§ 36.1

Subpart D—Noise Limits for Supersonic Transport Category Airplanes

36.301 Noise limits: Concorde.

Subpart E [Reserved]

Subpart F—Propeller Driven Small Airplanes and Propeller-Driven, Commuter Category Airplanes

36.501 Noise limits.

Subpart G [Reserved]

Subpart H—Helicopters

36.801 Noise measurement.

36.803 Noise evaluation and calculation.

36.805 Noise limits.

Subparts I–N [Reserved]

Subpart O—Documentation, Operating Limitations and Information

36.1501 Procedures, noise levels and other information.

36.1581 Manuals, markings, and placards.

36.1583 Noncomplying agricultural and firefighting airplanes.

APPENDIX A TO PART 36—AIRCRAFT NOISE MEASUREMENT AND EVALUATION UNDER § 36.101

APPENDIX B TO PART 36—NOISE LEVELS FOR TRANSPORT CATEGORY AND JET AIRPLANES UNDER §36.103

APPENDIXES C–E TO PART 36 [RESERVED]

APPENDIX F TO PART 36—FLYOVER NOISE REQUIREMENTS FOR PROPELLER-DRIVEN SMALL AIRPLANE AND PROPELLER-DRIVEN, COMMUTER CATEGORY AIRPLANE CERTIFICATION TESTS PRIOR TO DECEMBER 22, 1968

APPENDIX G TO PART 36—TAKEOFF NOISE REQUIREMENTS FOR PROPELLER-DRIVEN SMALL AIRPLANE AND PROPELLER-DRIVEN, COMMUTER CATEGORY AIRPLANE CERTIFICATION TESTS ON OR AFTER DECEMBER 22, 1968

APPENDIX H TO PART 36—NOISE REQUIREMENTS FOR HELICOPTERS UNDER SUBPART H

APPENDIX I TO PART 36 [RESERVED]

APPENDIX J TO PART 36—ALTERNATIVE NOISE CERTIFICATION PROCEDURE FOR HELICOPTERS UNDER SUBPART H HAVING A MAXIMUM CERTIFICATED TAKEOFF WEIGHT OF NOT MORE THAN 7,000 POUNDS


SOURCE: Docket No. 9237, 34 FR 18364, Nov. 18, 1969, unless otherwise noted.
(d) Each person who applies for the original issue of a standard airworthiness certificate for a transport category large airplane or for a jet airplane under §21.183 must, regardless of date of application, show compliance with the following provisions of this part (including appendix B):

(1) The provisions of this part in effect on December 1, 1969, for subsonic airplanes that have not had any flight time before—

(i) December 1, 1973, for airplanes with maximum weights greater than 75,000 pounds, except for airplanes that are powered by Pratt & Whitney Turbo Wasp JT3D series engines;
(ii) December 31, 1974, for airplanes with maximum weights greater than 75,000 pounds and that are powered by Pratt & Whitney Turbo Wasp JT3D series engines; and
(iii) December 31, 1974, for airplanes with maximum weights of 75,000 pounds and less.

(2) The provisions of this part in effect on October 13, 1977, including the stage 2 noise limits, for Concorde airplanes that have not had flight time before January 1, 1980.

(e) Each person who applies for the original issue of a standard airworthiness certificate under §21.183, or for the original issue of a restricted category airworthiness certificate under §21.185, for propeller-driven, commuter category airplanes for a propeller driven small airplane that has not had any flight time before January 1, 1980, must show compliance with the applicable provisions of this part.

(f) For the purpose of showing compliance with this part for transport category large airplanes and jet airplanes regardless of category, the following terms have the following meanings:

(1) A “Stage 1 noise level” means a flyover, lateral or approach noise level greater than the Stage 2 noise limits prescribed in section B36.5(b) of appendix B of this part.

(2) A “Stage 1 airplane” means an airplane that has not been shown under this part to comply with the flyover, lateral, and approach noise levels required for Stage 2 or Stage 3 airplanes.

(3) A “Stage 2 noise level” means a noise level at or below the Stage 2 noise limits prescribed in section B36.5(b) of appendix B of this part but higher than the Stage 3 noise limits prescribed in section B36.5(c) of appendix B of this part.

(4) A “Stage 2 airplane” means an airplane that has been shown under this part to comply with Stage 2 noise levels prescribed in section B36.5(b) of appendix B of this part (including use of the applicable tradeoff provisions specified in section B36.6) and that does not comply with the requirements for a Stage 3 airplane.

(5) A “Stage 3 noise level” means a noise level at or below the Stage 3 noise limits prescribed in section B36.5(c) of appendix B of this part.

(6) A “Stage 3 airplane” means an airplane that has been shown under this part to comply with Stage 3 noise levels prescribed in section B36.5(c) of appendix B of this part (including use of the applicable tradeoff provisions specified in section B36.6).

(7) A “subsonic airplane” means an airplane for which the maximum operating limit speed, $M_{\text{mo}}$, does not exceed a Mach number of 1.

(8) A “supersonic airplane” means an airplane for which the maximum operating limit speed, $M_{\text{mo}}$, exceeds a Mach number of 1.

(9) A “Stage 4 noise level” means a noise level at or below the Stage 4 noise limit prescribed in section B36.5(d) of appendix B of this part.

(10) A “Stage 4 airplane” means an airplane that has been shown under this part not to exceed the Stage 4 noise limit prescribed in section B36.5(d) of appendix B of this part.

(11) A “Chapter 4 noise level” means a noise level at or below the maximum noise level prescribed in Chapter 4, Paragraph 4.4, Maximum Noise Levels, of the International Civil Aviation Organization (ICAO) Annex 16, Volume I, Amendment 7, effective March 21, 2002. [Incorporated by reference, see §36.6].

(g) For the purpose of showing compliance with this part for transport category large airplanes and jet airplanes regardless of category, each airplane may not be identified as complying with more than one stage or configuration simultaneously.

(h) For the purpose of showing compliance with this part, for helicopters
§ 36.2 Requirements as of date of application.

(a) Section 21.17 of this chapter notwithstanding, each person who applies for a type certificate for an aircraft covered by this part, must show that the aircraft meets the applicable requirements of this part that are effective on the date of application for that type certificate. When the time interval between the date of application for the type certificate and the issuance of the type certificate exceeds 5 years, the applicant must show that the aircraft meets the applicable requirements of this part that were effective on a date, to be selected by the applicant, not earlier than 5 years before the issue of the type certificate.

(b) Section 21.101(a) of this chapter notwithstanding, each person who applies for an acoustical change to a type design specified in § 21.93(b) of this chapter must show compliance with the applicable requirements of this part that are effective on the date of application for the change in type design. When the time interval between the date of application for the change in type design and the issuance of the amended or supplemental type certificate exceeds 5 years, the applicant must show that the aircraft meets the applicable requirements of this part that were effective on a date, to be selected by the applicant, not earlier than 5 years before the issue of the amended or supplemental type certificate.

(c) If an applicant elects to comply with a standard in this part that was effective after the filing of the application for a type certificate or change to a type design, the election:

(1) Must be approved by the FAA;

(2) Must include standards adopted between the date of application and the date of the election;