



Noise Certification Workshop

Session 4: Documentation

History

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The beginning

1969: Noise Certificate modelled
after CofA:

“...requirements should, broadly,
be similar to those in Annex 8
relating to airworthiness
certification.”

The beginning

1969: Not considered feasible to amend
Convention:

“It was clearly understood that states could file differences, but it was hoped that such actions would not prove necessary.”

The beginning

1969: Noise Certificate to show
Take-off and Landing weights at
which the aircraft met limits, and
additional modifications, if any,
incorporated for the purpose of
compliance

Further development

1976: Inclusion of noise levels on list of items to be included in Noise Certificate

Further development

1993: Inclusion of Engine and Propeller data on list of items to be included in Noise Certificate.

Include data in AFM

Experiences

Users Perspective!

- Administrative problems
- Enforcing problems

Administrative Problems

- Noise certificates issued by other bodies than the state of registration.
 - Pilot's association
 - Manufacturer
 - etc.

Administrative Problems

→ Referral to AFM while noise certificate gives limits, not levels

Administrative Problems

- Unreadable or unclear information
 - Use of correction fluid
 - Hand written changes or additions
 - Poorly corrected typo's
 - etc.

Administrative Problems

- No noise levels on the Noise Certificate
 - Unclear referral to AFM
 - Referral to AFM (Airplane Flight Manual) leads to discussion as to what is the correct AFM page.

Administrative Problems

- Noise levels in the form of graphical noise weight relation
 - Errors in reading the graph
 - Information gets lost in faxing process
 - Tendency to inter- or extrapolate. This is not always correct.

Administrative Problems

- Verification of AFM very laborious
 - Determining the correct noise levels sometimes takes several hours.

Administrative Problems

- Incorrect noise levels in the noise certificate
 - Using wrong sources i.e FAA Advisory Circular 36-3
 - Unclear to certificating authority what kind of noise levels are needed

Administrative Problems

- Noise Certificate issued by state that is not state of registry
 - Sometimes old certificate « reissued » with new nationality and registration

Administrative Problems

- Noise Certificate refers to noise certificate issued by another state.
 - The other authority is no longer responsible for the aircraft and can therefore no longer ascertain that the information remains valid

Administrative Problems

- Noise information in AFM is unclear
 - Broad definition of configuration, for instance referral to « the three bladed propeller ».
 - No mention of the Chapter (or Stage) used.

Administrative Problems

- Multiple configurations applicable to one aircraft.
 - Difficult to know which configuration is applicable
 - Hinders quick determination of the noise levels.

Enforcing Problems

→ Essential equipment not mentioned on the Noise Certificate

Enforcing Problems

- Not all aircraft are obliged to have noise certificates
 - Aircraft without certificate: unclear situation

Enforcing Problems

- Confusing information
 - Incomplete information
 - Conflicting information
 - Unclear which chapter is applicable

Enforcing Problems

- AFM not on board the aircraft
 - OAM (Airline Operating Manual) sometimes replaces AFM. Does not contain noise levels. Problem if AFM is only source of noise information.

Conclusions

- Many practical problems
- Not all problems can be solved in ICAO arena

Conclusions

Correct, clear and unambiguous information is needed.

Standardisation is expected to solve some problems.

