



# 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.



