pounds (1.650 kg.) the limit increases at the rate of 1 dB/165 pounds (1 dB/75 kg.) to 82 dB(A) at 3,630 pounds, after which it is constant at 82 dB(A). However, airplanes produced under type certificates covered by this paragraph must also meet paragraph (d) of this section for the original issuance of standard airworthiness certificates or restricted category airworthiness certificates if those airplanes have not had flight time before the date specified in that paragraph.

(c) For airplanes for which application for a type certificate is made on or after January 1, 1975, the noise levels may not exceed the noise limit curve prescribed in paragraph (b) of this section, except that 80 dB(A) may not be exceeded.

(d) For airplanes for which application is made for a standard airworthiness certificate or for a restricted category airworthiness certificate, and that have not had any flight time before January 1, 1980, the requirements of paragraph (c) of this section apply, regardless of date of application, to the original issuance of the certificate for that airplane.

[Doc. No. 13243, 40 FR 1035, Jan. 6, 1975; 40 FR 6347, Feb. 11, 1975, as amended by Amdt. 36–6, 41 FR 56064, Dec. 23, 1976; Amdt. 36-6, 42 FR 4113, Jan. 24, 1977; Amdt. 36–9, 43 FR 8754, Mar. 2, 1978; Amdt. 36–13, 52 FR 1836, Jan. 15, 1987; Amdt. 36–16, 53 FR 47400, Nov. 22, 1988; FAA Doc. No. FAA–2015–3782, Amdt. No. 36–31, 82 FR 46131, Oct. 4, 2017]

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, 1988

PART A—GENERAL

Sec.

PART B—NOISE MEASUREMENT

PART C—DATA CORRECTIONS

PART D—NOISE LIMITS

PART A—GENERAL

Section G36.1 Scope. This appendix prescribes limiting noise levels and procedures for measuring noise and adjusting these data to standard conditions, for propeller driven small airplanes and propeller-driven, commuter category airplanes specified in §§36.1 and 36.501(c).

PART B—NOISE MEASUREMENT

Sec. G36.101 General Test Conditions.

(a) The test area must be relatively flat terrain having no excessive sound absorption characteristics such as those caused by thick, matted, or tall grass, by shrubs, or by wooded areas. No obstructions which significantly influence the sound field from the airplane may exist within a conical space above the measurement position, the cone being defined by an axis normal to the ground and by a half-angle 75 degrees from the normal ground axis.

(b) The tests must be carried out under the following conditions:

(1) No precipitation;

(2) Ambient air temperature between 36 and 95 degrees F (2.2 and 35 degrees C);

(3) Relative humidity between 20 percent and 95 percent, inclusively;

(4) Wind speed may not exceed 10 knots (19 km/h) and cross wind may not exceed 5 knots (9 km/h), using a 30-second average;

(5) No temperature inversion or anomalous wind condition that would significantly alter the noise level of the airplane when the nose is recorded at the required measuring point, and

(6) The meteorological measurements must be made between 4 ft. (1.2 m) and 33 ft. (10 m) above ground level. If the measurement site is within 1 n.m. of an airport meteorological station, measurements from that station may be used.

(c) The flight test procedures, measuring equipment, and noise measurement procedures must be approved by the FAA.

(d) Sound pressure level data for noise evaluation purposes must be obtained with acoustical equipment that complies with section G36.103 of this appendix.

Sec. G36.103 Acoustical Measurement System.

The acoustical measurement system must consist of approved equipment with the following characteristics: (a) A microphone system with frequency response compatible with measurement and analysis system accuracy as prescribed in section G36.105 of this appendix.

(b) Tripods or similar microphone mountings that minimize interference with the sound being measured.

(c) Recording and reproducing equipment characteristics, frequency response, and dynamic range compatible with the response