



International Civil Aviation Organization

**WORKING PAPER**

A39-WP/223

EX/87

17/8/16

**(Information paper)**

English only

## ASSEMBLY — 39TH SESSION

### EXECUTIVE COMMITTEE

#### Agenda Item 20: Environmental Protection – Aircraft Noise – Policy, Standardization and Implementation Support

#### PROGRESS ON THE IMPLEMENTATION OF AIRCRAFT NOISE POLICY AND STANDARDIZATION

(Presented by Indonesia)

#### EXECUTIVE SUMMARY

This Paper provides current information on Indonesia's implementation of aircraft noise policy and standardization. It highlights recent activities and future plans on the implementation of aircraft noise policy and standardization relating to Indonesian registered aircraft.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – Environmental Protection
<i>Financial implications:</i>	The activities referred to in this paper have generated through Indonesia Government annual budget. The continuation of activities will be undertaken subject to the regular Indonesia Government resources available in 2017 – 2020 and/or from extra budgetary contributions.
<i>References:</i>	ICAO Annex 16 Volume 1: Aircraft Noise ICAO Doc 9501: Environmental Technical Manual CASR Part 36 Amendment 2: Noise Standards: Aircraft Type and Airworthiness Certifications. Staff Instruction (SI 36-01) Amendment 0: Procedures for The Noise Certification of Aircraft

## 1. INTRODUCTION

1.1 ICAO has developed the latest amendment of ICAO Annex 16, Volume 1: Aircraft Noise and Environmental Technical Manual (ETM) Doc 9501. ICAO recommends that every member State establish an Aircraft Noise Policy and standard procedures.

1.2 In order to comply with the ICAO noise standards, the Directorate General of Civil Aviation of the Republic of Indonesia (DGCA) has established CASR Part 36, Amendment 2 regarding *Noise Standards: Aircraft Type and Airworthiness Certification*. This regulation has been issued by Minister of Transportation Regulation no. PM 50 of 2015.

1.3 The implementation of CASR Part 36 Amendment 2 has been fully based on international standards recognized by ICAO. This Information Paper aims to update the Assembly on progress and achievements in the context of the newly adopted ICAO Noise Standards which can be useful for other States.

## 2. IMPLEMENTATION

2.1 The DGCA had established the previous regulation in CASR Part 36 Amendment 0 (*Noise Standards: Aircraft Type and Airworthiness Certification*) since 27 December 1993 by Ministerial Decree No. KM 90 of 1993.

2.1.1 The DGCA made significant progress in 25 May 2015 by issuing Guidance Material for the Noise Certification of Aircraft in Staff Instruction (SI 36-1). The Procedures for Noise Certification of Aircraft were approved by Minister of Transportation Regulation no. PM 289 of 2015 to provide procedures for noise certification of aircraft. The Staff Instruction prescribes the responsibilities and procedures for the Sub Directorate of Engineering personnel responsible for the noise certification process required by the CASR Part 36 for Indonesian made and imported aircraft.

2.1.2 The DGCA has issued aircraft noise certificates for Transport Category and Jet Airplanes, Propeller Driven Small Airplanes, Propeller Driven Commuter Category Airplanes and Helicopters based on *CASR Part 36* and *Staff Instruction SI 36-01*. DGCA has issued 1.119 aircraft noise certificates and this will increase in the near future. Some of these airplanes have stage 4 noise level but most airplanes have stage 3 noise level and the helicopters have stage 2 noise level.

2.1.3 The DGCA has developed training under the Inspector Training System (ITS) on the *Procedures for Noise Certification of Aircraft* as required for Sub Directorate Engineering personnel to perform their work. This training is a mandatory requirement for airworthiness inspectors before conducting noise certification of aircraft.

2.1.4 The DGCA has been developing recently CASR Part 36 Amendment 3, effective 1 January 2015, which is equivalent to Amendment 11-B to ICAO Annex 16 Volume 1: Aircraft Noise, 7<sup>th</sup> Edition. In this amendment, DGCA amended CASR Part 36 on subjects such as aircraft operating procedures for noise abatement, noise requirements for tiltrotors as in new Chapter 13, introduction of noise certification requirements for tilt-rotors, aircraft supersonic requirements and increase in stringency of the turbojet and heavy propeller-driven aeroplanes noise requirements as in new Chapter 14 of Annex 16, Volume 1.

2.1.5 The DGCA is committed to implement the CASR Part 36 continuously and keep it up to date to adapt to new changes in the ICAO requirements.

### 3. **CONCLUSION**

3.1 The DGCA is committed to the implementation of the global Noise Standards of ICAO to enhance aviation environmental protection. This enables the DGCA to improve current regulations, Inspectors' capabilities, and capacity building.

3.2 Indonesia recommends that ICAO continues to provide guidance on Noise Standards and their implementation which can be followed by ICAO contracting States.

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