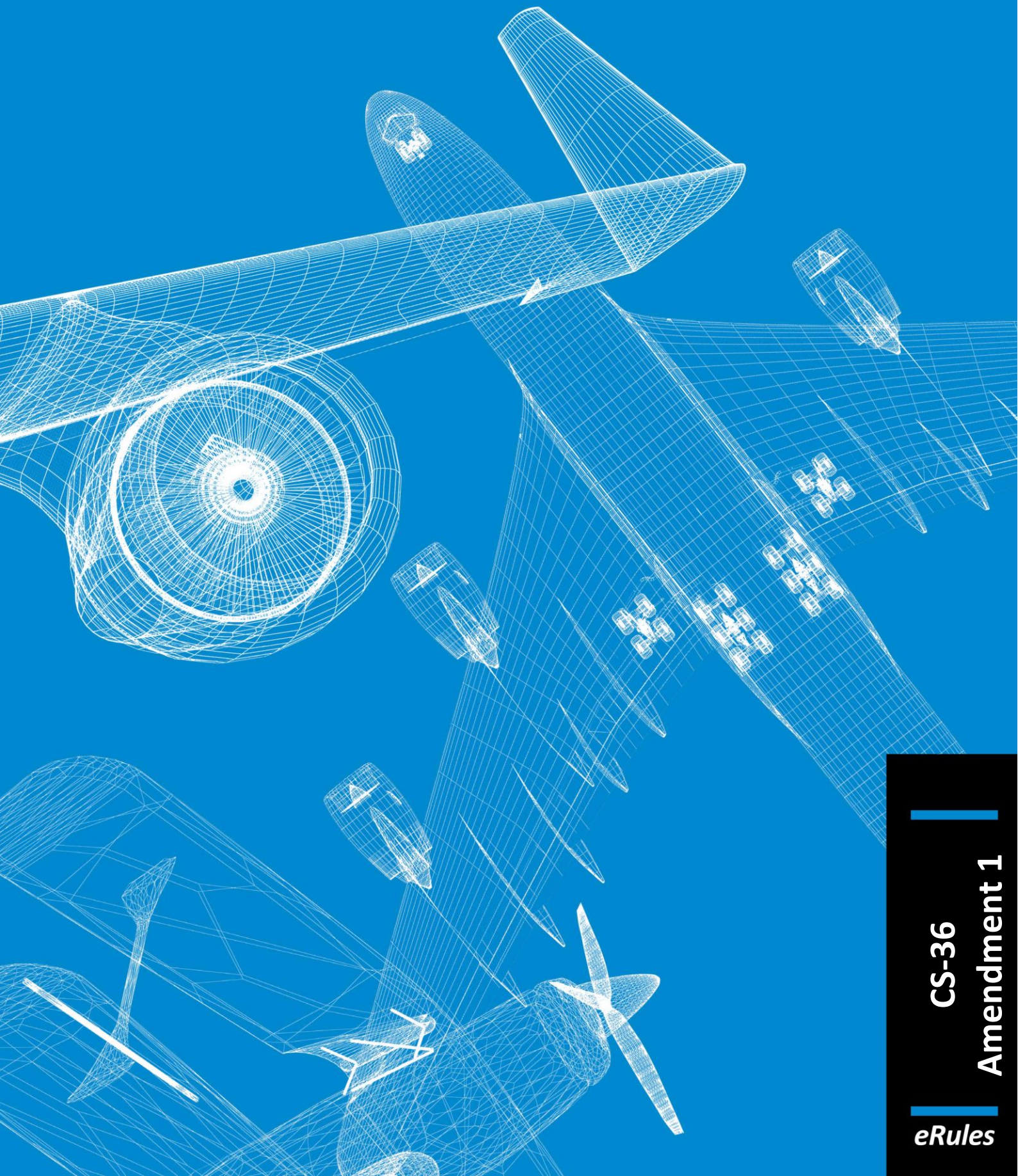
EASA
European Aviation Safety Agency



CS-36 Amendment 1

eRules

Easy Access Rules for Aircraft Noise (CS-36) (Amendment 1)

EASA eRules: aviation rules for the 21st century

Rules and regulations are the core of the European Union civil aviation system. The aim of the **EASA eRules** project is to make them **accessible** in an efficient and reliable way to stakeholders.

EASA eRules will be a comprehensive, single system for the drafting, sharing and storing of rules. It will be the single source for all aviation safety rules applicable to European airspace users. It will offer easy (online) access to all rules and regulations as well as new and innovative applications such as rulemaking process automation, stakeholder consultation, cross-referencing, and comparison with ICAO and third countries' standards.

To achieve these ambitious objectives, the **EASA eRules** project is structured in ten modules to cover all aviation rules and innovative functionalities.

The **EASA eRules** system is developed and implemented in close cooperation with Member States and aviation industry to ensure that all its capabilities are relevant and effective.

Published June 2018[1]

[1] The published date represents the date when the consolidated version of the document was generated.

DISCLAIMER

This version is issued by the European Aviation Safety Agency (EASA) in order to provide its stakeholders with an updated and easy-to-read publication. It has been prepared by putting together the certification specifications with the related acceptable means of compliance and guidance material. However, this is not an official publication and EASA accepts no liability for damage of any kind resulting from the risks inherent in the use of this document.

NOTE FROM THE EDITOR

The content of this document is arranged as follows: the certification specifications (CS) are followed by the related acceptable means of compliance (AMC) and guidance material (GM) paragraph(s).

All elements (i.e. CS, AMC and GM) are colour-coded and can be identified according to the illustration below. The EASA Executive Director (ED) decision through which the point or paragraph was introduced or last amended is indicated below the paragraph title(s) *in italics*.

Certification specification

ED decision

Acceptable means of compliance

ED decision

Guidance material

ED decision

The format of this document has been adjusted to make it user-friendly and for reference purposes. Any comments should be sent to erules@easa.europa.eu.

INCORPORATED AMENDMENTS

CS/AMC/GM (ED DECISIONS)

Incorporated ED Decision	CS/AMC/GM Issue No, Amendment No	Applicability date
ED Decision 2003/4/RM	CS-36 / Initial issue	17/10/2003
ED Decision 2007/007/R	CS-36 / Amendment 1	3/4/2007

Note: To access the official versions, please click on the hyperlinks provided above.

TABLE OF CONTENTS

PREAMBLE

ED Decision 2007/007/R

CS-36 Amendment 1

The following is a list of paragraphs affected by this amendment:

Preamble	Preamble added
AMC 36.1(a) - (i)	Amended
GM 36.1(a) - (h), (j) and (q)	Amended
GM 36.1(i)	Deleted and reserved
GM 36.1 final section	Amended

CS & AMC/GM FOR AIRCRAFT NOISE

CS 36.1 Aircraft noise

ED Decision 2003/4/RM

The aircraft must be designed to comply with the applicable noise requirements defined under 21.A.18(a).

AMC 36.1 Aircraft noise

ED Decision 2007/007/R

The acceptable means of compliance for aircraft noise are presented in:

(a) for aeroplanes for which Chapter 2 of Annex 16 to the Chicago Convention[1], Volume I, Part II is applicable, Appendix 1 of Annex 16, Volume I;

(b) for aeroplanes for which Chapter 3 of Annex 16 to the Chicago Convention, Volume I, Part II is applicable, Appendix 2 of Annex 16, Volume I;

(c) for aeroplanes for which Chapter 4 of Annex 16 to the Chicago Convention, Volume I, Part II is applicable, Appendix 2 of Annex 16, Volume I;

(d) for aeroplanes for which Chapter 5 of Annex 16 to the Chicago Convention, Volume I, Part II is applicable, Appendix 2 of Annex 16, Volume I;

(e) for aeroplanes for which Chapter 6 of Annex 16 to the Chicago Convention, Volume I, Part II is applicable, Appendix 3 of Annex 16, Volume I;

(f) for helicopters for which Chapter 8 of Annex 16 to the Chicago Convention, Volume I, Part II is applicable, Appendix 2 of Annex 16, Volume I;

(g) for aeroplanes for which Chapter 10 of Annex 16 to the Chicago Convention, Volume I, Part II is applicable, Appendix 6 of Annex 16, Volume I;

(h) for helicopters for which Chapter 11 of Annex 16 to the Chicago Convention, Volume I, Part II is applicable, Appendix 4 of Annex 16, Volume I; and

(i) for aeroplanes for which Chapter 12 of Annex 16 to the Chicago Convention, Volume I, Part II is applicable, Appendix 1 of Annex 16, Volume I.

[Amdt 36/1]

GM 36.1 Aircraft noise

ED Decision 2007/007/R

Guidance material for the application of the certification specifications for aircraft noise is presented in:

(a) for equations for the calculation of noise levels as a function of take-off mass, Attachment A to Annex 16 to the Chicago Convention, Volume I;

(b) for evaluating an alternative method of measuring helicopter noise during approach, Attachment D to Annex 16 to the Chicago Convention, Volume I;

[1] The Convention on International Civil Aviation on 7 December 1944

(c) for applicability of noise certification standards for propeller driven aeroplanes, Attachment E to Annex 16 to the Chicago Convention, Volume I;

(d) for equivalent procedures for sub-sonic jet aeroplanes, Chapter 2 of the International Civil Aviation Organisation (ICAO) Environmental Technical Manual;

(e) for equivalent procedures for propeller driven aeroplanes over 8,618 kg, Chapter 3 of the ICAO Environmental Technical Manual;

(f) for equivalent procedures for propeller driven aeroplanes not exceeding 8,618 kg, Chapter 4 of the ICAO Environmental Technical Manual;

(g) for equivalent procedures for helicopters, Chapter 5 of the ICAO Environmental Technical Manual;

(h) for evaluation methods, Chapter 6 of the ICAO Environmental Technical Manual;

(i) [Reserved];

(j) for control of noise certification computer programme software and documentation related to static to flight projection processes, Chapter 8 of the ICAO Environmental Technical Manual;

(k) for calculation of confidence intervals, Appendix 1 of the ICAO Environmental Technical Manual;

(l) for identification of spectral irregularities, Appendix 2 of the ICAO Environmental Technical Manual;

(m) for a procedure for removing the effects of ambient noise levels from aeroplane noise data, Appendix 3 of the ICAO Environmental Technical Manual;

(n) for reference tables and figures used in the manual calculation of Effective Perceived Noise Level, Appendix 4 of the ICAO Environmental Technical Manual;

(o) for worked examples of calculation of reference flyover height and reference conditions for source noise adjustments for certification of light propeller driven aeroplanes, Appendix 5 of the ICAO Environmental Technical Manual;

(p) for noise data corrections for tests at high altitude test sites, Appendix 6 of the ICAO Environmental Technical Manual; and

(q) for reassessment criteria for the re-certification of an aeroplane from Annex 16 to the Chicago Convention, Volume 1, Chapter 3 to Chapter 4, Appendix 8 of the ICAO Environmental Technical Manual.

References throughout these Certification Specifications to the ICAO Environmental Technical Manual refer to the ICAO Environmental Technical Manual on the Use of Procedures in the Noise Certification of Aircraft, ICAO Doc 9501 AN/929, Third Edition – 2004.

[Amdt 36/1]