



**MENTERI PERHUBUNGAN
REPUBLIK INDONESIA**

PERATURAN MENTERI PERHUBUNGAN REPUBLIK INDONESIA

NOMOR : PM 50 TAHUN 2015

TENTANG

PERUBAHAN ATAS PERATURAN MENTERI PERHUBUNGAN NOMOR KM 29 TAHUN 2009 TENTANG PERATURAN KESELAMATAN PENERBANGAN SIPIL BAGIAN 36 AMANDEMEN 1 (*CIVIL AVIATION SAFETY REGULATIONS PART 36 AMENDMENT 1*) TENTANG SERTIFIKASI STANDAR KEBISINGAN JENIS PESAWAT TERBANG DAN KELAIKAN UDARA (*NOISE STANDARDS : AIRCRAFT TYPE AND AIRWORTHINESS CERTIFICATIONS*)

DENGAN RAHMAT TUHAN YANG MAHA ESA

MENTERI PERHUBUNGAN,

- Menimbang :
- a. bahwa Pasal 37 Undang-Undang Nomor 1 Tahun 2009 tentang Penerbangan mengatur persyaratan untuk memperoleh sertifikat kelaikudaraan harus memenuhi standar kebisingan dan standar emisi gas buang;
 - b. bahwa ketentuan mengenai Sertifikasi Standar Kebisingan Jenis Pesawat Terbang dan Kelaikan Udara (*Noise Standard Type and Airworthiness Certification*) telah diatur dalam Peraturan Menteri Perhubungan Nomor KM 29 Tahun 2009, namun perlu dilakukan perubahan guna meningkatkan standar kelaikudaraan, memfasilitasi regulasi yang berhubungan dengan perkembangan teknologi, dan menjamin kesiapan pelaksanaan serta menyediakan regulasi yang memadai;
 - c. bahwa berdasarkan pertimbangan sebagaimana dimaksud dalam huruf a dan huruf b, perlu menetapkan Peraturan Menteri Perhubungan tentang Perubahan Atas Peraturan Menteri Perhubungan Nomor KM 29 Tahun 2009 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 36 Amandemen 1 (*Civil Aviation Safety Regulations Part 36 Amendment 1*) tentang Sertifikasi Standar Kebisingan Jenis Pesawat Terbang dan Kelaikan Udara (*Noise Standard Type and Airworthiness Certification*).

- Mengingat :
1. Undang-Undang Republik Indonesia Nomor 1 Tahun 2009 tentang Penerbangan (Lembaran Negara Republik Indonesia Tahun 2009 Nomor 1, Tambahan Lembaran Negara Republik Indonesia Nomor 4956);
 2. Peraturan Pemerintah Nomor 3 Tahun 2001 tentang Keamanan dan Keselamatan Penerbangan (Lembaran Negara Republik Indonesia Tahun 2001 Nomor 9, Tambahan Lembaran Negara Nomor 4075);
 3. Peraturan Presiden Nomor 24 Tahun 2010 tentang Kedudukan, Tugas dan Fungsi Kementerian Negara serta Susunan Organisasi, Tugas dan Fungsi Eselon I Kementerian Negara, sebagaimana telah diubah terakhir dengan Peraturan Presiden Nomor 135 Tahun 2014;
 4. Peraturan Presiden Nomor 7 Tahun 2015 tentang Organisasi Kementerian Negara (Lembaran Negara Republik Indonesia Tahun 2015 Nomor 8);
 5. Peraturan Menteri Perhubungan Nomor KM 29 Tahun 2009 tentang Peraturan Menteri Perhubungan tentang Peraturan Keselamatan Penerbangan Sipil Bagian 36 Amandemen 1 (*Civil Aviation Safety Regulations Part 36 Amendment 1*) tentang Sertifikasi Standar Kebisingan Jenis Pesawat Terbang dan Kelaikan Udara (*Noise Standards: Aircraft Type And Airworthiness Certifications*);
 6. Peraturan Menteri Perhubungan Nomor KM 60 Tahun 2010 tentang Organisasi dan Tata Kerja Kementerian Perhubungan sebagaimana telah diubah dengan Peraturan Menteri Perhubungan Nomor PM 68 Tahun 2013;
 7. Peraturan Menteri Perhubungan Nomor 41 Tahun 2011 tentang Organisasi dan Tata Kerja Kantor Otoritas Bandar Udara;
 8. Peraturan Menteri Nomor 63 Tahun 2011 tentang Kriteria, Tugas, dan Wewenang Inspektur Penerbangan sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor PM 98 Tahun 2011;

MEMUTUSKAN:

- Menetapkan : PERATURAN MENTERI PERHUBUNGAN TENTANG PERUBAHAN ATAS PERATURAN MENTERI PERHUBUNGAN NOMOR KM 29 TAHUN 2009 TENTANG PERATURAN KESELAMATAN PENERBANGAN SIPIL BAGIAN 36 AMANDEMEN 1 (*CIVIL AVIATION SAFETY REGULATIONS PART 36 AMENDMENT 1*) TENTANG SERTIFIKASI STANDAR KEBISINGAN JENIS PESAWAT TERBANG DAN KELAIKAN UDARA (*NOISE STANDARDS: AIRCRAFT TYPE AND AIRWORTHINESS CERTIFICATIONS*).

Pasal I

Beberapa ketentuan dalam Lampiran Peraturan Menteri Perhubungan Nomor KM 29 Tahun 2009 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 36 Amandemen 1 (*Civil Aviation Safety Regulations Part 36 Amendment 1*) tentang Sertifikasi Standar Kebisingan Jenis Pesawat Terbang dan Kelaikan Udara (*Noise Standard Type and Airworthiness Certification*), diubah sebagai berikut:

1. Ketentuan butir 36.1 pada Sub Bagian A diubah sehingga butir 36.1 berbunyi sebagai berikut:

36.1 Applicability and Definitions

- (a) This part prescribes noise standards for the issue of the following certificates:
 - (1) Type certificates, and changes to those certificates, and standard airworthiness certificates, for subsonic transport category large airplanes, and for subsonic jet airplanes regardless of category.
 - (2) Type certificates and changes to those certificates, standard airworthiness certificates, and restricted category airworthiness certificates, for propeller driven, small airplanes, and for propeller driven, commuter category airplanes except those airplanes that are designed for "agricultural aircraft operations" or for dispersing firefighting materials to which Sec. 36.1583 of this part does not apply.
 - (3) [Reserved]
 - (4) Type certificates, and changes to those certificates, for helicopters except those helicopters that are designated exclusively for "agricultural aircraft operations", for dispensing firefighting materials, or for carrying external loads.
- (b) Each person who applies under CASR Part 21 for a type of airworthiness certificate specified in this part must show compliance with the applicable requirements this part, in addition to the applicable airworthiness requirements.
- (c) Each person who applies under CASR Part 21 for approval of an acoustical change described in Sec 21.93(b) of this part must show that the aircraft complies with the applicable provisions of Sec. 36.7, 36.9, 36.11 or 36.13 in addition to the applicable airworthiness requirements.
- (d) Dihapus
- (e) Each person who applies for the original issue of a standard airworthiness certificate under Sec 21.183, or for the original issue of a restricted category airworthiness certificate under Sec 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 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_{mo} , does not exceed a Mach number of 1.
 - (8) A "supersonic airplane" means an airplane for which the maximum operating limit speed, M_{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.

- (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 in the normal, transport, and restricted categories, the following terms have the specified meanings:
- (1) A "Stage 1 noise level" means a takeoff, flyover, or approach noise level greater than the Stage 2 noise limits prescribed in Section H36.305 of Appendix H of this part, or a flyover noise level greater than the Stage 2 noise limits prescribed in section J36.305 of appendix J of this part.
 - (2) A "Stage 1 helicopter" means a helicopter that has not been shown under this part to comply with the takeoff, flyover, and approach noise levels required for Stage 2 helicopters as prescribed in section H36.305 of appendix H of this part, or a helicopter that has not been shown under this part to comply with the flyover noise level required for Stage 2 helicopters as prescribed in section J36.305 of appendix J of this part.
 - (3) A "Stage 2 noise level" means a takeoff, flyover, or approach noise level at or below the Stage 2 noise limits prescribed in Section H36.305 of Appendix H of this part, or a flyover noise level at or below the Stage 2 limit prescribed in section J36.305 of appendix J of this part.
 - (4) Stage 2 helicopter means a helicopter that has been shown under this part to comply with Stage 2 noise limits (including applicable tradeoffs) prescribed in section H36.305 of appendix H of this part, or a helicopter that has been shown under this part to comply with the Stage 2 noise limit prescribed in section J36.305 of appendix J of this part.
 - (5) A "Stage 3 noise level" means a takeoff, flyover, or approach noise level at or below the Stage 3 noise limits prescribed in section H36.305 of appendix H of this part, or a flyover noise level at or below the Stage 3 noise limit prescribed in section J36.305 of appendix J of this part.
 - (6) A "Stage 3 helicopter" means a helicopter that has been shown under this part to comply with the Stage 3 noise limits (including applicable tradeoffs) prescribed in section H36.305 of appendix H of this part, or a helicopter that has been shown under this part to comply with the Stage 3 noise limit prescribed in section J36.305 of appendix J of this part.

(7) Maximum normal operating RPM means the highest rotor speed corresponding to the airworthiness limit imposed by the manufacturer and approved by the DGCA. Where a tolerance on the highest rotor speed is specified, the maximum normal operating rotor speed is the highest rotor speed for which that tolerance is given. If the rotor speed is automatically linked with flight condition, the maximum normal operating rotor speed corresponding with that flight condition must be used during the noise certification procedure. If rotor speed can be changed by pilot action, the highest normal operating rotor speed specified in the flight manual limitation section for power-on conditions must be used during the noise certification procedure.

2. Ketentuan butir 36.11 Sub Bagian A diubah sehingga butir 36.11 berbunyi sebagai berikut:

36.11 Acoustical Change: Helicopters

This section applies to all helicopters in the primary, normal, transport, and restricted categories for which an acoustical change approval is applied for under Sec 21.93(b) of CASR 21 on or after March 6, 1986. Compliance with the requirements of this section must be demonstrated under appendix H of this part, or, for helicopters having a maximum certificated takeoff weight of not more than 7,000 pounds, compliance with this section may be demonstrated under appendix J of this part.

- (a) General requirements. Except as otherwise provided, for helicopters covered by this section, the acoustical change approval requirements are as follows:
- (1) In showing compliance, with the requirements of appendix H of this part, noise levels must be measured, evaluated, and calculated in accordance with the applicable procedures and conditions prescribed in Parts B and C of Appendix H of this part. For helicopters having a maximum certificated takeoff weight of not more than 7,000 pounds that alternatively demonstrate compliance under appendix J of this part, the flyover noise level prescribed in appendix J of this part must be measured, evaluated, and calculated in accordance with the applicable procedures and conditions prescribed in parts B and C of appendix J of this part.
 - (2) Compliance with the noise levels prescribed in section H36.305 of Appendix H must be shown in accordance with the applicable provisions of Part D of Appendix H of this part. For those helicopters that demonstrate compliance with the

requirements of appendix J of this part, compliance with the noise levels prescribed in section J36.305 of appendix J of this part must be shown in accordance with the applicable provisions of part D of appendix J of this part.

- (b) Stage 1 helicopters. Except as provided in Sec. 36.805(c), for each Stage 1 helicopter prior to the change in type design, the helicopter noise levels may not, after the change in type design, exceed the noise levels specified in section H36.305(a)(1) of Appendix H of this part where the demonstration of compliance is under appendix H of this part. The tradeoff provisions under section H36.305(b) of appendix H of this part may not be used to increase any Stage 1 noise level beyond these limits. If an applicant chooses to demonstrate compliance under appendix J of this part, for each Stage 1 helicopter prior to a change in type design, the helicopter noise levels may not, after a change in type design, exceed the Stage 2 noise levels specified in section J36.305(a) of appendix J of this part.
 - (c) Stage 2 helicopters. For each helicopter that is Stage 2 prior to a change in type design, after a change in type design the helicopter must either:
 - (1) Remain a Stage 2 helicopter; or
 - (2) Comply with Stage 3 requirements and remain a Stage 3 helicopter thereafter.
 - (d) Stage 3 helicopters. For a helicopter that is a Stage 3 helicopter prior to a change in type design, the helicopter must remain a Stage 3 helicopter after a change in type design.
3. Ketentuan huruf a butir 36.501 Sub Bagian F ditambahkan angka 3 sehingga butir 36.501 berbunyi sebagai berikut:

36.501 Noise Limits

- (a) Compliance with this subpart must be shown for:
 - (1) Propeller driven small airplanes for which application for the issuance of a new, amended, or supplemental type certificate in the normal, utility, acrobatic, transport, or restricted category; and propeller driven, commuter category airplanes.
 - (2) Propeller driven small airplanes and propeller driven, commuter category airplanes for which application is made for the original issuance of a standard airworthiness certificate or restricted category airworthiness certificate.

(3) Airplanes in the primary category:

(i) Except as provided in paragraph (a)(3)(ii) of this section, for an airplane for which application for a type certificate in the primary category is made, and that was not previously certificated under appendix F of this part, compliance with appendix G of this part must be shown.

(ii) For an airplane in the normal, utility or acrobatic category that:

- has a type certificate issued under this chapter;
- has a standard airworthiness certificate issued under this chapter;
- has not undergone an acoustical change from its type design;
- has not previously been certificated under appendix F or G of this part; and
- for which application for conversion to the primary category is made, no further showing of compliance with this part is required.

(b) For aircraft covered by this subpart for which certification tests are completed before this Decree come into force, compliance must be shown with noise levels as measured and prescribed in Parts B and C of Appendix F, or under approved equivalent procedures. It must be shown that the noise level of the airplane is no greater than the applicable limit set in Part D of Appendix F.

(c) For aircraft covered by this subpart for which certification tests are not completed before this Decree come into force, compliance must be shown with noise levels as measured and prescribed in Parts B and C of Appendix G, or under approved equivalent procedures. It must be shown that the noise level of the airplane is no greater than the applicable limits set in Part D of Appendix G.

4. Ketentuan butir 36.801 Sub Bagian H diubah sehingga butir 36.801 berbunyi sebagai berikut:

36.801 Noise Measurement

For primary, normal, transport, or restricted category helicopters for which certification is sought under appendix H of this part, the noise generated by the helicopter must be measured at the noise measuring points and under the test conditions prescribed in part B of appendix H of this part, or under an DGAC -approved equivalent procedure. For those primary, normal, transport, and restricted category helicopters having a maximum certificated takeoff weight of not more than



7,000 pounds for which compliance with appendix J of this part is demonstrated, the noise generated by the helicopter must be measured at the noise measuring point and under the test conditions prescribed in part B of appendix J of this part, or an DGCA-approved equivalent procedure.

5. Ketentuan huruf (a) pada butir 36.805 Sub Bagian H diubah sehingga butir 36.805 berbunyi sebagai berikut:

36.805 Noise Limits

- (a) Compliance with the noise levels prescribed under part D of appendix H of this part, or under part D of appendix J of this part, must be shown for helicopters for which application for issuance of a type certificate in the primary, normal, transport, or restricted category is made on or after March 6, 1986.
- (b) For helicopters covered by this section, it must be shown either:
- (1) For those helicopters demonstrating compliance under appendix H of this part, the noise levels of the helicopter are no greater than the applicable limits prescribed under section H36.305 of appendix H of this part; or
- (2) For helicopters demonstrating compliance under appendix J of this part, the noise level of the helicopter is no greater than the limit prescribed under section J36.305 of appendix J of this part.
- (c) [Reserved]
- (d) Helicopters in the primary category:
- (1) Except as provided in paragraph (d)(2) of this section, for a helicopter for which application for a type certificate in the primary category is made, and that was not previously certificated under appendix H of this part, compliance with appendix H of this part must be shown.
- (2) For a helicopter that:
- (i) Has a normal or transport type certificate issued under this chapter;
- (ii) Has a standard airworthiness certificate issued under this chapter;
- (iii) Has not undergone an acoustical change from its type design;
- (iv) Has not previously been certificated under appendix H of this part; and
- (v) For which application for conversion to the primary category is made, no further showing of compliance with this part is required.

6. Ketentuan huruf (f) pada butir 36.1581 Sub Bagian F diubah sehingga butir 36.1581 berbunyi sebagai berikut:

36.1581 Manuals, Markings, and Placards

- (a) If an Airplane Flight Manual or Rotorcraft Flight Manual is approved, the approved portion of the Airplane Flight Manual or Rotorcraft Flight Manual must contain the following information, in addition to that specified under Sec. 36.1583 of this part. If an Airplane Flight Manual or Rotorcraft Flight Manual is not approved, the procedures and information must be furnished in any combination of approved manual material, markings, and placards.
- (1) For transport category large airplanes and jet airplanes, the noise level information must be one value for each flyover, lateral, and approach as defined and required by Appendix B of this part, along with the maximum takeoff weight, maximum landing weight, and configuration.
 - (2) For propeller driven small airplanes the noise level information must be one value for takeoff as defined and required by Appendix G of this part, along with the maximum takeoff weight and configuration.
 - (3) For rotorcraft, the noise level information must be one value for each takeoff, flyover, and approach as defined and required by appendix H of this part, or one value for flyover as defined and required by appendix J of this part, at the maximum takeoff weight and configuration.
- (b) If supplemental operational noise level information is included in the approved portion of the Airplane Flight Manual, it must be segregated, identified as information in addition to the certificated noise levels, and clearly distinguished from the information required under Sec. 36.1581(a).
- (c) The following statement must be furnished near the listed noise levels:
No determination has been made by the DGCA that the noise levels of this aircraft are or should be acceptable or unacceptable for operation at, into, or out of, any airport.
- (d) For transport category large airplanes and jet airplanes, for which the weight used in meeting the takeoff or landing noise requirements of this part is less than the maximum weight established under the applicable airworthiness requirements, those lesser weights must be furnished, as operating limitations in the operating limitations section of the Airplane Flight Manual. Further, the maximum takeoff weight must not exceed the takeoff weight that is most critical from a takeoff noise standpoint.

- (e) For propeller driven small airplanes and for propeller driven, commuter category airplanes for which the weight used in meeting the flyover noise requirements of this attachment is less than the maximum weight by an amount exceeding the amount of fuel needed to conduct the test, that lesser weight must be furnished, as an operating limitation, in the operating limitations section of an approved Airplane Flight Manual, in approved manual material, or on an approved placard.
 - (f) For primary, normal, transport, and restricted category helicopters, if the weight used in meeting the takeoff, flyover, or approach noise requirements of appendix H of this part, or the weight used in meeting the flyover noise requirement of appendix J of this part, is less than the certificated maximum takeoff weight established under either Sec 27.25(a) of CASR 27 or Sec 29.25(a) of CASR 29, that lesser weight must be furnished as an operating limitation in the operating limitations section of the Rotorcraft Flight Manual, in DGCA-approved manual material, or on an DGCA-approved placard.
 - (g) Except as provided in paragraphs (d), (e), and (f) of this section, no operating limitations are furnished under this part.
7. Ketentuan huruf (a) pada Lampiran H butir 36.305 ditambah angka 3, sehingga Lampiran H butir 36.305 berbunyi sebagai berikut:

H36.305 Noise Levels

- (a) Limits. For compliance with this appendix, it must be shown by flight test that the calculated noise levels of the helicopter, at the measuring points described in section H36.305(a) of this appendix, do not exceed the following, with appropriate interpolation between weights:
 - (1) Stage 1 noise limits for acoustical changes for helicopters are as follows:
 - (i) For takeoff, flyover, and approach calculated noise levels, the noise levels of each Stage 1 helicopter that exceed the Stage 2 noise limits plus 2 EPNdB may not, after a change in type design, exceed the noise levels created prior to the change in type design.
 - (ii) For takeoff, flyover, and approach calculated noise levels, the noise levels of each Stage 1 helicopter that do not exceed the Stage 2 noise limits plus 2 EPNdB may not, after the change in type design, exceed the Stage 2 noise limits plus 2 EPNdB.

(2) Stage 2 noise limits are as follows:

- (i) For takeoff calculated noise levels —109 EPNdB for maximum takeoff weights of 176,370 pounds (80,000 kg) or more, reduced by 3.01 EPNdB per halving of the weight down to 89 EPNdB, after which the limit is constant.
- (ii) For flyover calculated noise levels —108 EPNdB for maximum weights of 176,370 pounds (80,000 kg) or more, reduced by 3.01 EPNdB per halving of the weight down to 88 EPNdB, after which the limit is constant.
- (iii) For approach calculated noise levels — 110 EPNdB for maximum weights of 176,370 pounds (80,000 kg) or more, reduced by 3.01 EPNdB per halving of the weight down to 90 EPNdB, after which the limit is constant.

(3) Stage 3 noise limits are as follows:

- (i) For take off-For a helicopter having a maximum certificated takeoff weight of 176,370 pounds (80,000 kg) or more, the noise limit is 106 EPNdB, which decreases linearly with the logarithm of the helicopter weight (mass) at a rate of 3.0 EPNdB per halving of the weight (mass) down to 86 EPNdB, after which the limit is constant;
- (ii) For flyover-For a helicopter having a maximum certificated takeoff weight of 176,370 pounds (80,000 kg) or more, the noise limit is 104 EPNdB, which decreases linearly with the logarithm of the helicopter weight (mass) at a rate of 3.0 EPNdB per halving of the weight (mass) down to 84 EPNdB, after which the limit is constant;
- (iii) For approach-For a helicopter having a maximum certificated takeoff weight of 176,370 pounds (80,000 kg) or more, the noise limit is 109 EPNdB, which decreases linearly with the logarithm of the helicopter weight (mass) at a rate of 3.0 EPNdB per halving of the weight (mass) down to 89 EPNdB, after which the limit is constant.

(b) Tradeoffs. Except to the extent limited under §36.11(b) of this part, the noise limits prescribed in paragraph (a) of this section may be exceeded by one or two of the takeoff, flyover, or approach calculated noise levels determined under section H36.203 of this appendix if:

- (1) The sum of the exceedances is not greater than 4 EPNdB;
- (2) No exceedance is greater than 3 EPNdB; and
- (3) The exceedances are completely offset by reduction in the other required calculated noise levels.

8. Ketentuan Lampiran J butir 36.305 diubah sehingga butir 36.305 berbunyi sebagai berikut:

For compliance with this appendix, the calculated noise levels of the helicopter, at the measuring point described in section J36.101 of this appendix, must be shown to not exceed the following (with appropriate interpolation between weights):

- (a) For primary, normal, transport, and restricted category helicopters having a maximum certificated takeoff weight of not more than 7,000 pounds that are noise tested under this appendix:

- (1) Stage 2 noise limit is constant at 82 decibels SEL for helicopters up to 1,737 pounds (787 kg) maximum certificated takeoff weight (mass) and increases linearly with the logarithm of the helicopter weight at a rate of 3.0 decibels SEL per the doubling of weight thereafter. The limit may be calculated by the equation:

$$\text{LAE (limit)} = 82 + 3.0 [\log_{10}(\text{MTOW}/1737)/\log_{10}(2)] \text{ dB,}$$

where MTOW is the maximum takeoff weight, in pounds, for which certification under this appendix is requested.

- (2) Stage 3 noise limit is constant at 82 decibels SEL for helicopters up to 3,125 pounds (1,417 kg) maximum certificated takeoff weight (mass) and increases linearly with the logarithm of the helicopter weight at a rate of 3.0 decibels SEL per the doubling of weight thereafter. The limit may be calculated using the equation:

$$\text{LAE (limit)} = 82 + 3.0 [\log_{10}(\text{MTOW}/3125)/\log_{10}(2)] \text{ dB,}$$

where MTOW is the maximum takeoff weight, in pounds.

- (b) The procedures required in this amendment shall be done in accordance with the International Electrotechnical Commission IEC Publication No. 804, entitled "Integrating-averaging Sound Level Meters," First Edition, dated 1985. Copies may be obtained from:

- (1) The Bureau Central de la Commission Electrotechnique Internationale, 1, rue de Varembe, Geneva, Switzerland or;
- (2) The American National Standard Institute, 1430 Broadway, New York City, New York 10018, or at the National Archives and Records Administration (NARA).

Pasal II

Peraturan Menteri ini mulai berlaku pada tanggal diundangkan.

Agar setiap orang mengetahuinya, memerintahkan pengundangan Peraturan Menteri Perhubungan ini dengan penempatannya dalam Berita Negara Republik Indonesia.

Ditetapkan di Jakarta
pada tanggal 20 Februari 2015

MENTERI PERHUBUNGAN
REPUBLIK INDONESIA,

ttd

IGNASIUS JONAN

Diundangkan di Jakarta
pada tanggal 23 Februari 2015

MENTERI HUKUM DAN HAK ASASI MANUSIA
REPUBLIK INDONESIA,

ttd

YASONNA H. LAOLY

BERITA NEGARA REPUBLIK INDONESIA TAHUN 2015 NOMOR 305

Salinan sesuai dengan aslinya

KEPALA BIRO HUKUM DAN KSLN,

