
| 03      | 4424             | 0                    | 14850 LBS     | 156               |
| 03      | 10511            | 1000                 | 14850 LBS     | 156               |
| 03      | 26593            | 2733                 | 13120 LBS     | 206               |
| 03      | 52220            | 5500                 | 13120 LBS     | 250               |
| 03      | 200000           | 21616                | 13120 LBS     | 250               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 3585 LBS      | 124               |
| 05      | 60050            | 3200                 | 3585 LBS      | 124               |
| 05      | 200000           | 10580                | 3560 LBS      | 250               |

# Flight Profiles for a Transient C-140 (Jetstar)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 3500             | 0                    | 100 % RPM     | 170               |
| 03      | 11100            | 870                  | 100 % RPM     | 210               |
| 03      | 18000            | 1400                 | 89 % RPM      | 250               |
| 03      | 29100            | 2190                 | 89 % RPM      | 250               |
| 04      | 35076            | 2610                 | 89 % RPM      | 250               |
| 04      | 114300           | 8000                 | 89 % RPM      | 250               |
| 04      | 200000           | 8000                 | 89 % RPM      | 250               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 80 % RPM      | 115               |
| 05      | 30400            | 1643                 | 80 % RPM      | 120               |
| 05      | 49800            | 2660                 | 85 % RPM      | 250               |
| 05      | 200000           | 10532                | 85 % RPM      | 250               |

# Flight Profiles for a Transient C-141 (Starlifter)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 96 % RPM      | 0                 |
| 03      | 5000             | 0                    | 96 % RPM      | 115               |
| 03      | 13500            | 600                  | 96 % RPM      | 250               |
| 04      | 97368            | 8588                 | 85 % RPM      | 300               |
| 04      | 200000           | 15000                | 85 % RPM      | 300               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 68 % RPM      | 125               |
| 05      | 24669            | 1343                 | 68 % RPM      | 125               |
| 05      | 32700            | 2000                 | 70 % RPM      | 170               |
| 04      | 200000           | 10532                | 85 % RPM      | 200               |

# Flight Profiles for a Transient E-3A (Sentry, AWACS)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 2.01 EPR      | 0                 |
| 03      | 7100             | 0                    | 2.01 EPR      | 160               |
| 03      | 7842             | 150                  | 2.01 EPR      | 165               |
| 03      | 25100            | 1690                 | 1.8 EPR       | 250               |
| 03      | 108000           | 8000                 | 1.8 EPR       | 250               |
| 03      | 200000           | 15000                | 1.8 EPR       | 250               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 1.25 EPR      | 135               |
| 05      | 30400            | 1643                 | 1.25 EPR      | 135               |
| 05      | 49801            | 2660                 | 1.25 EPR      | 145               |
| 13      | 200000           | 10532                | 1.12 EPR      | 250               |

Flight Profiles for a Transient E-4 (NEACP)  
Used Boeing 747, INM 02 data

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 34530 LBS     | 0                 |
| 03      | 8546             | 0                    | 34530 LBS     | 175               |
| 03      | 17618            | 1000                 | 34530 LBS     | 175               |
| 06      | 30191            | 1820                 | 23954 LBS     | 201               |
| 06      | 65877            | 2760                 | 23954 LBS     | 250               |
| 06      | 233022           | 10000                | 23954 LBS     | 250               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 8340 LBS      | 151               |
| 05      | 60050            | 3200                 | 8340 LBS      | 151               |
| 05      | 200000           | 10580                | 8240 LBS      | 250               |

# Flight Profiles for a Transient F-4 (Phantom 2)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 100 % RPM     | 0                 |
| 01      | 4000             | 0                    | 100 % RPM     | 180               |
| 01      | 10000            | 200                  | 100 % RPM     | 300               |
| 03      | 22000            | 600                  | 98 % RPM      | 300               |
| 03      | 28000            | 1200                 | 98 % RPM      | 310               |
| 03      | 34000            | 1600                 | 98 % RPM      | 310               |
| 03      | 40000            | 2100                 | 98 % RPM      | 330               |
| 03      | 46000            | 2500                 | 98 % RPM      | 350               |
| 03      | 52000            | 3000                 | 98 % RPM      | 350               |
| 03      | 300000           | 11000                | 85 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 82 % RPM      | 175               |
| 05      | 6000             | 300                  | 82 % RPM      | 175               |
| 05      | 30000            | 1500                 | 82 % RPM      | 175               |
| 05      | 60000            | 3000                 | 82 % RPM      | 180               |
| 05      | 300000           | 11000                | 85 % RPM      | 250               |

# Flight Profiles for a Transient F-5A&B (Freedom Fighter)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 101 % RPM     | 0                 |
| 01      | 2400             | 0                    | 101 % RPM     | 150               |
| 01      | 10100            | 500                  | 101 % RPM     | 280               |
| 03      | 12600            | 700                  | 101 % RPM     | 350               |
| 03      | 27340            | 2300                 | 101 % RPM     | 350               |
| 03      | 57680            | 5650                 | 95 % RPM      | 350               |
| 03      | 200000           | 10000                | 90 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 82 % RPM      | 165               |
| 05      | 26360            | 1431                 | 82 % RPM      | 165               |
| 05      | 41560            | 2228                 | 82 % RPM      | 180               |
| 04      | 200000           | 10532                | 85 % RPM      | 180               |

# Flight Profiles for a Transient F-5E (Tiger 2)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 101 % RPM     | 0                 |
| 01      | 2400             | 0                    | 101 % RPM     | 150               |
| 01      | 10100            | 500                  | 101 % RPM     | 280               |
| 03      | 12600            | 700                  | 101 % RPM     | 350               |
| 03      | 27340            | 2300                 | 101 % RPM     | 350               |
| 03      | 57680            | 5650                 | 95 % RPM      | 350               |
| 03      | 200000           | 10000                | 90 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 82 % RPM      | 165               |
| 05      | 26360            | 1431                 | 82 % RPM      | 165               |
| 05      | 41560            | 2228                 | 82 % RPM      | 180               |
| 04      | 200000           | 10532                | 85 % RPM      | 180               |

# Flight Profiles for a Transient F-8 (Crusader)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 95 % RPM      | 0                 |
| 01      | 3500             | 0                    | 95 % RPM      | 140               |
| 01      | 9300             | 200                  | 95 % RPM      | 160               |
| 01      | 12300            | 221                  | 95 % RPM      | 180               |
| 01      | 27300            | 571                  | 95 % RPM      | 250               |
| 03      | 28800            | 641                  | 95 % RPM      | 250               |
| 03      | 100000           | 4000                 | 90 % RPM      | 300               |
| 03      | 200000           | 12000                | 90 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 87 % RPM      | 140               |
| 05      | 26360            | 1430                 | 87 % RPM      | 180               |
| 05      | 200000           | 10532                | 89 % RPM      | 200               |

# Flight Profiles for a Transient F-14 (Tomcat)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 100 % RPM     | 0                 |
| 01      | 3000             | 0                    | 100 % RPM     | 165               |
| 01      | 11100            | 1000                 | 100 % RPM     | 245               |
| 03      | 20000            | 2000                 | 95 % RPM      | 300               |
| 03      | 72000            | 8000                 | 90 % RPM      | 350               |
| 04      | 200000           | 15000                | 85 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 81 % RPM      | 140               |
| 05      | 30400            | 1643                 | 81 % RPM      | 140               |
| 05      | 200000           | 10532                | 85 % RPM      | 250               |

Flight Profiles for a Transient F-15 (Eagle)  
Without afterburner

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 90 % RPM      | 0                 |
| 03      | 3000             | 0                    | 90 % RPM      | 150               |
| 03      | 10000            | 400                  | 90 % RPM      | 275               |
| 03      | 17152            | 1800                 | 85 % RPM      | 350               |
| 03      | 29304            | 3000                 | 85 % RPM      | 350               |
| 03      | 41456            | 4000                 | 85 % RPM      | 350               |
| 04      | 114368           | 10000                | 78 % RPM      | 350               |
| 04      | 200000           | 15000                | 78 % RPM      | 350               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 70 % RPM      | 140               |
| 05      | 36317            | 1800                 | 74 % RPM      | 140               |
| 05      | 55760            | 1800                 | 76 % RPM      | 150               |
| 05      | 67912            | 2000                 | 76 % RPM      | 150               |
| 05      | 200000           | 10532                | 76 % RPM      | 200               |

Flight Profiles for a Transient F-16 (Fighting Falcon)  
Without afterburner

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 92.3 % RPM    | 0                 |
| 03      | 3000             | 0                    | 92.3 % RPM    | 135               |
| 03      | 13500            | 600                  | 92.3 % RPM    | 280               |
| 03      | 15000            | 720                  | 92.3 % RPM    | 300               |
| 03      | 52127            | 8513                 | 89 % RPM      | 350               |
| 06      | 200000           | 15000                | 85 % RPM      | 350               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 75 % RPM      | 140               |
| 05      | 5000             | 312                  | 75 % RPM      | 140               |
| 05      | 33142            | 1787                 | 75 % RPM      | 230               |
| 05      | 200000           | 10532                | 82 % RPM      | 250               |

# Flight Profiles for a Transient F-18 (Hornet)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 101.5 % NC    | 0                 |
| 01      | 4750             | 0                    | 101.5 % NC    | 150               |
| 01      | 7000             | 415                  | 101.5 % NC    | 250               |
| 03      | 8000             | 600                  | 92.5 % NC     | 250               |
| 03      | 20000            | 2800                 | 92.5 % NC     | 305               |
| 03      | 80000            | 11200                | 92.5 % NC     | 365               |
| 03      | 200000           | 11200                | 92.5 % NC     | 365               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 77.4 % NC     | 135               |
| 05      | 41000            | 2200                 | 77.4 % NC     | 135               |
| 05      | 200000           | 10532                | 77.4 % NC     | 190               |

# Flight Profiles for a Transient F-100 (Super Sabre)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 95 % RPM      | 0                 |
| 01      | 5700             | 0                    | 95 % RPM      | 180               |
| 01      | 12000            | 700                  | 95 % RPM      | 220               |
| 01      | 15000            | 1000                 | 95 % RPM      | 220               |
| 03      | 18000            | 1200                 | 94.5 % RPM    | 270               |
| 03      | 30000            | 2000                 | 94.5 % RPM    | 300               |
| 03      | 40000            | 2500                 | 94.5 % RPM    | 300               |
| 03      | 48000            | 3400                 | 94.5 % RPM    | 350               |
| 03      | 200000           | 12000                | 94.5 % RPM    | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 85 % RPM      | 150               |
| 05      | 18000            | 993                  | 85 % RPM      | 150               |
| 05      | 200000           | 10532                | 87 % RPM      | 190               |

# Flight Profiles for a Transient F-106 (Delta Dart)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 108 % RPM     | 0                 |
| 01      | 4500             | 0                    | 108 % RPM     | 160               |
| 01      | 9000             | 400                  | 108 % RPM     | 220               |
| 01      | 15000            | 900                  | 108 % RPM     | 300               |
| 03      | 20000            | 1700                 | 95 % RPM      | 350               |
| 03      | 25000            | 2400                 | 95 % RPM      | 350               |
| 03      | 30000            | 3200                 | 95 % RPM      | 350               |
| 03      | 40000            | 4900                 | 95 % RPM      | 350               |
| 03      | 300000           | 15000                | 95 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 90 % RPM      | 185               |
| 05      | 4500             | 150                  | 90 % RPM      | 185               |
| 05      | 6000             | 300                  | 90 % RPM      | 185               |
| 05      | 30000            | 1500                 | 90 % RPM      | 185               |
| 05      | 60000            | 1800                 | 90 % RPM      | 185               |
| 06      | 300000           | 11000                | 83 % RPM      | 250               |

# Flight Profiles for a Transient F-111A

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 97 % RPM      | 0                 |
| 01      | 4000             | 0                    | 97 % RPM      | 160               |
| 01      | 13500            | 750                  | 97 % RPM      | 250               |
| 03      | 34560            | 2000                 | 95 % RPM      | 350               |
| 03      | 37500            | 3000                 | 95 % RPM      | 350               |
| 03      | 83437            | 5000                 | 95 % RPM      | 350               |
| 03      | 200000           | 15000                | 90 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 82 % RPM      | 145               |
| 05      | 6000             | 364                  | 82 % RPM      | 145               |
| 05      | 19200            | 1056                 | 82 % RPM      | 160               |
| 05      | 200000           | 10532                | 85 % RPM      | 180               |

# Flight Profiles for a Transient F-111D

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 97 % RPM      | 0                 |
| 01      | 4000             | 0                    | 97 % RPM      | 160               |
| 01      | 13500            | 750                  | 97 % RPM      | 250               |
| 03      | 34560            | 2000                 | 95 % RPM      | 350               |
| 03      | 37500            | 3000                 | 95 % RPM      | 350               |
| 03      | 83437            | 5000                 | 95 % RPM      | 350               |
| 03      | 200000           | 15000                | 90 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 82 % RPM      | 145               |
| 05      | 6000             | 364                  | 82 % RPM      | 145               |
| 05      | 19200            | 1056                 | 82 % RPM      | 160               |
| 05      | 200000           | 10532                | 85 % RPM      | 180               |

# Flight Profiles for a Transient F-111F

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 97 % RPM      | 0                 |
| 01      | 4000             | 0                    | 97 % RPM      | 160               |
| 01      | 13500            | 750                  | 97 % RPM      | 250               |
| 03      | 34560            | 2000                 | 95 % RPM      | 350               |
| 03      | 37500            | 3000                 | 95 % RPM      | 350               |
| 03      | 83437            | 5000                 | 95 % RPM      | 350               |
| 03      | 200000           | 15000                | 90 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 82 % RPM      | 145               |
| 05      | 6000             | 364                  | 82 % RPM      | 145               |
| 05      | 19200            | 1056                 | 82 % RPM      | 160               |
| 05      | 200000           | 10532                | 85 % RPM      | 180               |

# Flight Profiles for a Transient P-3 (Orion)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 3875 ESHP     | 0                 |
| 03      | 4000             | 0                    | 3875 ESHP     | 115               |
| 03      | 16000            | 1000                 | 3200 ESHP     | 190               |
| 03      | 23700            | 2000                 | 3200 ESHP     | 190               |
| 03      | 200000           | 10000                | 2000 ESHP     | 190               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 660 ESHP      | 125               |
| 05      | 1000             | 102                  | 660 ESHP      | 125               |
| 05      | 17000            | 940                  | 1060 ESHP     | 125               |
| 05      | 18000            | 990                  | 1060 ESHP     | 140               |
| 05      | 200000           | 10532                | 1860 ESHP     | 170               |

Flight Profiles for a Transient TR-1  
F105 engines without afterburner

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 1300             | 0                    | 100 % RPM     | 85                |
| 03      | 14300            | 3000                 | 100 % RPM     | 175               |
| 03      | 100000           | 23000                | 90 % RPM      | 250               |
| 03      | 200000           | 40000                | 90 % RPM      | 250               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 90 % RPM      | 100               |
| 05      | 36930            | 2000                 | 90 % RPM      | 125               |
| 06      | 200000           | 10532                | 90 % RPM      | 250               |

Flight Profiles for a Transient SR-71 (Blackbird)

The loudness of this aircraft makes it an important contributor to the DNL even if it is only a 1/mo transient.

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 100 % RPM     | 0                 |
| 01      | 6000             | 0                    | 100 % RPM     | 200               |
| 01      | 15000            | 2115                 | 100 % RPM     | 300               |
| 03      | 30000            | 5000                 | 70 % RPM      | 350               |
| 03      | 200000           | 25000                | 70 % RPM      | 450               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 30 % RPM      | 200               |
| 05      | 200000           | 10532                | 30 % RPM      | 200               |

# Flight Profiles for a Transient S-3A

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 2600             | 0                    | 100 % RPM     | 120               |
| 03      | 9500             | 1000                 | 90 % RPM      | 190               |
| 03      | 18240            | 2000                 | 90 % RPM      | 220               |
| 03      | 30400            | 4000                 | 90 % RPM      | 220               |
| 03      | 200000           | 10000                | 90 % RPM      | 220               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 56.8 % RPM    | 110               |
| 05      | 200000           | 10532                | 56.8 % RPM    | 110               |

# Flight Profiles for a Transient T-2C (Buckeye)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 101.7 % RPM   | 0                 |
| 03      | 2000             | 0                    | 101.7 % RPM   | 180               |
| 03      | 8000             | 450                  | 101.7 % RPM   | 180               |
| 03      | 11300            | 1000                 | 101.7 % RPM   | 180               |
| 03      | 41300            | 6000                 | 101.7 % RPM   | 220               |
| 03      | 141300           | 22660                | 101.7 % RPM   | 300               |
| 03      | 200000           | 30000                | 101.7 % RPM   | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 72.5 % RPM    | 140               |
| 05      | 30400            | 1643                 | 72.5 % RPM    | 140               |
| 04      | 200000           | 10532                | 75 % RPM      | 180               |

# Flight Profiles for a Transient T-29

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 62 IN HG      | 0                 |
| 03      | 2500             | 0                    | 62 IN HG      | 120               |
| 03      | 12000            | 760                  | 60 IN HG      | 140               |
| 03      | 25125            | 1810                 | 45 IN HG      | 140               |
| 03      | 72958            | 1810                 | 45 IN HG      | 140               |
| 03      | 87833            | 3000                 | 45 IN HG      | 140               |
| 03      | 125333           | 6000                 | 45 IN HG      | 140               |
| 03      | 200000           | 6000                 | 45 IN HG      | 140               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 27 IN HG      | 120               |
| 05      | 30400            | 1643                 | 45 IN HG      | 140               |
| 05      | 200000           | 10532                | 45 IN HG      | 140               |

# Flight Profiles for a Transient T-33 (Shooting Star)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 3000             | 0                    | 100 % RPM     | 120               |
| 03      | 5500             | 50                   | 100 % RPM     | 135               |
| 03      | 16000            | 1000                 | 100 % RPM     | 220               |
| 03      | 100000           | 10000                | 85 % RPM      | 254               |
| 03      | 200000           | 12000                | 85 % RPM      | 254               |

## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 81 % RPM      | 125               |
| 05      | 33142            | 1787                 | 81 % RPM      | 140               |
| 05      | 124669           | 6584                 | 85 % RPM      | 180               |
| 04      | 200000           | 10532                | 90 % RPM      | 200               |

Flight Profiles for a Transient T-34 (Turbo Mentor)  
Used Beech BE45, INM 75

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 1850             | 0                    | 100 % RPM     | 77                |
| 03      | 7500             | 528                  | 100 % RPM     | 110               |
| 03      | 200000           | 19393                | 100 % RPM     | 220               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 30 % RPM      | 65                |
| 05      | 3000             | 150                  | 30 % RPM      | 86                |
| 05      | 19000            | 300                  | 30 % RPM      | 101               |
| 05      | 38000            | 600                  | 30 % RPM      | 121               |
| 05      | 200000           | 10532                | 30 % RPM      | 200               |

# Flight Profiles for a Transient T-37 (Tweet)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 5500             | 0                    | 100 % RPM     | 90                |
| 03      | 29500            | 4000                 | 90 % RPM      | 180               |
| 03      | 38900            | 4500                 | 90 % RPM      | 200               |
| 03      | 122900           | 8000                 | 90 % RPM      | 250               |
| 03      | 200000           | 8000                 | 90 % RPM      | 300               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 80 % RPM      | 110               |
| 05      | 30400            | 1643                 | 80 % RPM      | 110               |
| 05      | 200000           | 10532                | 90 % RPM      | 200               |

# Flight Profiles for a Transient T-38 (Talon)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 01      | 0                | 0                    | 100 % RPM     | 0                 |
| 01      | 2000             | 0                    | 100 % RPM     | 175               |
| 03      | 13500            | 1000                 | 95 % RPM      | 250               |
| 03      | 48500            | 8540                 | 95 % RPM      | 350               |
| 03      | 200000           | 12000                | 95 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 88 % RPM      | 160               |
| 05      | 33142            | 1787                 | 88 % RPM      | 160               |
| 05      | 88184            | 4672                 | 88 % RPM      | 200               |
| 04      | 200000           | 10532                | 90 % RPM      | 250               |

# Flight Profiles for a Transient T-39 (Sabreliner)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 96 % RPM      | 0                 |
| 03      | 2950             | 0                    | 96 % RPM      | 120               |
| 03      | 13500            | 900                  | 92 % RPM      | 250               |
| 03      | 79855            | 8570                 | 92 % RPM      | 350               |
| 03      | 200000           | 12000                | 92 % RPM      | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 72 % RPM      | 120               |
| 05      | 33142            | 1787                 | 72 % RPM      | 120               |
| 05      | 88184            | 4672                 | 75 % RPM      | 160               |
| 05      | 200000           | 10532                | 82 % RPM      | 250               |

Flight Profiles for a Transient T-41 (Mescalero)  
Used Cessna 172, INM 75 data

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 1850             | 0                    | 100 % RPM     | 77                |
| 03      | 7500             | 528                  | 100 % RPM     | 160               |
| 03      | 200000           | 19393                | 100 % RPM     | 220               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 30 % RPM      | 65                |
| 05      | 36930            | 2000                 | 30 % RPM      | 125               |
| 05      | 200000           | 10580                | 30 % RPM      | 200               |

Flight Profiles for a Transient T-42 (Cochise)  
Used Beech Baron, INM 76

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 1948             | 0                    | 100 % RPM     | 110               |
| 03      | 13942            | 1197                 | 100 % RPM     | 150               |
| 03      | 200000           | 18676                | 100 % RPM     | 180               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 30 % RPM      | 90                |
| 05      | 60050            | 3200                 | 30 % RPM      | 90                |
| 05      | 200000           | 10580                | 31 % RPM      | 120               |

# Flight Profiles for a Transient T-43

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 1.98 EPR      | 0                 |
| 03      | 6000             | 0                    | 1.98 EPR      | 120               |
| 03      | 11300            | 200                  | 1.9 EPR       | 150               |
| 03      | 16300            | 1300                 | 1.9 EPR       | 180               |
| 03      | 31300            | 2700                 | 1.8 EPR       | 220               |
| 03      | 400000           | 32890                | 1.8 EPR       | 350               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 1.2 EPR       | 115               |
| 05      | 20000            | 1098                 | 1.2 EPR       | 115               |
| 05      | 200000           | 10532                | 1.4 EPR       | 150               |

Flight Profiles for a Transient T-44  
Used Beech King Air 90, INM 73

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 2341             | 0                    | 100 % RPM     | 115               |
| 03      | 7500             | 528                  | 100 % RPM     | 150               |
| 03      | 61319            | 10000                | 100 % RPM     | 200               |
| 03      | 200000           | 34408                | 100 % RPM     | 275               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 30 % RPM      | 110               |
| 05      | 36930            | 2000                 | 30 % RPM      | 125               |
| 05      | 200000           | 10580                | 30 % RPM      | 200               |

Flight Profiles for a Transient T-45 (Goshawk)  
Used Cessna business jet, INM 57

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 1554 LBS      | 0                 |
| 03      | 3025             | 0                    | 1554 LBS      | 125               |
| 03      | 12139            | 1212                 | 1554 LBS      | 135               |
| 03      | 22212            | 1948                 | 1554 LBS      | 190               |
| 03      | 40975            | 3649                 | 1554 LBS      | 250               |
| 03      | 200000           | 20825                | 1554 LBS      | 250               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 305 LBS       | 115               |
| 05      | 60050            | 3200                 | 305 LBS       | 115               |
| 05      | 200000           | 10580                | 305 LBS       | 250               |

# Flight Profiles for a Transient U-2

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 1300             | 0                    | 100 % RPM     | 85                |
| 03      | 14300            | 3000                 | 100 % RPM     | 175               |
| 03      | 100000           | 23000                | 90 % RPM      | 250               |
| 03      | 200000           | 40000                | 90 % RPM      | 250               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 90 % RPM      | 100               |
| 05      | 36930            | 2000                 | 90 % RPM      | 125               |
| 06      | 200000           | 10532                | 90 % RPM      | 250               |

Flight Profiles for a Transient U-6  
Used DeHaviland Beaver, INM 75

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 1850             | 0                    | 100 % RPM     | 77                |
| 03      | 7500             | 528                  | 100 % RPM     | 125               |
| 03      | 200000           | 19393                | 100 % RPM     | 200               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 30 % RPM      | 65                |
| 05      | 36930            | 2000                 | 30 % RPM      | 125               |
| 05      | 200000           | 10580                | 30 % RPM      | 200               |

Flight Profiles for a Transient U-21 (Ute)  
Used C-12

Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 2662             | 0                    | 100 % RPM     | 115               |
| 03      | 10000            | 644                  | 100 % RPM     | 250               |
| 03      | 100000           | 8547                 | 90 % RPM      | 250               |
| 03      | 200000           | 10000                | 90 % RPM      | 250               |

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Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 30 % RPM      | 150               |
| 05      | 6000             | 300                  | 30 % RPM      | 150               |
| 05      | 30000            | 2000                 | 30 % RPM      | 200               |
| 05      | 60000            | 3000                 | 50 % RPM      | 250               |
| 05      | 200000           | 10000                | 50 % RPM      | 250               |

# Flight Profiles for a Transient OV-10 (Bronco)

## Departure

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 03      | 0                | 0                    | 100 % RPM     | 0                 |
| 03      | 2000             | 0                    | 100 % RPM     | 105               |
| 03      | 13500            | 1000                 | 100 % RPM     | 130               |
| 03      | 24000            | 2000                 | 97 % RPM      | 150               |
| 03      | 108000           | 10000                | 97 % RPM      | 200               |
| 03      | 200000           | 10000                | 97 % RPM      | 200               |

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## Arrival

| POWER # | DISTANCE<br>(FT) | ALTITUDE<br>(FT AGL) | POWER SETTING | AIRSPEED<br>(KTS) |
|---------|------------------|----------------------|---------------|-------------------|
| 05      | 0                | 50                   | 97 % RPM      | 100               |
| 05      | 45000            | 2408                 | 97 % RPM      | 100               |
| 05      | 200000           | 10532                | 97 % RPM      | 135               |

#### REFERENCES

1. AIR FORCE PROCEDURE FOR PREDICTING AIRCRAFT NOISE AROUND AIRBASES: Noise Exposure Model (NOISEMAP) User's Manual AAMRL-TR-90-011
2. AIR FORCE PROCEDURE FOR PREDICTING AIRCRAFT NOISE AROUND AIRBASES: Airbase Operations Program (BASEOPS) Description AAMRL-TR-90-012
3. BASEOPS DEFAULT PROFILES FOR CIVIL AIRCRAFT AAMRL-TR-90-009