



Noise Certification Workshop

Session 4: Documentation

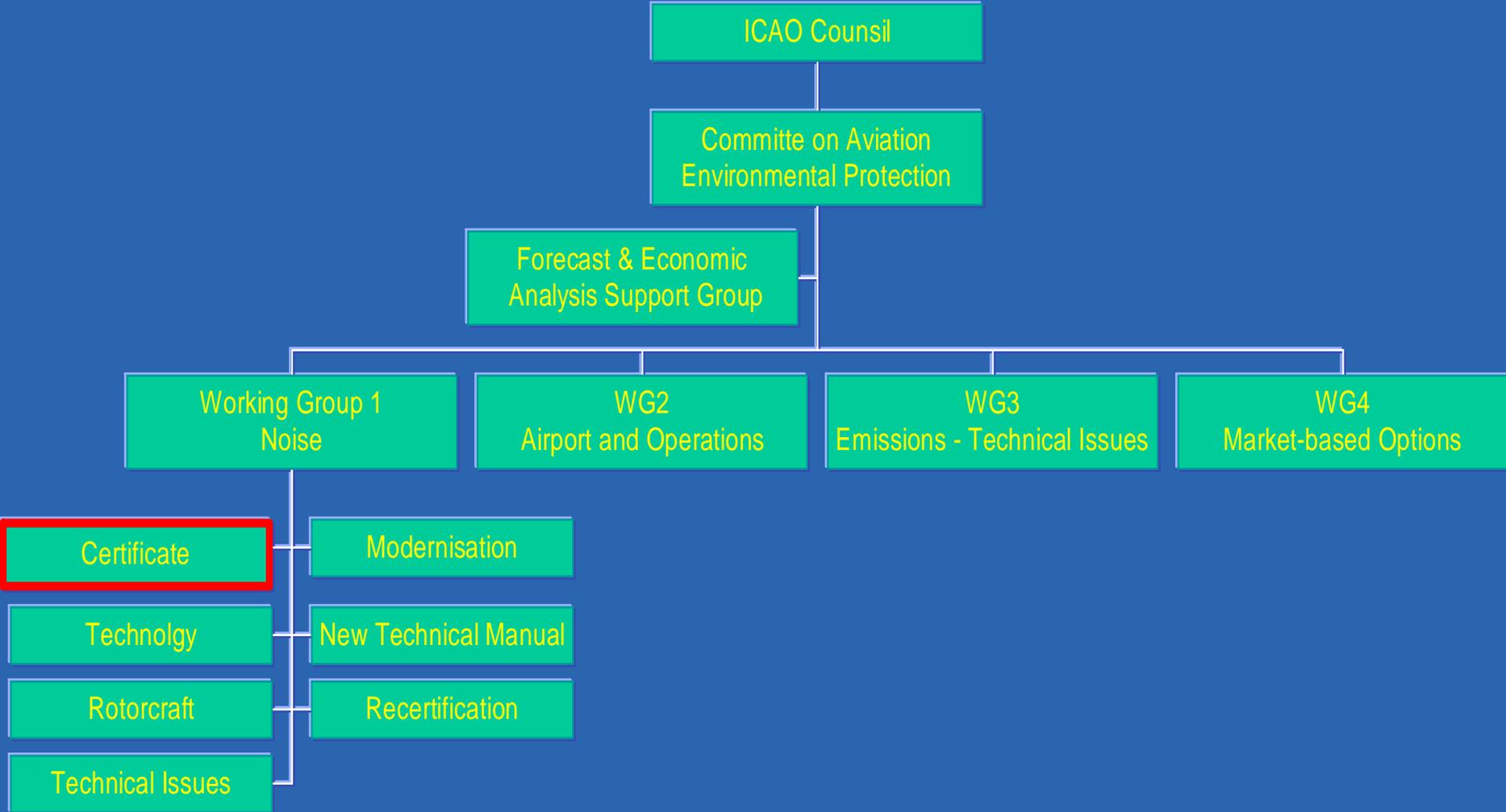
New Attachment G

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Noise certification documents

Correct, clear and unambiguous
information is needed.

CAEP6 Certificate Task Group



Goals of CTG

- Investigate current administrative systems
- Investigate possibilities for standardization
- Examine temporary changes (“90 day rule”)

CTG-results

- Standardization
- Temporary changes provision

Standardization

Standard:

- Items Identified and defined
- (Almost) common numbering of items

Guidance:

- Three Options for noise documentation
 - 1. One document
 - 2. Two complementary documents
 - 3. Three complementary documents

Items Identified

- Item 1. Name of State;
- Item 2. Title of the noise document;
- Item 3. Number of the document;
- Item 4. Registration mark;
- Item 5. Aircraft Type;
- Item 6. Aircraft serial number;

Items Identified

- Item 7. Engine;
- Item 8. Propeller;
- Item 9. Maximum take-off mass and unit;
- Item 10. Maximum landing mass and unit;
- Item 11. Chapter and section
- Item 12. Additional modifications;

Items Identified

- Item 13. Lateral/full-power noise level;
- Item 14. Approach noise level;
- Item 15. Flyover noise level;
- Item 16. Overflight noise level;
- Item 17. Take-off noise level;

Items Identified

- Item 18. Statement of compliance;
- Item 19. Date of issuance;
- Item 20. Signature.

Three options for Noise Documents

Option 1: One Document

**One Document:
“Noise certificate”**

For use by State of Registry		1. <State of Registry>		3. Document Number:	
2. NOISE CERTIFICATE					
4. Nationality and Registration Marks:		5. Manufacturer and Manufacturer's Designation Of Aircraft:		6. Aircraft Serial Number:	
7. Engine:		8. Propeller: *			
9. Maximum Take-Off Mass:		10. Maximum Landing Mass:*		11. Noise Certification Standard:	
12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards:					
13. Lateral/Full-Power Noise Level: *		14. Approach Noise Level*	15. Flyover Noise Level*	16. Overflight Noise Level*	17. Take-off Noise Level*
Remarks					
18. This Noise Certificate is issued pursuant to Annex 16, Volume I to the Convention on International Civil Aviation. In respect of the above-mentioned aircraft, which is considered to comply with the indicated noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.					
19. Date of Issue..... 20. Signature.....					

One document

- One format fits all (Guidance)
- Each item numbered
- Remarks box for flexibility

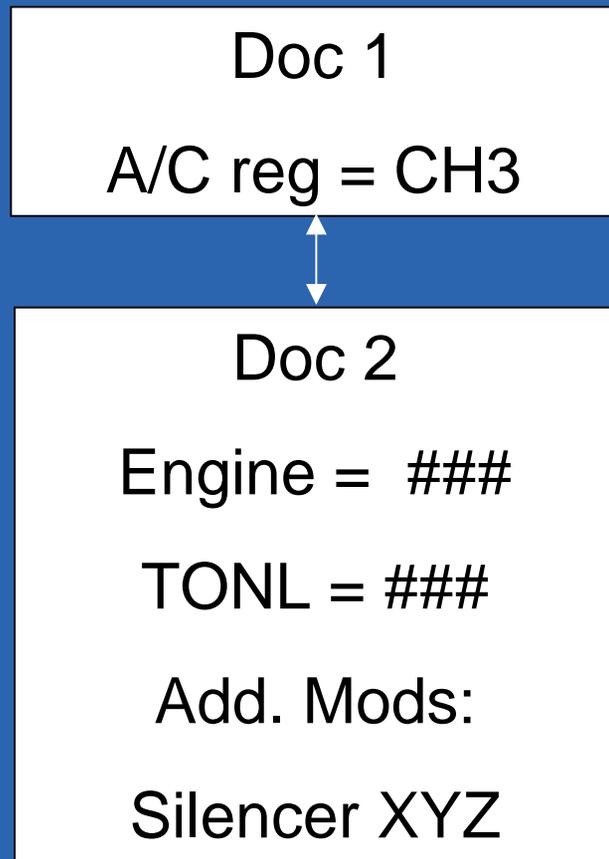
12. Additional modifications incorporated for the purpose of co		
13. Lateral/Full-Power Noise Level: *	14. Approach Noise Level*	15. Flyer Level
Remarks		
18. This Noise Certificate is issued pursuant to Annex 16, Volume the above-mentioned aircraft, which is considered to compl		

Option 2: Two documents

Two documents

- First document:
 - Statement of compliance
 - Identification of aircraft
- Second document:
 - Other Information

Two documents



Basic compliance statement
(items 1 - 6 and 18 - 20)

Other items
(7 - 17 as applicable)
remarks

Two documents

Example:

Nation that uses CofA as “document attesting noise certification”.

- Document 1 is CofA
- Document 2 AFM page

Two documents

→ Numbering of items:

If first document is Cof A than
CofA numbering system prevails
over standard numbering system
for noise documents.

Two documents

- Format of second document:
 - Use basic format as much as possible.
 - Use numbering system.

Option 3: Three documents

Three documents

- First document:
 - Statements of compliance
 - Identification of aircraft
- Second document:
 - List of possible noise configurations
- Third document
 - Identifies current noise configuration by reference to second document.

Three documents

Doc 1
A/C reg = CH3

Basic compliance statement

Doc 2
Config. 1...92 dB
Config. 2...94 dB

List of possible noise configurations for this (fleet of) aircraft

Doc 3
Date: dd-mm-yyy
Active config = 2

Defines which configuration is valid

Three documents

- This option may be used in cases where flexibility is needed.
- Different categories of aircraft may use different options.

Three documents

→ Issuing and updating of the third document according to:

“national regulated process”

Three documents

→ Format and numbering of second document:

Similar to basic format

For all options:

- Format is guidance only.
- If multiple documents are issued, it should be obvious which document is applicable.

Temporary Changes

Temporary Changes

Objective:

To allow operation of an aircraft for limited time without the obligation to determine the exact certification numbers

Temporary Changes

- Limited to:
 - Gear down flight
 - External carrying of spare engine
 - Time limited changes resulting from a required maintenance action

Temporary Changes

- For CH 2,3,4 and 5 only
- Must be recognized by state of registry
- Time limitation: maximum 90 days

Conclusions

- 3 standard formats proposed
- Should accommodate all cases
- Format as guidance only
- Use will be monitored by WG1

Conclusions

- Temporary changes accommodated
- Maintenance related, max 90 days
- Transport cat only

