



Noise Certification Workshop

(Montreal, 20 to 21 October 2004)

NCW – BIP2/5
7/10/04

SESSION 2: AIRCRAFT NOISE CERTIFICATION

HARMONISATION

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SUMMARY

In May of 1994, three task groups were established under the FAA ARAC to look at harmonisation of the FAA and JAA noise certification standards for light propeller driven aeroplanes, helicopters, and transport category large and turbojet aeroplanes. This background information paper describes the noise certification harmonisation process and results.

1. BACKGROUND

1.1 In June 1990 at a meeting of the JAA Council and the FAA, the FAA Administrator committed the FAA to support the harmonisation of the U.S. regulations with the Joint Aviation Regulations (JAR). In January 1991 FAA established the Aviation Rulemaking Advisory Committee (ARAC) to serve as a forum for the FAA to obtain input from outside the government on major regulatory issues facing the agency. The ARAC process was industry led; task group membership was by invitation and consisted of experts drawn from industry and authorities.

1.2 The FAA tasked ARAC with noise certification issues involving harmonisation of FAA part 36 with JAR 36, harmonisation of associated guidance material including equivalent procedures, and interpretations of the regulations. The publication of JAR 36 gave FAA the incentive to harmonise part 36 with JAR 36 since JAR 36 is irrevocably linked with Annex 16. Therefore, the effect of harmonising with JAR 36 was to harmonise with Annex 16. Any change to JAR 36 could only be made after a change to Annex 16.

1.3 In May of 1994, three task groups were established under ARAC to look at light propeller driven aeroplanes (FAA part 36 Appendix G and ICAO Annex 16 Chapter 10), helicopters (FAA part 36 Appendices H and J and ICAO Annex 16 Chapters 8 and 11), and transport category aeroplanes (FAA part 36 Appendices A, B and C and ICAO Annex 16 Chapter 3).

2. RESULT OF HARMONISATION WORK

2.1 The three task groups identified and resolved numerous differences between the FAA and JAA noise certification regulations. The work of the harmonisation task groups resulted in changes to FAA part 36, ICAO Annex 16, the ICAO Environmental Technical Manual (ETM), and FAA Advisory Circular (AC) 36-4B. Harmonisation changes were incorporated into FAA Part 36 by amendments

published on October 13, 1999; July 8, 2002; and June 2, 2004; respectively for light propeller driven aeroplanes, transport category large and turbojet aeroplanes, and helicopters.

2.2 The ICAO CAEP Working Group 1 continues to resolve the few remaining non-harmonised items and work on integration of the ETM with FAA AC 36-4C. The outcome of all this effort will be to facilitate mutual recognition of FAA and ICAO (i.e. JAA, EASA) approvals.

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