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National Aeronautics and Space Administration

Energy Efficient Engine

Acoustic Supporting Technology Report

by

S.P. Lavin and P.Y. Ho

Aircraft Engine Business Group Advanced Technology Programs Dept. Cincinnati, Ohio 45215

Prepared for National Aeronautics and Space Administration

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FOREWORD

This report represents the results of an effort to develop higher thermodynamic and propulsive efficiencies in the Energy Efficient Engine without sacrificing community noise concerns. The work was performed by the General Electric Company for the National Aeronautics and Space Administration, Lewis Research Center, under Contract NAS3-20643. Mr. R. D. Hager is the NASA Project Manager, and Mr. A. F. Schexnayder is the General Electric Manager. This report was prepared by Mr. S. P. Lavin and Dr. P. Y. Ho of the General Electric Company, Evendale, Ohio.

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1.0 SUMMARY

Higher thermodynamic and propulsive efficiencies for commercial turbofan aircraft engines were developed and demonstrated in the Energy Efficient Engine Program (E^3) , without sacrificing community noise concerns. This was accomplished by component acoustic development, testing, and analysis; design integration of recent acoustic technology advancements; and was finally demonstrated statically in an integrated component test (Integrated Core and Low Spool).

Component testing was concerned with two major studies. The first was an investigation into the effects of blade/vane ratio with respect to fan generated noise. The second was an investigation into the effects of forced mixer exhaust nozzle configuration. As a result of the fan blade/vane ratio study, it was demonstrated that a cut-on blade/vane ratio fan with large spacing (s/c = 2.3) is as quiet as a cut-off blade/vane ratio configuration with tighter spacing (s/c = 1.27). The conclusions of the mixer test investigations are that for subsonic velocities, separate flow nozzles are the noisiest, conic nozzles are the quietest, with the forced mixer nozzles in between.

Recent acoustic technology advancements which were incorporated into the E^3 design included the utilization of Kevlar and Astroquartz mat material as a bulk absorber acoustic suppression material, and the selection of turbine vane/blade ratios so that the blade passing frequency tones are cut-off.

Projecting the statically demonstrated Integrated Core and Low Spool levels to flight, an average growth margin of 3.7 EPNdB is observed relative to FAR 36 Stage 3 at approach, 4.5 EPNdB at full power takeoff, and 7.2 EPNdB at the sideline conditions.

2.0 PROGRAM DESCRIPTION

The overall objective of the Energy Efficient Engine (E^3) program was to develop, evaluate and demonstrate the technology base for achieving higher thermodynamic and propulsive efficiencies in future commercial turbofan engines. This overall objective was achieved through a program involving the development of components and their technologies, integration of components in a core and a core/low spool test system, and evaluation of the integrated system performance.

2.1 PROGRAM NOISE GOALS

The noise program goal was to ensure that the Flight Propulsion System (FPS) meets FAR Part 36 (as amended July 1978) with provisions for engine growth corresponding to future engine applications.

2.2 PLAN TO ASSURE MEETING NOISE GOALS

The plan to ensure meeting noise goals required active integration with component designers, development of advanced technologies, and demonstration of principles with component and system testing. The work structure to facilitate this plan was broken down into four task areas:

- System Acoustic Prediction,
- Vane Frame Testing,
- Mixer Testing, and
- Integrated Core/Low Spool (ICLS) Testing.

3.0 FAN SCALE MODEL TEST

A scaled model fan vane-frame test program was conducted in 1978. The primary objective of the test was to evaluate the impact on forward radiated fan noise of a non-cutoff (i.e., all tones are acoustically propagating) vane-frame design (V/B ratio = 1.09) and compare the results to a conventional cut-off design (V/B ratio = 1.95).

3.1 TEST FACILITIES

The test series was conducted in the fan noise anechoic chamber at the General Electric Corporate Research and Development Center in Schenectady, New York. The interior free space of the chamber is approximately 10.7 meters (35 feet) wide, 7.6 meters (25 feet) long, and 3.1 meters (10 feet) high (Reference Figure III.1.1). The air entering the chamber is drawn through the porous walls between 0.71 meter (28 inch) polyurethane foam wedges. The discharge air of the fan was ducted out of the building through an acoustically treated exhaust stack and a downstream discharge valve.

Acoustic measurements were made using an array of twelve 0.635 cm (0.25 in.) diameter microphones (B&K Type 4135) located on a 5.2 meter (17 feet) radius arc, centered one rotor diameter (approximately 0.5 meter) upstream of the rotor front face. The microphones were arranged on a grazing incidence at 10° intervals from 0° to 110° relative to the fan inlet centerline. Microphone signals were recorded on a Sangamo Sabre IV 28 track FM recorder.

A 2,500 horsepower motor-gear system was used to drive the fan. The model fan rig used for the test was the NASA 0.508 meter (20 inch) diameter transonic fan, designated as Rotor 11. The centerline of the fan was positioned 1.27 meters (4.2 feet) above the tip of the foam wedge on the floor. Detailed aerodynamic performance was reported by Kovich et al. (Reference 1). The original set of fan stators (48 vanes) was modified to simulate the ICLS engine (at that time) fan rotor - outlet guide vane (OGV) spacing (Reference Figure III.1.2). This fan has a maximum rated tip speed of 427 meter/sec (1,400 ft/sec) and a pressure ratio of 1.57. Fan speed and stage pressure



Figure III.1.1 Schematic of the General Electric CRD Aero/Acoustic Laboratory





Figure III.1.2 Fan Rotor/OGV Configurations

ratio can be actively varied, with the stage pressure ratio controlled by the setting of a discharge valve downstream. The pertinent fan style design parameters for Rotor 11 as modified for this test are shown in Table III.1.1.

3.2 TEST PROCEDURE

A total of six configurations were tested during the fan scale model program (Reference Table III.2.1).¹ During the test program, it was discovered that a feltmetal strip in front of the fan rotor, intended to be used as an intake suction surface decreasing the boundary layer thickness, actually acted as a triggering device for boundary layer turbulence as well as a suppressor for high frequencies.

Each configuration had a total of 14 fan operating points (Reference Table III.2.2). The corresponding fan pressure ratio associated with the different discharge valve (DV) settings can be seen from the fan performance map shown in Figure III.2.1. The specific speed points tested were selected so as to be consistent with previous data taken with the facility. The discharge valve setting of 1.27 represented the fan being operated at or near the designed operating line defined in Reference 2.

3.3 TEST RESULTS

Detailed comparisons and discussions of the validity of the test data measured with the feltmetal strip in the inlet are given in Reference 3. The following sections highlight the results reported in this reference.

3.3.1 VANE/BLADE RATIO EFFECTS

The primary objective of the scale model test was to evaluate the impact for forward radiated fan noise of a non-cutoff vane-frame design

¹Configuration numbers assigned to the different configurations are arbitrary and do not imply that a total of ten configurations were tested.

TABLE III.1.1

ROTOR 11 TEST FAN STAGE DESIGN CHARACTERISTICS

	E ³	Baseline
Rotor Inlet Tip Diameter	0.504m (19.84 in)	
Pressure Ratio	1.574	-
Rotor Blade Number	44	-
Stator Vane Number	48	86
Vane/Blade Ratio	1.09	1.95
Inlet Guide Vanes	None	-
Rotor Inlet Hub/Tip Radius Ratio	0.50	-
Rotor-Stator Tip Spacing	2.3 Rotor Chords	1.27
Rotor Rotative Speed	16100 RPM	-
Rotor Tip Speed	424.9m/sec (1394 ft/sec)	-
Rotor Tip Inlet Relative Mach No.	1.394	-
Rotor Chord (Midspan)	4.62cm (1.817 in)	-
Stator Chord (Midspan)	4.05cm (1.596 in)	2.54cm (1.00 in)
Rotor Aspect Ratio	2.5	-
Stator Aspect Ratio	2.3	3.6
Rotor Tip Solidity	1.298	-
Stator Tip Solidity	1.270	1.426
Corrected Inlet Weight Flow	29.5 Kg/sec (65 lb/sec)	-
Adiabatic Efficiency	85.5% (80.9% Measured)	-

TABLE III.2.1

DESCRIPTION OF E³ CONFIGURATIONS TESTED

CONFIGURATION NO.	TCS≠	INNER FLOWPATH Feltmetal Strip	TREATED INLET	INNERFLOW PATH SUCTION
3	No	Yes	No	No
4,9*	Yes	Yes	No	No
5	No	Yes	Yes	No
6	Yes	Yes	Yes	No
7,8**	Yes	No	No	No
10	Yes	Yes	No	Yes

- NOTES: * Configuration No. 9 is repeat of Configuration No. 4
 - ** Configuration No. 8 is repeat of Configuration No. 7
 - TCS is an inflow cleanup device, commonly referred to as Turbulence Control Screen

TABLE	III	<u>.2.</u>	<u>2</u>
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TEST MATRIX FOR EACH CONFIGURATION

	% FAN SPEED ⁽¹⁾							-
DISCHARGE VALVE (DV) SETTING	54	60	69	74	80	86	100	
0.0	x	X	x	x	X	X	X	
1.27	x	x	X	x	X	X	X	

(1) NOTE: Each Condition Repeated Except 60, 74, 80 and 100% Speed with 0.0 DV. 100% = 1,400 ft/sec Tip Speed



Figure III.2.1 Fan Performance from E³ Scale Model Fan Test

(Vane/Blade ratio = 1.09), with and without a Turbulence Control Screen (TCS), when compared to a conventional cut-off design (V/B ratio = 1.95) run under the same conditions. The latter is defined as the Baseline configuration on Table III.1.1. It was the Rotor 11 base design reported in Reference 1. Comparisons of the blade passing frequency (BPF) one-third octave tone level directivity (Figures III.3.1 to III.3.3) shows that the scaled model E^3 vane frame configuration is slightly less than the baseline cut-off configuration which was previously tested by General Electric under a commercial engine program when a TCS was used. This is believed to be caused by larger vane/blade spacing for the E^3 configuration than the cut-off vane/blade ratio commercial engine configuration. Without a TCS, there is little or no difference between the configurations due to high rotor-turbulence interaction noise controlling the tone levels (Figures III.3.4 to III.3.9).

3.3.2 INFLOW TURBULENCE CONTROL SCREEN EFFECTS

The second objective of the scaled model test was to evaluate the impact on forward radiated fan noise of reducing the inflow turbulence to that of flight conditions. This effect, often referred to as flight clean-up, primarily affects only the tone levels and not broadband noise. Figures III.3.10 to III.3.12 show the BPF tone level directivites at three fan speeds for the hardwall inlet configuration, with and without a TCS, for the simulated E^3 vane-frame configuration. There appears to be a large change in clean-up effect between 60% and 74% speed. However, analysis of the spectra indicates that the 60% speed point has no discernable BPF tone on a one-third octave basis, either with or without a TCS. At 74% speed, the tone is much more pronounced for the case without TCS, and, consequently, the reduction is much greater when the TCS is in place (Figures III.3.13 to III.3.15).

3.3.3 INLET TREATMENT EVALUATION

The scale model tests were also used to evaluate inlet treatment effectiveness. The inlet treatment panels were 0.965 cm (0.38 inch) thick filled with DuPont Kevlar material to act as a bulk absorber. The treatment length was selected to give similar treatment length normalized by diameter (L/D) as the ICLS (L/D = 0.51).





Figure III.3.2 Comparison of BPF Directivities of Cut-Off (V/B=1.95) Ratio and Cut-On (V/B=1.09) Ratio Configurations with TCS at 74% Fan Speed, DV=1.27





Figure III.3.4 Comparison of BPF Directivities of Cut-Off (V/B=1.95) Ratio and Cut-On (V/B=1.09) Ratio Configurations without a TCS at 60% Fan Speed, DV=1.27



Figure III.3.5 Comparison of BPF Directivities of Cut-Off (V/B=1.95) Ratio and Cut-On (V/B=1.09) Ratio Configurations without a TCS, at 74% Fan Speed, DV=1.27



(V/B=1.95) Ratio and Cut-On (V/B=1.09) Ratio Configurations without a TCS, at 86% Fan Speed, DV=1.27



Figure III.3.7 60⁰ Spectral Comparison of Cut-Off (V/B=1.95) Ratio and Cut-On (V/B=1.09) Ratio Configurations Without a TCS, at 60% Fan Speed, DV=1.27



Figure III.3.8 60[°] Spectral Comparison of Cut-Off (V/B=1.95) Ratio and Cut-On (V/B=1.09) Ratio Configurations without a TCS, at 74% Fan Speed, DV=1.27



Figure III.3.9 60[°] Spectral Comparison of Cut-Off (V/B=1.95) Ratio and Cut-On (V/B=1.09) Ratio Configurations Without a TCS, at 86% Fan Speed, DV=1.27
- 60% N1K
- 6300 Hz BPF
- D.V. = 1.27
- Hardwall Inlet





Figure III.3.10 Effect of TCS on Fan Fundamental Tone Directivity

- 74% NIK
- 8000 Hz BPF
- D.V. = 1.27
- Hardwall Inlet



Figure III.3.11 Effect of TCS on Fan Fundamental Tone Directivity

- 86% NIK
- 10000 Hz BPF
- D.V. = 1.27
- Hardwall Inlet





Figure III.3.12 Effect of TCS on Fan Fundamental Tone Directivity



Figure III.3.13 Effect of TCS on Typical Fan Noise Spectrum



Figure III.3.14 Effect of TCS on Typical Fan Noise Spectrum



Figure III.3.15 Effect of TCS on Typical Fan Noise Spectrum

Figures III.3.16 to III.3.18 show the PNL directivities obtained from the scale model test without TCS, treated and untreated, scaled up to E^3 ICLS size. This data indicates that forward of 40° the treatment benefit was small. Inspection of the spectra near the inlet axis indicates the treatment had little effect at any frequency, resulting in the small PNL reductions. The probable reason for this is that the treatment is ineffective at suppressing the low order modes which tend to peak in amplitude at these shallow angles.

Figures III.3.19 to III.3.21 show the treated and untreated PNL directivities obtained from the scale model (with a TCS) scaled up to ICLS size. The figures suggest that treatment evaluation without a TCS tends to be slightly more optimistic as compared to evaluation with a TCS.

- Without TCS
- 60% N1K
- Scaled to Full Size
- 200 Ft. Sideline





Figure III.3.16 Effect of Inlet Acoustic Treatment on Forward Radiated Fan Noise

- without TCS
- 74% N1K
- Scaled to Full Size
- 200 Ft. Sideline





Figure III.3.17 Effect of Inlet Acoustic Treatment on Forward Radiated Fan Noise

- without TCS
- 86% N1K
- Scaled to Full Size
- 200 Ft. Sideline







Figure III.3.18 Effect of Inlet Acoustic Treatment on Forward Radiated Fan Noise

- with TCS
- 60% N1K
- Scaled to Full Size
- 200 Ft. Sideline





Figure III.3.19 Effect of Inlet Acoustic Treatment on Forward Radiated Fan Noise

- with TCS
- 74% N1K
- Scaled to Full Size
- 200 Ft. Sideline







- With TCS
- 86% N1K
- Scaled to Full Size
- 200 Ft. Sideline





Figure III.3.21 Effect of Inlet Acoustic Treatment on Forward Radiated Fan Noise

4.0 MIXER TEST

In support of the forced mixed flow exhaust system design, acoustic and flow field survey measurements were made on several scale model exhaust systems. The primary objective of these tests was to provide experimental evaluation of the noise reduction potential of high bypass mixer nozzle exhaust systems relative to conventional separate flow nozzles.

4.1 <u>TEST FACILITIES</u>

All mixer acoustic testing was performed at the General Electric Jet Noise Anechoic Chamber located at Evendale, Ohio (shown schematically in Figure IV.1). The chamber is a cylindrical building 21.95 meters (72 ft) high and 13.1 meters (43 ft) in diameter. The chamber's inner surfaces are lined with anechoic wedges made of Owens Fiberglass "Intermediate Service Board." The installation is designed to meet a low frequency cut-off requirement of below 220 Hz and a 0.99 absorption coefficient above 220 Hz.

This facility was certified for acoustic measurements under Task 1 of the DOT/FAA High Velocity Jet Noise Source Location and Reduction Program (Reference 4).

4.1.1 ACOUSTIC INSTRUMENTATION

Acoustic measurements were made every 10° in a polar angle measured from the nozzle inlet centerline, from 40° to 160°. The microphones (Bruel & Kjaer 0.64 cm (0.25 in) diameter, Model 4135) were placed at various distances from the center of the nozzle exhaust plane along the chamber walls. All microphone data were corrected to a constant 12.2 meters (40 feet) arc distance and to a standard day of 25°C, 70% relative humidity using the methods developed by Shields and Bass, as discussed in Reference 5.

As previously described, all testing was conducted with B&K 4135 microphones. In order to obtain the best frequency response, the microphone grid caps were removed. The microphone signals were preamplified through a

Figure IV.1

G.E. EVENDALE JET NOISE ANECHOIC CHAMBER



transistorized cathode follower, B&K type 2619, powered by a B&K type 2801 power supply to increase the signal strength over the inherent noise floor of the cabling. The signal was further amplified by a line driver, adding 10 dB gain to the signal, as well as adding an additional 3 dB at 40 KHz and 6 dB at 80 KHz "pre-emphasis," increasing the ability to measure low amplitude, high frequency data.

The tape recorder amplifiers had a variable gain from -10 dB to +60 dB in 10 dB steps and were used for normalizing incoming signals to the optimum dynamic range of the tape recorder. The prime system used for recording acoustic data is a Sangamo Sabre IV, 28 track FM recorder. The system was set up for Wideband Group I (intermediate band double extended) at 120 ips tape speed. The tape recorder was set up for $\pm 40\%$ carrier deviation with a recording level of 8 volts peak-to-peak.

All 1/3 octave analyses were performed on a General Radio 1921 1/3-octave analyzer. Integration time was set for 32 seconds to insure high statistical confidence of the low frequency content. The analyzer has 40 one-third octave filter bands ranging from 12.5 Hz to 100 KHz, and has a rated statistical accuracy (1 σ) for the region of interest (i.e., 200 Hz to 100 KHz) of \pm 1/4 dB in each band.

The digitized 1/3-octave levels are passed through an interface computer from the analyzer and stored on the General Electric Aircraft Engine Group's Honeywell 6000 computer for further processing. Post processing includes correction for microphone and amplifier system response (including de-emphasis) and correction for test day atmospheric conditions.

4.1.2 AERODYNAMIC DATA ACQUISITION

The flow parameters associated with the three flows in the anechoic chamber (core, fan, and tertiary) are measured using type k thermocouples for temperature and standard transducers for pressure. Flow rates were determined in two ways. One method used upstream pressure and measured change in pressure across an orifice. The other method used total pressure at the nozzles and effective area to calculate the flows.

A laser doppler velocimeter (LDV) was used for two nozzle configurations to measure the mean and RMS turbulent velocities in the plume of different jet streams. The description of the LDV system is given in Reference 6.

4.2 TEST PROCEDURE

Acoustic data were obtained for the seven configurations listed in Table IV.2.1 at several combinations of fan, core, and tertiary stream velocities, pressures and temperatures, corresponding to typical FPS engine operating line conditions between approach and takeoff thrust. The fan stream was maintained at ambient temperature, while the core stream was heated to between 717°K (1290°R) and 856°K (1540°R), depending on the power setting (Table IV.2.2). Simulated flight conditions were tested with the free jet operating at free stream Mach numbers of $M_0 = 0$, 0.15, and 0.3.

The configurations tested were designed for a 12% scale model geometric simulation of the exhaust system flowpath, including the fan duct, turbine rear frame, core flow duct, mixer, centerbody, and exhaust nozzle. Reference 7 reports the results of aerodynamic performance characteristics measured on these same scale model configurations.

LDV measurements of nozzle axial mean velocity (\overline{u}) and axial component of turbulence velocity (u') were made on four nozzle configurations: 3C, 4S, confluent, and separate-flow. Mixer 3C was selected because it was found to be the noisiest of the mixers. Mixer 4S was selected because it had noise characteristics about the same as the other lobed mixers and had good aerodynamic performance as well. It also had the same lobe number as mixer 3C (18). The conical nozzle and separate flow configurations were selected as baselines for comparison with the mixer results.

A sketch of the nozzle exit plane measurement location grid used in surveying the exit profiles for the mixer nozzles is shown in Figure IV.2.1.

TABLE IV.2.1

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ACOUSTIC NOZZLE CONFIGURATIONS

Configuration	Lobe	Scalloped	Cutback	Perimeter P/L	Penetration H _L /H _{MP}	Description
25	12	Yes	No	7.9	0.39	Medium Penetration
45	18	Yes	No	10.9	0.39	Medium Penetration
6	24	No	No	13.9	0.39	Medium Penetration
30	18	No	Yes	10.9	0.39	Large Penetration, Cutback to Medium Penetration
Separate Flow	N/A	N/A	N/A	N/A	N/A	Conventional
Confluent Flow	N/A	N/A	N/A	N/A	N/A	Free Mixer
Conic Flow	N/A	N/A	N/A	N/A	N/A	Baseline

TABLE IV.2.2

E³ MIXER ACOUSTIC TEST MATRIX

Dual Flow Models							Conical		Tertiary Flow Conditions			
Fan Stream			Core Stream		Nozzle							
PT. No.	P _T (1) (PSIA)	TJ (OR)	V ₁ (ft/sec)	P _T (2) (PSIA)	τ _τ (°R)	V _i (ft/sec)	р _т (?) (PSIA)	TT (OR)	V _i (ft/sec)	Mo= 0.00	M _O = 0.15	M ₀ ≖ 0.30
1	19.01	Amb,	685	17.97	1290	930	17.72	700	650	x	X	
2	19.86	н	740	18.69	1335	1035	18.73	н	750	x	X	
3	20.72	W	785	19.45	1380	1135	19.39	•	800	X	X	×
4	22.63	H	875	21.22	1465	1330	20.13	м	850	χ(3)	X	X(3)
5	22.63		875	20.11	1380	1200	20.97	•	900	x	X	x
6	22.63	•	875	22.82	1465	1450	21.86	•	950	x	X	X
1	21.71		835	21.22	1465	1330	22.90		1000	X	X	x
8	24.88		960	21.55	1415	1330	24.04	•	1050	x	X	x
9	24.72	•	955	24.91	1540	1615	25.32		1100	x	X	X
10	26.12		1000	22.93	1455	1450	26.77	•	1150	X	x	X
11	27.47	•	1040	24.90	1515	1600	27.06	750	1200	X	x	X
12	Amb.	Amb.	0	Amb.	Amb.	0	Amb.	Amb.	0	X	X	X

Notes: (1) P_T set such that ideal expanded velocity is achieved depending on temperature of air supply on day of test and ambient atmospheric pressure.

- (2) Approximate values; P_T set such that specified T_T and ideal expanded velocity are achieved depending on ambient atmospheric pressure.
- (3) Laser velocimeter data taken at these conditions on two models.

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Exit Plane Survey

Figure IV.2.1 Typical Jet Plume and Nozzle Exit Plane LDV Survey Data Grid Point Matrix

4.3 <u>TEST RESULTS</u>

4.3.1 STATIC ACOUSTIC CHARACTERISTICS

The measured static ($M_0 = 0$) acoustic data of all seven configurations are compared on a PNL basis in Figure IV.3.1, for a typical takeoff point as normalized for variations in size and test conditions:

$$PNL_{n} = PNL_{m} - 10 \log \left(\frac{F_{n}}{F_{ref}}\right)$$
where:
$$PNL_{n} = Normalized Perceived Noise Level$$

$$PNL_{m} = Measured Percieved Noise Level$$

$$F_{n} = Measured Thrust$$

$$F_{ref} = Reference Thrust$$

The PNL characteristics are seen to be about the same for all configurations in the forward quadrant (i.e., 40° to 90°). In the aft quadrant, the conic nozzle is seen to be lowest in level, while the separate-flow nozzle is the highest, 3 to 4 PNdB higher than the conic nozzle.

All the mixer configurations fall between these two extremes. The confluent mixer is only slightly quieter than the separate-flow configuration, while all of the forced mixers are 2 to 3 PNdB quieter than the separate-flow configuration.

Comparisons of a typical forward quadrant 1/3-octave spectrum at takeoff conditions are shown in Figure IV.3.2. The spectral levels are virtually the same for all configurations, except for low frequencies. In the low frequency range (i.e., below 200 Hz of the full scale transformed data), the separate flow configuration has the highest levels (approximately 2 to 3 dB higher), while the lobe mixers are 1 to 2 dB lower than the conical nozzle.







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Sep. Flow
---Fully Mixed
□ 2S (12 Lobes, Scalloped)
○ 6 (24 Lobes, Unscalloped)
◇ 4S (18 Lobes, Scalloped)
△ 13 (18 Lobes, Unscalloped)
★ Confluent



- 60[°]
- $F_N = 36,500$ lbs.
- 1500 Ft. Sideline
- Static



Similar trends for the low frequencies are observed for typical aft quadrant 1/3-octave spectral comparisons (Figure IV.3.3). Here, the separate flow configuration is 2 to 4 dB higher than the conic and 3 to 5 dB higher than the lobed configurations.

4.3.2 SIMULATED FLIGHT ACOUSTIC CHARACTERISTICS

The measured simulated flight acoustic data ($M_0 = .15, .3$) of all seven configurations were compared on a normalized PNL basis (Figures IV.3.4 and IV.3.5). These comparisons consistently showed the separate-flow and configuration 3C to be the noisiest, the conic to be the quietest, with the other lobed mixers in between. Differences were more accentuated between configurations under simulated flight conditions than they were statically.

Corresponding typical flight spectra are shown in Figures IV.3.6 to IV.3.9. Again, much larger differences are observed between the various configurations than was observed in the static case. At 60°, the low frequency differences are similar to those observed for $M_0 = 0$, but the high frequency portion of the spectrum changes considerably from one configuration to another. The conical and separate-flow configurations show the lowest levels while the 3C mixer levels are the highest. The confluent mixer has the lowest high frequency noise of all the mixers, while mixers 2S and 6 fall in between. The 120° spectra show similar trends with the 3C mixer again being the highest.

Another comparison which can be obtained with static and flight data is the derivation of flight effects. As discussed in K.W. Bushell's paper (see Reference 8), flight levels can be correlated to static levels according to the following relationship:

$$SPL_{static} - SPL_{flight} = 10 \ Log \left[\begin{pmatrix} v_{j} \\ \hline v_{r} \end{pmatrix}^{m} \times (1-M_{a} \ \cos \theta) \right]$$

Comparison of Measured Aft Arc Spectra Figure IV.3.3 Under Static Conditions

- 120[°]
- $F_N = 36,500$ lbs.
- 1500 Ft. Sideline





Figure IV.3.4 Comparison of Measured PNL Directivity Characteristics Under Simulated Flight Conditions

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Figure IV.3.5 Comparison of Measured PNL Directivity Characteristics Under Simulated Flight Conditions

- $M_0 = 0.3$
- Full Size
- 1500 Ft. Sideline





Figure IV.3.6 Comparison of Measured Forward-Arc Spectra Under Simulated Flight Conditions



- 120⁰
- $F_N = 36,500$ lbs.
- 1500 Ft. Sideline
- $M_0 = 0.15$





Figure IV.3.8 Comparison of Measured Forward Arc Spectra Under Simulated Flight Conditions

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Figure IV.3.9 Comparison of Measured Aft Arc Spectra Under Simulated Flight Conditions

- 120⁰
- F_N = 36,500 lbs.
- 1500 Ft. Sideline
- $M_0 = 0.3$





where:	SPL	= Static Sound Pressure Level
	SPL flight	= Flight Sound Pressure Level
	v	= Jet Mixed Velocity
	vr	= Relative Velocity = V _i - V _a
	v	= Aircraft Velocity
	Ma	= Aircraft Mach No.
	e	= Acoustic angle re Inlet
	m	= Experimentally derived correlation exponent

By comparing the Overall Sound Pressure Levels (OASPL) between static and flight, the correlation exponent can be derived from the scale model data. The values of the experimentally derived correlation exponent for the 2S and the conic mixer are compared to pretest prediction values in Figures IV.3.10 and IV.3.11. These plots suggested that early status predictions were overpredicting the flight noise at mid angles (40° to 110°) and underpredicting the flight noise at extreme aft angles (140° to 160°).

4.3.3 NOZZLE EXIT PLANE VELOCITY MEASUREMENTS

Because of the large gradients in exit plane velocity which occurred over relatively small circumferential and radial distances, it was not possible to develop a very useful velocity contour map with the limited number of measured data points. Instead, it was found to be more meaningful to plot measured velocities as a function of diameter normalized distance from the centerline, putting all of the data points on the same plot.

Figure IV.3.12 shows the exit plane mean axial velocity as normalized by the mass-averaged velocity V_m , for the 3C mixer, conical mixer and separate-flow nozzles. It can be seen that the data for the 3C mixer collapses fairly well as a curve except in the region of .3 < r/D_{eg} < .4, where a large spread in the data is observed. This range corresponds to the region between the lobe inner and outer diameters.

A similar exit plane axial velocity survey plot for the 4S mixer is shown in Figure IV.3.13. Again the greatest variance in axial velocities occurs in the region between the lobe inner and outer diameters.



-- D- Prediction (Based on SNECMA Conic Data)

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Figure IV.3.12 Mixer 3C Exit Plane Mean Axial Velocity Survey Profile



Figure IV.3.13 Mixer 4S Exit Plane Mean Axial Velocity Survey Profiles

Figure IV.3.14 shows the exit plane rms axial turbulence intensity as normalized by the mass-averaged velocity for the 3C mixer, conic mixer and separate-flow nozzles. Similar to the mean axial velocity plots, the greatest data scatter occurs in the lobe region. Figure IV.3.15 again supports the observation that the data has a high degree of scatter in the lobe region.

In comparing the mean axial velocity, Figures IV.3.12 and IV.3.13, along with the axial turbulence intensity, Figures IV.3.14 and IV.3.15, a paradox is observed. Both the mean axial velocity and the axial turbulence intensity levels for mixer 4S are higher than mixer 3C, but 3C has higher noise levels. It is apparent that the exit plane mean axial velocity and axial turbulence intensity levels are not good correlation parameters for determining the noise characteristics of these mixers.

4.3.4 JET PLUME SURVEY MEASUREMENTS

Axial distributions of axial mean velocity and axial turbulence intensity along the nozzle centerline are shown in Figures IV.3.16 and IV.3.17, respectively. These distributions are indicative of jet plume decay rate and turbulence generation in the jet plume and are related to the noise generation/emission processes of the jet plume itself. From Figures IV.3.16a, b, it can be seen that the mixer nozzle mean velocity decay characteristics are similar to that of the separate-flow configuration, both statically ($M_0 = 0$) and in simulated flight ($M_0 = 0.3$). Similar trends are also observed for centerline turbulence intensity development, Figures IV.3.17a, b. Axial distributions of u and u' along the nozzle lip line are compared in Figure IV.3.18 for $M_0 = 0.3$. These comparisons show no real difference between mixers 3C and 4S either, except very close to the nozzle exit plane (x/D_{eq} < 2.0), where turbulence levels for the 3C mixer are seen to be about 10%

Radial distributions of axial mean velocity and axial turbulence intensity at several axial locations along the jet plume were compared at $M_0 = 0.3$ simulated flight conditions. Comparisons of \bar{u} and u' vs. r/D_{eq} at $r/D_{eq} = 2.0, 4.0, 8.0$ and 12.0 are shown in Figures IV.3.19 to IV.3.24,



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Figure IV.3.14 Mixer 3C Exit Plane Axial Turbulence Intensity Survey Profiles



Figure IV.3.15 Mixer 4S Exit Plane Axial Turbulence Intensity Survey Profiles


Figure IV.3.16 Co Ce

Comparison of Measured Jet Plume Centerline Mean Velocity Decay Characteristics



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Figure IV.3.18 Comparison of Measured Jet Plume Lip-Line Axial Distributions of Mean Velocity and Turbulence Intensity



Figure IV.3.19 Comparison of Measured Mean Velocity Radial Profiles at x/D = 2.0 and $M_o = 0.3$



Figure IV.3.20 Comparison of Measured Turbulence Intensity Radial Profiles at $x/D_{eq} = 2.0$ and M = 0.3





Figure IV.3.21 Comparison of Measured Turbulence Intensity Radial Profiles at $x/D_{eq} = 4.0$ and M = 0.3



Figure IV.3.22 Comparison of Measured Mean Velocity Radial Profiles at $x/D_{eq} = 8.0$ and $M_{o} = 0.3$



Figure IV.3.23 Comparison of Measured Turbulence Intensity Radial Profiles at $x/D_{eq} = 8.0$ and M = 0.3



Figure IV.3.24 Comparison of Measured Turbulence Intensity Radial Profiles at x/D = 12.0 and M = 0.3 eq

respectively. These comparisons show similar plume development for all nozzles examined in the similarity region $x/D_{eq} > 8.0$. In the potential core zone $x/D_{eq} < 4.0$, only the conical nozzle profiles are appreciably different; and this is because the conical nozzle exit plane profile is nearly flat (Figure IV.3.12), whereas the mixers and separate-flow nozzle have an initial two-stream profile shape. Note that the large differences in mean velocity profile at the exit plane (Figures IV.3.12 and IV.3.13) between the mixers and the separate-flow nozzle rapidly diminish with axial distance, as the profiles are very similar at $x/D_{eq} = 2.0$ and 4.0. On the basis of available data, it can be concluded from these LDV measurement comparisons that the jet plume development is very similar for the two mixers tested, and no differences were observed which could explain the observed noise differences.

One final LDV measurement was made to further distinguish between the two mixers. Each mixer was run with equal fan stream and core stream conditions, $P_T/P_o = 1.44$ and $T_T/T_o = 1.56$. The purpose of this test was to assess the relative importance of turbulence and/or noise generated by the internal flow over and through the mixer lobes as opposed to the turbulence and/or noise generated by the mixing of the fan and core streams after exiting from the lobes. Exit plane LDV surveys were made for this condition, and the results are shown in Figure IV.3.25. The mean velocity profiles are seen to be nearly uniform and similar but about 5% lower in level than the conical nozzle. The turbulence levels are, however, significantly higher than those of the lobe region than does mixer 4S. Compared to the takeoff fan stream/core stream conditions of Figures IV.3.14 and IV.3.15, the 4S mixer turbulence levels are unch lower while the 3C mixer levels are comparable to the levels shown in Figure IV.3.14.

Although the results in Figure IV.3.25 do not truly isolate the internal flow generated turbulence over the lobe surfaces, they suggest that the mixer 3C lobe design does introduce higher surface generated turbulence and therefore a higher internally generated noise level. Since the 3C mixer lobes were cut back relative to the original design intent, it is probable that



Figure IV.3.25 Exit Plane Survey of u and u' for Mixers 3C and 4S with Equal Core and Fan Stream Conditions

cutting back of the lobes may have caused the additional turbulence generation. Comparisons of jet plume centerline and lip line distributions of \vec{u} and u' for the two mixers (not shown herein) showed the mixers to be virtually identical and the same as the conical nozzle distributions for equal fan stream/core stream conditions.

4.3.5 AEROACOUSTIC MODEL PREDICTIONS

Attempts were made to predict the acoustic characteristics of each nozzle using the aeroacoustic prediction model developed by Mani, Gliebe, and Balsa (M.G.B.), (Reference 8) and the aerodynamic performance data measured with the laser doppler velocimeter. The M.G.B. aeroacoustic prediction model allows the specification of arbitrary temperature and total pressure profiles at the nozzle exit plane. The downstream jet plume flow characteristics are then computed from the inital exit profiles. From these flow characteristics, the mixing noise spectrum and farfield directivity are estimated.

As a baseline, the acoustic levels for the conical nozzle were predicted using M.G.B., and comparisons with measured data were made (Reference Figure IV.3.26 and IV.3.27). There is reasonably good agreement of the predicted and measured spectral levels and directivities, except under flight conditions, where the levels tend to be slightly overpredicted.

The mixer nozzles were similarily evaluated with comparisons of predictions and measured data (Reference Figures IV.3.28 and IV.3.29 for a typical example). Again, the static levels were predicted reasonably well, but the flight levels were overpredicted. Inspection of the power level spectra shows significantly different spectral shapes between the measurement and prediction. The largest differences in spectral shape occur at high frequency (approximately 5 KHz, to 40 KHz, unscaled). These differences are probably due to internally generated mixing noise, which the M.G.B. prediction is incapable of modeling due to lack of internal aerodynamic performance information. This performance information could not be obtained with an LDV system due to the fact that the outside nozzle shrouds the inside mixing process.



Figure IV.3.26 Conic Nozzle Model OASPL Directivity • V_m = 945 fps





Frequency, Hz.

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Figure IV.3.27.b Conical Nozzle Model Power Levels

Frequency, Hz.



Figure IV.3.27.c Conical Nozzle Model Power Levels

960 fps

Frequency, Hz.

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Figure IV.3.28 P4 Mixer Model OASPL Directivity

Figure IV.3.29.a P4 Mixer Model Power Levels

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$$V_m = 945 \text{ fps}$$

• $M_0 = 0.0$



Frequency, Hz.

Figure IV.3.29.b P4 Mixer Model Power Levels





Figure IV.3.29.c P4 Mixer Model Power Levels



Frequency, Hz

5.0 ICLS TEST

The full scale demonstration of technology developed under the Energy Efficient Engine (E³) program was accomplished during the Integrated Core/Low Spool (ICLS) Test series. The important acoustic technology features which were demonstrated during this program are highlighted in Figure V.1.

5.1 <u>TEST PLAN</u>

A total of four different nacelle suppression configurations were initially planned to be tested on the ICLS. But, due to an acoustic panel face sheet deformation (see Photograph V.1.1 and Reference 10), one configuration was changed, and another configuration was added using a readily available hardwall performance bellmouth inlet as opposed to previously planned aero-acoustic inlet, for a total of five different nacelle test configurations (Reference Table V.1.1).

The hardwall nacelle configurations, unless otherwise noted, were achieved using Scotch Brand aluminum tape #425 (5 mil thick, with pressure sensitive adhesive), run axially along the panel, with approximately 25% tape overlap (Reference Photograph V.1.2). The one-half treated inlet configuration (#2) was accomplished by taping the leading 0.48 meters (19 inches) of the inlet. The hardwall exhaust configuration (#4) had a treated turbine plug and a treated fan frame region between the rotor and the stator.

Three acoustic fan speed operating lines were tested for the first four acoustic test configurations. Each operating line consisted of at least seven stabilized speed points (eight on configurations 1 and 2, Reference Table V.1.2), selected to be within 50 RPM of the FPS operating speeds.

The last acoustic test configuration was tested for only one operating line, but it was held longer on point (2 minutes as opposed to 1 minute) so that multiple acoustic samples could be taken to improve the statistical accuracy of the results.



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Figure V.1.1 Acoustic Panel Face Sheet (Deformed)

TABLE V.1.1

TEST CONFIGURATIONS

CONFIG.	INLET	EXHAUST	DAY <u>Tested</u>	
1	Aero Acoustic, Treated	Treated	6/07/83	
2	Aero Acoustic, 1/2 Treated	Treated	6/08/83	
3	Aero Acoustic, Hardwall	Treated	6/09/83	
4	Bellmouth, Hardwall	Hardwall	6/14/83	
5	Bellmouth, Hardwall	Treated	6/15/83	

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Figure V.1.2 Hardwall Taping Procedure

TABLE V.1.2

ACOUSTIC TESTING - FAN SPEED OPERATING LINE

CORRECTED FAN	SPEED
1820	
2030	
2180	
2320	
2500	
2800	
3100	
3270	
	<u>CORRECTED FAN</u> 1820 2030 2180 2320 2500 2800 3100 3270

*This point was not reached on Configurations 3, 4, and 5 due to restrictions on exhaust gas temperature.

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All testing was performed at the General Electric Aircraft Engine Group, Peebles, Ohio, Site IVD test site. This acoustic arena consists of a 0.15 meter (6 inch) thick concrete test pad and a 3.96 meter (13 ft.) high engine centerline test stand (Photograph V.1.3).

5.2 INSTRUMENTATION

Nineteen 45.7 meter (150 ft.) arc microphones and four in-duct dynamic pressure transducers were recorded on a 28 track FM tape recorder, along with fan speed, core speed, time code and a reference oscillator. Sixteen of the 45.7 meter arc microphones were positioned every 10° in a polar angle measured from the inlet centerline, from 10° to 160° (Bruel & Kjaer 1.27 cm dia., Model 4134) pointing towards the ground, 0.64 cm (1/4-inch) above the center of a metal plate which was glued to the concrete test pad (Figure V.2.1). The other three microphones (also Bruel & Kjaer Type 4134) were pointing upwards 3.96 meters (13 ft.) above the concrete surface at 30°, 90°, and 120° (Photographs V.2.2 and V.2.3). The dynamic pressure transducers were located at the positions defined in Table V.2.1.

The nineteen microphone signals were preamplified through transistorized cathode followers (Bruel & Kjaer Type 2619), powered by Bruel & Kjaer Type 2801 power supplies. The preamplified signals are then fed through approximately 230 meters (750 ft.) of coaxial cable into the tape recording room of the Site IV control building. Here, the signals are fed into variable gain amplifiers with gains settings ranging from -10 dB to +60 dB in 10 dB steps for normalizing incoming signals into the optimized dynamic range of the tape recorder. The tape recorder used was a Honeywell 9600, 28 track FM recorder. The recorder was set up for Wideband Group I at 30 ips tape speed.

The four dynamic pressure transducers are of the piezo-resistive bridge type excited by a lovdc power supply. As low signal strengths were expected, 20 dB of gain was provided before the signals were fed through approximately 250 meters (820 ft.) of coaxial cabling into the tape recording room. As with the microphone signals, the induct transducers were fed through a second set of variable gain amplifiers and were recorded on the Honeywell 9600 tape recorder.

Figure V.2.1 E³ Test Setup

- No TCS
- With Vortex Destroyer
- Engine Centerline 3.96 m (13 ft)





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Figure V.2.2 Ground Plane Microphone Installation



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Figure V.2.3 Centerline Microphone Installation

TABLE V.2.1

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DYNAMIC PRESSURE TRANSDUCERS

Approximate Station No.	Approximate Circumferential Position <u>(°ALF)</u>	<u>Transducer Type</u>	Description
114	30	Kulite XCS-190-15	10-32 bolt
151.8	30	Endevco 8507-15	Panel Bolt Probe
204.8	84	Kulite XCS-190-15	10-32 bolt
286.7	84	Kulite XCS-190-15	10-32 bolt

 $\dot{C}\dot{Q}$

All 1/3 octave analysis were performed on a General Radio 1921 1/3 octave analyzer. Integration time was set for 32 seconds. The digitized 1/3 octave levels are passed through an interface computer from the analyzer and stored on the General Electric Aircraft Engine Group's Honeywell 6000 computer for further processing. Post processing included correction for microphone and amplifier system response and corrections to standard day [25°C (77°F), 70% RH] atmosphere conditions using the SAE ARP 866A recommended procedure (Reference 11).

All narrowband, enhanced waveform, and probability density analyses processing were performed at the General Electric Aircraft Engine Business Group's Acoustic Data Analysis Center (ADAC). This center is equipped with a DEC PDP11-34A based digital signal processing system (Photograph V.2.4).

Wind speed and direction, along with temperature and relative horidity were measured at the engine site using the General Electric Portable Environmental Data System (PEDS). Wind speed and direction were measured at 0.3 meters (1 ft.) and at 3.96 meters (13 ft.). Temperature and relative humidity were measured at 3.96 meters (13 ft.).

Acoustic shadowing of the ground plane microphones were monitored on-line during testing and verified with post-test data reduction to ensure that all data acquired was not contaminated by shadowing effects. Shadowing was considered to be present when the difference between the high and low microphones in the one-third octave bands between 5kHz and 8kHz was beyond the range of 3 ± 1.5 dB.

5.3 ICLS DATA

5.3.1 FARFIELD ONE-THIRD OCTAVE DATA

The ground plane data were averaged by taking all of the runs and repeats, normalizing the RPM differences using a correction determined from a second order localized curve fit for the data, then arithmatically averaging the corrected data to find an estimate of the mean of the distribution. Six



Figure V.2.4 Acoustic Data Analysis Center

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SI SEAR JANERSO OF POCE OUALITY dB was subtracted from these ground plane averages to simulate free field conditions. A typical tabulation of the statistical standard deviation for the data is given in Table V.3.1 for a sample size of 3.

5.3.2 FARFIELD NARROWBAND DATA

All narrowbands were digitally processed on the ADAC system with a 1024 line analysis, valid 0 to 10 KHz, with a Hanning window, giving an effective bandwidth of 18.75 Hz. A total of 100 ensemble averages were taken, yielding an estimate of the normalized random error of the narrowband levels to be 0.4 dB. The 45.7 m (150 ft.) arc ground plane narrowband spectra levels are displayed for configuration 1, one pass through the fan speed operating line, in Appendix 9.2.1.a to 9.2.8.p.

5.3.3 FARFIELD ENHANCED WAVEFORM DATA

Enhanced Waveform Analysis is a digital processing technique designed to improve the signal to noise ratio of a sinusoidal signal, in the presence of high random (Gaussian) background noise. The procedure requires the averaging of the digitized time domain signal before it is Fourier transformed, and it is accomplished using the following process (Reference Figure V.3.3.1):

- The analog time domain signal from a microphone is digitized, with the digitization for each ensemble commencing concurrently with a once-per-rev signal from the low speed rotor.
- Each ensemble element is arithmetically averaged with all of the other ensembles corresponding elements, yielding a mean time domain ensemble.
- The mean time domain ensemble is Fourier transformed, squared, and logarithmically converted.

STANDARD DEVIATIONS 77.0 LF0. F., 70 PERCENT R.H. DAY, SAE 150 0.FT ARC IDENTIFICATION AVERAGE - CIAE1030/P I 180200 INPUT - CIAE1030/P I 180200 INPUT - CIAE1030/P I X02600 MAGLES MEASURED FROM INLET, DEGREES PML 60 0.53 0.60 50 0.91 1.30 1.46 0.95 0.43 0.36 0.56 0.57 61 0.16 0.52 0.58 0.38 0.66 0.75 0.52 0.50 0.43 0.38 0.60 0.43 0.52 0.43 0.52 0.43 0.52 0.43 0.52 0.43 0.52 0.43 0.52 0.50	6019EQ/NRB/RPMAVQ	11/14/83 8.935 PAGE 2	
77.0 GEO. F., 70 PERCENT R.H. DAY, SAE 150.0 FT ARC IDENTIFICATION AVERAGE - CIAEI03G/P 1 AVERAGE - CIAEI03G/P 1 CIAEI03G/P 1 ANGLES MEASURED FROM INLET, DEGREES ANGLES MEASURED FROM INLET, DEGREES PHL 60. 30. 40. 50. 60. 70. 80. 90. 100. 110. 120. 130. 140. 150. 160. PHL 60. 033 0.66 0.98 1.38 1.12 1.25 1.08 0.95 0.90 1.30 1.46 0.95 0.43 0.30 0.25 0.38 0.57 60. 033 0.66 0.98 1.38 1.12 1.25 1.08 0.95 0.90 1.30 1.46 0.95 0.43 0.30 0.25 0.38 0.57 60. 014 0.14 0.52 0.38 0.101 0.52 0.38 0.66 0.75 0.43 0.30 0.25 0.38 0.57 0.10 0.25 0.38 0.25 0.38 0.29 0.25 0.29 0.20 0.20 0.25 0.32 0.36 0.43 0.50 0.43 0.50 0.43 0.14 0.52 0.38 0.27 0.38 0.29 0.25 0.29 0.21 0.14 0.52 0.38 0.25 0.14 0.30 0.25 0.34 0.50 0.43 0.10 0.65 0.101 0.52 0.58 0.29 0.25 0.14 0.14 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.29		STANDARD DEVIATIONS	
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This analysis procedure can be used where turbomachinery noise is measured in the presence of high random inflow distortion, the contribution of interaction effects between, for instance, a rotor and a stator can be identified.

5.3.4 PROBABILITY DENSITY ANALYSIS

Probability Density Analysis is the study of the amplitude distribution of a signal (see Reference 12). This is accomplished by digitizing the time domain signal from a microphone, computing a mean and standard deviation of the digitized amplitudes for each ensemble, then sorting the amplitude levels into mean and standard deviation normalized accumulators so that a probability density distribution can be determined.

This procedure has the application that it can determine the random and sinusoidal content (i.e., signal-to-noise ratio) of a blade passing frequency tone or harmonic, by first isolating the tone with a tracking band pass filter, then determine the probability density distribution for the band passed time domain signal. If one makes the same assumption as in Section 5.3.3 that rotor/stator interactions are sinusoidal in nature, and rotor/turbulence interactions are random in amplitude as for the enhanced waveform, then the relative contribution to the tone levels for these two mechanisms can be identified.

Typical results of this procedure as used for the ICLS are given in Figure V.3.4.

5.3.5 IN-DUCT DYNAMIC PRESSURE TRANSDUCER NARROWBANDS

The in-duct dynamic pressure transducer narrowbands for Configuration 1 are in Appendix 9.3. All narrowbands are digitally processed with a 1024 line analysis, valid 0 to 10 KHz with a Hanning window, giving an effective bandwidth of 18.75 Hz. A total of 100 ensemble averages were taken, yielding an estimate of the normalized random error of the narrowband levels to be 0.4 dB.



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5.4 TREATMENT EVALUATION

The acoustic suppressive treatments used on the ICLS engine are all of the fibrous bulk absorber type with characteristics summarized in Figures V.1 and V.4.

Two different techniques were used to select the optimized treatment designs. The approach adopted for designing the inlet treatment was developed by Dr. E. J. Rice at NASA-Lewis (Reference 13). This method allows determination of the optimum impedance values and the corresponding suppressions from the knowledge of the cutoff ratio, the flow Mach number, the shear layer thickness ratio, the lined length ratio, and the duct diameter to wavelength ratio. The design approach adopted for the fan exhaust was purely empirical. It was based on the optimum impedance curves derived from a series of laboratory tests carried out in a curved duct representing a segment of a fan exhaust duct.

5.4.1 PORTABLE IMPEDANCE MEASUREMENT SYSTEM EVALUATION (PLUNKER)

Prior to any testing of the engine, and prior to acoustical testing of the engine, the acoustic impedance properties of the engine treatment panels was quality insured to be to design intent using General Electric's non-destructive, portable impedance measurement system (Plunker). The Plunker is a short tube, driven by a speaker, with two dynamic transducers to evaluate the direct and reflected pressure waves, thereby determining the real and imaginary parts of the acoustical impedance characteristics of a treatment sample placed normal to the tube (Reference Figure V.4.1.1).

The results of these tests confirmed that the acoustical impedance properties were as intended, and they did not degrade with approximately 43 hours of engine running time. Figure V.4.1.2 shows a typical example of the normal impedance characteristics of the fan exhaust duct evaluated at six different locations prior to engine testing.







Figure V.4.1.1 Plunker System Used for Quality Assurance of ICLS Engine Treatment Panels



6 different measurements.)



5.4.2 FARFIELD TREATMENT EVALUATION

The benefits of acoustic treatment on farfield levels was obtained by comparing the averaged 45.7 meter arc data projected to 1,000 ft. level flyover of the different test configurations. Specifically, each treatment section effectively was appraised using the following comparisons:

Inlet :	Configuration 3 - Configuration 1
Half-Treated Inlet:	Configuration 3 - Configuration 2
Exhaust :	Configuration 4 - Configuration 1

Descriptions of the test configurations are reported in Table V.1.1, and the results of these comparisons are shown in Table V.4.2.1

5.4.3 IN-DUCT TREATMENT EVALUATION

The differences between upstream and downstream dynamic pressure measurements as made for the fully treated (Configuration 1) case, corrected by the differences determined by the hardwall (Configuration 4) case, gives an independent measure of the treatment effectivity. The results are summarized in Figure V.4.3.

5.5 FLIGHT PROPULSION SYSTEM PROJECTION

The ICLS engine levels were projected to the conditions of the flight propulsion systems using the procedures discussed in the following sections. Assuming the Flight Propulsion System (FPS) has the same treatment effectiveness as that of ICLS, the resultant levels for the four study aircraft are given in Table V.5.

5.5.1 STATIC DATABASE CONSTRUCTION

To accurately project the ICLS engine static noise levels to FPS flight conditions, the composite system levels needed to be segregated into its separate primary components: fan noise, turbine noise, booster noise, jet noise, and combustor noise. This was accomplished using the procedures schematized in Figure V.5.1.1.

TABLE V.4.2.1

TREATMENT EFFECTIVITY

Static Data Projected to a Level Flyover

<u>aepnl</u>

- Inlet Evaluated (Configuration 3-1)
- Half Inlet Evaluated (Configuration 3-2)
- Exhaust Evaluated (Combination of Configurations (1 and 4) 1;
 i.e., ~ Treated Inlet

			APPRO	ACH	<u> </u>	TAKE	OFF
		A V	lt. 400 ac 226 F	Ft. 't./Sec.		Alt. 1, V _{ac} 255	000 Ft. Ft./Sec.
NIK	(RPM)	1820	2030	2180	2320	2800	3100
Inlet	(AEPNdB)	2.9	5.6	5.0	3.9	4.6	2.2
Half Inlet	(AEPNdB)	2.6	4.3	3.4	3.1	4.3	1.0
Exhaust	(AEPNdB)	2.0	2.5	2.7	2.9	1.9	1.2



Figure V.4.3 E³ Fan Exhaust Suppression Predicted vs. Measured

TABLE V.5

EPNL FLIGHT NOISE ESTIMATES FOR E³ AIRCRAFT

	Boeing Twinjet SLS F _n = 37,710 1b. <u>TOGW = 243,660 1b.</u>	Douglas Trijet SLS F _n = 41,230 lb. <u>TOGW = 497,000 lb.</u>	Lockheed Trijet SLS F _n = 40,757 lb. <u>TOGW = 452,857 lb.</u>	Lockheed Quadjet SLS F _n = 37,767 lb. TOGW = 626,841 lb.
Takeoff				
Level	90.9	96.5	94.8	99.1
Margin re: FAR36 (19)	78) 2.9	4.4	5.6	5.1
Sideline				
Level	91.6	94.4	92.8	93.6
Margin re: FAR36 (19)	78) 6.6	6.5	7.7	8.1
Approach	100.2	100.5	99.9	99.7
Margin re: FAR36 (197	(8) 1.7	3.8	4.1	5.3
Airframer Supplied				
Aircraft Noise	93.2	92.3	95.9	96.0

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First, the static jet and combustor levels are predicted using the procedures discussed in SAE ARP 876B (Reference 14) and the engine performance cycle as determined at the time of testing. These predicted levels are logarithmically subtracted from the averaged freefield 45.7 meter arc one-third octave data (as tabulated in Appendix 9.1).

Next, the booster and turbine tones are identified in the narrowband spectra based on blade counts (Reference Figure V.5.1.2) and physical fan speeds. The one-third octave contribution of these tones are determined, and their effect is removed from the averaged 45.7 meter arc one-third octave data with the combustor and jet noise components removed.

The net result of this analysis is the generation of three separate component databases:

- Fan noise database
- Booster tone database
- Turbine tone database

The FPS fan noise database was obtained by scaling the previously determined static fan noise database, correcting for cycle differences in fan total weight flow and fan tip speed between the ICLS and FPS engines. The scaling procedures used were based on General Electric's commercial engine experience.

The FPS booster and turbine databases are the unscaled component databases as determined in the previous paragraphs, selected to have a slightly higher tip speed than the FPS target tip speed. This selection tends to slightly overpredict the levels, for a more conservative estimate of the margins expected relative to the FAR 36 Stage III rule.

5.5.2 FAN NOISE FLIGHT CLEANUP DETERMINATION

As the ICLS engine was tested statically without a turbulence control structure, strong inlet turbulence distortions generated abnormally high fan tone levels as compared to what is expected in flight. Based on General





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Figure V.5.1.2 E³ ICLS Blade Counts

Electric's commercial turbofan experience, it has been found that modern signal processing techniques, such as those discussed in Sections 5.3.3 and 5.3.4, accurately identify the relative contribution of the turbulence distortions, so that their effect can be isolated from the data. These contributions can be summarized in a table of corrections, based on the assumption that flight turbulence levels are significantly reduced, or "cleaned up" (Reference Table V.5.1).

These corrections have been determined for each individual speed tested, then they were averaged over two speed regimes to improve the statistical significance of the estimate. Two speed regimes were selected as the directivity characteristics of fan noise source change due to the extremity of operating conditions.

5.5.3 FPS FLIGHT PROJECTION PROCEDURE

The flight FPS jet and combustor noise components were predicted using the methods discussed in Reference 14 and the projected FPS performance cycle. The predicted jet and combustor, along with the FPS fan, booster, and turbine components were projected individually to flight using corrections for spherical divergence, air attenuation, Doppler shifting, and dynamic amplitude effects. The flight projected components are then summed and an Effective Perceived Noise Level (EPNL) is calculated.

5.5.4 COMPARISON TO PRETEST PREDICTION

Predicted fully treated and measured noise levels are shown as a function of angle from the engine in Figure V.5.4.1 to V.5.4.8. Data is presented for three test configurations over a range of fan speeds. In Figures V.5.4.9 to V.5.4.14, the frequency distributions are shown for 60° and 120° angles for selected fan speeds.

The measured ICLS test data show that the overall engine's acoustic performance was, in general, as expected. However, there are three minor areas where the pretest predictions did not match the data as well as the:

TABLE V.5.1

FAN NOISE FLIGHT "CLEANUP" CORRECTIONS

	Appro	oach Jape	Tak BPF	eoff 2B
10°	5.6	5.4	4.8	
20°	5.8	4.3	5.5	
30°	4.7	3.4	5.5	
40°	4.6	4.1	5.3	
50°	4.9	2.0	5.3	
60°	5.1	2.9	5.1	
70°	2.9	1.6	4.4	
°08	3.2	1.3	3.9	
•06	1.6	1.5	2.6	
100°	1.6	1.1	2.3	
110°	1.8	1.4	1.8	
120°	2.1	1.5	2.1	
130°	2.4	1.0	1.7	
140°	2.2	1.8	1.7	
150°	2.0	1.6	2.6	
160°	2.8	1.6	з • 5	

Figure V.5.4.1



Figure V.5.4.2



Figure V.5.4.3



Figure V.5.4.4



Figure V.5.4.5



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Figure V.5.4.6



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Figure V.5.4.7



Figure V.5.4.8



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Figure V.5.4.9



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Figure V.5.4.10





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Figure V.5.4.11



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Figure V.5.4.12



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Figure V.5.4.13



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Figure V.5.4.14



- High speed aft measured levels are underpredicted All measurements were made on a polar arc centered on the fan face. As jet noise is a distributed source, with an apparent source location located several diameters downstream from the fan face, the measurements were made in the nearfield of the source. The jet noise prediction methodology used (SAE ARP 876B) does not have a source location procedure to account for this.
- Low speed forward quadrant and 120° levels are overpredicted This is probably due to an overprediction of the fan rotor-turbulence interaction noise effects on the higher harmonics.
- Aft angles, all speeds show overpredicted turbine levels The turbine tones appear to be broadened spectrally and lower in amplitude than expected, probably due to turbulence in the jet mixer.

6.0 COMPARISON AND DISCUSSIONS

6.1 CUT-ON FAN NOISE CHARACTERISTICS

It was demonstrated during the fan scale model test (Section 2.3.1) and confirmed by comparisons to scaled CF6-50 data (Figures VI.1.1 to VI.1.3) that cut-on fan blade passing frequency levels with wide rotor-stator spacing are similar to cut-off fan blade passing frequency levels with tighter spacing.

6.2 EXHAUST MIXER NOZZLE NOISE CHARACTERISTICS

The exhaust nozzle scale model test demonstrated that forced mixer exhaust nozzles are quieter than separate flow nozzles and similar to conic flow nozzles for the same thrust. (Reference Photograph VI.2 for example of ICLS mixer.)

6.3 KEVLAR BULK ABSORBER CHARACTERISTICS

Both the fan scale model test and the ICLS test verified the suitable applicability of Kevlar as a bulk absorber material for acoustic treatment panels.

6.4 FAN NOISE SCALING TECHNIQUES

Comparison of the Rotor 11 scale model data scaled up to ICLS conditions and the ICLS full scale data verified the fan modeling techniques used.

Rotor 11 data was scaled up to the full size ICLS conditions by first selecting tip speeds equal to those tested on the ICLS. Then after shifting the blade passing frequency tone to the correct frequency band, the amplitudes of the scale model data were adjusted using the following relationship:

$$L_{FS} = L_{SM} + 10 \log \left(\frac{W_{FS}}{W_{SM}}\right) + 50 \log_{10} \left(\frac{V_{FS}}{V_{SM}}\right)$$

Figure VI.1.1 Comparison of 1/3 Octave BPF Directivity for E³ ICLS and CF6-50 LNN at Equal Tip Speeds



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Figure VL1.2 Comparison of 1/3 Octave BPF Directivity for E³ ICLS and CF6-50 LNN at Equal Tip Speeds

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Figure VI.1.3 Comparison of 1/3 Octave BPF Directivity for E³ ICLS and CF6-50 LNN at Equal Tip Speeds



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Figure VI.2 ICLS Exhaust Mixer Nozzle

Where: L_{FS} = Full scale tone level L_{SM} = Scale model tone level W_{FS} = Full scale weight flow W_{SM} = Scale model weight flow V_{FS} = Full scale tip speed V_{SM} = Scale model tip speed

No adjustments were made to the data to reflect hardware design differences, e.g., vane-blade ratio and spacing (for BPF and harmonics), blade metal angles (for broadband noise), blade details (radial mode distribution) and booster effects (combination tones).

Figures VI.4.1 to VI.4.3 show the comparisons of the hardwall inlet configurations at 30°, 60°, and 90° at 45.7 meter arc freefield conditions for 3,100, 2,800, and 2,320 RPM corrected fan speeds. The scaled model data is generally in good agreement with the ICLS data, except, as expected, at 90° where exhaust radiated noise contaminates the ICLS data. As there are higher induced inflow turbulence levels at the ICLS outdoor test stand structures than the scale model anechoic chamber structures, higher fan tones were expected at the cutback (2,800 RPM) and approach (2,320 RPM) speeds. In addition, at low speed, the booster and booster plus fan combination tones become significant and contribute to the corresponding one-third octave bands.

Figures VI.4.4 to VI.4.6 show the similar comparisons using the treated inlet configurations. Again, the scaled model and the full scaled data are in reasonably good agreement.

It should be noted that there is a potential problem with the scaling techniques used. By shifting the scale model several one-third octave frequency bands so that the blade passing frequencies of the model and full scale coincide, the assumption is made that the size and magnitude of the ingested turbulence is also scalable. The scale model data is typically between 16 KHz to 40 KHz. If the turbulence effects are not scalable, then it would be expected that its effect at these frequencies would be rapidly diminishing with harmonic number, and the scale model will have a higher fall off rate. This effect is evidenced in the data.

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Figure VI.4.1 Comparison of Full Scale E³ ICLS Test Results with R11 Scaled Model Fan Rig Data (Hardwall Inlet)

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Figure VI.4.2




Figure VI.4.3

Comparison of Full Scale E³ ICLS Test Results with Rll Scaled Model Fan Rig Data (Hardwall Inlet)





Figure VI.4.4 Comparison of Full Scale E³ ICLS Test Results with Ril Scaled Model Fan Rig Data (Treated Inlet)

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Figure VI.4.5

Comparison of Full Scale E³ ICLS Test Results with R11 Scaled Model Fan Rig Data (Treated Inlet)

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Figure VI.4.6 Comparison of Full Scale E³ ICLS Test Results with Rll Scaled Model Fan Rig Data (Treated Inlet)

6.5 JET EXHAUST MIXER SCALING TECHNIQUES

Comparison of the scaled mixer nozzle model data presented in Section 4 of this report to the full scale ICLS data verified the jet scaling techniques, and it substantiated the use of scale model tests for exhaust nozzle acoustic design purposes.

The mixer nozzle model data was scaled to the ICLS conditions using the data points which had similar bypass ratios and mean mixed velocities. The one-third octave frequency bands are shifted to lower frequencies based on maintaining equivalence of Strouhal numbers. The relationship relating the scale model and full scale frequencies is:

$$f_{fs} = f_{sm} \left(\frac{d_{sm}}{d_{fs}} \right)$$

Where: f_{fs} = Full scale frequency, Hz f_{sm} = Scale model frequency, Hz d_{sm} = Scale model diameter, m d_{fs} = Full scale diameter, m

No adjustments were made to reflect differences in jet apparent source location and the directivity and spherical divergence corrections associated with such.

Figures VI.5.1 and VI.5.2 show typical directivity comparisons of the overall sound pressure level of the scaled model mixer levels and the full scale ICLS data. These comparisons show good agreement between the scaled model and the full scale data at these high power points (low power points were not compared due to contamination of the OASPL's because of turbomachinery related noise).

Figures VI.5.3 to VI.5.8 show selected spectral comparisons corresponding to the high power OASPL directivities discussed above. The spectral shapes observed are also in good agreement, with the small differences at low

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Figure VI.5.1 OASPL Directivity Comparison of Scaled Model Data and Full Scale ICLS Data at Takeoff Power



Figure VI.5.2 OASPL Directivity Comparison of Scaled Model Data and Full Scale ICLS Data at Cutback Power

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Figure VI.5.3

60[°] Spectral Comparison of Scaled Model Data to Full Scale ICLS Data at Takeoff Power Power

Figure VI.5.4

90[°] Spectral Comparison of Scaled Model Data to Full Scale ICLS Data at Takeoff Power



Figure VI.5.5

120⁰ Spectral Comparison of Scaled Model Data to Full Scale ICLS Data at Takeoff Power





125

315

50

Figure VI.5.6

60° Spectral Comparison of Scaled Model Data to Full Scale ICLS Data at Cutback Power

SOUND PRESSURE LEVEL VS PREQUENCY e 458 m (1500 ft) SL e Cuthack Power e 2800 rpm a 90 Degravs Scole ICLS 50 ŝ ₹ ** 30 20 Turbs 12500 31 500 5000 315 3000 50 125 800 Frequency (Hs)

800

Frequency (Nz)

2000

5000

12500

31 500

Figure VI.5.7 90° Spectral Comparison of Scaled Model Data to Full Scale ICLS Data at Cutback



Figure VI.5.8

Power

120° Spectral Comparison of Scaled Model Data to Full Scale ICLS Data at Cutback Power

frequency attributable to mixer cycle differences, measurement arc differences (the ICLS measurement arc was centered on the fan face, the scale model measurement arc was centered at exhaust nozzle exit plane, approximately 4.8 meters different), and apparent source location differences between the two measurement schemes used (apparent source locations are different between the two tests due to differences in the relationship of distributed source effects and microphone locations). Large differences are expected at frequencies above 1,000 Hz since ICLS full size engine included other turbomachinery component noise contributions, while the nozzle scaled model data was for jet noise alone.

6.6 COMPARISON OF ICLS TO THE CF6-50 AND REFERENCE ENGINE

The overall demonstration of the acoustic technology developed under this program can best be seen by comparison of the ICLS to the CF6-50 reference engine. One of the more dramatic comparisons is the PNLT vs thrust correlation shown in Figure VI.6.1. This figure shows the substantial reduction of noise generated by newer technology E^3 engine when compared to the older technology CF6-50. The reduction of lower powers are due to improvements in fan rotor/IGV spacing, turbine vane/blade ratio selection and treatment selection. Reductions at higher powers are primarily due to the improved exhaust mixer nozzle as opposed to the separate flow nozzle used on the older technology engine.

These differences in design technology are further evidenced by comparison of the margins relative to FAR36 Stage 3 rule (Reference Table VI.6). For example, the margins of the newer technology E^3 powered Douglas Trijet are significantly better than the older technology CF6-50 powered DC-10 Trijet (values quoted are taken from Reference 15).







TABLE VI.6

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MARGIN RE FAR36 (STAGE 3)

	E ³ Projected Douglas Trijet <u>TOGW = 497,000 lb.</u>	CF6-50C2 DC-10-30 <u>TOGW = 555,000 1b.</u>
Takeoff	4.4 (Full Power)	3.5 (Cutback)
Sideline	6.5	3.3
Approach	3.8	-1.1

Note: "-" denotes exceeding FAR36 limits.

7.0 <u>CONCLUSIONS</u>

It is projected that advanced aircraft powered by engines using the design concepts developed under this contract will meet noise regulation goals with a minimum average growth margin of 3.7 EPNdB (Table VII).

Several notable acoustic technological contributions were made during this contract:

- Demonstration of cut-on fan noise characteristics and acceptability
- Demonstration of jet exhaust mixer nozzle noise characteristics
- Demonstration of Kevlar bulk absorber suppression panels
- Verification of fan model noise scaling procedures
- Verification of mixer nozzle model noise scaling procedures

These characteristics and procedures are elaborated in the Appendix.

TABLE VII

SUMMARY

PROJECTED AIRCRAFT NOISE LEVELS MEET ACOUSTIC PROGRAM GOALS WITH AVERAGE GROWTH MARGIN RELATIVE TO FAR36 (STAGE 3)

Approach	:	3.7	EPNdB
Full Power Takeof	f:	4.5	EPNdB
Sideline	:	7.2	EPNdB

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_____ . 9.0 APPENDIX

9.1 AVERAGE SOUND PRESSURE LEVELS

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000	90.1	93.7	91.2	87.6	86.3	80.8	80 1	74 3	74 8	76.5 77.6	6 3 78 3	377. 880	3 79	1 7	6.7	75.0	74.4	132.1	ī		
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16214	ES/FS	DR/RF	MAVO																	•					
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2500	90.4	91.	6 89	9 8	9 6	87	7 85	5	83.4	82	9 82	2.7	84.5	. e4	7 87	1 8	97.3	84.2	85.	79 279	.4 13 .7 14	8.7			
4000	90.3	94. 91.	7 95. 2 90.	8 9	10.2 10.9	94. 89.	591 286	.1	89.2	85 9	9 84 5 8*	4.6	87.1	86.	1 87	8 6	37.8	85.5	84.	61	0 14	5.5			
5000	90.5	91.	4 90.	6 9	1.0	89.	6 87	1	86.0	84.5	5 80	5.30	87.5	89.	5 811 7 90	. ວ ຊ	90.2	85.4	82.0 83.0	5 81. 3 80	.0 14 8 14	3.0			
8000	88.7	89.	3 88	9 8	9.7	89	<u>3 86</u> 1 85	6	85 3	83.2	2 83 5 80	38	85.3	87.	8 89	3	<u>19.1</u>	85.1	82.1	79	5 14	3.1		·	
0000	86.8	86.	9 86.	38	6.9	86.0	0 83	. 5	82.3	79 0	5 76	3.8	80.2	82.	84	0 6	34.4	81.7	78.0) 78.) 75.	5 14 4 14	2.1			
ASPL	102.5	103	8 103	9 10	2.9	100.9	9 99	. 3	98.2	97.6	5 97	, ,	99 0	100 -	2 101	A 10		102.0	105						
	117.1	116	5 116. 5 122	7 11	6.8	115.	3 113	0 1	11 4	110	i Tić	2.1	111.6	113	114	2 11	5 6	113.0	112.2	2 109	7	<u>o.1</u>			
DBA	103 2	104	4 104.	6 10	3.5	101.3	99 3	.41 .5	14.5 97.9	96.2	1111 796	1.6 5.1	113.0 97.5	114.3 98.5	3115 599	4 11	6.7 00.5	114.4 98.7	112 6	i 111.	3				
APN	.W= 1	18.1	IP	NLW=	126	2	LA	PNLW	= 10	8.7		PNL	N= 10	7.8	Ťr	NI W =	125	0							
														-				-							
	NTIFI	CATIO	N	TES	T DA	TE	_ 10	CATI	ON	ACC	USTI	C R/	ANGE	REFI	RENC		1	ARITH	AVG FM	ik i		•	PAMO	.	4054
14610	JG/P	1 28	040	06	-07-	83	PEFB	LES	40	1	50	FT	ARC	-	2800			25	193.	···	SAE7	7	28.72	FULL	SPHERE
P MIC	5/FUL	LY TRI	EATED	60B	FRFE	FIELD	D COR	R./#	2110	2															
	••							•																	

ORIGINAL PAGE IS OF POOR QUALITY

Appendix 9.1.7 16214ES/FSDR/RPMAVG 11/14/83 8.935 PAGE 1 AVERAGE SOUND PRESSURE LEVELS 77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150.0 FT. ARC **IDENTIFICATION** AVERAGE - CIAE1030/P 1 3100A0 INPUT - CIAE1030/P 1 X02430 CIAE1030/P 1 X02450 CIAE103G/P 1 X02590 ANGLES MEASURED FROM INLET, DEGREES 10. 20 30 40 50 60. 70. 80. 90. 100. 110. 120. 130. 140. 150. 160. FREQ 50 78 0 78.7 78.6 80.5 81.0 81.8 82.9 83.9 85.1 86 3 88.3 90.9 93.6 97.1 101.9 105.9 148.1 PUI 63 81.8 80.8 80.9 81.9 81.6 82.2 83 4 84 5 85 2 87 4 89 9 91 3 94 3 97 4 100 6 103 9 147 2 80 83.1 81.9 82.0 82 6 83.6 85.0 86.2 87.4 89.6 91 9 94.9 97.6 100.7 101.8 146.7 81.8 61 2 100 83.8 82.6 82.5 83.2 83.3 83.9 84.7 85.7 86.7 88.3 90.3 92 6 95 4 98 2 101.0 99.7 146.7 125 82.8 83.4 82.8 83.8 83.7 84 5 85 2 86.2 87.3 88 9 20.8 97 8 95 5 97.9 100.7 98.7 146.6 160 62.4 84.0 83.4 84.3 83.7 84.2 85 2 86 0 87 1 68 8 90.6 93.1 95 6 98 1 99.4 97.8 146.3 200 81.8 84.2 84.7 84.9 85.1 84.9 85 8 87 2 88 2 89 3 91 2 93 2 95 3 37 5 98.6 96.7 146.0 84.4 84.7 84.5 85.2 85.9 86.5 87.9 89.3 91.0 92.9 95.1 97.0 97.3 94.8 145.4 250 81 9 83.7 315 82.1 83.1 84 3 85 1 85.2 85.2 86.1 86.8 87.9 89.4 91.0 92 9 95 1 96.0 96.2 93.1 145.0 85.4 86 3 86 9 88.1 89 8 91.3 93 2 94.6 95.7 94.9 91.9 144.7 81.3 83.1 83.5 84.8 85.1 82.9 64.5 84.9 85.4 86.4 87.2 88.6 90.2 91.2 93.0 94.2 94.6 93.7 90.4 144.3 500 81.4 82.4 630 82.0 83.4 83.1 84.5 84.7 85.6 86.4 87.6 88.9 90.2 91.1 92.9 93.8 93.6 92.5 89.6 144.0 83 6 82 1 84 1 83 9 84 6 85 7 86 8 88 1 89 7 90 6 92 1 92 8 92 5 90 9 87 9 143 2 800 83.6 1000 85.7 85.9 84.5 85.4 86.2 87.3 89.3 90.3 91.7 91.6 91.6 84.4 84.7 84.8 89 9 88.7 142.8 1250 89.6 90.5 89.0 86.9 86.2 85.7 86 2 86.3 87.5 88 8 89.5 91.6 91.7 90.8 89.1 85.9 143.1 1600 98.3 101.4 100.5 99.9 97 0 96.0 94.2 92 4 91.6 92 1 92.7 95 7 95 2 94.8 92.9 89.7 150.2 2000 90.6 91.8 90 8 91 0 88.5 87.9 87.3 86.7 87.1 88 7 89.5 91.3 90 7 69.8 88.2 84.9 143.7 2500 89 3 89 1 88 5 89 2 87 3 86 6 86 4 86 1 86.8 88.7 89.7 90.6 89 4 88.5 86.1 3150 96 3 95 9 97 3 97 7 94 2 91 6 90 9 89 7 89 5 90 4 91 7 92 5 90 9 89 6 87 0 85 5 147 5 4000 91.1 91.2 91.0 91.5 89.5 88.0 87.5 87.0 87.7 88.8 89.8 91.2 89.5 87.9 85.1 83.4 144.2 5000 93.7 93.8 92.7 94 3 92.1 90.4 89.3 88.8 89.6 90.9 91.8 93.0 91.0 68.3 85.9 84.0 146.4 6300 91 6 91 3 90 7 92 2 90 4 86 9 87 7 86 6 87 8 89 9 92 2 91 0 97 3 89 5 65 7 83 5 145 9 8000 89 2 89 2 89 7 90 3 88 3 86 2 85 5 84 2 84 7 86 5 89 7 90 8 89 9 87 9 83 6 81 3 144 1 10000 87.4 86.8 87.0 87.7 86 2 84 5 83.7 81.7 82.4 84 3 85.8 87.6 87.6 PG.7 80.8 78.1 142.4 OASPL 103 6 104.8 104.5 104 6 102 4 101 5 101 0 100 8 101 6 103 0 104.4 106 2 107 3 108 6 110 2 110 8 159 5 PNL 117.4 117.8 118.1 118 5 116.2 114.6 114 2 113.7 114.1 115.4 116.7 118.1 117.8 117.4 116.3 114.4 PNLT 120 2 121.3 121.6 122.2 119.4 117.7 116.7 115.7 115.6 116 5 117.8 119.5 119.1 118.9 117.7 115.8 DBA 104.0 105.4 105.0 105.1 102.5 101.2 100.4 99.6 100.1 101 4 102.5 104 1 103.8 103.3 101.9 99.4 APNLW= 121.2 IPNLW= 127.7 LAPNLW= 113.5 LIPNLW= 108 7 TPNLW= 125 6 IDENTIFICATION TEST DATE LOCATION ACOUSTIC RANGE REFERENCE REM ARITH AVG FNK TALPHA 06-07-83 PEEBLES 4D PAMB PWL AREA CIAE103G/P 1 3100A0 150 FT ARC 3100. 32327. SAE77 28.72 FULL SPHERE GP MICS/FULLY TREATED/6DB FREEFIELD CORR. /#21102

16214	ES/FSD	R/RPH	AVG																11	/1//8		•				_		
								AVER	AGE	SOUN	ID PRE	ESSUR	RE LI	EVFLS					• • •	14/0		0.	832	٣٨	GE	1		
		_			77	7.0 0	EG. F	, 70	PER	CENT	R.H.	DAY	', S/	AE	150.0	FT	AR	с										
									1	DENT	TFIC		1															
				A	VERA	GE -	CIAF	1036/1	• 1	32	67A0									·								
					I NP	PUT -	CIAF	103671	• 1	xo	2440		C14	E 1 0 30	G/P 1		X025	70										
							AN	JLES P	EAS		FROM	1 1 1	FT	DECR			• •••••	•••		·····								
	10.	20.	30.	. 4	0.	50.	60	70		80	90	· · · · · ·	00	-110				·				·····			_			
50	80 6	81.2	81 .0	3 82	. 2	83.1	83 (5 84	<u> </u>	AK -					12	U.	130	. 14	10.	150	. :	160.	P	WL.				
63 80	<u>84.1</u> 85.4	84.3	83.2	2 84	.0	83.7	64 (84	7	8 <u>6</u> 4	<u> </u>	0_8	<u>ð 1</u> A 0	91.3 _91.3	1 92)93	9	95.1 96.1	5 90 3 99	5.9 5.7	105.0	0 11	10.1	151	. 5				
100	86.3	85.4	85.4	1 85	.9	85.7	85.2	2 86. 3 86.	9 1	86.5 88 2	87. 88.	78 89	9.7	91.9	94	1	96.	99	. 9	103.0	0 10	04.8	149	. 1				
160	84.3 84.4	85.6 86.0	85.3 86.1	1 85. 86	.8 / .8	85.5 85.9	86.4	87.	6 (88 4	89.	7 9	0.8	92.7	7 95	. 4	97.5	5 100),9)),9	103.1	8 10 5 10	02.9 01.8	149	.4				
200	83.7	86.3	87.2	8G	.9	86.8	86.6	87	9 1	89.4	89.	<u>99</u> 69	$\frac{1}{1}$	<u>93 0</u> 93 0	<u>95</u>	5	97.9	100	.3	101.	9 10	0.4	148	6				
315	84.2	85.9	86.5	i 87.	.4 (87.5 87.7	87.0 87.6) 87. 1 88	8 8	88.8 80 0	89.	69	1.5	93.3	95	5	98.1	99	3	100.	2 1	99.5 97.8	148	. 5				
<u>400</u> 500	83.4	85.0	85.5	87.	6	88.1	87.7	84	<u>6</u>	18.6	90	7 9	2.4	93.5	95. 95.	2 . 6	97.5	i 99 I 98	. 2	98.5	59	96.1	147	5				
630	82 6	84.1	85.0	186.	.3.0 .9.1	87.8	87.5) 89. 88.	0 E 3 E	19.3 19.8	90. 91	8 9	2.1	93.8	96	0	97.0	97	4	96.	5 9	3.6	147	0				
000	84.8	84.9 87.6	84.0 87.9	85. 86	.7 8	87.0 86 4	86.2	87.	9 6	99.1	90	6 9	1.8	92.9	95. 95	0	95.1) 96 95	.5 .7	95.6	69 29	01.8 10.7	146.	6 A				
250	88.8	90.3	90.5	80.	5 6	87.9	87.7	87	4 8	8.5	90	4 9	<u> 6</u>	92 8	- 91.	8	94.8	93	9	92.7	7_8	8.2	145	4				
000	94.4	94.7	94.6	97.	69 99	97.5 94.2	97.2	94. 91	6 9 ว 0	14 2	97.4	4 96	59	°G 6	98	5	95.1	93	6	95.3	, a 9 9	18.3	145.	3 7				
500 150	89 ? 98 4	88 9 96 6	88.9	89	9 6	89.6	88 6	88	1 8	18 5	_ 09.	0 94 7 91	2.6	93.9	95. 94.	1	93.2	92	.3	92.5	58	9.4	147.	7				
000	94.0	93.6	92.2	93	4 9	93.5 93.5	91.6	91. 90.	69 89	0.9	90.1	5 91	.1	92.0	93	4	91.7	90	3	88.8	0	6.4	147.	3				
300	92.6 90.7	93.3 90.5	93.5 91.0	93. 92	8 9 1 0	93.4	91.3	90	/ 9	0.1	91.6	8 93	0.1	94.1	96	2	91.4	90	. 8 . 1	88.6 88.5	5 A 5 A	5.9	146.	9				
000	88.4	8.8	89.3	90.	3 8	38.9	86 8	85	78	4.9	<u>90.</u> 86.	2 <u>92</u> 788	20	91.0	95.	0	93 5	- 91	2	88.8	8	62	147	1				
		J. /	00.3	86.	98	56.7	84.9	84.	18	2.7	84.	3 80	i j	68.3	90	8	89.5	88	. 1	85.4	8	4.6 3.5	145. 143.	6 9				
PNL 1	04.3 10	04.3 8.2	<u>104.1</u>	104.	4 10	<u>14.0</u>	103.2	102	2_10	3.0	103.6	105	5.5	06.9	108	8 1	09.4	111	.0 1	113.0	1 1 1	4 2	161					
	21 1 12	20.0	119 0	119	9 11	9.3	118.2	117.5	7 11 5 11	5.5 6.9	116.3	117	6	18.9	120	7 1	19.5	119	11	19.0	i i i	7.0	101.	9				
70A 10	04.7.10	14.5	104.2	104.	4 10	93.9	102.9	101.9	9 10	1.8	102	5 104	1	105.1	106	8 1	19.4 05.7	119.	.31 31	20.1 04.7	11 10	7.5						
APNLI	W= 123.	0	1 PNL	_W= 1	27.6	;	LAPN	W= 11	6.1		LIPN	ILW=	110	7	TPN	I W=	126	7										
EIOS	TIFICAT	10N	10	EST (DATE		LOCA	TION		ACOU	STIC	RANG	E	REFE	RENCE	RP	m .	ARITI	, Δ \.	(G . F.N.	ĸ	1 .	Du .	~		-		
MIGG				00-0	/ - 0.1	P	E E MUES	5 4D		15	J. FT	ARC	•	:	3267			3	3533	0.	•	SA	E77	28	.72	FULL	SPHER	\ !E
m CS-	/FULLY	TREAT	FED/GE	DB FRI	EEET	ELD -	CORR	/#2110	2																			
									-																			

ORIGINAL PACE IS OF POOR QUALITY

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Appendix 9.1.9

16214ES/FSDR/RPMAVG

11/14/83 9.019 PAGE 1

AVERAGE SOUND PRESSURE LEVELS

77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150.0 FT. ARC

IDENTIFICATION

AVERAGE - C2AE106G/P 1 1820A0

INPUT	- C2AE1060/P 1	X02810	C2AE1066/P	1	X02900
	C2AE106G/P 1	x02660	1		

	10	20.	30.	. 4	10.	50) .	60.	70	0.	80.	9	0.	100		110.	120).	130.	140	Э.	150.	160					
REQ																								I	PWL			
50	64.1	64.7	64.0	5 66	5.2	63	96	4.3	65	.4	67.1	67	. 9	68.	6	69.8	71	8	73.3	75	0	77.1	79.	3 12	5.0			
63	-70.	69 0	68.		<u>1 2</u>	- 64	8 0	0.0	-6/	<u> </u>	68.2	- 68	-2-	-69.	4	20.0		8	73.5	74_	<u>.</u> 5	_76.0		8 12	5.6			
100	67.3	1 60.0 . cc 0	64.	J 6.	3.7 . 7	67	0 0	3.3	60	3	67.0	1 U/	. 6	59	ů v	/0.4	12	2	71.4	14		76.3	76.	1 12	4.5			
125	67.0	00.00 673	66.4	1 00 1 67	2.7	67	0 U 6 6	7.6	67	. <u>´</u>	68.1	60	. 4	70.	2	71.3	7.3.	4	74.4	70.	. 1	77.0	74.	3 12	3.3			
160	68	676	67 4	1 GA	7	68	7 6	r	68	š	60.7	ео СО		70.	1	71.0	74	4	25.1	/5		74 6	74.	1 12	J. 0 5 6			
200	67.0	68.0	69	2 70) 6	70	1 7	0 6	70	5	71 6	71	3	71	5	72 0	76		76 7	75	5	74 4	72	9 12	<u></u>			
250	68.	69.0	69.0	5 69	.4	69	3 6	8.G	68	3	68 6	69	Ğ	20	5	71.7	73	4	74.0	74	3	72.7	71.	0 12	5.0			
315	70.3	70.5	70.4	4 71	1.1	70	6 6	9.4	69	6	69.4	70	. 0	71	5	72.7	74	1	74.3	74	. 8	73.6	71.	6 12	5.9			
400	70.0	<u> </u>	70.5	571	.0	71	1 6	9.9	70	3	70.5		. 4	73	8	75.2	76	5	75.8	76	1	75.1	72.	0 12	7.4			
500	70 2	2 70.2	69.9	9 70).5	70	6 7	0.2	73	1	71.3	73	. 9	74.	9	75 2	76.	7	75.9	76.	. 0	74.0	70.	6 12	7.8			
630	72.1	72.5	71.0	8 71	. 5	71	1 7	0.0	70	. 5	70.0	1 71	. 8	73 .	8	74.7	75.	6	74.5	74.	. 1	71.9	69.	5 12	6.8			
800	78.	78.1	76.0	76	5.2	74	4 7	2.5	71	. 1	69.8	70	. 6	72	7	73.4	74	1	74.6	73	. 5	71.2	69.	2 12	7.8			
000	88.0	88.0	85.4	1 8	4	84	1 8	<u></u>	78	<u>. 2</u>	/6.2	74	6	_74	<u> </u>	<u>75.9</u>	?	4_	<u>78 1</u>		<u>.</u>	75.8	73.	7 13	5.2			
250	81.1	00.1	/0.2). 10	75	1 1	J. I	71	. 1	69.1	68	8	69	9	71.2	71.	2	72.9) 71.	. 7	69.3	67.3	2 12	7.9			
000	87) 9J.0	96.4	/ 90 8 01	J. 4	85	.0 0	1.4	79.	. 6	73.2	75	1	75	4	76.1	78.	5	30.0	80.	. 5	74.7	73.4	B 13	9.4			
500	82	. 00.3 A A A	82 6	5 <u>5</u>		85	1 8	1.4	78	· (74.3	7.1		73.	~	/3 J 73 B	77	-	79.0		2	73.4	71.3	9 13				
150	82 0	85 8	83 2	2 8	1 4	82	3 7		74	<u>.</u>	72 2	7.2	- 2 -	72	<u>a</u>	76 2	70	8	78 7	16	13-	72 4	70	6 12	4.0			
000	83.9	87.6	82.6	3 82	6	80	8 7	7 4	74	1	71 9	72	2	72	3 7	75 5	77	4	72 5	75	8	71 7	70	6 13	3.5 1 B			
000	83.4	83.8	82	3 82	2.5	80	5 7	6.9	74	2	21 3	71	2	73	'n	74 9	77	ā	80 0	77	7	73 1	70	2 13	3 4			
300	83.9	84.5	87.6	5 82	. 5	80	8 7	7.2	74	7	71.1	70	ō	71	5	74 4	70	ō	78 8	27	2	72.4	70	9 134	4.7			
000	81.4	82.3	80.0	79	9.9	78	1 7	5.3	73	3	70.1	67	. 2	69.	ī	71.9	13	7	11.G	77	. 1	71.1	67.4	4 13	2.1	***************		
000	79.1	79.0	77.2	2 77	7.1	75	6 7	3.3	70	. 7	69 8	65	. 3	67.	0	69.0	72	5	77.9	77	0	70.2	64.5	5 13	1.0			
SPL	95.	97.8	96.6	90	<u>; 3</u>	93	5 8	9.6	87	4	85.2	85	. 1	85	9	87.4	89	4	90.7	90	2	88.0	87.0	0 14	6.0			
PNL	107.5	5 110.1	109.0	0 109	9.0	106.	3 10	2.4	100	. 4	97.7	97	. 2	98.	1 1	00 3	101	91	03 5	102	2	98.8	97.3	3				
NL T	110.1	113.3	111.9	9 1 1 2	2.6	109	4 10	5.1	102	. 8	99.9	98	. 8	99.	4 1	01.5	104	1 1	05.2	104	3	100.6	99.	1				
UBA	96.I	20.2	97.6	, 9/	. 1	94.	1 8	a. a	87	4	84.4	8,1	. 0	84	7	86.4	88	2	89 9	98.	8	84.8	83.(D				
APN	LW= 1	07.3	IP	VLW=	118	0	L	PNI	W =	96	0	LI	PNL	W= 1	00	5	TP	ILW:	116	5.5								
IDE	NTIF	CATION		TEST	DA	TF.	<u> </u>	DCAT	ION		ACO	USTI	C R	ANGF		REFE	RENCE	RF	M	ARITH	A A	VG FNK	<u> </u>	ALPH	A	PAMB	PWL	AREA
AE10	6G/P	1 182	OAO	06	08-	83	PEL	51.E.S	i 40		1	50.	FT	ARC			1820				94	74		SAE7	7	28.85	FULL	SPHERE
MIC	S/HAL	F INLE	f TRTO	0/608	FR	EFFI	ELD	CORF		<u>, 99</u> 9	95																	
								/ 11			-																	
						-													-									

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ORIGIUM PAGE IS OF POOR QUALITY

		Арр	endix	9.1.	10									
16214ES/FSDR/RPMAVG								11	/14/83	9.	019	PAGE	i	
		AVERAG	SOUND	PRESSUR	E LEVELS									
	77.0 D	EG. F., 70 P	RCENT	R.H. DAY	, SAE 1	50.0 F	T. ARC	;		······			······	
				FICATION										
· · · · · · · · · · · · · · · · · · ·	AVERAGE -	C2AE1066/P	203	140			a							
	INPUT	C24E1060 /B	. 200											
		C2AE 10667P	X02	820 800	C2AE1060	/P 1	X0267	0						
		ANGLES ME	ASURED I	ROM INL	ET, DEGRE	ES								
TU. 20. 30. FREQ	40. 50.	60. 70.	80.	90. 1	00. 110.	120.	130	140.	150.	160.				
50 66 5 66 4 66 0 63 71 4 70 5 69 4	67.6 67.0	67 8 68.6	70 4	70.7 7	2.2 73.4	75.7	77.0	79.2	61 5	83.9	PWL 129.0			
80 69 8 67 9 66 9	67.0 68.3	68.9 69.3	<u>_70.8</u> 70.3	<u>70,9</u> 7 7167	2 0 74 1				80.4	82.6	129.0			
100 69.9 68.2 68.0	68.6 69.8	69 8 70.2	71.8	72.2 7	3.3 74.6	76.7	78.1	79.9	81.3	78.8	128.6			
160 70.1 69 3 69 7	70.6 70.4	70.1 71.0	72 1	7287	37 753 36 74 8	77.2	78.5	79 9	60 9	78.4	129.3			
200 71.6 70.4 72.2	72.1 72.1	73 8 71 8	/3 9	73.3 7	5 2 75 3	76.9	79 8	79.3	78 3	<u>78.1</u>	128.7		· · · · · · · · · · · · · · · · · · ·	
315 72.7 72.1 71 A	72 3 72 3	71.0 71.3	71.8	72.5 7	3.7 74.4	75.9	77.0	77.8	77.4	75.0	128.0			
400 72 9 72 7 72 5	73.9 72.8	72.7 72.2	73.0	74.1 7	4.1 75.1 6.0 76.9	76.5 78.3	77.2	77.5	76.9	74.5	128.4			
500 72 2 71 6 71 4 630 74 6 73 4 72 9	72.3 72.0	71.7 72.8	73 3	75.5 7	G.7 77.3	77.7	78 0	77 6	75.9	73.3	129.4			
800 78 6 77 5 75 6	75.7 74.0	73.1 72.0	72.9	75.2 7	6.5 77.3	77.1	77.0	76.4	75.0	72.5	129.2			
1000 88.4 89.1 87.8	87.4 83.9	82.7 80.0	78.Q_	76.7 7	6.9 77.0	79.4	78.1	78.5	73.9	71.5	128.9			
1600 83 2 83 6 82 3	83.6 80.9 80.5 78.4	79.4 77.1	75.2	73.9 7	4.3 75.0	76.6	76.0	76.4	74.3	72.7	133.7			
2000 89 0 92 8 91 7	89.9 85.8	84.6 79.6	78.0	78.1 7	4.0.74.6 6.5.75.8	75.3 79.8	77.9	75.5	73.5	71.6	131.7			
2300 85 8 87 0 85 5 3150 84 7 85 1 87 7	85 9 83.0	80 1 77 7	74.8_	73 4 7	4.2 74.9	78.1	79.0	_27 4	74.6	72.6	139.1			
4000 88 2 86 6 84 6	83.7 82 2	78.9 76 9	79.2	75.0 7	4.9.76.7	78.1	81.0	78 6	75.6	73.5	137.6			· · · · · ·
5000 86.3 85.8 88.0	87.1 86.4	82 6 78 2	74.2	73.9 7	5.9 77.3	79.1	81.0	77.9 77 8	74.4	72.6	135.3			
8000 84 3 83 8 82 9	84.1 83 3	80.5 78 7	74.7	72.5 7	4.4 77.0	78.6	81.7	80 4	75.3	72.5	136.0			
0000 82 9 82.3 81.4	80.8 79.6	76 8 74 9	71.9	68.0 7	1.81 /31.7 D1 716	75.8	78.8 78.5	78.2	72.7	69.9	134.3			
ASPL 970 978 973	96 7 94 9	01 0 00 -							71.0	00.8	133.9			
PNL 110.2 111.0 110.3	110 5 108 0	<u>91.9 89.8</u> 105 4 104 1	88 0	87 5 8 99 9 10	3 6 A9 4	91 2	92.7	92.1	91.4	90.6	147.3			
PNLT 112.2 113.5 112.9	113.1 110.2	107 5 105 9	103 3 1	01.4 10	2 5 102 1	103 8	105.5	104.0	101.6	99.6				
UDA 97.4 98.4 97.8	97.3 94.7	92.2 89.7	87 3	86 4 8	7.2 87.7	89.7	91.3	89.6	86.8	84.7				
APNLW= 108 9 IPNL	W= 119.5	LAPNLW= 97	5	LIPNLW=	102.6	TPNLV	/= 11A	0			····			
AFLOGG /P 1 202040	EST DATE	LOCATION	ACOUS	TIC RAT	E <u>REF</u> EI	RENOT F	RPM /	ARETH A			PHA	PAMR		PFA
	J>-U8-83 P	EFREPS 4D	150	. FT ARG		010		120		SA	AE 77	28.88	FULL SPI	IERE
P MICS/HALF INLET TRID/	GDB FREEFIEL	D CORP. /#099	95											
			· ···-											

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ORIGINAL PAGE IS OF POOR QUALITY

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							AVERAG	E SOUN	D PRES	SURE LI	EVELS					
					77.0	DEG. F.	, 70 P	ERCENT	RH.	DAY, S	AE I	50.0 F	T ARC			
								IDENT	FICAT	ION						
				AVE	RAGE	- C2AE1	066/P	1 31	8040				•			·····
				I	NPUT	- C2AE1	0607P	ı xo	2680	C2/	AE 1 060	/P 1	X0279	0		
······································			, <u></u>			CPAE 1	0667P	<u>1 XQ</u>	2830							
						ANG	LES ME	ASURFD	FROM	INLET,	DEGRE	ES				
	10.	20.	30	40.	50	. 60.	70.	80.	90.	100	110.	120	130	140	150.	160
FREG	67 4		67 4							_						
63	72	71.8	706	74.4	09.0	0 09.6	71.0	72.5	73.1	74.4	76.0	78.1	79.6	81.8	84.7	87.
 	71	69 9	69 2	<u>69</u>			<u> /2.3</u>	72.6	73.0	74.7	<u>75.9</u>	9	79.8	81.8	83.3	85,
100	71 0	, 09.9) 69.1	69.6	70 7	71	3 /1.U 4 71 A	71.1	72.9	73.6	74 9	76.2	78 8	00.3	82.1	83.6	83.
125	70	70 8	71.2	72 6	71	- 71.0 - 72 i	72.0	73.4	74.4	734	77.0	79.3	80.9	82.6	84.2	82.
160	71.0	71.6	71.7	72	71	9 72 3	72 7	74.3	74.9	76 0	77.9	79.5	01.1	02 1	83.6	81.
200	72.4	71.9	73.5	73.3	74	4 74 4	73 5	75 0	76 2	<u>- 70 Q</u>		- 19.3	- 00.0	01.0	82 0	
250	71.0	71.9	72.5	73.0	73	3 73.2	73.6	74 0	74 9	75 A	27 0	78.6	70 4	01.4	- 01.4 - 00.1	
315	73.2	2 73.2	73.2	74.0	73.	8 73.4	74.0	74.2	25 0	76.1	27 0	78.0	79.4	70.6	70 5	
400	73.6	74.1	73.4	74.2	75.0	5 73.8	74.1	74.5	75.7	77 7	78.6	79 A	An 1	70 8	79.0	77.
500	73.2	72.6	72.7	73.8	73.6	6 73.3	74.4	75.0	76.5	78.1	78.5	79.3	74 5	78.8	77 9	74
630	75.2	. 74.5	73.7	75.6	74.	1 73.3	74.5	74.8	76.2	78.7	79.4	79.6	78.9	78.5	77 2	74
800	78.3	77.8	76.1	76.9	74.	9 73 8	73.6	73.7	74.9	76.3	77.3	77.9	/8.0	77.1	75.9	73
1000	84.6	85.7	83.3	82.2	81.4	1 79 0	77.5	75.6	75.7	77.0	77.6	79.0	78.0	77.2	75.9	73
1250	91.2	92.8	90.5	88.1	88.	5 85.0	83.3	80.2	79.8	80.8	81.3	84.0	33.3	81.2	79.4	78
1600	83.5	84.1	83.0	81.1	80.3	2 78.0	76.4	74.6	74.9	76.9	76.0	77.0	78.4	76.1	74.5	74.
2000	91.7	96.8	94.8	89.4	91.0	0 81.3	81.0	78.6	76.6	78.0	78.0	80.9	79.9	78.0	76.6	74.
2000	90 3	96.7	89.6	90.6	89.	84.5	81.1	77.8	76.7	77.8	79.8	82.A	83.6	82 1	77.7	75.
4000	66.3	00.J	91.7	95.6	91.	69.0	87.0	81.8	79.3	78 5	79.0	80.1	81.8	79.1	77.1	75.
5000	86 6	00.1	87 3	00.2		62.4	79.9	76.9	77.6	79 0	79.9	81.3	P3.6	80.7	77.1	74.
6300	85 0	85 2	85.1	00.3	04.0	2 81.3	79.2	/5./	76.3	78 0	79.7	80.5	80.9	77.6	74.7	73.
6000	83 9	84 8	A4 A	84 6	82 4	70 0	77 4	-13.0	74.0		79.5	81.1	83.4	80.0	75.4	73.
10000	82.8	83.5	82.5	82.3	80.6	5 77.8	76.0	71.7	70.2	73.4	73.5	75.5	79.3	76.8	72.4	70. 68
OASPL	98.2	101.7	99.4	99.3	97.6	5 94 0	92.4	89.8	89.6	90.8	91 9	97.6	94 5	07 0	02.0	0.7
PNL	111.1	115.0	112.5	114.3	111.5	5 108 9	107 3	103.8	102.7	103 4	104 5	106 3	107 5	105 7	103 3	101
PNLT	113 5	117.7	115.4	116.7	114.5	0.111.1	109.6	105.5	104.2	104 7	100 0	108 3	109 2	107 2	104 7	103
DBA	98.9	102.7	100.3	100.1	98.3	94.5	92.6	89.1	88.4	89.6	90.5	92.3	93.0	91.0	88.6	86.
API	NLW= 1	11.0	IPN	W= 12	26	LAPN	W= 10	. 4	LIPNI	W= 105	. 8	TPNLW	= 121	3		
101																
COAFIC		TON	040		ATE	LOCA	ION	ACOL	STIC R	ANGE	REFER	RENCE R	PM A	RITH A	VG FNK	1
UENCIL	000/P	1 610	040	00.08	~ 6 3	FEEDLES	5 4D	15	0. FT	ARC	2	2180		141	24	

16214ES/FSDR/RPMAVG

Appendix 9.1.11

11/14/83 9.019 PAGE 1

PAMB

PWL AREA

28.89 FULL SPHERE

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ORIGINAL PACE IS OF POOR QUALITY

16214	IES/FSI	R/RPM/	NVQ												1	1/14/83	9.	019	PAGE 1		
						,	VERAG	F SOUN	ND PRE	SSURE	LEVFLS	5									
					77.0 E	EG. F.	70 P	ERCENT	RH.	DAY,	SAE	150.0	FT.	APC				•			
								I DENT	TIFICA	TION											
				AVE	RAGE	CZAEI	66/P	1 21	120A0												· · · · · · · · · · · · · · · · · · ·
				1	NPUT	C2AE10 C2AE10	0667P	1 XC 1 XC	02690 02840	c	2AE 106	6G/P 1	×	0278	0						
						ANGL	.ES ME	ASUREI) FROM	INLET	, DEGF	REES									
	10.	20.	30.	40.	50.	60	70.	80.	90	100	. 110) 12	0.	130.	140	150	160				
REQ 50	68.8	69.1	68.6	70. 5	5 71.3	71.8	72.3	74.0	5 74.0	876	0 77.	6 79	. 8	81.8	84.	1 87.1	90.2	PWI 2 134.	- 1		
63	72.2	72.5	71.5	74	72.7	72.3	73 2	74	75	2 76	6 77	8 80	- 1	R2 0	_ 84	4 86 0	88.	133	3		
100	72.2	70.5	70.9	72.2	o /∠.4 ? 72.9	73.1	74.0	74.9	9 75.0 3 76.0	0 77	4 78	8 81	2	82.9	84.	3 86.5 8 86.4	84.5	5 133.1	5 7		
125	72.1	72.3	73.4	74.4	1 73.7	74.3	75 1	76.2	2 76.	7 78.	1 79.	4 82	0	83.0	84.	2 86.1	84.5	5 133.9	9		
200	73.3	73.5	74.9	74.4	75.7	75.2	75.5	77 1	77.	<u>/ /8</u> 5 /8.	8 79	4 87	2	83.1	83.	<u>2 84.0</u> 5 84.0	82.3	3 133 (9 5		· · · · · · · · · · · · · · · · · · ·
250	72.9	74.3	74.5	74.6	75.1	75.0	75 5	75.9	77.0	0 77.	7 79	0 81	0	82.1	82.	5 82 5	80.5	5 132.	7		
315	74.7	75.1	74.9	75.7	75.6 76.0	5 75.1 5 75.5	75.6	75.9	3 77.0 5 77.0	D 789. 7 79.	1 79.	1 80	2	81.6 82.1	81.	981.6 681.2	79.6	5 132.9 133.0	5]		
500	74.3	74.5	74.4	75.6	75.1	76.5	76.1	76.7	77.0	8 79	5 80	0 81	2	81.4	81.	2 80.1	76.9	132.	7		
630 800	76.0	75.8	75.4	76.4	I 75.9 I 76.6) 76.9 5 76.2	77.2	77.4	1 77.0 5 76.0	BI 79. 578	5 HO. 2 78	3 81	5	81.1 80.1	80. 79.	679.4 178.3	76.4	1 132.9	9		
000	83.6	83.5	81.9	80.8	79.6	78.1	76.9	76 1	76	4 77	7 78	1 79	<u>. </u>	79.0	78	5 77.0	74 3	133.0	2		
250	92.6	93.8	93.3 A.J.4	91.6	90.0 821) 89.7 79.9	88.4 78.9	82.9 76.7) 82. 7 76 9	181. 578	9 82.	1 83	5	85.0 79.4	82. 78	3) 81.3 2) 76 5	78.4	142.0 134 (5		
2000	92.7	99.2	91.5	87.0	83.7	83.1	79.6	77.0	76	4 78.	4 78	6 81	2	80.4	79.	5 76.7	75.7	7 141.	Î		
2500	<u>95.1</u>	96.5	93.8	92 0) <u>89.6</u> 90.5	86.2	<u>83.5</u> 81.3	80 4	<u>1 78 </u>	<u>9 79</u> 1 77	$\frac{4}{2}$ $\frac{80}{78}$	4 87 7 Aŭ	2	<u>83 6</u> 82 4	<u></u>	<u>8 78.8</u> 6 76 8	<u>76.9</u>	142.			
1000	87.0	88.6	86.9	88.3	89.3	83.9	81.9	79.7	7 79	1 79	9 80	9 82	5	13.4	79.	7 77.1	76.0	5 139.	i		
5000	88.7	89.2 87 8	88.0 87.5	88.0 87.1) 86.2 85.7	83.0 828	81.9	78.	5 78.1	8 80 7 78	9 82	7 83	.2 ⊧7	82.7 84.7	79. 80	6 77.5 3 76 9	75.0	3 138.9 1 138	9 7		
0000	85.6	86.6	85.5	85	83.9	81.1	79.5	75.6	74	4 75	3 77	8 80	. 2	00.3	78.	3 74.7	72 9	9 137.	1	• •	
0000	83.6	84.5	83.5	83.5	6 B2.3	79.2	77.8	74.1	1 72.3	3 73.	2 75.	2 77	. 8	71 3	76	0 72.0	70.0	0 135.9	9		
SPL	100.3	103.0	99.8	98.6	97.6	95.0	93.6	91 2	2 91.	1 92	3 93	4 95	2	96.0	95.	6 96.1	96.0	150,	2		
PNL	114.1	116.0	113.4	112.4	111.€ 7 11a €	5 108.0 5 111 6	106.2	103.9	9 103 0	6 104 4 106	6 106	0 107	.61 .91	08.3	106	2 104.8	103.1	3			
DBA	101.0	103.9	100.5	99.4	1 98.2	2 95 3	97.6	90	2 89	7 90	7 91	8 93	. 5	94 0	91.	7 90.1	88.	2			
APN	l Wz 11	1.5	1 PN	W= 12	2 3		W= 10	2 7		NI W= 1	08.3	TF		120	9						·
	·			u-n- 1€		1.61 11	10	/				••		120							
IDE 2AE 10	NTIFI D6G/P	2320	DAO	1EST 0	0ATE 3-83	PEERLES	10N 5 4D	ACC	<u>505110</u> 150. F	RANGE	RE	2320	ERP	M .	<u>ARITH</u> 1	AVG FN	<u>K 17</u>	ALPHA SAE77	28.89	FULL S	AREA
• MIC	S/HALI	F INLE	T TRTD	/608 F	REEFIE	LD COR	8./#09	995													

Appendix 9.1.13
16214ES/FSDR/RPMAVG 11/14/83 9.019 PAGE 1
AVERAGE SOUND PRESSURE LEVELS
77.0 DEG. F., 70 PERCENT R.H. DAY. SPE 150 D FT ARC
C2AE106G/P 1 X02770 C2AE106G/P 1 X02700 C2AE106G/P 1 X02850
ANGLES MEASURED FROM INLET, DEGRLES
10. 20. 30. 40. 50. 60. 70. 80. 90. 100. 110. 120. 130. 140. 150. 160.
FREW 50 70.4 70.9 70.8 72.5 73.5 74.0 75.1 76.4 77.3 78 8 80.6 82 8 84.6 87.2 90.4 93 2 102.2
63 73 1 73 4 72 5 75 6 74 6 75 1 76 1 77 1 78 0 79 5 80 8 82 8 84 9 87 2 89 5 91 8 136 8 80 73 8 73 0 72 8 73 6 74 2 74 6 75 7 77 2 78 2 79 5 80 8 82 8 84 9 87 2 89 5 91 8 136 8
100 74.5 72.8 73.9 74.9 74.9 75.1 76.4 77.8 78.4 80.0 81.6 84 0 85.6 87.6 89.5 89.9 136.5
123 74.3 74.6 75.8 76.2 75.4 76.0 77.2 78.2 79.3 80 5 82.2 84.3 85.8 87.4 89.2 87.3 136.6 160, 74.3 75.4 75.3 76.0 75.9 76.4 77.0 78.4 79.2 80 5 81 9 84 1 85.4 87.0 87.8 87.0 136.5
200 75.3 76.6 76.8 76.8 76.8 76.8 77.8 79.5 80.1 81.2 82.3 81.9 86.0 86.7 87.2 85.8 136.4
315 76.3 76.8 76.9 77.3 77.6 77.3 78.2 78.5 79.6 00 7 82.0 83.2 14.7 85.1 84.7 82.6 135.2
<u>400 76.4 77.2 77.2 78.1 77.8 77.2 78.3 79.0 80.5 82.1 83.2 81.0 64.4 (4.5 84.4 82.1 135.6</u> 500 76.3 76.1 76.7 77.3 77.6 77.3 78.6 78.2 78.6 80.2 81.0 63.2 81.0 64.4 (4.5 84.4 82.1 135.6
630 77.6 77.3 77.7 78.1 77.9 77.7 78.7 79.0 81.0 82.9 82.9 83.1 83.8 83.0 82.4 79.2 135.2
1000 82.6 82.9 82.0 81.6 80 4 78.6 78.3 77.9 79.7 80.7 81.6 82.4 82.7 82.2 81.0 78.4 134.4
1250 92.4 94.0 94.6 95.9 94.2 90.4 89.4 86.0 84.4 84.1 84.0 85.0 84.9 85.3 83.2 81.2 144.2
2000 8G.4 88.3 85.1 85.9 83.7 80.9 79 3 77.9 78.2 79.4 80.3 81.5 80 7 79.4 77 8 76 0 136 1
2500 96 2 99 6 94 5 95 4 92 4 90 8 87 5 84 9 82 5 82 2 81 6 85 3 86 5 82 3 80 9 80 0 144 9 3150 89 6 91 7 90 9 90 9 88 6 86 0 83 3 80 4 79 6 70 5 81 2 81 6 85 3 86 5 82 3 80 9 80 0 144 9
4000 89.2 90.8 91.4 92.7 93.5 90.1 87.3 83.9 83.4 82.1 83.1 85.4 86.8 81.6 79.6 78.6 143.1
5000 89.7 90.7 88.7 89.3 88.6 86.4 84.7 81 8 82.4 83.9 85.0 86 8 85.3 81 4 79.4 77.8 141.1 5300 89.2 89.3 88.1 88.6 87.2 84.9 82.9 79.3 79.6 80.9 83.4 85.2 85.3 81.4 79.4 77.8 141.1
8000 87.2 87.9 87.0 87.5 86.2 83.7 81.5 77.7 76.8 77 6 80.7 82.7 N4.1 81.8 77.3 75.2 139.3
PNL 115.1 117.4 114.5 115.2 114.2 111.5 109.6 102.1 107.0 102.3 108.5 110.2 111.0 108.4 107.2 106.6 152.9
PNLT 117.8 120.6 117.5 118 7 117.5 114.4 112.4 109.3 108.6 108.4 109.5 111 2 112.3 109.6 108.3 107.2 DBA 101.5 103.6 101.5 102.4 100 9 98.1 96.1 93.3 92 8 93 2 94.2 95 8 96 1 94.0 92.5 90.6
APNLW# 114.0 IPNLW: 124.3 tAPNLW: 104.9 LIPNLW: 110.6 TPNLW: 123.0
IDENTIFICATION TEST DATE LOCATION ACQUISTIC BANGE REFERENCE DOM TO THE ACQUISTIC BANGE
2AE10GG/P 1 2500AO 06 03-03 PEFBLES 4D 150 FT ARC 2500 18993. SAE77 28.90 FULL SPHERE
P MICS/HALF INLET TRTD/GDD FREEFIELD CORR. /#09995

A CALCULATION CONTRACTOR CONTRACTOR

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1911-

			F. L				0.010		
6214ES/FSDR/RPI	AVG	•	FRAGE SOUND PRE	SSURE LEVELS		11/14/83	9.019 1	AGE	
	<u>. </u>	77 0 050 5	TO REPOENT R H	DAY SAF 1	50 0 FT ARC				<u></u>
		//.o bco. /.,							
			IDENTIFICA						
	AVE	RAGE - CZAETO	5G/P 1 2800A0						
	1	NPUT - C2AE10 C2AE10	50/P 1 X02860 50/P 1 X02760	C2AE1060	/P 1 X0271	0 		,	
		ANGI	S MEASURED FROM		FS				
		80 60	30 80 80	100 110	120 120	140 150	160		
REQ	. 30 . 40.	30, 80.			120. 130.	140. 150.	PWL		
50 73 5 74. 63 76 3 75) 74.2 76.6) 75.3 78.4	77.5 77.9 <u>78.1 78.</u> 2	78.7 80.3 81 79.5 80.7 81	3 82.8 84.4 8 8 <u>3 2 84</u> 6	86.7 88.8 66.8 87.4	91.9 95.8 91.7 94.7	98.3 142.5		
80 77.9 76.4	76.6 77.6	78.1 78.6	79.8 81.4 82.	4 83.5 85 3 8 83 9 85 7	876 898 8876 898	92.2 94.7	95.7 141.3		
125 79 2 78	78.7 79.6	80.1 80.6	P1.2 82.5 83.	4 84 7 86 3	88 6 90 3	92.4 94.8	93.0 141.4		
160 78.2 79. 200 79.6 80.5	79.0 80.1 8 80.5 81.4	<u>79.8 80.3</u> 80.7 81.5	81.3 82 4 83 82.0 83.6 84	1 84.5 PG 0 1 85.7 86.6	88.9 90.7	91.6 93.4	91.3 141.0	· · · · · · · · · · · · · · · · · · ·	
250 78.3 79.	80.5 81.0	80.9 81.2 81.3 81.2	81.8 82.5 83.	6 84.8 86.2 6 85 0 86 1	88.2 89.8	90.9 91.3	89.2 140.2		
400 78 8 80	79.8 81.2	81.5 81.5	82.1 82.8 84.	0 85 5 86.7	88.3 89.2	89.8 89.5	87.1.139.0		
500 79.1 79.; 630 79.4 80.	2 79.8 80.8 1 80.1 81.0	81.1 81.4 81.1 82.1	82.4 82.9 84. 82.6 83.1 85.	385.686.2 486.286.9	: 87.8 81 8 87.7 88.2	88.8 88.0 88.2 87.2	85.2 139.3 84.2 139.4		
800 81.2 82.0	80.6 82.1	81.0 81.2	81.8 82.5 83.	3 84 9 85 9	85.8 87.0	86.8 85.7	82.4 138.4		
250 89.0 89.	89.3 89.4	89.2 87.4	85.8 84 3 84	3 84 8 85 1	86.8 86.3	86.0 84.2	81.7 140.9		
600 97.6 99. 000 86 6 87.	5 97.9 98.6 0 85.9 86.3	99.0 97.3 85.1 83.2	94.6 91.8 89. 82.6 81 7 82.	9 89.1 88.3 1 83.0 83.6	91.1 90.1 65.3 84.5	89.9 87.2 33.5 81.8	66.0 148.9 78.7 138.4		
500 91.0 91.	2 89 4 89 9	87.9 86.2	84 5 82 7 82.	7 83.7 84.0	86 5 86 2	83.9 82.1	79.0 140.8		
150 90.2 96. 000 90.4 91.	2 90.8 92.2	94.0 92.4 90.4 88.4	87.1 85.0 84.	4 65.6 859 7 85.2 86.2	87.8 87.0	84.4 82.1	80.6 143.1		
000 91.0 91 5 300 90.9 90	5 90.A 92.1 7 89.9 91.0	90.5 88.6 89.4 87.5	88 2 85 7 85. 86 9 84 3 83.	7 87.2 88.1 4 84 5 86.9	89.6 89.8 88.3 87.5	84.7 82.6 84.1 81.3	80.8 143.8 79.1 142.9		
000 88 4 88	87.8 89.3	87.6 85.3	85 2 81 9 80.	6 82 1 84 4	86.6 87.1	83 6 79.7	78.2 141.6		
000 80.7 80.3	J 03.J 00.4	00.U 03.3	02.4 70.9 78.	1 10/3 00/2	04.7 03.4	00.0 //.2	79.9 139.0		
SPL 102 6 103. PNL 116 6 117	5 102.4 103.2 2 116.1 116.9	102 5 100 9	99.6 98.0 97. 113.0 111.0 110.	<u>9 98.7 99.7</u> 6 111.1 112.0	<u>101.6 102.5</u> 113 7 114 6	103.0 104.3	105.0 156.0 109.7		
NLT 119 9 121.	0 119.5 120.5	120.4 118.9	116.5 113.9 112.	8 112.8 113.3	1115.4 116.1	114.2 112.6	111.7		
DBA 103 3 104.	3 103.0 103.8	103.0 101.4	99.6 97.3 90.	/ 97.2 97.7		98.1 96.7	94.5		
APNLW= 117.3	IPNLW= 12	6.1 LAPNL	W= 108.1 LIP	NLW= 108.0	TÊNLW= 124	8			
IDENTIFICATIO	N TEST D	ATE LOCAT	ION ACOUSTIC	RANGE REFE	RENCE RPM	ARITH AVG FN	C TALPHA SAF77	PAMB	PWL AREA
MICS/HALE IN	ET TRTD/609 E		/#09995	1 209		6-94474		20.00	TOLL OF THEME
HIGS/HALF INL		NEEF IELD CORR	. / =03999						

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Appendix 9.1.15 16214ES/FSDR/RPMAVG 11/14/83 9.019 PAGE 1 AVERAGE SOUND PRESSURE LEVELS 77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150.0 FT. ARC **IDENTIFICATION** AVERAGE - C2AE1060/P 1 3100A0 INPUT - C2AE106G/P 1 X02880 C2AE1060/P 1 X02720 C2AE106G/P 1 X02750 ____ ANGLES MEASURED FROM INLET. DEGREES 10. 20. 30 40 50 60. 70. 100. 110. 120. 130. 140. 150. 160. 80. 90 FREQ PHI 50 77.2 77.5 77.9 79.6 80.8 80.9 82.2 83.3 84.6 86.2 88.1 90.6 93.0 96.3 101.0 105.6 147.7 79.7 79.0 80.2 81.4 63 82.2 83.9 85.1 86.5 08.4 90 9 81.5 82.8 93.7 96.7 99.6 103.9 146.7 80 82.1 80.5 80.3 81.8 82.1 80.9 83 4 84 6 85 7 87 1 89 1 91.5 94.0 97.0 99.9 101.3 146.1 100 83.4 81.5 81.9 83.0 83.4 83.5 84.5 85.3 86.4 87.9 89.9 92 4 94.9 97.6 100.0 98.9 146.1 125 82.5 82.3 82.5 83.6 83.6 83.8 84 8 86 1 86.7 88.6 90 2 92.9 95.0 97.3 99.9 97.8 146.0 160 82.0 82.8 82.7 64.0 83.6 84.1 84.7 85.9 87.0 88.4 90.2 94.9 92.6 ₹7 2 90.7 96.0 145.6 200 82.0 83.5 84.G 85.1 85.5 84 5 85.2 87.0 68.0 95 3 96 8 97.9 96.1 145.6 88 9 90 5 911 81.8 83.2 84.2 84.8 84.7 85.0 85.5 86.2 87.5 88.7 90.5 92.7 94.7 95.9 96.6 94.3 144.8 250 315 82.2 82.8 84.0 85.0 85.1 85.2 85.9 86.6 87.5 89.1 90 5 92.4 94.2 95.5 95.2 92.9 144.4 400 81.5 83.0 83.2 65.0 85.2 85.4 85.9 87.2 88.0 89.5 91.1 94.2 92.7 .94.7 94.5 91.2 144.3 500 82.1 82 2 85.1 83 0 85 0 85.2 86.5 86.7 88.2 89 8 90.7 92.7 93.7 94 2 93 2 94 2 144 2 630 61.6 82.9 83.0 84.9 85.1 85.2 86.1 87.1 88.6 90.1 90.6 97.2 93.1 92.9 92.2 96.0 144.0 62.3 82.9 62.2 84.4 84.5 84.5 85.4 86.4 87.6 88.9 90.0 91.6 92.0 91.8 90.8 90.2 142.8 800 1000 85.2 85.0 85.9 86.3 87,2 88.6 89.6 91.2 84.0 85.5 86.4 85.1 90.7 90.9 89.2 97.9 143.4 1250 88.9 88.6 88.2 87.8 87.5 86.6 85 8 86 8 87.5 88 5 89 0 91 3 90 4 90 3 88 4 92 2 143 0 1600 98.9 100.7 100.7 103.5 102.1 99.3 99.4 96.8 94.7 93.7 94.5 94.4 95.7 93.7 92.7 90.1 152.6 2000 90.6 91.5 91.4 93.2 91.7 89.9 89.5 88.4 87.9 88.3 88 9 90.3 90.3 83.1 87.3 84.8 144.3 87.8 89 2 88.4 87.0 86.0 86.0 86.9 87.5 2500 87.9 88.5 88.1 89.8 88.8 87.6 85.8 83.2 142.3 3150 98.0 96.0 96.3 97.9 95.9 93 9 93.4 91 7 89.8 89.6 90.4 91 9 90.1 18.9 86.8 64.6 147.9 4000 90.4 90.6 90.2 91.2 90.0 88.7 88.2 87.6 87.8 88.1 88 8 90.2 88.8 86.7 84.7 83.1 143.9 5000 92.7 93.2 92.8 94.1 92.2 91.0 90.0 89.4 89.8 90.1 90.6 92.3 90.0 86.8 65.2 83.5 146.1 6300 91.1 90.2 90.0 92.0 90.2 88.6 88.3 87.0 87.8 88.8 91.0 92.2 91.1 87.9 85.2 83.3 145.2 88.3 88.3 88.2 89.8 87.9 86.8 85.9 04.4 84.5 85.5 88.4 90.0 88.5 86.1 82.7 81.6 143.4 8000 10000 86.4 86.1 85.8 86.8 85.8 84.4 83.7 81.4 81.7 82.6 84.4 86.6 86.3 83.6 80.8 80.7 141.5 OASPL 103.9 104.2 104.2 106.3 104.9 103.0 103 0 102.0 101.9 102.6 103.9 105.6 106.7 107.8 109.4 110.9 159.6 PNL 118.1 117.3 117.4 119.2 118.0 116.1 116.2 114.9 114.3 114 8 115.9 117.5 117.2 116.5 115.8 115.5 PNLT 121.1 120.6 121.0 123.6 122.2 119.8 119.9 118.0 116.7 116.6 117.7 116.7 119.0 117.6 117.4 117.7 DBA 104.4 104.6 104.6 106.9 105.5 103.3 103.1 101.5 100.8 101.1 102.1 103.4 103.3 102.4 101.4 102.6 APNLW= 120.4 IPNLW= 128.2 LAPNLW= 112.8 LIPNLW= 108.9 TPNLW= 126.8 IDENTIFICATION TEST DATE ACOUSTIC RANGE REFERENCE RPM ARITH AVG FNK LOCATION IALPHA PAMB PWL AREA C2AE1060/P 1 3100A0 06-08-83 PEEBLES 40 150 FT ARC 3100 31546. SAE77 28.86 FULL SPHERE GP MICS/HALF INLET TRTD/608 FREEFIELD CORR. /#09995

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POOR

16214	ES/FS	DR/RPM	AVG											11	/14/83	9.	019	PAGE 1		
							AVERAG	E SOUN	D PRES	SURE L	EVEI.S									
					77.0 [EQ. F.	, 70 P	ERCENT	R.H.	DAY, S	AE 1	50.0 F	T. ARC	;			·			
								IDENT	IFICAT	ION										
•				AV	ERAGE -	C2AE1	060/P	1 32	67A0											
					INPUT -	C2AE1 C2AE1	060/P 060/P	1 XO 1 XO	2730	C2	AF 1 0 6 G	/P 1	X0289	•0						
						ANG	LES ME	ASURED	FROM	INLET,	DEGRE	ES								
FRED	10.	20.	30	40	. 50.	60.	70.	80.	90.	100.	110.	120.	130.	140.	150.	160.		·····		
50	79.2	79.5	79.8	3 81.	5 83.0	83 2	83.9	85.8	87.1	88.5	90.2	92.6	95.4	98.8	104.3	109.2	150.8			
<u>63</u> 80	82.0	82.3	82.5	<u>) 83.</u> 5 83.	<u>9 83.1</u> 5 83.9	83.2	<u>84.7</u> 85.1	<u>86.2</u> 86.8	87.1	00,9 00,3	90.9	<u>92.8</u> 94.1	<u>95.6</u> 96.4	<u>. 28.9</u> 09.6	102.0	107.3	149.4			
100	65.1	83.7	83.3	84.	6 84.9	85.8	86.4	87.5	88.2	89.8	92.3	94.8	96.7	100.2	103.1	102.2	148.7			
125	84.2	85.4	64.2	2 85.	3 85.5 4 85.6	85.8	86.8	88.2 87.9	89.1	903	92.7	95.0	97.3	49.9 99.9	102.7 101.5	100.8	148.6			
200	83.2	85.7	86.4	8G.	8 86.7	86.4	87.8	89.0	89.7	91.6	93.1	95.6	97.4	99.5	100.7	98.6	148.0			
250	83.5	85.3 85.3	80.5 86.4) 86. 1 87	7 86.7 4 87.4	87.0	87.9 87.9	88.5 88.3	69.3 89.3	91.2	93.1	95.6 91.9	97.2	99.3 98.4	99.6	96.3 94 9	147.5			
400	83.5	85.1	84.8	87.	1 87.7	87.3	88 1	89.3	89.8	_91_7	93.2	95.8	96.8	97.8	97.2	93.8	146.9			
500 630	82.0	83.8 84.1	85.2	2 8G 8G	6 87.3 6 87.0	87.5 87.3	88.G	89.3 89.6	90.7	91.7	93.0	95.3	96.0) 96.7 : 05.4	96.1	90.9	146.3			
800	84.3	84.5	83.7	85.	7 85 6	87.1	87.8	89.8	89.8	91.3	92.7	94.4	94.8	94.4	93.5	88.9	145.2			
1250	86.5	90.1	86.3	87.	2 <u>86.8</u> 680.5	<u>86.6</u> 87.1	<u>87.4</u> 88.1	88 6	89.5	91.2	92.2	94.5	93.6	93.4	92.4	84.4	144.9			
1600	99.6	100.4	102.0	100.	2 100 2	99.1	99.0	97.1	94.4	99.0	96.6	96.3	96.0	93.6	92.7	91.2	152.4			
2000	96.4	96.7	99.1	98.	0 97.2 5 89.2	96.3 89.1	96.2	94.4 88.8	92.6 88.8	95.2 A9.6	93.8 91.1	94.2	94.3	92.3	91.5	89.4	149.8			
3150	93.9	96.3	93.6	97.	3 95.0	92.0	91.9	91.0	91.0	90.6	91.6	92 7	91.6	89 9	87 8	85.6	147.4			
4000 5000	92.5	93.5	92.5	5 94. 1 94.	8 94.0 4 93.2	91.4	91.5	90.3 90.2	91.0	90.6	91.1	92.4	90.6) 89.3 / 88.7	87.6	85.4	146.7			
6300	90.2	90.4	90.6	5 92	5 90.5	89.4	89.5	88.1	88 9	90.3	92.6	93.7	92.6	89.7	87.2	85.0	146.4			
0000	85.8	88.9	88.9	9 89. 7 86.	6 88.8 5 86.0	86.4 84.7	87.0 84.6	85 3	86.0 82.9	87.2	90.0 86.4	91.6 89.0	90.2	87.9	84.6	82.9	144.5			
												00.0					142.4			
PNL	117.1	118.2	105.8	5 119	<u>9 105 2</u> 3 118.0	117.0	104.3	103.7	103.6	105.5	106.3	<u>0 801</u> 119 6	109.0	110 4	112.2	113.7	161.6	<u> </u>		
PNLT	119.4	120.6	121.0	121	6 120.5	119.4	119.4	118.1	117.1	119 9	119.2	120.1	119 5	5 118.7	118.2	117.1				
UBA	104.7	105.6	106.4	106.	3 105.5	104.2	104.3	103.0	102.4	104 5	104.5	105.7	105.4	104.6	103.9	100.6				
APN	LW= 12	22.3	IPN	(LW= 1)	28.8	LAPN	LW= 11	5.5	LIPN	LW= 11	0.4	TPNL	W= 127	. 6						
1 DE 2AF 1 0	NTIFIC 60/P	CATION 326	780	TEST 06-0	DATE	LOCA PEEBI E	TION \$4D	AC0 1	USTIC 50. FT	ARC	REFE	RENCE 3267	RPM	ARITH 34	AVG FN 530.	<u>ік іа</u> s	LPHA AE77	PAMB 28.90	PWL FULL S	AREA
P MIC	S/HALI	- INLE	T 1810	0/60B	FREFFIE	LD COR	R./≢09	995												

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Appendix 9.1.17

16214ES/FSDR/RPMAVG

11/14/83 9.045 PAGE 1

AVERAGE SOUND PRESSURE LEVELS

77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150.0 FT ARC

IDENTIFICATION

AVERAGE - C3AE1070/P 1 1820A0

INPUT - C3AE107G/P 1 X03110 C3AE107G/P 1 X03180 C3AE107G/P 1 X02980

ANGLES MEASURED FROM INLET. DEGREES

											,										
	10.	20.	30	40	50	. 60.	70	. 80	90	100	. 110	120	130	140.	150.	160				· · · · · · ·	
FREQ																	PWL				
60	64.7	65.1	65.0	67.5	5 64.	5 64.9	66 (0 67.0	0 67.	7 69.	1 70	7 72 (0 73.1	7 75.7	77.8	79.5	125.5				
63	<u>_71.1</u>	70.8	70.0	77.	5 67	66.2	67.9	9 68 6	5 68	3 70	1	3 72	7 73.0	6 75.4	76.4	78.5	126.4				
80	67.2	66.0	65.1	65.0	D 65.	1 65.8	66.9	9 67 3	3 68.3	2 69.5	5 70 9	9 72 8	2 73 7	7 75.7	76.7	76.9	125.0				
100	67.8	00.7	66.3	66.3	3 67.0	0 67.5	67.4	4 68.7	7 69.4	4 70.4	4 72.3	3 73.3	3 75 (D 76.6	5 77.4	75.6	125.9				
123	60.3	64.0	60.7	67.4	67.3	3 67.8	68 9	5 69 7	7 70.3	3 71.	1 72 9	9 74 2	2 75.5	5 76.4	F 77.1	75.2	126.2				
200	69.3	60.2	60.0	60.	5 60	67.3	58.	7 69.3	2 70	0 71	2	5 73	4 /5	76.0	75.5	74.6	125.8				
200	64 4	68 8	60 J	109.4	2 08.4	/ 68.3	696	5 71.4	70.	7 73 :	3 74.1	0 71.0	6 75.1	7 75.6	5 74.6	74.7	126.5				
315	71 1	71 7	21 0	70.1	09.1	3 69.3	69.	9 69.9	9 71.0	0 71.4	4 72.3	7 73.5	5 74 6	5 74.9	73.4	72.5	125.8				
400	72 3	72 7	72 7	72.3	71.4	4 70.3 5 72 0	70.	5 70 7	/ /1.2	2 72	1 73.4	4 74.	2 74 0	5 75.1	73.9	72.1	156.6				
500	72 9	72 4	72 7	74.5	2 72	3 72.0	1.0	/1.4	- 12	/_/4 (75	9 /6.	7 75 6	3 76.4	75.7	73.1	128.1				
630	75.A	75.0	74 6	74.4	. 73 d . 75 d	r 7¢.4 h 7∡i∩	73 3	9 /1.9 3 71 4	1 73	9 74.9	9 75.5	5 76.1 5 76.1	1 76.1	76.1	73.8	71.7	128.4				
800	80.8	81.0	79.4	79.0	78 6	5 76 6	75.	עניי ק אייבי ק	12.	7 74.0	U 75.2	2 7 1	5 /J	£ 74.4	72.6	70.9	128.4				
1000	90.3	81.6	89.6	91	89.6	6 A6 7	- A3 C	- //.0		7 73.2	r /4]	J 74.0	> /5 (J 73.8	72.3	70.9	130.2				1
1250	83.1	82.7	81.8	81.1	80 1	79.0	76 9	77 6		<u> </u>	72 4		- /9 2	92.2	78.9	70.5	139.7				
1600	90.8	90.8	92 1	91.6	63.3	9 83.5	82 6	80.0	76.0	0 76 9	5 72 C	5 // (5 7 /	1 70	1 72.3		69.5	131.3				
2000	90.5	90.0	90.1	93 2	87.6	6 87.7	83.6	3 80 7	70.) /O. 1 76 /	J 700) 79.6) 70.6	2 70.4 2 77 4	74.3	70.4	139.1				
2500	86.4	87.4	89.4	93.9	90.0	90.9	87 2	A2 4	277	n 77 :	7 76 1	76.0	/ :p.c) //.4) 77 C	75.2	74.3	140.0				
3150	85.3	87.7	86.7	09 1	86 5	5 86.7	83.2	2 70 7	74	9 75	76 6		78 4		73 6	73.7	191.6				
4000	85.7	88.9	85.0	85.7	84.5	5 82.5	81.0	76.2	73.	3 74 2	2 75 2	777	7 77 1	75.5	72 8	71.0	137.9				
5000	84.6	86.2	84.4	85.0	84.4	82.3	81.3	76.1	73.5	5 73	7 75 6	3 78 0	79.0	1 77 0	73 4	70.7	130.2				
6300	85.1	86.4	88.1	85.9	84.2	2 81.6	79.8	74.2	21.1	71.7	7 74.7	75.9	3 77.2	2 76.1	72.2	71.3	136 5				1
8000	82.5	83.6	82.4	83.3	82 5	5 80.4	79 3	73.3	68.	7 69 1	72 1	73.0	.49	75.8	70.7	0 60	134 5				
10000	79.2	79.9	79.1	79.8	79.6	5 77.3	75.7	70.0	65.6	9 67.0	68.6	3 71.5	5 72 9	74.7	67.1	65.3	132.2				1
OASPL	97.7	98.6	98.3	100.0	96.6	5 95.9	93.7	89.6	86.6	8 87.3	3 88.3	89.5	i 90 3	90.3	88.7	88.3	148.6				
PNL	110.0	111.0	110.6	113.2	110.0	0 109.9	107.2	103.2	99.7	7 100.3	3 101.0	0 10 2 2	2 101.0	102.1	99.8	99.2					
PNLI	112.7	114.3	113.6	116.9	113.4	1112.9	109.9) 105 9	101.5	5 101 7	7 102 4	1 1041.3	8 104 7	105.1	102.2	102.0					
UBA	98.3	99.2	99.0	100.8	97.2	2 96.7	93 8	89 9	8G.\$	3 86.5	5 87.3	88.7	2 09.4	88.8	85.9	85.2					7 1
APN	U- 10	7 9	1.01																		- C
AFR	LW= 10	7.3	IPN	LW= 12	1.3	LAPN	LW= 9	17.3	LIPM	NLW= 10	04.8	TPNL	W= 119	6							0
106	NTIFIC	ATION		TEST D							•										~~
COAFIO	7G/P 1	1820	10		A I E.	DEED C		ACO	USTIC	RANGE	REFF	RENCE	RPM	ARITH	AVG FNK		PHA	PAMB	PI	IL AREA	<i>C</i>
				00 09	03	F & E DI. 1.4	5 40	1	50. FI	ARÇ		1820.		9	700.	SA	E77	28.91	FULI	. SPHERE	Ē
GP MIC	S/HARD	WALL 1	NLETZ	6D8 F8	FFFIF		/=000														
						C CONN	. / =090														
											· · · · · · · · · · · · · · · · · · ·										
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	VG				11/14/83	9.045 PAGE 1
		AVERAGE	SOUND PRESSURE LE	EVELS		
	77.0	DEG. F., 70 PE	RCENT R.H. DAY, SA	E 150.0 FT. ARC		· · · · · · · · · · · · · · · · · · ·
			DENTIFICATION			
	AVERAGE	- C3AE107G/P	2030A0			
	INPUT	- COAE 1070/P COAE 1070/P	X03100 C34	NE107G/P 1 X02990)	
		ANGLES MEA	SURED FROM INLET.	DEGREES		
10. 20.	30. 40. 50	60.70	80 90 100	110 120 130	140 150. 16	i0.
FREQ 50 66.5 67.3	66.7 68 8 67.	7 68 4 69 5	70.6 71 2 72 3	73 9 75 9 77 5	79.6 82.0 84	PWL 1.2 129 4
63 71.9 72 7	70 9 76 2 70	3 70 9 72 2	71 1 71 4 79 3	74.7 75 9 77 6	79 4 80 7 8	5 129 5
100 70.0 68.7 100 70.0 68.6	ter:U 67,7 G8 G8,G 69,O 70	8 69.7 700 5 705 70.8	71.0 71.7 73 1 72.7 72.7 72.8 73 7	- 74 6 76 1 28 0 - 75 6 77 1 28 9	79.9 81.2 81 80.7 81.7 79	4 129.1 9 129.7
125 69.5 69.0	69 3 70.2 70	4 70 4 71.6	72.7 73 2 74 5	76 1 77 6 79 1	PO 3 81 0 79	2 129.7
200 70.8 70.6	71.1 71 2 71.	4 71 8 71 6	73 3 73 4 75 3	75 0 76 7 70 9	79.9 79.4 70	9 129 3
250 69.8 70.4	71.1 71.0 71.	3 71.1 71.9	72.4 73.4 74.0	75 5 76.4 77.4	78.0 77.3 75	5.5 128.4
400 73.7 74.1	73.8 74.7 73.	8 73.5 73.2	73.2 71.3 75.7	- 75.8 76 7 77.5 - 77.3 77.9 79.1	- //.8 /6./ /4 - 78.2 77.2 75	1.8 128.8 5.3 129.9
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ASPL 99.4 99.3	100 2 101 6 98	8 97 0 96 5	92 4 89 6 89 8	90 6 91 6 92.7	97.4 91 9 91	4 150.6
PNL 112.8 112.4	114.2 116.5 113.	4 111.4 111.5	07.1 103.8 103.1	103 9 104 9 1 9.9	104 9 103 2 10	. 6
DBA 100.1 99.9	101.1 102 4 99.	- 113.0 114.3 5 97.7 97.2	104 ל.רטו פיפריו 104 89.2 89.0	89.4 90.5 14	- 105.0 104 4 102 - 89.9 88.1 86	7.15 5.4
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IDENTIFICATION	TEST DATE		ACOUSTIC RANGE		RITH AVG FNK	LALPHA PAMB PWL AREA
	NO 00-09-03	7 CEIN C3 40	TOU. FT AND	5030	12341.	SAE77 28.91 FULL SPHER
P MICS/HARDWALL	NLET/608 FREEFIE	LD CORR /#0981	1			

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					Ð	NPUT	- COAE	1070/#	• •	xoa	090		34510	70./P	,	*020	n 0									
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	// MARU		NET	0145	RE	FIELI	CORR	./#098	11																	1 -

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	Арра	endix 9.1.20		
16214ES/FSDR/RPMAVG			11/14/83 9.045 PAGE 1	
	AVERAGE	SOUND PRESSURE LEVELS		
	77.0 DEG. F., 70 PE	RCENT R.H DAY, SAE 150.0	FT ARC	
		IDENTIFICATION		
	AVERAGE - COAF1070/P 1	232040		
	INPUT - C3AE1070/P 1 C3AE1070/P L	X03080 C3AF107G/P 1 X03140	x03010	
	ANGLES MEA	SURED FROM INLET, DEGREES		
10. 20. 30.	40. 50. 60. 70.	80. 90. 100 110. 120	130 140 150 160	
FREQ 50 68.8 69.3 69.5	71.3 71.5 71.9 73.1	74.2 75 1 76.7 78.1 79.	8 82,1 84,8 87.6 90.2 134.5	
63 72.9 73.4 71.9 80 72.1 71.3 71.3	<u>75.9 73.3 74.0 74.9</u> 71.7 72.5 72.7 73.8	<u>75 1 75 4 77 3 78 6 79</u> 75 2 75 7 76 9 79 0 80	9 <u>12 3 84 8 86 4 89 0 134 2</u> 9 82 7 84 9 86 7 87 2 134 0	·
100 72.3 70.9 71.8	72.4 73.0 73.3 74.4	75.6 76.0 77.7 79.4 81.	0 83.1 85.5 87.0 85.5 134.1 7 83.5 85.0 86.5 84.7 134.2	
	73 9 73 6 74 3 75 4	76 1 76 7 78 0 79 8 81	1 81 3 85 0 85 1 84 0 133 8	
200 73.8 74.0 74.8 250 72.6 74.0 74.7	74.4 74.6 74.8 76.2 74.7 75.0 75.0 75.4	77,5 76,9 79,1 80 2 81. 76,3 77,0 78,0 79,5 40.	9 63.9 64.4 64.2 62.9 133.9 A 62.3 63.2 62.9 81.2 132.9	
315 75.0 75.4 75.5 400 75 8 76 6 76 3	75.6 76.0 75.6 76.3	76 4 76 6 78 0 79 6 80 76 7 77 5 79 3 80 8 81	4 82.4 82.7 82.1 79.9 132.8 5 82.7 82.2 81.4 79.1 133.3	
500 76.7 76 4 76.6	77.1 76.9 77 0 76 8	76.9 78.0 79.6 80.3 80.	8 N2.0 81.6 80.7 78.0 133.1	
630 78.9 78.5 77.7 600 81.9 61.8 60.3 (78.5 79.0 79.4 70.7 80.6 79.9 80.4 78.5	78.0 77.9 79.9 80.9 61. 76.9 77.0 78.6 79.1 79	4 61.8 80.9 79.9 77.1 133.7 9 80.7 79.9 78.8 75.9 133.5	
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3150 91.8 95.0 92.1	94.4 95.9 93.9 91.7	88.0 82.7 82.8 81.4 81. 85.7 82.6 82.2 82.0 82	8 83.5 81.2 79.9 78.8 145.1 5 83.9 80 7 79.2 77 5 144 0	
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OASPL 101.5 104.5 101.7 1	02.7 102 6 100.8 99 3	96.0 93.1 93.4 94.2 95	2 96.6 96.5 96.7 96.6 153.7	
PNL 115.0 118.0 114.4 1 PNL 1 17 7 121 1 117 0 1	16.3 116.4 114.7 113 1 19.6 119.9 117.7 116 1	109.9 106.2 106 5 106.9 107 112 6 108 6 108 2 108 6 109	8 10 ⁿ 8 107 4 106.4 104.9 4 110.9 103.0 108.1 106.9	
OBA 102.2 105.5 102.4 1	03.5 103.4 101.5 99.9	96 2 92 7 92 5 92 9 93	7 94.7 92.9 91.5 89.9	
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IDENTIFICATION TE C3AE107G/P 1 2320A0 0	ST DATE LOCATION	ACOUSTIC RANGE REFIRENCI 150. FT ARC 2320	16477. SAE77 28.92 FULL SP	HERE
GP MICS/HARDWALL INLET/6D	B FREEFIELD CORR. /#0981	1		
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Appendix 9.1.21

16214ES/FSDR/RPMAVG

11/14/63 9.045 PAGE 1

AVERAGE SOUND PRESSURE LEVELS

77.0 DEG F., 70 PLRCENT R.H. DAY, SAE 150.0 FT ARC

.

IDENTIFICATION

AVERAGE - COAFIO7G/P 1 2500A0

INPUT - C3AF107G/P I X03020 C3AE107G/P I X03150 C3AE107G/P I X03070

ANGLES MEASURED FROM INLET, DEGREES

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VI'6 29 0 3	95.7 94 0	95 0	971 0	97 1		10.1	108.0				
				er. 1 9	94.0	93. 6	92.O				
= 106 7	I IPNI U-	12 6	-								
	5. F F F F F F F F F F F F F F F F F F F	. J. B	I PNLW#	125.8							
A N A A A A A A A A A A											
ACOUS	STIC RANGE	REFER	ENCE RIM	M ARI	TH AV	G ENK	1.41	PUA	0.440		
40 150	U FT ARC	2!	500.		1920	9	<u></u>				AKEA
					1 31.0		34	C//	20.91	FULL	SPHERE
#09811											
					* 16. an # 10. ante						
					- 16						
∎0 	9811	9811	9811	9811	9811	9811	9611	9811	9811	19A1 1	9611

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16214ES/FSDR/RPMAN	/0			11	/14/83 9.04	5 PAGE 1
	-	AVERAGE SOUNE	PRESSURE LEVELS			
	77.0 DE	EG. F., 70 PERCENT	R.H. DAY, SAE	50.0 FT. ARC		·····
		LOENTI	FICATION			
	AVERAGE -	CJAETU/G/P 1 240	DAU			
	INPUT -	C3AE1070/P 1 X03 C3AE1070/P 1 X03	0160 C3AE1070	7P1 X03050		
	20 40 80	ANULES HEASURED	PROFINCET, DEGRE	120 130 140	150 160	
FREQ	30, 40, 50,					PWL A
50 74.2 74.9 63 76.8 77.0	75.6 77.5 77.8 76.5 79.4 78.5	78.0 79.1 80 5	81,5 83.3 85.7	. 87.0 . 69.9 . 92.6 . 87.0 . 69.9 . 92.6	<u>95.1 98.6 1</u>	42.3
80 78.2 77.1	77.4 77.7 78.3	79.2 80.3 81.8	82.7 84.0 86.	88.1 90 6 93 3	95.7 96.4 1	42.2
100 79.3 77.9	78.6 79.3 79.9	79.9 81.0 82.2 80.8 81.9 82.7	83.9 85.2 86) 89.1 91.2 93.7	95.0 90.91	42.2
160 78.6 79.8	79.7 80.3 80.3	00.7 01.0 02.9	81.3 85.0 87.9	88 8 90 8 91.4	94.2 93.0 1	41.7
200 78.9 80.3	80.8 81.3 80.7	81.4 82.3 84.0	84.0 85.7 87.4 84.0 85.4 87.) 89 1 91 4 92.0 ⊨ 80 6 90.4 91.0	5 93.4 91.0 1 5 91.9 89.7 1	40.8
315 79 2 80.2	80.6 81.5 81.9	81 6 82.7 83.3	83 9 85 2 87	88 1 89.9 91.2	2 90.9 88.4 1	40.4
400 79.6 81.0	81.3 81.8 82.2		<u>04.4 85 0 07</u>	<u>88 9 89 6 90 5</u>	<u>09.0 07.2 1</u>	40.0
630 82.3 82.5	82.2 82.6 82.6	82 8 83 4 84 0	85.7 86.1 87	68 1 89.1 89.1	87.8 84.7 1	40.1
800 82.5 84.1	83.7 83 8 83.4	83.1 83.1 83.4	84.0 85 4 86.4	1 87.1 87.8 87.7 9 86 9 86 8 86 8	7 86.6 83.2 1	39.3 39.7
1250 90.9 91.0	92.2 91.7 92.8	92 2 92 8 89 8	87.0 85.9 86	87.9 A7 4 86.1	85.5 83.4 1	44.1
1600 99.4 100.7	02.6 101.7 102.7	104.3 104.9 100.7	95.5 92.1 93.0	5 92 8 92 8 91 2	2 91.9 90.2 1	54.4
2000 88.2 89.2	91.4 92.3 91.3	89.6 88 2 86.5	84.5 84.9 85.	87.3 86.6 84.	7 63 1 60 5 1	42.9
3150 97.9 97.5	97.4 98.1 97.7	95.9 96.0 93.4	A9.6 08 1 88	89.7 16 8 86.1	85.7 83.3 1	48.8
4000 92.4 93.9	93.2 94.9 93.9 94.9 95.3	91.9 91.0 89.0 93.4 93.0 90.6	87.0 86.6 87.3 88.9 88.2 90.0) 88.9 91.4 85.0) 90.6 90.2 85.0	5 83.3 81.8 1 5 84.1 82.3 1	45.7 47.1
6300 92.2 92.5	92.5 93.6 93.3	91 7 91 1 88 5	86 2 85 3 87	81.3 88.6 85	2 82 5 80.4 1	45.5
8000 89.0 90.2 0000 86 9 87 6	89.6 91.6 90.8	89.0 88 G 85.3 86.4 85 9 82 7	63 1 82.3 85 80 3 79 3 81 3) 86.9 87.6 84.0 2 83.6 83.4 81.5	58087891 777.376.01	43.7 41.7
	07.0 00.2 00.2					
ASPL 104.3 105.1	105.7 105.8 106.1	106 3 106 6 103 3	100.3 99.6 101	2 102 3 103 4 104 1	<u> 105.2 105.5 1</u> 5 113 2 111 5	58,8
PNLT 121.4 121.9	122.5 122.9 122.0	124.9 125.4 121 6	116.6 114.7 116.	2 116.6 117 7 115.4	4 115 7 114.3	
DBA 105.0 105.7	106.5 106.5 106.8	107.0 107.4 103.8	100.1 98 6 99.	9 100.F 100.9 99.	2 98 4 96 3	
APNLW= 118.6	IPNLW= 129.3	LAPNLW= 108.9	LIPNLW= 110.7	TPNLW= 128.0		
IDENTIFICATION	TEST DATE		ISTIC RANGE REF	RENCE RPM APITH	AVG FNK LALP	HA PAMB PWL AREA
3AE107G/P 1 2800	AO 06-09-83	PEFBLES 4D I	50. FT ARC	2800 25	5362. SAE	77 28.91 FULL SPHERE
P MICS/HARDWALL I	NLET/GDB FREEFIEL	D_CORR./#C9811				

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Appendix 9.1.23	,
16214E3/FSDR/RPMAVG 11/14/83 9.045 PAGE 1	
AVERAGE SOUND PRESSURE LEVELS	
77.0 DEG. F., 70 PERCENT R H. DAY, SAE 150 0 FT. ARC	_
IDENTIFICATION	1
AVERAGE - C3AE107G/P 1 3100A0	
INPUT - C3AE1076/P 1 X03040 C3AE1076/P 1 X03050	
C3AE107G/P 1 X03170	
ANGLES MEASURED FROM INLET, DEGREES	
10. 20. 30. 40. 50. 60. 70. 60. 90. 100. 110. 120. 130. 140. 150. 160.	
50 77.9 78.6 78.7 80.1 80.8 81.7 83 0 84.1 85.1 86.8 88.6 90.8 93.5 97.3 101.9 106.2 148.3	
80 82.9 81.6 81.4 81.8 82.3 83.2 84 0 85.4 86 6 87.9 89 8 92 0 94.3 97.8 100.6 104.8 147.5	_
100 03.7 02.5 02.6 03.2 03.6 04.0 05 3 05.9 07.1 08.4 90.6 92.9 95.3 98.4 101.0 100.4 147.0 125 02.6 02.9 03.2 03.9 03.9 04.5 05.4 06.7 07.6 00.9 01.1 01.0 10.4 147.0	
<u>60 82 3 83 7 83 3 84 4 83 9 84 2 85 5 86 5 87 2 89 8 91 1 93 2 95 6 98 3 100 8 99 3 146 9</u>	
50 81.7 83.7 84.8 85.2 84.9 85.3 85.9 86.9 87.9 89.2 91.3 93.3 95.6 97.8 98.7 97.6 146.2	
10 62.3 83.1 64.6 65.1 65.6 65.2 F6.4 86.6 88.0 89.2 91.2 92 9 15.0 96.4 96.0 93.8 145.5 00 61.7 63.6 64.1 65.2 65.5 85.6 86.5 87.4 86.6 88.0 69.2 91.2 92 9 15.0 96.4 96.0 93.8 145.1	
00 02 9 03 5 04 5 05 7 05 5 05 7 06 9 07 4 00 5 02 9 91 7 93 3 94 0 95 6 95 1 92 3 144 9	4
00 66.3 87.4 85.7 86.3 85.9 86.0 86.7 87.5 88.9 90 3 91.2 93.0 93.8 93.9 93.0 89.9 144.5	1
<u>00 90.1 89.2 92.6 90.3 91.7 91.2 91.7 91.9 90.2 89.6 90.6 92.1 91.9 92.2 90.2 88.1 145.4</u>	li
00 100.7 101.3 103.0 104.1 103.5 102.1 102.0 100.7 97.7 95 5 91.4 95.2 94 1 93 5 92 6 90 9 144.0	
00 93.9 94.7 95.3 95.8 95.5 94.8 94.2 93.3 91.6 90.5 90 5 91.4 90.6 90.3 88.6 86.2 147.5	
50 96.9 96.4 97.2 96.5 97.4 96.1 96.5 93.5 92.7 91.8 92.0 91.9 96.9 89.9 87.9 85.4 149.5	_
00 93.9 94.3 93.8 95.0 94.4 93.1 92.8 91.2 91.2 90.9 91.3 97.9 00 5 67.8 65.9 64.2 146.2	
00 91.4 91.2 91.4 92.7 91.6 90.1 90 1 88.3 88.3 89.5 91.2 97.0 91.5 88.5 85.7 83.9 146.0	
00 86.0 86.0 86.5 87.0 86.8 84.7 84.5 82.3 82.1 82.6 84.5 86.5 85.8 84.7 81.1 79.0 141 8	1
PL 105.1 105.6 106.4 107.3 106.8 105.7 105.8 104.7 103.6 103.6 104.6 104.1 107.3 105.8 110.0 141.0	Ĩ
NL 118.4 119.4 119.3 120.2 119.8 118.7 118 0 117 8 116.4 116 2 116.9 117 8 117 6 117.4 116.5 114.9	-
BA 105.7 106.4 107.0 107.9 107.4 106 2 106.2 104 8 103.2 102 4 102.8 103.9 104 6 103 2 102 2 98 9	
APNLW= 121.1 IPNLW= 130.0 LAPNLW= 113.6 LIPNLW= 111.6 TPNLW= 128.5	-
IDENTIFICATION TEST DATE LOCATION ACCUSTIC DAVIDE EFFORTUNE	
ALOUSTIC RANGE REFERENCE RPM APITH AVG FAK JALPHA PAMB PHL AREA	- I -
MICS/HARDWALL INLET/GDB FREEFIELD CORR. /#09811	
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Appendix 9.1.24 16214ES/ESDR/RPMAVG 11/14/83 9.060 PAGE 1 AVERAGE SOUND PRESSURE LEVELS 77.0 DEG. F., 70 PERCENT R H. DAY, SAE 150.0 FT. ARC **IDENTIFICATION** AVERAGE - C4AE109G/P 1 1820A0 INPUT - CAAE109G/P | X03360 C4AE109G/P 1 X03440 C4AF1090/P 1 X03230 ANGLES MEASURED FROM INLET, DEGREES 20. 10 30 40. 50. 70. 80. 90. 100. 110. 120. 130. 140. 150. 160. 60. FREQ PWI 64.7 67.8 64.1 65.1 66.1 67.2 67.7 68.7 70.4 72.0 74.1 75.5 77.1 79.6 125.4 50 65.7 64.9 68.6 76.7 67.0 67.4 68.2 68.0 67.9 70.4 11.2 72.1 70.5 75.5 76.9 82.0 127.5 63 69.8 68.4 80 68 2 66 7 65 2 64 4 65.3 66.0 66.1 67.1 68.3 69.8 70.7 72.2 73.9 75.6 76.3 76.3 124.9 100 68.0 66.8 66.7 66.5 66 9 66.6 66.6 60.0 70.3 72.4 72.9 73 1 74.3 76.4 76.9 75.5 125.9 125 69.3 68.4 68.3 67.8 67.5 67.6 68.3 68.9 69.7 70.8 72.3 73.4 74 8 /6.3 76.5 78.1 126.1 160 70.3 69.1 60.9 68.9 67.8 67 3 67 5 19 69 0 70 4 71 5 73 0 _74.6 _75.8 75.0 74.4 125.4 200 70.1 69 A 71.1 69.9 69.0 69.0 68 2 71.1 69.6 71.3 72.7 73 6 75.3 75.2 74.0 73.6 125.9 250 70.7 69.9 71.1 70.9 70.1 69.4 69.0 68.9 69.9 70.9 72.1 72.9 73.9 74.9 72.9 72.2 125.5 72.8 72.8 71.8 70.7 69.9 69.8 70.3 71.5 72.8 73.6 74.3 75.1 73.1 71.9 126.3 315 72 3 72 0 ORIGINAL 72.9 71.9 70.6 71.3 72.2 73.4 75.5 76.0 75.6 76.6 74.2 72.7 127.9 74.5 73.6 72.8 71.7 74.1 74.9 75.3 76.2 75.7 76.2 73.1 71.1 128.5 400 73 6 73.3 73.8 74.1 500 74.2 73.3 73.9 74.6 630 75.5 75.1 75.1 75.6 74.4 72.5 72.2 71.2 73.0 74.4 75.4 76.1 75.8 75.0 72.6 70.5 128.3 POOR 77.7 75.8 73.4 72.9 73.3 74.8 76.1 76.6 77.5 77.1 73.4 71.8 130.4 800 80.6 79.3 78.0 78.9 1000 90 8 88 5 88 U 90.7 88.4 86 5 81 3 84 0 80 8 82 6 04 1 86. / 84 2 89 6 83 9 82 3 140 4 1250 A2 A A1 9 61.0 81.1 80.2 79 5 75.1 73 9 74.1 75.7 77.1 79.0 81.1 78.0 74.3 72.0 132.7 1600 93.5 90.2 86.9 91.7 87.7 82.6 78.9 78.2 78.3 81.7 81.9 87.4 84.5 81.4 78.1 75.9 139.7 2000 90.9 89.9 93.0 88.3 84.6 80 9 77.3 77.2 79.9 81.0 85 7 85 9 82.6 78.2 76.2 140.3 90 4 PAGE IS 2500 93 5 93.6 95 1 89.4 86.1 79 8 77.3 79.0 60.0 82.0 81.5 83 1 80 1 76.8 74.9 139.2 90.0 PG 4 82 1 76.9 3150 84.1 65.7 88 6 89 3 77.1 78.9 4000 85.1 86.7 84.2 84.7 83.3 80.8 77.3 74.4 75.8 78.0 79.9 81.1 81.2 79.1 75.5 73.4 135.9 5000 84.6 85.6 84.7 86.0 83.7 82.6 78.2 75.9 78.3 80 9 82.5 84 5 87 4 53.6 79.8 76.6 138.2 6300 88.7 86.5 86.4 85.9 82.7 80.0 76 5 73 5 75 4 77 9 61 4 83 3 83 8 82 0 77 2 74 8 137 6 82 2 83 3 82 6 84.0 82 6 79 2 75 6 71 2 71 7 74 3 77 6 79 7 80 7 80 6 75 2 72 8 135 6 8000 10000 78.9 79.7 79.3 80.4 78.0 76.2 72 9 68.8 68.5 71.1 73.2 75.8 75.9 76 8 71.6 68.3 132.6 <u>ASPL 98.6 97.4 98.3 99.8 98.7 94.8 91.1 89.9 88.4 90.5 92.0 94.6 94.5 94.1 90.6 89.9 149.4</u> PNL 110.6 109.8 112.4 113.1 112 9 103 7 105 5 101.5 101.2 103 4 105.2 107.1 108 4 106 3 102.8 100.7 OASPL PNLT 113.6 112.4 115.2 116.6 116.1 111.7 107.8 105.1 103.5 105.9 107.7 110 0 110.0 110.3 106.1 104.2 DBA 99.2 98.1 99.2 100.6 99.6 95.5 91.7 80.9 86 3 90.5 92.0 94 8 51.5 93 8 89.4 87.4 APNLW= 113.0 IPNLW= 122.2 LAPNLW= 101.8 LIPNLW= 104.1 TPNLW= 121.1 IDENTIFICATION TEST DATE LOCATION ACOUSTIC RANGE REFERENCE RPM ARITH AVG FNK JALPHA PAMB PWL AREA C4AE109G/P 1 1820A0 150 FT ARC 1820. 9785. SAE77 28.90 FULL SPHERE GP MICS/PERFORMANCE INLET-HWL/6DB FRFEFIELD COER./#21092

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Appendix 9.1.25

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					77.0	DEG.F	, 70 F	PERCENT	R.H.	DAY, S	AE I	50.0 F	T. ARC	•			•		
								IDENT	IFICAT	ION									
				AVE	RAGE	- CAAE	09G/P	1 20	30A0		· · · · · · · · · · · ·					,			
	·····				NPUT	- C4AE1 C4AE1	090/P	1 XO 1 XO	3350 3370	C4/	AE 1 09G	/P 1	X0324	0					
						ANC	ILES ME	ASURED	FROM	INLET,	DEGREI	ËŞ							
	10.	20.	30.	40.	50	60	70.	80.	90.	100.	110.	120.	130.	140.	150.	160.			
50	67.7	67.3	67.1	69.1	67.4	68.3	69.6	j 70.8	71.4	72.6	74.2	75.9	77.7	80.0	82.0	84 4	PWL		
63	71.0	71.2	70.0	76.8	70	71.4	_71.3	71.2	5	73.4	_74.6	75 9	- 110.4	Q	01.2	84.2	130.3		
100	70.2	68.8	69.1	69.4	69.1	69.1	09.0 70.2) 70.90 2 71.7	72.3	73.1	74.G	76.5	78.2 78.6	79.9 80.7	81.0	81.2	129.1		
125	70.9	70.3	71.0	71.1	70.4	1 70.0	71.4	72.1	72.9	74.2	75.9	77.3	78.8	80 1	80.7	80.6	129.7		
200	72.3	72.9	73.7	72.7	71.	72.1	71.6	73.1	73.4	<u>74 </u> 74 9	75.2	76.5	78_4 78_8	<u></u>	79.4	78.4	129.1	·	
250	71.6	71.5	73.2	73.1	72.2	2 71.7	71.4	72.4	73.1	74.0	75.1	76.1	77.4	/8.0	7G.8	75.7	128.5		
400	75.1	75.0	75.8	75.3	74.5	5 73.C	72.9) 73.3	74.9	74.5	75.6	76.1	77.5	77 8	76.8	74.7	129.0		
500	75.4	75.2	76.1	76.3	75.4	74.1	74.1	74.1	75.3	77.1	77 6	77.7	78 4	78.0	75.7	74.1	130.3		
600	60.9	80.5	79.9	79.4	78.7	2 74.0	75.2	74.2	75.8	77.6	78.4	78.1	78.7	77.9	75.6	73.1	130.9		
000	87.8	90.0	89.8	89.4	89	87 5	84 4	01.0		82.3	84.8	86.2		85.7		80.4	140 3		
600	85.0	86.0	64.4	84.7	82.1	61.6	78 9	90.6 76.7	78.1	61.5	80.5	85.2	85.4	81.9 00.7	80.9 77 4	79.2	139.4		
000 500	93.9	96.6	93.5	94 4	90.0	88.4	85.0	81.2	80.8	85.1	83.8	87.9	89 3	84 2	80.5	78.3	143.4		
150	00.0	92.7	95.3	96.1	96 5	94.5	88.0	<u>78.8</u> 83.4	<u>79.0</u> 81.3	80.8	62.5	87 3	<u>85.6</u>		79.2	76.5	140.2		
000	87.5	87.7	87.1	87.6	85.6	84.7	81.5	77.4	78.6	81.6	82.2	84.5	85 0	61.4	78.4	75.9	138.6		
300	86.7	87.0	87.4	- 90.6 - 88.7	86.8	1 84.7 86.1	61.1 61.5	77.9 77.1	80.3 78.3	02.4	84.1	85.9 86.4	85 9	81.3	78.6	76.7	140.3		
000	84.2	84.9	85.1	86.1	82.7	81.3	78.0	73.7	74.4	77.2	80 3	82 8	83.6	81.8	77.3	74.8	137.6		
500	4 ∠.4	02.9	0J.	6J.4	81.C	79.4	75.7	71.5	71.9	74.3	76.1	79.8	79.B	78.5	74.3	71.4	135.		
SPL	99.0	100.7	100.4	101.3	100.0	98.2	94 0	90.8	90.9	93.0	94.4	96 6	97.2	95.1	93.1	92.5	151.6		
NLT	112.3	114.0	114.8	115.7	114.9 117 9	113.2	108.8	104.9	104.3	106.0	107.6	109.8	110.3	107.5	105.0	103.4			
DBA	99.7	101.5	101.2	102.1	100.6	98.9	94.6	90.8	90 6	93.0	94.3	96.7	97.2	(4.2	90.9	88.9			
APN	LW= 1	4.7	IPNI	W= 124	1.8	LAPN	W= 10	2 8		N: 104		TPN	1- 122				••••••••••••••••••••••••••••••••••••••		
	·								~			11.1461	- 123						
IDE	NTIFI		I	EST DA	A T E	1.004	TION	400	ISTIC		DEEF	ENCE -							
AEIÖ	90/P	2030	DAO	06-14	83	PEEBLE	\$ 40	1	50 FT	ARC	2	010		12	435.	SA	EZZ	28.86	FULL SPHERE
MIC	S/PER	ORMAN		т-ны	6D8 F	REFEIF	0.00	8 /1.214	192										

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NVERAGE CALE IOSOL/P I ZIO DEG. F., 70 PERCENT R DAV. SALE ISO OFF IDENTIFICATION INPUT CALE IOSOL/P 2100A0 INPUT CALE IOSOL/P 2100A0 2100A0<
NUERAGE CALE IOSO/P I 2100.0 F. 70 PERCENT R DAY, SAE 150 D FT IDENTIFICATION IDENTIFICATION IDENTIFICATION IDENTIFICATION IDENTIFICATION IDENTIFICATION IDENTIFICATION NOLES REASINED FION INLET, DIGREES IDENTIFICATION NULL NOLES REASINED FION INLET, DIGREES IDENTIFICATION NULL IDENTIFICATION IDENTIFICATION IDENTIFICATION
AVERAGE SOURD FRESSURE LEVELS 10<
AVERAGE SNUER FRESHIRE LEVELS TO DEG. F., 70 PERCENT R H. DAY, SAE 150 0 FT IDENTIFICATION IDENTIFICATION AVERAGE AVERAGE CALE 1090 /P 1 21800A0 INPUT - CALE 1090 /P 1 2000A0 INPUT - CALE 1090 /P 1 2000A0 ANGLES MEASINED FROM INLET, DEGREES 20. 30. 40. 50. 50. 70. 21.3 72.5 74.5 74.9 76.5 78.3 79.5 77.8 71.2 72.3 71.3 72.3 71.4 72.3 74.6 76.3 77.5 78.5 78.5 78.5 78.5 78.5 78.5 78.5
AVERAGE SOUND PRESSURE LEVFLS 100000 100000 100000 100000 1000000 1000000 10000000 10000000 10000000 100000000 100000000 1000000000 1000000000000000000000000000000000000
AVERAGE SOUND PRESURE IDENTIFICATION CAREINGO/P I ZIBOAO INPUT CAREINGO/P I ZIBOAO CAREINGO/P I ZIBOAO INPUT CAREINGO/P I ZIBOAO CAREINGO/P I ZIBOAO INPUT CAREINGO/P I ZIBOAO CAREINGO/P I ZIBOAO INPUT CAREINGO/P I XDI380 CAREINGO/P I ZIBOAO INPUT CAREINGS/P I XDI380 CAREINGO/P I ZIBOAO INDERS ZIBOAO ZIBOAO ZIBOAO ZIBOAO ZIBOAO ZIBOAO ZIBOAO <
AVERAGE SOUND PRESSURE LEVELS 10
VERAGE SNUMD PRESSURE LEVELS 10ENTIFICATION IDENTIFICATION NPUT CAAE1090/P 2180A0 INPUT CAAE1090/P 1 X03250 CAAE1090/P 1 ANOLES MANUES MENTIFICATION CAAE1090/P 1 X03250 CAAE1090/P 1 ANOLES MANUES MEASINED FROM TIMLET, DEGREES ANOLES 72.3 72.3 72.4 72.2 73.5 74.6 74.2 75.2 75.2 75.2 75.2 75.2 75.2 75.3 74.6 74.7 75.2 75.3 74.6 74.7 75.2 75.3 76.3 77.5 76.3 77.5
AVERAGE SNUND PRESSURE LEVFLS IDENTIFICATION VICE - CAAELOGO/P I DIOT - CAAELOGO/P I ANOLES HEASURED FROM INLET. DEGREES ANOLES HEASURED FROM INLET. DEGREES S0. 60. 71.2 70.2 72.3 72.4 72.3 72.4 72.3 72.4 72.3 72.4 72.3 72.4 72.3 72.4 72.3 72.4 72.3 72.4 72.3 72.4 72.3 72.4 72.3 72.4 72.3 72.4 72.4 72.5 73.3 72.4 73.3 72.4 73.4 73.5 73.5 74.6 74.6 74.2 75.5 76.5 76.5 78.5 77.6 74.6 78.5 78.5 78.6 78.5 78.6 78.5 78.6 78.5 78.6 78.5 78.5
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SI BAGE IS ORIGINAL PAGE IS OF POOR QUALITY

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ORIGINAL PAGE IS OF POOR QUALITY

-----Appendix 9.1.28 16214ES/FSDR/RPHAVG 11/14/83 9.060 PAGE 1 AVERAGE SOUND PRESSURE LEVELS 77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150.0 FT. ARC **IDENTIFICATION** AVERAGE - C4AE1090/P 1 2500A0 INPUT - C4AE109G/P 1 X03400 C4AE109G/P 1 X03320 C4AE109G/P 1 X03270 ANGLES MEASURED FROM INLET, DEGREES 10. 20. 30. 50. 60. 70. 80. 90. 100. 110. 120. 130. 140. 150. 160. 40 FREQ PWL 70.6 70.4 71.0 73.6 73.6 74.4 75.4 76 5 77.8 79.3 81.0 82 6 04.9 87.9 90.6 93.9 137.6 50 74.6 75.0 76.0 77.4 78.5 80.0 81.4 87.6 85.7 97.6 89.3 92.1 197.0 74.3 75.2 76.0 77.6 78.6 80.2 01.6 81.2 (5.4 87.9 89.7 90.5 136.8 63 72.5 72.6 78.3 74.6 75.0 80 73.5 73.0 73.2 73.6 100 74.3 73.0 74.4 74.9 74.9 75.5 76 5 77.8 78.8 80.5 87.0 84 0 85 6 78.3 89.6 88.6 136.8 76.4 75.7 76.5 77.4 78.4 79.4 80.8 82.7 84 3 85 8 87 9 89.2 87.8 136.8 125 74.6 75.0 76.3 75.7 76.7 160 75.8 75.9 76.5 76.5 77.0 78 5 79 3 81.0 82 4 84 0 85 5 87.7 87.9 86.9 136.4 77 4 77 4 200 77 0 77.8 77.4 77.4 77.9 79.4 80.4 82.0 83 0 84 4 15 9 87.6 87.0 85.8 136.6 78.3 77.9 77.8 77.7 77.9 78.9 79.8 81.2 82 5 83.6 85 3 86.3 85.7 83.9 135.8 ORIGINAL OF POOR 250 76.2 77.0 315 78 3 78 0 78.7 79.0 78.8 78.0 78.2 78.8 79.7 80.9 82.3 83.4 81 5 85.5 84.7 82.4 135.5 400 79.0 79.5 79. 80.0 79.0 78.1 78.8 79.2 80.5 35 2 85.3 82.6 83 5 87 7 83.9 81.6 136.0 500 79.3 78.9 79.2 79 9 79 7 78.7 78.6 79.1 80.6 82.1 82 9 81 8 44 5 84 5 83.2 80.6 135.7 630 81.2 80.8 80.1 81.6 81.7 80.9 80.1 79.9 81.0 83 1 83.5 80.9 A1.4 83.8 82.6 79 4 136.3 800 81.8 82.3 82.4 80.9 80.0 82.9 82.8 80.0 80.5 82 2 83.1 83 9 81.3 83.1 81.5 79.0 136.3 1000 85.2 84 A 64.3 84.7 84.6 83.7 81 8 81 0 81 6 82 8 83 9 85 2 84 6 92 9 61 0 78.9 137.6 99.2 99.0 95.1 92.9 1250 96.7 95.8 96.1 98 9 90.0 89.9 95 1 98.8 94 % 32.2 90.0 88.6 150 5 PAGE IS QUALITY 1600 91.7 92.0 92 1 93.8 91.3 93.9 90.5 88.0 86.6 87.0 90.5 93.4 93.9 89.9 86.6 84.3 115.8 2000 88.2 88.4 87.5 87.8 86.8 85.6 83.6 81.9 83.0 84.9 85 9 63.8 61.0 78.9 140.2 86 4 88.1 2500 97.6 100.1 94.7 95.8 93.9 93 4 90 9 8/ 8 80 6 88 8 91 2 16 6 87.2 92.7 84 0 02.4 146.9 3150 91.6 94.4 92.4 93.4 91.6 90 0 87.7 85.1 86.1 87.4 89.1 91.6 90.4 86 2 83.4 81.3 144.5 4000 93.9 96.8 95.0 95.9 96.1 95.2 91.7 87 6 87.1 89.3 89.5 92.9 93 0 38 2 85.2 83.3 147.6 5000 91.3 92.3 92.2 93.2 92.8 92.5 90 1 85 8 86.7 88 4 89.5 91.9 90 3 85 8 83.7 81.9 145.5 6300 89.2 90.2 91.0 91.4 90.1 89 3 87 1 83 6 85 1 88 1 90 2 92 1 90 7 86 7 83 3 81 6 144 6 8000 87.0 88.5 88.5 89.9 87.8 86.6 84 5 80.5 84 9 88 0 90 8 91 2 68 7 83 9 81 4 143 6 81.6 10000 84.7 86.2 86.0 86.9 85.8 84.4 82.0 76.9 78.3 81.5 83.4 86.9 86.4 U1.2 79.9 77.2 141.0 OASPL 103.1 104.6 102.8 104.3 103.9 103.4 100 3 .97.8 97.4 98.8 101.0 103.9 101.0 100.2 100.2 156.6 PNL 116.9 116.7 116.3 117.3 116.9 116.2 113 5 110.5 110.6 112.4 113.6 116.3 116.3 113.0 110.7 109.1 PNLT 119 6 121.6 118.9 120.5 120.2 119 6 116 5 113 3 112.6 114.1 116 2 119.5 119 7 114.9 112.8 111.4 DBA 103.9 105.5 103.5 104.9 104.5 104.0 100.8 98 0 97.3 98.7 100 9 103.9 103.9 99.1 96.5 94.6 APNLW= 120.6 IPNLW= 126.8 LAPNLW= 112 2 LIPNLW= 113 9 TPNLW= 126.3 **IDENTIFICATION** TEST DATE LOCATION ACOUSTIC RANGE REFERENCE RPM ARITH AVG FNK TALPHA PAMB PWL AREA C4AE1090/P 1 2500A0 06-14-83 PEFBLES 40 150 FT ARC 2500 19471. SAE77 28.89 FULL SPHERE GP MICS/PERFORMANCE INLET-HWL/608 FREEFIELD CORR /#21092

Appendix 9.1.29

162	1456/	EGUB/	PPMAVO.
	196.37	r avn -	

11/14/83 9.060 PAGE 1

ORIGINAL PACE IS OF POOR QUALITY

AVERAGE SOUND PRESSURE LEVELS

77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150 0 FT ARC

IDENTIFICATION

AVERAGE - C4AE1096/P 1 2800A0

INPUT	-	C4AE1090/P	1	X03410	C4AE109G/P	1	x03300
		C4AE1090/P	1	X03270		-	

ANVILA NEADURED FROM INLET.	DEGREES
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200	79.4	80.0 70.0	80.9	80.	9 8	1.0	81.1	81.	. 7	83.3	84	1.0	85	7	87.0	88	. 8	90.9	02	1 9	2.6	91	.6 14	11.2		
315	80.0	80.4	81.6	801. 82	2 8		81.3	. 81	7	82.9) A.	1.8	A5	0	86.9	88	. 3	-rio () 81.	.79	1.2	89	.6 14	10.5	5	
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800	83.7	83.9	83.2	83.	7 8:	3.4	82.7	82.	2	82.8	83	1.7	85	4	86.G	87.	. 4	87.8	87.	4 8	5.7	83	1 13	19.9		
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Appendix 9.1.30 11/14/83 9.060 PAGE 1 16214ES/FSDR/RPHAVG AVERAGE SOUND PRESSURE LEVELS 77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150 0 FT. ARC **IDENTIFICATION** AVERAGE - C44E109G/P 1 3100A0 C4AE109G/P 1 X034130 INPUT - C4AE109G/P 1 X03420 C4AE1099/P 1 X01310 C4AE1099/P 1 X03290 ANGLES MEASURED FROM INLET, DEGREES 70. 80. 90. 100. 110. 120 130. 140. 150. 160. 20. 30 40 50 60. 10. PUL FREG 85.3 86.9 88.9 90.9 93.5 97.4 101.4 106.3 148.2 81.9 82.7 84.0 60 77.7 77.9 78.8 80.5 81.0 83.4 85.6 87.4 89.2 91.1 34.1 97.5 99.6 104.0 147.0 80.1 80.2 81.8 01.9 82 3 84.4 63 80.1 82.7 87.9 89.8 92 2 94 6 97.6 81.4 81.6 83.7 85.0 86.0 99 8 102 1 146 6 80 82.5 81.1 81.2 86.7 88.5 90.3 92.5 91.1 98.6 100.2 100.0 146.6 100 83.7 82.0 82.4 83.0 83.1 83.8 84.4 85.5 92 7 95.5 98.2 99.9 98.6 146.4 84.3 84.9 87.1 88.8 30.9 125 82 7 82.5 83.2 83.4 83.2 86.2 86.9 90.8 93.2 97.9 98.6 98.1 146.0 83 9 847 86.Q 88 G 97.8 160 82.5 84.1 83.4 85.3 87.8 89.6 91.3 93.1 95.6 97.5 97.6 97.0 145.9 82.3 83.7 84.4 84.4 84.4 86.9 200 84.8 89.0 91.0 92.8 94.9 96.9 96.6 94.8 145.1 84.6 84.2 84.9 85.6 86.4 87.5 250 82.0 83.2 84.6 85.4 65.0 85.8 87.3 87.7 89.1 90.9 92.6 94.8 96.4 95.2 93.3 144.8 315 82.3 82.9 64.3 85.8 93.0 94.3 84.G 85.3 85.7 85.5 85.6 87 2 68.0 89.6 91.2 95.4 94.4 92.1 144.5 400 82.2 83.8 89.6 91.0 92.5 93.6 94.6 93.3 90.8 144.2 500 83.3 84.5 85.9 86.7 86.3 86.2 86.2 86.9 88.1 88.4 88.7 88.1 87.4 89.8 90.3 91.3 92.6 93.4 93.5 92.1 89.7 144.6 84.4 87.7 88.5 89.0 630 85,8 86,9 88,0 88,2 87,1 86,9 87,9 89,5 90,4 91,7 92,3 92,6 90,9 88,5 143,6 800 84.9 87.0 89.7 87.9 90.5 91 6 91.5 91.6 89.6 87.2 143.9 1000 87.8 89 1 89.3 89.3 89.1 88.9 88.2 89.3 91 1 90 1 89 4 86 3 87 6 89.2 90.4 92.0 91.2 91.3 88.7 86 4 144 3 91 6 88.5 1250 90 6 91 3 1600 100.8 103.3 100.8 102.6 103.4 103.9 102.4 99.7 96.5 97.1 100.0 100.2 97.8 95.5 93.9 92.2 154.9 2000 93.8 95.0 94.2 95.8 95.9 96.1 94.5 92.2 90.7 91.3 92.9 94.5 94.2 93.0 90.1 87.6 148.3 92.0 2500 90.9 90.6 90.4 92.4 91.7 91.5 90.G 88.9 88.7 89.9 91.0 69.9 49.4 86.9 85.4 145.1 98.0 94.0 94.4 3150 97.1 96 8 97.5 96 6 95 8 94 0 42.1 92 5 94.1 91.0 88.9 88.0 149.6 4000 91.8 91.7 91.6 93.3 91.7 91.3 90.8 89.6 90.3 91.7 93.3 94.2 92 0 90.1 87.5 86.1 146.7 5000 92 6 93.2 92.1 94.5 92.7 92.0 90.8 89.8 91.3 93.6 95.5 97.3 97.7 91.0 84.8 87.6 148.4 89.0 89.0 87.8 87.0 88.4 91.0 93.7 96.0 94.7 92.1 89.0 87.0 147.0 6300 89 7 89 3 89 0 92 0 8000 86.3 87.2 86.6 89.3 86.0 85.4 84.3 85.3 84.5 87.5 91 0 92.7 40.6 90.2 86 2 84.7 144.5 10000 83.7 84.4 83.4 86.0 83.4 82.7 81.6 /9.7 81.3 84.5 86.8 89.7 87.8 87.6 83.9 81.8 142.2 OASPL 104.8 106.1 105.0 106.5 106.3 106.5 105.2 103.6 103.0 104.4 106.3 107.7 107.8 108.9 109.6 111.1 161.0 PNL 118.1 119.0 118.5 119.6 119.2 119.4 118.2 116.6 116.0 117.6 119.1 120.5 119.4 118.4 117.0 116.0 PNLT 121.0 122.4 121.2 122.6 122.7 123.1 121.9 119.9 118.3 119 8 121.8 122.8 121.1 119.6 118.4 117.7 D6A 105.4 106.8 105.6 107.1 106.9 107.1 105.7 103.6 107.3 103.7 105.6 106.8 105.3 104.2 102.4 100.6 LIPNLW= 111.2 TPNLW= 1.38.6 APNLW= 123.7 IPNLW= 129.5 LAPNLW= 113.4 ACOUSTIC RANGE REFERENCE RPM ARITH AVG FNK TALPHA PAMB PWL AREA IDENTIFICATION TEST DATE LOCATION C4AE109G/P 1 3100A0 06-14-83 PEEBLES 4D 150 FT ARC 3100. 32334. SAE77 28.89 FULL SPHERE GP MICS/PERFORMANCE INLET-HWL/GDB FREEFIELD CORR. /#21092

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Appendix 9.1.32 16214ES/FSDR/RPMAVG 11/14/83 9.065 PAGE 1 AVERAGE SOUND PRESSURE LEVELS 77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150.0 FT ARC . IDENTIFICATION AVERAGE - C5AE110G/P 1 2030A0 INPUT - C5AE1100/P 1 X03500 C5AE1100/P 1 X05500 ANGLES MEASURED FROM INLET, DEGREES 10. 20. 30. 40. 50. 60. 70. 80. 90. 100. 110. 120. 130. 140. 150. 160. FREQ PVIL 60 68.8 67.4 68.8 69.4 70.4 70.5 71.7 73.6 75.4 78.0 79.5 82.2 84.4 129.5 67.6 67.4 66.9 69.6 76 3 69.8 70.5 63 71.7 71.3 71.0 70.5 71.1 72.9 74.4 75 2 82.3 79.7 81.3 85.3 130.8 80 70.8 69.2 67.5 68.0 69.6 69 4 69.2 72 5 70.4 71.9 74.1 76 2 77.9 79.7 81.2 61.2 129.0 **59.4 69.7 69.3 70.3 71.2 72.0 73.7 74.6** 100 69.9 68.3 68.6 76 5 78.7 80.4 81.7 79.8 129.3 125 70.5 70.0 71.0 71.3 70.6 70.3 72.3 72.7 73.2 74.3 75.2 77 1 78.7 80.0 81.0 81.2 129 7 160 71.3 70.8 71.5 72 0 70.3 70.6 70.5 72.0 72.1 73.6 75.0 76 8 78.7 79.6 79.5 78.7 129. 200 72.5 72.1 72.5 72.2 71.8 72.2 72 9 72.7 73 4 74.8 75.3 76 5 78 6 78.9 78.7 78.3 129.2 73.1 72.6 71.8 72.2 71.7 72.9 73.7 75.0 76.1 77.7 78.0 77.6 75.6 128.6 250 71.7 72.0 73.1 74.2 74.7 75.3 74.4 73.0 73.0 72.5 73.3 74.2 75.5 76.3 77.3 77.5 77.1 74.9 129.0 315 74.9 75 1 400 74 9 75 5 75.9 75.1 73.5 73.9 73.9 74.3 75.9 77.0 78.3 78.9 78.3 77.5 74.8 130.2 500 75.8 75.4 75.0 76.9 75.9 74.0 74.3 73.9 75.1 76.G 77.7 78.5 77.9 76.0 73.7 130.3 630 77.4 77.0 76.7 77.9 76.8 75.2 74.5 76 6 77 8 77 4 77.7 77.1 75.2 72.5 130.4 73 9 74.8 800 81.2 80.4 79.0 80 0 78.9 76.6 74.9 74.1 73.9 75.1 76.4 76.1 76.8 75.4 74.2 71.8 130.8 1000 87.6 89.4 88 6 A9 6 91.3 88.7 84.7 82.9 78 2 79.4 77.9 78.7 79.7 79.3 76.9 75.9 139 6 1250 87.0 87.5 86.6 87.2 88.3 86 2 82.3 80.0 76.4 77.1 76.4 77.1 77.9 77.0 75.5 73.6 137.3 1600 85.5 86.8 84.3 85.1 84.1 82.3 78.8 75.6 75.0 75.5 75.8 76.5 78.6 75.0 73.6 72.2 134.8 2000 94.7 97.6 93.1 94.2 91.1 88.3 84.5 79.8 77.9 77.4 77.1 60 3 83.2 79.6 77.1 76.6 142.8 2500 89.4 90.2 89 0 86.0 80.8 88.1 89.2 77.0 74.8 74.7 76.0 78.5 79.5 77 8 75.2 73.1 138.7 3150 90.8 93 6 96 8 94 7 95 7 92 6 85 7 81.4 78.0 77.4 78.4 79.1 81.6 78 7 77.1 77.0 144.6 4000 88.6 88.9 87.5 88.5 87.1 85.2 81.9 76.9 75.9 77.9 77.3 79.7 80.7 77.1 74.6 72.5 138.3 5000 88.4 90.2 89.0 91.6 89.2 85.9 81.4 76.0 75.3 76.4 78.0 79.9 80.7 76.2 74.1 72.4 139.9 6300 68.2 88.8 75.4 88.2 89.5 88.4 86.9 82.2 76.7 74 4 77.5 79.4 81 4 78.8 73.9 139.6 - 74 6 8000 86.5 87.2 86.2 87.6 85.2 83.0 80.7 75.1 72.7 74.6 75.0 77 8 78 6 76 9 73 2 72 7 137 8 10000 85.1 86.0 84.7 85.4 83.9 81.1 79.2 74.8 71.7 73.7 73.7 77.2 76.1 74.6 69.8 68 2 137.0 OASPL 99.9 101.6 100.8 101.1 100.4 97.8 93.4 90.2 88.4 89.4 90.1 91.5 93.3 92.1 91.7 91.9 150.9 PNL 113.2 115.0 115.7 115.1 115.0 112.3 107.4 103.7 101.6 102.2 102.8 104.3 106.0 103.9 102.2 101.5 PNLT 115.6 118.3 118.5 117.3 117.5 114.8 109.4 105.7 102 6 103.3 103 2 105.3 107.3 104.9 103.2 102.9 DBA 100.5 102.4 101.6 101.7 101.1 98.4 93.7 90.0 87.6 88.3 08.7 90.3 91.8 89.4 87.2 86.0 APNLW+ 109.4 IPNLW= 124.9 LAPNLW= 98.1 LIPNLW= 105.6 TPNLW= 123.4 IDENTIFICATION TEST DATE LOCATION ACOUSTIC RANGE REFERENCE REM ARITH AVG FNK LALPHA PAMB PWL AREA C5AE110G/P 1 2030A0 06-14-83 PEFBLES 40 130. FT ARC 2030 12207 SAE77 28.87 FULL SPHERE GP MICS/HWL PERFORMANCE INLET, TRID EXH/608 FRFLD CORR/#63462

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LOCATION ACOUSTIC RANGE REFERENCE RPM ARITH AVO FMK IALPHA PAMB PML AREA Etries 40 150. F1 Arc 2320. 16355. Sae77 29.67 Full Sphere
Chies 40 150. FT ARC 2370. 16355. SAE77 28.87 FULL SPHER

ORIGINAL PAGE IS OF POOR OUALITY 80

Appendix 9.1.35 16214ES/FSDR/RPHAVG 11/14/83 9.065 PAGE 1 AVERAGE SOUND PRESSURE LEVELS 77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150.0 FT. ARC IDENTIFICATION AVERAGE - CSAE1100/P 1 2500A0 INPUT - CSAE1100/P 1 X03530 C5AE110G/P 1 X05530 ANGLES MEASURED FROM INLET, DEGREES 10 20. 30. 40. 50. 60. 70 60. 90. 100. 110. 120. 130. 140. 150. 160. FREO 71.1 70.7 70.9 73.3 73.3 74.0 75.0 76.2 77.1 76 9 81.0 82.6 85.2 87.5 90.8 50 PWL 93.5 137.4 74.3 73.1 72.3 71.9 <u>63</u> 75.9 74.8 75.7 76.4 77.1 79 2 80.7 81.9 86.5 87.2 85.7 87.7 69.9 92.0.137.0 74.0 80 74.3 73.1 73.4 74.9 77.4 78.1 76.0 79.4 81.3 83.0 100 74.3 73.3 74.7 75.5 75.2 75.8 76.4 77.5 78.6 79.9 81.7 83.5 86.1 88.2 89.9 90.4 136.8 125 75.4 75.5 76.4 76.4 76.3 76.8 77.6 78.3 78.9 80.6 82.2 84 2 88.8 136.8 86.2 87.8 89.6 88.1 136.9 160 75.7 76.1 76.5 76.5 76.9 76.9 77.1 70 1 79.1 80 4 82.0 83 7 HG 0 87.5 88.3 87.1 136.5 200 77 6 77 2 77.6 77 9 77.4 77 6 77.6 79 2 80.2 81.9 82.5 64 1 86 2 87.3 76.0 77.0 77.9 76.2 77.9 77.5 77.9 78.3 79.7 80 7 82.0 87 6 85.7 136.6 250 83.3 A5.4 86.3 86.3 315 78.3 77.9 79.2 79.6 84.2 135.6 78.6 77.7 78.1 78.5 79.1 80.4 82.1 83.2 65 0 85.3 85.3 82.9 135.5 400 79.0 79 6 79.9 80.3 79.2 78.6 78 7 78 9 80 1 81.4 83.0 79.2 78.9 79.0 80 1 81.8 82 3 83.7 85.2 85.2 84.4 81.8 135.9 500 79.4 79.2 79.4 80.3 80.0 83.8 84.7 84.3 83.4 80.6 135.6 630 80,1 81.7 81.2 80.2 79.9 79.2 80.6 82.5 83.3 83.2 84.5 83.4 82.4 01.5 80.8 79.7 136.0 800 83.1 82.4 81.5 60.7 79 8 78 8 79 4 80 9 81 5 82 4 82.2 82.0 83.5 82.2 81.5 78.5 135.5 1000 85.4 84.7 84.4 84.5 84.5 83.5 81.2 79.4 79.3 80.7 81 2 81.7 82.2 1250 81.5 80.2 77.6 136.3 99.5 94.8 100.1 99.8 97.6 97.8 94.2 89.5 88.6 87.3 88 2 87.7 85.4 85.9 86.0 1600 92.8 90.5 93.7 93.1 92.2 91.7 88.7 84.3 83.3 83.1 83.1 82.8 83.8 82.5 81.7 79.5 142.8 2000 88.6 90.1 87.8 88.0 87.4 85.9 82.7 79.7 79.0 79.9 80.6 81.6 82.1 80.1 78.4 76.1 138.5 2500 99.3 102.8 94.1 94.5 95.2 94.9 92.1 80.7 82 0 86.3 84.4 04.9 87.2 83.0 3150 92.9 81.6 80.0 147.1 92.5 93.2 92.6 95 7 82 6 80.8 83.4 85.3 81.2 79.4 77.0 143.4 4000 94.1 99.4 97.2 96.7 98.0 95.0 93.8 85.8 84.1 83.7 84.6 86.6 88.1 82.7 81.3 79.7 147.8 5000 93.0 94.1 93.2 93.9 94 2 93.4 90.7 84.8 83.7 65.1 86.0 88.2 85.9 82.2 80.6 79.3 145.2 6300 90.8 92.5 92.3 92.6 91.5 90 3 88 4 82 2 80.6 81.9 84.5 86.1 86 3 81 8 79 5 8000 89.5 91.2 78.1 143.6 90.7 91.0 90.5 88 1 86 4 80.6 79.5 82 2 43.9 85.8 83.1 79.4 78.2 142.6 78.0 10000 88.5 69.7 89.0 88.9 88.5 86.5 84.0 78.7 76.2 77.7 79.1 81.6 81.7 79.4 74.9 73.2 141.3 CASPL 104.8 106.5 104.7 104.7 104.2 103.2 100.7 95 8 95.2 95.6 96.8 97.9 99.3 98.9 99.7 99.5 155.8 PNL 118.3 120.7 117.9 117.6 116.2 116.3 114.6 109.0 107.9 106.3 109.4 111.0 112.1 109.2 106.3 106.7 PNLT 121.8 124.0 121.6 121.5 121.2 119.7 117.7 111.5 110.4 110.1 111.4 112.2 113.6 110.3 109.9 108.3 DBA 105.6 107.4 105.3 105.2 104.8 103.8 101.2 95.7 94.6 94.5 95.5 96 4 97.3 94.6 91.6 91.5 APNLW= 115,1 IPNLW= 127.8 LAPNLW= 106.0 LIPNLW= 114.8 TPNLW= 126.4 **IDENTIFICATION** TEST DATE LOCATION ACOUSTIC RANGE REFERENCE RPM ARITH AVG FNK CSAE1100/P 1 2500A0 **IALPHA** 06-14-03 PEERLES 40 PAMB PWL AREA 150. FT ARC 2500. 19213 SAE77 28.87 FULL SPHERE GP MICS/HWL PERFORMANCE INLET, TRTD EXH/GDB FRFLD CORR/#63462

ORIGINAL OF POOR QUALITY

Appendix 9.1.36 PAGE 1 11/14/83 9.065 16214ES/FSDR/RPMAVG AVERAGE SOUND PRESSURE LEVELS 77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150.0 FT. ARC IDENTIFICATION AVERAGE - C5AE110G/P 1 2800A0 C5AE110G/P 1 X05540 INPUT - C5AE1100/P 1 X03540 ANGLES MEASURED FROM INLET, DEGREES 90. 100. 110. 120. 130. 140. 150. 160. 30. 40 50 60. 70 80. 10. 20. PUI FREQ 86.8 89.4 92.4 96.4 99.7 142.8 78.0 78.9 80.1 81.7 83.2 85.0 77.4 77.8 50 74.5 74.4 75.0 81.9 83.4 84.9 86.9 90.3 92.4 95.1 97.6 141.9 78.4 79.6 80.7 79.0 78.3 61 76 4 76.0 76.0 87 9 89 9 92 6 95 4 85.6 96.4 141.8 79.1 79.9 81.3 82.5 83.6 76 7 77.1 77.7 78 5 80 78 1 79.9 79.8 81.0 82.1 82.7 84.3 86.2 88.4 90.8 92.8 95.3 94.4 141.8 79.1 78.0 79.2 79.1 100 80.3 81.3 82.4 83.7 84.8 86.7 88.9 90.8 93.0 95.0 93.3 141.8 79.9 79.0 80.4 79.7 80.5 125 90.7 93.6 92.3 141.2 88.3 92.4 80.7 80.5 80.7 81.2 82.4 83.4 84.9 A6.4 78.8 79.6 80.0 160 89.0 90.9 92.3 92.7 91.5 141.2 81.3 81.6 83.4 84.3 85 6 86.9 200 79.8 80.2 41.4 81.4 81.6 86.8 88.4 90.4 91.4 91.9 89.5 140.6 81.3 81.5 82.0 82.6 83.9 84.9 250 78.6 80.3 81.4 81.5 69.9 90.5 90.5 87.6 140.1 81.4 82.4 82.7 83.8 85 0 86.5 88 0 81.6 82.2 82.1 315 80.1 80.4 87.1 88.5 89.7 89.9 89.5 86.5 140.1 84.3 85.5 82.7 82.7 81.8 81.9 83.0 61.2 81.5 400 80 5 86.8 88.2 89.4 89.1 88.7 85.4 139.9 82.2 82.5 83.0 84.5 A5.9 82.7 500 81.3 81.7 82.8 82.0 83.2 82.6 83.4 85.4 86.6 87.8 88.0 88.9 88.3 87.3 84.2 140.0 83.3 82.9 83.2 82.7 82.0 630 83.6 85.1 86.1 87.2 87.8 87.2 86.2 83.1 139.0 82.5 83.5 83.2 82.6 82.1 82.7 800 83.8 83.6 85.2 81.8 139.2 86.6 86.8 86.4 83.7 64.9 85.6 1000 85.9 85.7 85.3 85.3 85.5 84.4 82.9 82.5 97 0 86 2 85 4 82 3 143.1 1.56 0.06 0.18 0.19 0.18 1.19 8.68 89.4 85.9 A5.2 85.4 86.2 86.9 1250 99.2 101.9 101.4 100.9 104.4 103.1 99.7 95.2 92.3 92.1 92.3 91.2 92.6 89.9 88.9 88.0 152.9 1600 - 45.3 82.8 82.8 84.1 84.5 85.6 85.4 84.5 82.6 80.2 140.3 87.9 88.5 88.4 88.8 88.9 87.0 2000 90.2 88.6 86.7 83.6 83.0 83.8 84.7 86.9 93.8 89.5 86.7 85.9 87.3 88.4 86.6 84.2 82.9 80.0 142.1 91.6 91.2 91.8 2500 91.1 87.3 85.5 83.7 82.0 148.0 99 1 97 4 97.2 95.8 3150 97 4 96 4 92.6 94.6 95.6 95.3 94.1 92.9 90.6 86.1 85.4 85.7 87.3 89.0 92.1 85.6 83.1 81.7 146.0 4000 96.0 95.1 94.6 92.1 87.9 87.1 87.9 89.7 90.2 90.6 85.5 84.2 82.1 147.1 5000 93.3 95.2 95.9 82.3 80.5 145.4 88.2 89.8 94 2 92 6 92 1 83.7 85.2 88.4 84.8 90.1 85.3 6300 92.3 93.2 92.9 8000 69 8 91 0 91 1 92 1 90 7 89 4 87 7 82 8 81 0 82 4 85 6 87 3 88 4 84 8 61.3 60.0 143.9 10000 88.0 89.1 88.9 88.8 89.1 87.3 85.7 80.1 78.8 80.1 82.3 84.5 84.6 81.6 77.6 75.5 142.2 OASPL 104.1 105.5 105.9 105.5 106.8 105.7 103.0 99.6 98.7 99.5 100.8 102.0 103.3 103.5 104.8 105.1 158.1 PNL 117.9 118.2 119.4 118.8 119.6 118.5 116.1 112.6 111.3 111.8 113.3 114.3 115.9 112.9 112.0 110.5 PNLT 121,4 122,2 123,3 122,4 125,1 124,1 121,1 116,2 114,0 114,2 115,6 115,9 118,0 114,4 113,6 112.8 DBA 104.7 106.1 106.6 106.2 107.6 106.4 103.5 99.4 97.8 98.2 99.4 100.1 100.9 98.5 97.5 95.4 APNLW= 118.4 IPNLW= 129.3 LAPNLW= 108.5 LIPNLW= 110.1 TPNLW= 127.9 ACOUSTIC RANGE REFERENCE RPM ARITH AVG FNK TALPHA PAMB PWL AREA LOCATION IDENTIFICATION TEST DATE 28.87 FULL SPHERE 25246. SAE77 2900. C5AE1100/P 1 2800A0 06-14-83 PEEBLES 40 150 FT ARC GP MICS/HWL PERFORMANCE INLET, TRTD EXH/6DB FRFLD CORR/#63462

OF POOR

POOR

PAGE IS QUALITY

Appendix 9.1.37

16214ES/FSDR/RPMAVG

11/14/83

9.065 PAGE 1

AVERAGE SOUND PRESSURE LEVELS

77.0 DEG. F., 70 PERCENT R.H. DAY, SAE 150.0 FT. ARC

IDENTIFICATION

AVERAGE - CSAEIIOG/P 1 3100A0

INPUT - C5AE1100/P 1 X03550 C5AE1100/P 1 X05550

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10 DEG G/P E CUBED PEEBLES TEST. CONFIG +1 FULLY TREATED SITE 40 , DATE: 8-JUN-83 TAPE: E315 . 30 1PS FAN - 1831 APM. CORE - 10910 RPM



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AVERAGED SPECTRUM

30 DEG G/P E CUBED PEEBLES TEST. BA CIE K 512E SPHP ARTI INH21 -A/A FLITLAINH21 -H/LAND THE SEL -H/LANDA INH21 -H/HIDH (1-HAMM) SLIVER CONFIG #1 FULLY TREATED SITE 40 , DATE: 8-JUN-83 TAPE: E315 , 30 1P5 ųo HINGA (I-HINA) - (I SIN-RH PSI/VOIT - (JODIS SIN-RH PSI/VOIT - (JODIS SIN-RH CHI REJ- (D SIN-RH CHI REF - (I-YA SIN-RH CHI REF - (I-YA SIN-RH DIST (F1)- (50.0 FAN - 1831 APM, CORE - 10910 APM 100.00 • 90.00 80.00 70.00 SPL,08 60.00 50.00 5 .0.00 40.00 50.00 FREQUENCY, HZ ະບໍ່. ບຸດ 20.00 30.00 00,00 ×10 70.00 ຍ່ຍ. ບັບ 90.00 100.00 02502378 0AT BATAFILE NAME.

PLOT BATE 11-JUL-03

PLOT TINE 16.27.31

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AVERAGED SPECTRUM

50 DEG G/P E CUBED PEEBLES TEST. $\begin{array}{c} \dot{A}Aido\ Pint SS T Find = 28.5 & \\ \dot{M} T DEK SS T Find = 28.5 & \\ \dot{M} T DEK SS T Find = 28.5 & \\ \dot{M} T F (11 Fint Fint = 10.000 & \\ \dot{M} (-1010) - 11 HE (SEE) = 0.000 & \\ \dot{M} (-1010) - 11 HE (SEE) & \\ \dot{M} (-1010) - 11 HE (SEE) & \\ \dot{M} (-1$ CONFIG #1 FULLY TREATED SITE 4D . DATE: 8-JUN-83 THPE: E315 . 30 IPS FAN - 1031 RPH, CORE - 10910 APM 90.00 80.00 70.00 60.00 SPL,08 50.00 40.00 8 8 8 20.00 40.00 SO.00 FREQUENCY, HZ 10.00 30.00 60,00 ×10² 70.00 80.00 90.00 100.00 ORTREILE MANE: 0P50237C 0AT PLOT DRTE 11-JUL-83 PLOT TINE 16:20:29





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189

AVERAGED SPECTRUM

70 DEG G/P E CUBEO PEEBLES TEST. CONFIG #1 FULLY TALATED SITE 40 . DATE: 8-JUN-83 TAPE# E315 . 30 IPS FAN = 1831 RPM. CORE = 10910 RPM



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AVERAGED SPECTRUM



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Appendix 9.2.1.j



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AVERAGED SPECTRUM

ALM NO 110 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 40 , DATE: 8-JUN-83 TRPE: E315 , 30 JPS FAN - 1831 APN, CORE - 10910 APM 80.00 70.00 60.00 50.00 SPL,08 Month 40.00 30.00 20.00 10.00 20.00 30.00 40.00 50.00 FREQUENCY, HZ 60,00 ×10² 70.00 80.00

DATAFILE MANEL

0P50237F DRT



90.00

PLOT TIME 16:31:22

PLOT DATE 11-JUL-83

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Appendix 9.2.1.1



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Appendix 9.2.1.m





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Appendix 9.2.1.n



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AVERAGED SPECTRUM





Appendix 9.2.1.p



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AVERAGED SPECTRUM



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AVERAGED SPECTRUM AUN M POINT NPF 236 20 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY THEATED 25.600 SITE 4D , DATE: 8-JUN-83 TAPE: E315 . 30 1PS FAN - 2037 APH, COHE - 11250 APH 100.00 90.00 80.00 SPL, DB 60.00 50.00 5 0.00 80.00 90.00 40.00 50.00 FHEQUENCY, HZ 60,00 ×10² 100.00 7່ອ. ບອ 10.00 30.00 20.00 PLOT TIME 21.16.27 PLOT DATE 11-JUL-03 DATAFILE NAME: 0P50238H 0A1

Appendix 9.2.2.b

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Appendix 9.2.2.d







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Appendix 9.2.2.f

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Appendix 9.2.2.h



Appendix 9.2.2.1

AVERAGED SPECTRUM

90 DEG G/P E CUBED PEEBLES TEST. CONFIG •) FULLY TREATED SITE 40 . DATE: 8-JUN-83 TAPE: E315 . 30 IPS FAN = 2037 APM, CORE = 11250 APM





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Appendix 9.2.2.j





110 DEG G/P E CUBED PEEBLES TEST. CONFIG +1 FULLY THEATED SITE 40. DATE: 8-JUN-83 TAPE: E315. 30 IPS FAN = 2037 APN. CORE = 11250 APM



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Appendix 9.2.2.1



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150 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 40 . DATE: 0-JUN-83 TRPE: E315 , 30 IPS FAN = 2037 RPH, CORE = 11250 RPM



RUN NO. POINT I BPF

FILTER IKHZ MAD TINE (SEI HALES FWIDTH 4121

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Appendix 9.2.2.p

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10 DEG G/P E CUBED PEEBLES TEST. CONFIG +1 FULLY TREATED SITE 40 . DATE: 8-JUN-83 TAPE: E315 , 30 IPS FAN - 2190 APH, CORE - 11480 APH





Appendix 9.2.3.b





30 DEG G/P E cured peebles test. CONFIG #1 FULLY TREATED SITE 4D , DATE: 8-JUN-83 TAPE: E315 . 30 IPS FAN = 2190 RPM, CORE = 11480 RPM



NUN NO POINT BPF NO. BF

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Appendix 9.2.3.d



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Appendix 9.2.3.f







Appendix 9.2.3.g





239 1160 AUN NO PRINT BIT NR. OF TEMP D TEMP D 90 DEG G/P E CUBED PEEBLES TEST. DHY HE T PIN CONFIG #1 FULLY INEATED SITE 4D . DATE: 8 JUN-83 TAPE: E315 . 30 1P5 FRN = 2190 HPH, CUHE = 11480 APM . 80. 8 70.00 6C.CO SPL,03 40.00 30.00 <u>]</u>.... 10.00 20.00 HO.00 SO.00 FALQUENCI, HZ 30.00 60,00 ×10 10.00 80.00 90.00 100.00 BRIAFILE NHME . 0P102396 0AT

PLOT ORTE 12-JUL-03

PLOT TIME LIN34/51



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Appendix 9.2.3.k

AVERAGED SPECTRUM



Appendix 9.2.3.1



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160 DEG G/P E CUBED PEEBLES TEST. CONFIG +1 FULLY THEHTED SITE 4D . DATE: 8-JUN-83 TAPE: E315 . 30 JPS FAN = 2190 RPH, COHE = 11480 RPM





239 1168

Appendix 9.2.4.a





Appendix 9.2.4.b

AVERAGED SPECTRUM

AUN POI -10 20 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 40 . DATE: 8- JUN-83 THPE: E315 . 30 1PS -FRN = 2335 HPN, COHE + 11650 RPH 110.00 100.00 ORIGINAL PAGE IS OF POOR QUALITY 90.00 80.00 70. co 50. CO ST 10.00 20.00 40.00 50.00 FREQUENCY, HZ 30.00 60,00 ×10 70.00 80.00 90.00 100.00 DATHFILE MANES DP102408 081

PLOT URIE 12-JUL-83 PLOT TIME 08(18)42







40 DEG G/P E CUBED PEEBLES TEST. CONFIG +1 FULLY TALATED SITE 40, DATE: 8-JUN-83 TAPL: E315, DU IPS FAN = 2335 APM, COHL = 11650 APM







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Appendix 9.2.4.e





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Appendix 9.2.4.g



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Appendix 9.2.4.i



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PLDT DATE 12-JUL-83 PLOT TIME 08:23:30

Appendix 9.2.4.k



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Appendix 9.2.4.m







140 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY THEATED SITE 40 . DATE: 8- JUN-83 THPE: E315 . 30 IPS FAN = 2335 RPM, COME = 11650 RPM





Appendix 9.2.4.0

















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Appendix 9.2.5.c



40 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY THEATED SITE 40, DATE: 0-JUN-03 THPE: E315, 30 IPS FAN = 2519 HPM, CURE = 11866 APM



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AVERAGED SPECTRUM POINT 50 DEG G/P E CUBED PEEBLES TEST. CONFIG +1 FULLY INCATED HIDLE STAFF SUMP AND IN HILL - 2048 N/H AND IN 11 HA KHEL - 25, 500 H/H ALL HA KHEL - 10, 500 H/H ALL HA KHEL - 10, 500 HY HALL S - 100 HY HALL S - 100 HY HALL - 100 HIML - 100 SITE 40 . DATE: 8-JUN-83 TAPE: E315 . 30 1P5 FAN = 2519 APH, CUHE = 11866 APM 100.00 90.00 90.00 7C.00 60.00 50.JO 5.00 40,00 50.00 FREQUENCY, HZ 60,00 ×10 90.00 100.00 70.00 80.00 20.00 ເພີ່. ດອ 10.00 PLOT DATE 12-JUL-83 PLOT TIME 08+41+13 OPIO2VIC DAT DATAFILE NAME.

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PLOT DATE

12-JUL-03

Appendix 9.2.5.h

0P102410 DAT

DATAFILE NAME:

Appendix 9.2.5.1



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Appendix 9.2.5.1



100 DEG G/P E CUBED PEEBLES TEST. CONFIG =1 FULLY TREATED SITE 40 , DATE: 8-JUN-83 TAPE: E315 , 30 IPS FAN = 2519 APM, CORE = 11866 APM





Appendix 9.2.5.k



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Appendix 9.2.5.m



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140 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 40 , DATE: 8-JUN-83 TRPE: E315 , 30 IPS FAN # 2519 RPM, CUHE # 11866 RPM



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AVERAGED SPECTRUM RUN NO. POINT NO. BPF NO. DE BLADES -11 -241 -1343 150 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 40 . DAIL: 8- NUN-83 TAPE: E315 . 30 1PS FAN = 2519 APH, COHL = 11866 RPM 100.00 90.00 80.00 70.00 ORIGINAL PAGE IS OF POOR QUALITY 50.00 50.00 -0.00 8 80.00 90.00 100.00 40.00 50.00 FREQUENCY, HZ 60,00 ×10² 70.00 20.00 30.00 10.00 PLOT DRIE 12-JUL-03 PLOT TIME 98.46.03 OPISZNIH DRT DRIAFILE NAME:

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Appendix 9.2.5.0





PLOT DATE 12-JUL-03

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DPI0241H DRT

DATAFILE NAME

Appendix 9.2.6.a





Appendix 9.2.6.c



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Appendix 9.2.6.e



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Appendix 9.2.6.g



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Appendix 9.2.6.k





Appendix 9.2.6.m



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140 DEG G/P E CUBED PEEBLES TEST. CONFIG •1 FULLY THEATED SITE 40 . DATE: 8-JUN-83 TAPE: E315 . 30 IPS FAN = 2012 HPM. CORE = 112200 AP



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AVERAGED SPECTRUM



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Appendix 9.2.8.a

AVERAGED SPECTRUM AUN NG, POINT NG, BPF NG, OF BI TEMP DAT TEMP NGT - 257 10 DEG G/P E CUBED PEEBLES TEST. DHT $\begin{array}{c} 11 \mbox{ here } U(1) \mbox{ here } U(1) \mbox{ here } U(2) \m$ CONFIG #1 FULLY TREATED SITE 4D , DATE: 8-JUN-83 TAPE: 1170 . 30 JPS FAN = 3250 RPM , CORE = 12650 ۱ 10.00 100.00 90.00 85.00 SPL,08 70.00 60.00 <u>50.00</u> 10.00 20.00 40.00 50.00 FREQUENCY, HZ 60,00 ×10 30.00 70.00 80.00 90.00 100.00

PLOI DATE

00-JJL-83

PLOT TIME 17.30.31

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Appendix 9.2.8.c



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Appendix 9.2.8.e





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Appendix 9.2.8.1



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Appendix 9.2.8.m







140 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 40. DATE: 8-JUN-83 TAPE: 1170. 30 IPS FAN = 3250 APM. CORE = 12650








160 DEG G/P E CUBED PEEBLES TEST. CONFIG +1 FULLY THLATED SITE +0. DATE: 8-JUN-83 TAPE: 1170.30 IPS FAN = 3250 APM. COHE = 12650



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HITO PHE SULVE - 50.50 HITE ST (NG) - 27.50 HITE ST (NG) - 27.50 HITE ST (FR) - 27.50 HITE ST (FR) - 27.50 HITE ARIT - 27.



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10 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY TAEATED SITE 4D . DATE: B-JUN-83 TAPE: E315 , 30 IPS FAN # 3113 APN, CUR #FAN # 3113



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30 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 40 , DATE: 8-JUN-83 TAPE: E315 . 30 1PS FAN = 3113 APM, COK =FAN = 3113



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Appendix 9.3.4



50 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 4D , DATE: 8-JUN-83 TAPE: E315 , 30 IPS FAN = 3113 RPN, COR =FAN = 3113



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ENHANCED SPECTRUM RUN NO POINT BPF NO. OF TEMP D 60 DEG G/P E CUBED PEEBLES TEST.
 11 HP Wit 106 C, 21 + 54.5

 16 HP HERS 1 * 161-291.50

 16 HP HERS 1 * 161-201.50

 16 HP HERS 1 * 161-201.50

 16 HP HERS 1 * 161-201.50

 16 HP HERS 1 * 160

 17 HP HERS 1 * 160

 18 HP HERS 1 * 160
11 14 CONFIG #1 FULLY TREATED SITE 40 . DATE: 8-JUN-83 TAPE: E315 , 30 1PS FHN = 3113 RPN, COR =FAN = 3113 100.00 90.00 80.00 70.00 SPL, DB <u>БО. ОО</u> 50.Ca :0.00 8 100.00 ອ່ນ. ຍັນ =60,00 ×10² 70.00 80.00 40.00 SO.00 FREQUENCY, HZ ວ່າ. ມີຍ 10.00 Lin 00 PLOT TIME 09:21:15 PLOI DHTE 15- 7AF-83 BPND243C DAT DATHFILE NAME:

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Appendix 9.3.6





Appendix 9.3.7

70 DEG G/P E CUBED PEEBLES TEST. CONFIG +1 FULLY TREATED SITE 4D . DATE: 0-JUN-03 TAPE: E315 . 30 JPS FAN - 3113 APH, COR +FAN - 3113



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90 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 40 . DATE: 0-JUN-83 TAPE: E315 . 30 1PS FAN = 3113 APH, COR =FAN = 3113



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RUN M POINT BPF NO. OF



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110 DEG G/P E CUBED PEEBLES TEST. CONFIG #1 FULLY THEATED SITE 40. OATE: 8-JUN-83 TAPE: E315 . 30 IPS FAN - 3113 RPM, COR +FAN - 3113



NUN M POINT BPF NO. DF



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Appendix 9.3.12



130 DEG G/P E CUBED PEEBLES TEST. CONFIG +1 FULLY TREATED SITE 4D , DATE: 8 JUN-83 TAPE: E315 . 30 IPS FAN = 3113 RPH. COR +FAN = 3113

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RUN NG. POINT NG. BPF NO. OF BL







150 DEG G/P E CUBED PEEBLES TEST. CONFIG =1 FULLY THEATED SITE 4D . DATE: 8-JUN-83 TAPE: E315 . 30 IPS FAN = 3113 APM. COA =FAN = 3113



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Appendix 9.4.1 AVERAGED SPECTRUM



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KULITE PX12LE E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 40 . DATE: 8- JUN-83 18PE: E315 , 30 IPS FAN = 1831 APN, CORE = 10910 APM



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RUN NO. POINT NO. DPF NO. OF DL KULITE PX12LE E CUBED PEEBLES TEST. CONFIG #1 FULLY TREATED SITE 4D , DATE: 8-JUN-U3 TAPE: E315 , 30 IPS NA K DEKLE I DANE (SE Rvi Ankles, Bankles (d) i ne (d)/a FAN = 2037 APM, LOHE = 11250 APM HINIGATISHNAA Shisahi (STYR) - 0.1000 Shisahi (STYR) - 0.1000 Shisahi (SHI) - 10 Shisahi (SHI) - 121 Shisahi (SHI) - 121 Shisahi (SHI) - 150.0 140.00 130.00 120.00 SPL, CB 100.00 8 5 <u>.0.00</u> 10.00 20.00 40.00 50.00 FBL 001 NCY . HZ 30.00 60,00 70.00 60.AU 90.00 100.00 ×10² DATAFILE NAME UPS02383 ORT PLOT DATE

11-JUL-83

PLOT TIME 21124150

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Appendix 9.4.8

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Appendix 9.4.10



KULITE PX12LE E CUBED PEEBLES TEST. CONFIG #1 FULLY THEATED SITE 40 . DATE: 8-JUN-83 TAPE: E315 , 30 1PS FAN # 2190 RPN, CORE = 11480 RPN







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KULITE PX12LE E CUBED PEEBLES TEST. CONFIG #1 FULLY THLATED SITE 40 , DATE: 8-JUN-83 TAPE: E315 , 30 (PS FAN - 2519 RPM, COHE - 11866 RPM



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KULITE PX12LE E CUBED PEEBLES TEST. CONFIG .1 FULLY TREATED SITE 4D . DATE: 8-JUN-83 HI I HI I HIVE TAPE: 1170 . 30 IPS NHO TIME ISE NHGES Hullith (HZ) FAN - 3250 RPM . CORE - 12650 (00) (1=0000) -1 500 (51/V0L1 -0.3)(500 (51/V0L1 -0.3)(500 (01) 00)=10 500 (01) 0051 (00)=17 500 (01) (71)=15.0 3162 140.00 130.00 120.00 3 110.00 SPL,08 100.00 90.00 8.00 10.00 20.00 30.00 40.00 50.00 FREQUENCT, HZ 00,00 \$01× 70.00 80.00 90.00 100.00 DATAFILE MANES OPSOR257JOAT PLOT DATE PLOT TINE 17:30:59 08-JUL-83

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Detroit Diesel Allison Division of General Motors Corporation P. O. Box 894 Indianapolis, IN 46206 Attn: W. L. McIntire

AVCO Lycoming 550 S. Main Street Stratford, CT 06497 Attn: H. Moellmann

Detroit Diesel Allison Division of General Motors Corporation 333 West First Street Dayton, OH 45402 Attn: F. H. Walters Engine Manufacturers (Cont'd)

AiResearch Manufacturing Company 111 South 34th Street P. O. Box 5217 Phoenix, AZ 85010 Attn: C. E. Corrigan (93-120/503-4F)

The Garrett Corporation AiResearch Manufacturing Company Torrance, CA 90509 Attn: F. E. Faulkner

Williams Research Company 2280 West Maple Road Walled Lake, MI 48088 Attn: R. VanNimwegen R. Horn

The Garrett Corporation AiResearch Manufacturing Company 402 S. 36th Street Phoenix, AZ 85034 Attn: Library

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General Electric Company/AEG One Jimson Road Evendale, OH 45215 Attn: K. W. Schuning (3 copies) T. F. Donohue

General Electric Company/AEG 1000 Western Avenue Lynn, MA 01910 Attn: R. E. Neitzel

Pratt & Whitney Aircraft Group/UTC Government Products Division P. O. Box 2691 West Palm Beach, FL 33402 Attn: B. A. Jones

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Airframe Manufacturers (Cont'd)

Rockwell International International Airport Los Angeles Division Los Angeles, CA 90009 Attn: A. W. Martin

<u>Airlines</u>

American Airlines Maintenance & Engineering Center Tulsa, OK 74151 Attn: W. R. Neeley

Delta Airlines, Inc. Hartsfield-Atlanta International Airport Atlanta, GA 30320 Attn: C. C. Davis

Eastern Airlines International Airport Miami, FL 33148 Attn: A. E. Fishbein

Transworld Airlines 605 Third Avenue New York, NY 10016 Attn: A. E. Carrol

Pan American World Airways, Inc. JFK International Airport Jamica, NY 11430 Attn: A. MacLarty

United Airlines San Francisco International Airport Maintenance Operations Center San Francisco, CA 94128 Attn: J. J. Overton

Others

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Penn State University Department of Aerospace Engineering 233 Hammond Building University Park, PA 16802 Attn: Dr. B. Lakshminarayana -