

PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA

NOMOR : KP 389 TAHUN 2015

TENTANG

PETUNJUK TEKNIS  
PERATURAN KESELAMATAN PENERBANGAN SIPIL BAGIAN 36 - 01  
(*STAFF INSTRUCTION CASR 36 - 01*) TENTANG  
PROSEDUR SERTIFIKASI KEBISINGAN PESAWAT UDARA  
(*PROCEDURES FOR THE NOISE CERTIFICATION OF AIRCRAFT*)

DENGAN RAHMAT TUHAN YANG MAHA ESA

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

- Menimbang : bahwa untuk melaksanakan Peraturan Menteri Perhubungan Nomor KM 29 Tahun 2009 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 36 Amandemen 1 (*Civil Aviation Safety Regulation Part 36 Amendment 1*) tentang Sertifikasi Standar Kebisingan Jenis Pesawat Terbang dan Kelaikan Udara (*Noise Standard Type and Airworthiness Certification*) sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor PM 50 Tahun 2015, perlu menetapkan Peraturan Direktur Jenderal Perhubungan Udara tentang Petunjuk Teknis Peraturan Keselamatan Penerbangan Sipil Bagian 36 - 01 (*Staff Instruction Casr 36 - 01*) Tentang Prosedur Sertifikasi Kebisingan Pesawat Udara (*Procedures For The Noise Certification Of Aircraft*);
- Mengingat : 1. Undang-Undang Nomor 1 Tahun 2009 tentang Penerbangan (Lembaran Negara Republik Indonesia Tahun 2009 Nomor 1, Tambahan Lembaran Negara Republik Indonesia Nomor 4956);
2. Peraturan Presiden Nomor 7 Tahun 2015 tentang Organisasi Kementerian Negara (Lembaran Negara Republik Indonesia Tahun 2015 Nomor 8);

3. Peraturan Presiden Nomor 40 Tahun 2015 tentang Kementerian Perhubungan (Lembaran Negara Republik Indonesia Tahun 2015 Nomor 75);
4. Peraturan Menteri Perhubungan Nomor KM 29 Tahun 2009 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 36 Amandemen 1 (*Civil Aviation Safety Regulation Part 36 Amendment 1*) tentang Sertifikasi Standar Kebisingan Jenis Pesawat Terbang dan Kelaikan Udara (*Noise Standard Type and Airworthiness Certification*) sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor PM 50 Tahun 2015;
5. Peraturan Menteri Perhubungan Nomor KM 60 Tahun 2010 tentang Organisasi dan Tata Kerja Kementerian Perhubungan sebagaimana telah diubah terakhir Peraturan Menteri Perhubungan Nomor PM 68 Tahun 2013;

#### MEMUTUSKAN

Menetapkan : PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA TENTANG PETUNJUK TEKNIS PERATURAN KESELAMATAN PENERBANGAN SIPIL BAGIAN 36 - 01 (*STAFF INSTRUCTION CASR 36 - 01*) TENTANG PROSEDUR SERTIFIKASI KEBISINGAN PESAWAT UDARA (*PROCEDURES FOR THE NOISE CERTIFICATION OF AIRCRAFT*).

#### Pasal 1

Memberlakukan Petunjuk Teknis Peraturan Keselamatan Penerbangan Sipil Bagian 36 - 01 (*Staff Instruction CASR 36 - 01*) Tentang Prosedur Sertifikasi Kebisingan Pesawat Udara (*Procedures For The Noise Certification Of Aircraft*) sebagaimana tercantum dalam Lampiran yang merupakan bagian tak terpisahkan dari Peraturan ini.

#### Pasal 2

Direktur Kelaikan Udara dan Pengoperasian Pesawat Udara mengawasi pelaksanaan Peraturan ini.

Pasal 2

Direktur Kelaikan Udara dan Pengoperasian Pesawat Udara mengawasi pelaksanaan Peraturan ini.

Pasal 3

Peraturan ini mulai berlaku sejak tanggal ditetapkan.

Ditetapkan di : Jakarta  
Pada tanggal : 25 Mei 2015

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DIREKTUR JENDERAL PERHUBUNGAN UDARA

ttd.

SUPRASETYO

Salinan sesuai dengan aslinya  
KEPALA BAGIAN HUKUM DAN HUMAS,



HEMI PAMURAHARJO  
Pembina Tk. I (IV/b)  
NIP. 19660508 199003 1 001

# **STAFF INSTRUCTION**

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**SI 36-01**

## **PROCEDURES FOR THE NOISE CERTIFICATION OF AIRCRAFT**

Amendment :  
Date :

**FOREWORD**

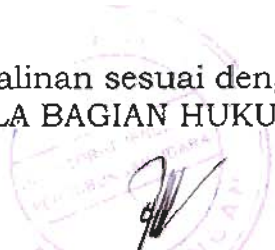
1. **PURPOSE** : This Staff Instruction prescribe responsibilities, policies and procedures to guide and assist all the Engineering Sub Directorate personnel (Directorate of Airworthiness and Aircraft Operations) in properly discharging their responsibilities and efficiently accomplishing their assigned tasks.
2. **REFERENCES** : This Staff Instruction should be used in accordance to the applicable regulations.
3. **AMENDMENT** : Amendment of this Staff Instruction shall be approved by the Director General of Civil Aviation.

DIRECTOR GENERAL OF CIVIL AVIATION

ttd.

SUPRASETYO

Salinan sesuai dengan aslinya  
KEPALA BAGIAN HUKUM DAN HUMAS,



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## CHAPTER I GENERAL

### 1.1 Purpose

This Staff Instruction prescribes the responsibilities and procedures for SDE personnel responsible for the noise certification process required by the CASR for Indonesian made and imported aircrafts.

### 1.2 Background and Discussion

- a. Staff Instruction 36-01 Procedures for the Noise Certification of Aircraft was published for DAAO to provide and guidance for Noise Certification of Indonesian made and imported aircraft products.
- b. The responsibility given to the Directorate General of Civil Aviation (DGCA) under Aviation Act No. 1 Year 2009 for the Noise Certification of Indonesian made and imported aircrafts are accomplished by the Directorate of Airworthiness and Aircraft Operation (DAAO).

### 1.3 Abbreviation

Abbreviations as used in this SI are as follows:

- a. AFM, Airplane Flight manual
- b. AC, Advisory Circular
- c. A/C, Aircraft
- d. AD, Airworthiness Directive
- e. ARC, Authorized Release Certificate
- f. C of A, Certificate of Airworthiness (export)
- g. CASR, Civil Aviation Safety Regulation
- h. DGCA, Directorate General of Civil Aviation
- i. DAAO, Directorate of Airworthiness and Aircraft Operation
- j. SDE, Sub Directorate of Engineering
- k. ICAO, International Civil Aviation Organization
- l. NAC, No acoustical changes
- m. SI, Standard International
- n. STC, Supplemental Type Certificate
- o. S/N, Serial Number
- p. TC, Type Certificate
- q. TCDS, Type Certificate Data Sheet

## CHAPTER II PROCEDURES

### 2.1 Procedures for Certificating the Noise Certificate for Indonesian Made Aircraft

#### 2.1.1 Purpose

The aim of this Staff Instructions is to promote uniformity of implementation of the technical procedures of CASR Part 36 - Noise Standards : Aircraft Type and Airworthiness Certifications and to provide guidance to DGCA regarding the intended meaning and stringency of the Standards in the current edition of the CASR Part 36 and the specific procedures that are deemed acceptable in demonstrating compliance with those Standards.

This Staff Instructions provides guidance material relating to the CASR Part 36 which describes the noise evaluation methods for compliance with the corresponding chapters for jet aeroplanes, propeller-driven heavy and light aeroplanes, and helicopters.

#### 2.1.2 Explanatory Information

Explanatory information has the following purpose:

- a. explains the language of the CASR Part 36;
- b. states current policies of DGCA regarding
- c. compliance with the CASR Part 36; and
- d. provides information on critical issues concerning approval of applicants' compliance methodology proposals.

Explanatory information may take the form of Advisory Circular-(AC) 36-01 which helps to illustrate the meaning of a specification or requirement; or illustrates a means, but not the only means, by which a requirement specified in CASR Part 36, can be met. It may contain reference to an equivalent procedure described in this Staff Instructions.

#### 2.1.3 Equivalent Procedures

An equivalent procedure is a test or analysis procedure which, while differing from the one specified in the CASR Part 36 in the technical judgement of the DGCA, yields effectively the same noise levels as the specified procedure.

Equivalent procedures fall into two broad categories:

- a. those which are generally applicable; and
- b. those which are applicable to a particular aircraft type. For example, some equivalencies dealing with measurement equipment may be used for all types of aircraft, but a given test procedure may be appropriate only for jet aeroplanes and not for turboprop aeroplanes.



Typical applications of equivalent procedures requested by applicants are to:

- a. use previously acquired certification test data for the aircraft type;
- b. permit and encourage more reliable demonstration of small level differences among derived versions of aircraft; and
- c. minimize the cost of demonstrating compliance with the requirements of the CASR Part 36 by keeping aircraft test time, airfield usage, and equipment and personnel costs to a minimum.

#### **2.1.4 Technical Procedures**

A technical procedure is a test or analysis procedure not defined in detail in the CASR Part 36 but which DGCA have approved as being acceptable for compliance with the general provisions of the CASR Part 36.

The procedures described in the CASR Part 36 must be used unless an equivalent procedure or alternative technical procedure is approved by the DGCA. Procedures should not be considered as limited only to those described herein, as this staff instruction will be expanded as new procedures are developed. Also, their presentation does not infer limitation of their application or commitment by DGCA to their further use.

#### **2.1.5 Conversion Of Units**

Conversions of some non-critical numerical values between Imperial and SI units are shown in the context of acceptable approximations.

### **2.2 General Guidelines**

#### **2.2.1 Applicability Of Current And Previous Amendments To CASR Part 36**

Since the publication of the first edition of CASR Part 36 certain amendments have been published. Each amendment retains the older section, even though they may no longer be applicable to new types of aircraft. Since each new amendment succeeds the previous version, the applicability provisions of each section are in principle retained, thus preserving their continuity.

The section concerning applicability in Subpart A, section 36.1 of the CASR Part 36, define the applicability of each section. Their applicability to new types is determined by the date the application for the Type Certificate was submitted to the DGCA.

In many instances the section and maximum noise levels so determined for a new type are also applicable to its derived versions.

In some cases the applicability provisions apply only to derived versions. In these cases the applicability provisions are determined by the date the application for certification of the change in type design was submitted to the DGCA that first certificated the change in type design.

*Note.— The applicability provisions for derived versions are not dependent on how the associated change, or changes, in type design came about (e.g. amended Type Certificate or Supplemental Type Certificate).*

The DGCA should ensure that demonstration of compliance is in accordance with the procedures and requirements that are described in the amendment to CASR Part 36 that is applicable at the date of submission for either the Type Certificate or approval of the change in type design as required by Subpart A of CASR Part 36.

The question arises as to the status of these approvals as each new amendment to the CASR Part 36 is published.

For the DGCA in the case of new types, or in the case of derived versions, the approved noise certification levels corresponding to the amendment to the CASR Part 36 and revision of this staff instruction that were applicable at the time the application for approval was submitted remain valid and should not be reassessed against any changes made in later amendments or revisions.

### **2.2.2 Changes To Aircraft Type Designs Involving “Derived Versions”**

Many of the equivalent procedures given in this Staff Instructions relate to derived versions where the procedure used yields the information needed to obtain the noise certification levels of the derived versions by adjusting the noise levels of the “flight datum” aircraft (i.e. the most appropriate aircraft for which the noise levels were measured during an approved flight test demonstration).

The physical differences between the “flight datum” aircraft and the derived version can take many forms, such as an increased take-off mass, an increased engine thrust, changes to the powerplant or propeller or rotor types, etc. Some of these differences will alter the distance between the aircraft and the noise certification reference points, others the noise source characteristics. Procedures used in the determination of the noise certification levels of the derived versions will therefore depend upon the change to the aircraft being considered. However, where several similar changes are being made, such as the introduction of engines from different manufacturers, the procedures used to obtain the noise certification levels of each derivative aircraft should be followed in identical fashion.

### **2.2.3 Changes To Aircraft Type Designs Involving “No-Acoustical Changes”**

Aircraft/engine model design changes and airframe/engine performance changes may result in very small changes in aircraft noise certification levels that are not acoustically significant. These changes are referred to as no-acoustical changes (NACs). For this Staff Instructions NACs, which do not result in modification of an aircraft’s noise certification levels, are defined as:

- a. changes in aeroplane noise certification levels approved by the DGCA which do not exceed 0.1 dB at any noise measurement point and which an applicant does not track;

- b. cumulative changes in aeroplane noise certification levels approved by the DGCA whose sum is greater than 0.1 dB but not more than 0.3 dB at any noise measurement point and for which an applicant has an approved tracking procedure;
- c. for helicopters certificated according to the Subpart H of CASR Part 36, changes in any one of the noise certification levels approved by the DGCA which do not exceed 0.3 EPNdB; and
- d. for helicopters certificated according to the Appendix J of CASR Part 36, changes in the noise certification levels approved by the DGCA which do not exceed 0.3 dB(A).

With respect to the tracking procedure referred to in b), noise certification approval has been given based upon the following criteria:

- a. ownership by the certification applicant of the noise certification database and tracking process on an aircraft/engine model basis;
- b. when the 0.3 dB cumulative change in the aeroplane noise certification level is exceeded, compliance with the CASR Part 36 requirements is required. The aircraft noise certification levels may not be based upon summation of NAC noise increments;
- c. decreases in noise levels should not be included in the tracking process unless the type design change will be retrofitted to all aircraft in service and included on newly produced aircraft;
- d. aircraft/engine design changes resulting in noise level increases should be included in the tracking process regardless of the extent of retrofit to aircraft in service;
- e. tracking of an aircraft/engine model should, in addition to engine design changes, include airframe and performance changes;
- f. tracked noise increments should be determined on the basis of the most noise-sensitive condition and be applied to all configurations of the aircraft/engine model;
- g. the tracking should be revised to account for a tracked design change increment that is no longer applicable;
- h. changes should be tracked to two decimal places (i.e. 0.01 dB). Round-off shall not be considered when judging an NAC (e.g. 0.29 dB = NAC; 0.30 dB = NAC; 0.31 dB = acoustical change); and

- i. an applicant should maintain formal documentation of all NACs approved under a tracking process for an airframe/engine model. The tracking list will be reproduced in each noise certification dossier demonstration. Due to the applicability dates for Appendix F and G of CASR Part 36, some light propeller-driven aeroplanes are not required to have noise certification levels. However some modifications to these aircraft can be applied which may impact the noise characteristics. In this case, the NAC criterion application should be treated with a procedure approved by the DGCA.

Noise certification approval of modified helicopters should be granted according to the following criteria:

- an NAC approval for a derived version shall be made only if the “flight datum” helicopter was flight tested to obtain the noise certification levels;
- noise levels for a helicopter designated as an NAC design cannot be used as the “flight datum” for any subsequent design changes; and
- for changes exceeding 0.3 dB, compliance with the CASR Part 36 may be achieved either by testing or, subject to approval of the DGCA, by analytical means. If analytical means are, the noise certification levels cannot be used as the “flight datum” for any subsequent design changes.

A flow chart illustrating the criteria for dealing with modified helicopters is presented in Figure 2-1.

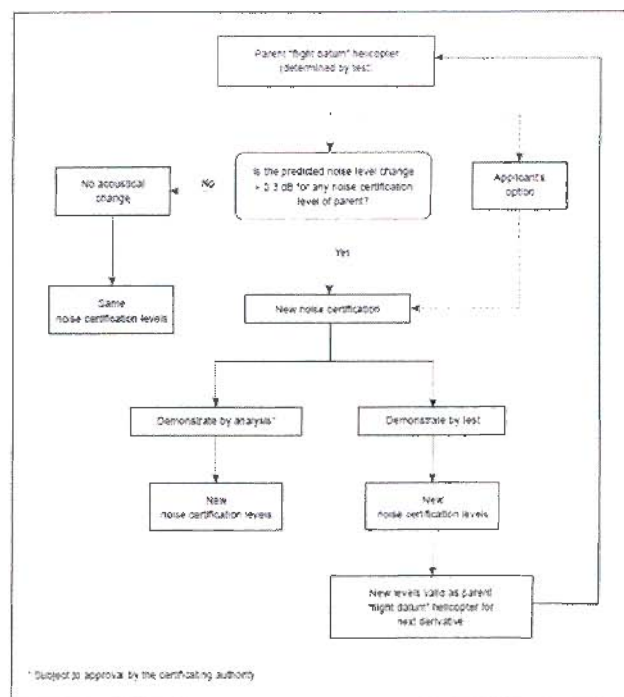


Figure 2-1 “No acoustical change” criteria for modifications to noise-certificated helicopters

Due to the applicability dates for Subpart H of CASR Part 36, some helicopters are not required to have noise certification levels. However some modifications to these helicopters can be applied which may impact the noise characteristics. In this case, the NAC criterion application should be treated with a procedure approved by the DGCA.

#### **2.2.3.1 Modifications to helicopters for which changes in noise level(s) need not be determined**

Subpart H of CASR Part 36 that “certification of helicopters which are capable of carrying external loads or external equipment shall be made without such loads or equipment fitted”.

It follows that changes in noise level(s) arising from modifications associated with the installation or removal of external equipment need not be determined. For the purposes of this paragraph “external equipment” means any instrument, mechanism, part, appurtenance, or necessary accessory that is attached to, or extends from, the helicopter exterior but is not used, nor is intended to be used, in operating or controlling the helicopter in flight and is not part of an airframe or engine.

In this respect the following are considered to be no-acoustical changes:

- a. the addition or removal of external equipment;
- b. changes to the airframe made to accommodate the addition or removal of external equipment, to provide for an external load attaching means, to facilitate the use of external equipment or external loads, or to facilitate the safe operation of the helicopter with external equipment mounted to, or external loads carried by, the helicopter;
- c. reconfiguration of the helicopter by the addition or removal of floats and skis;
- d. flight with one or more doors and/or windows removed or in an open position; or
- e. any changes in the operational limitations placed on the helicopter as a consequence of the addition or removal of external equipment, floats, skis, or flight operations with doors and/or windows removed or in an open position.

#### **2.2.4 Recertification**

Recertification is defined as the “certification of an aircraft, with or without revision to noise levels, to a Standard different to that which it had been originally certificated”.

In the case of an aircraft being recertificated from the Subpart B and F of CASR Part 36, noise recertification should be granted on the basis that the evidence used to determine compliance is as satisfactory as the evidence associated with a new type design. The date used by a certificating authority to determine the recertification basis should be the date of acceptance of the first application for recertification.

The basis upon which the evidence associated with applications for recertification should be assessed is presented in Subpart H of CASR Part 36. Figure 2-1. "No acoustical change" criteria for modifications to noise certificated helicopters

### 2.2.5 Noise Compliance Demonstration Plans

Prior to undertaking a noise certification demonstration, the applicant is normally required to submit to the DGCA a noise compliance demonstration plan. This plan contains a complete description of the methodology and procedures by which an applicant proposes to demonstrate compliance with the noise certification Standards specified in the CASR Part 36. Approval of the plan and the proposed use of any equivalent procedures or technical procedures not included in the CASR Part 36 remains with the DGCA. Noise compliance demonstration plans should include the following types of information:

- a. Introduction. A description of the aircraft noise certification basis, i.e. the applicable CASR Part 36 amendment and chapter.
- b. Aircraft description. Type, model number and the specific configuration to be certificated.  
*Note.— The DGCA will normally require that the applicant demonstrate and document the conformity of the test aircraft and/or engine, particularly with regard to those parts which might affect its noise characteristics.*
- c. Aircraft noise certification methodology. Test concepts, equivalent procedures and technical procedures.
  - 1) For example, the certification of Subpart B and F of CASR Part 36 aeroplane families (a form of derived versions) often requires approval of equivalent procedures involving measurement and evaluation of static engine noise test data. These procedures include projection of static engine noise test data for development of flyover, lateral and approach noise-power-distance (NPD) plots that define differences between the aeroplane used for the original noise certification flight test and a derived version.
  - 2) Applicants have also proposed taking advantage of programme availability of an aeroplane engine by acquiring static engine noise test data for potential future noise certification applications.
  - 3) Another example of a more general nature involves aircraft type design changes (e.g. mass/thrust, airframe design changes or minor changes in engine components or acoustical treatments), where applicants have proposed using analytical equivalent procedures to derive noise increments to an aircraft's noise certification levels or to demonstrate an NAC between the original certificated aircraft and the derived version.

d. Plans for tests. The plans for test should include:

- 1) **Test description.** Test methods to comply with the test environment Standards and flight path measurement Standards of Subpart B and F of CASR Part 36, as appropriate, and the applicable take-off and approach reference procedures of the chapters of the CASR Part 36 appropriate to the aircraft type being certificated.
- 2) **Measurement system.** Description of measurement system components and procedures including calibration procedures that comply with the Standards of Subpart B and F of CASR Part 36, as appropriate, and proposed systems and procedures for meteorological and time/space position measurements.
- 3) **Data evaluation procedures.** Noise evaluation and adjustment procedures, including equivalent and technical procedures provided in this manual, to be used in compliance with the provisions of Subpart B and F of CASR Part 36, as appropriate to the aircraft type being certificated.

*Note.— Plans for tests should either be integrated into the basic noise compliance demonstration plan or submitted separately and referenced in the basic plan.*

### 2.2.6 Noise Certification Reports

After completion of a noise certification demonstration test, an applicant is normally required to submit a noise certification report. This report provides a complete description of the test process and the test results with respect to compliance with the provisions of the CASR Part 36 noise Standards for the aircraft type being certificated. A noise certification report should include the following types of information:

- a. Basis for test approval. Identify the approved noise certification compliance plan for the aircraft type and model being certificated.
- b. Description of tests. Actual configurations tested (aircraft, engines or components), non-conforming items (with justification that they are not acoustically significant or, if significant, can be dealt with by an approved method), test methodology (including equivalent procedures and technical procedures), tests conducted, test data validity, and data analysis and adjustment procedures used.
- c. Test results. Provide data to demonstrate compliance with the provisions of the CASR Part 36 regarding maximum noise levels and 90 per cent confidence limits for the aircraft type being certificated.
- d. References.

### **2.3 Procedures of issuance the noise certificate for Indonesian made aircraft and imported aircraft**

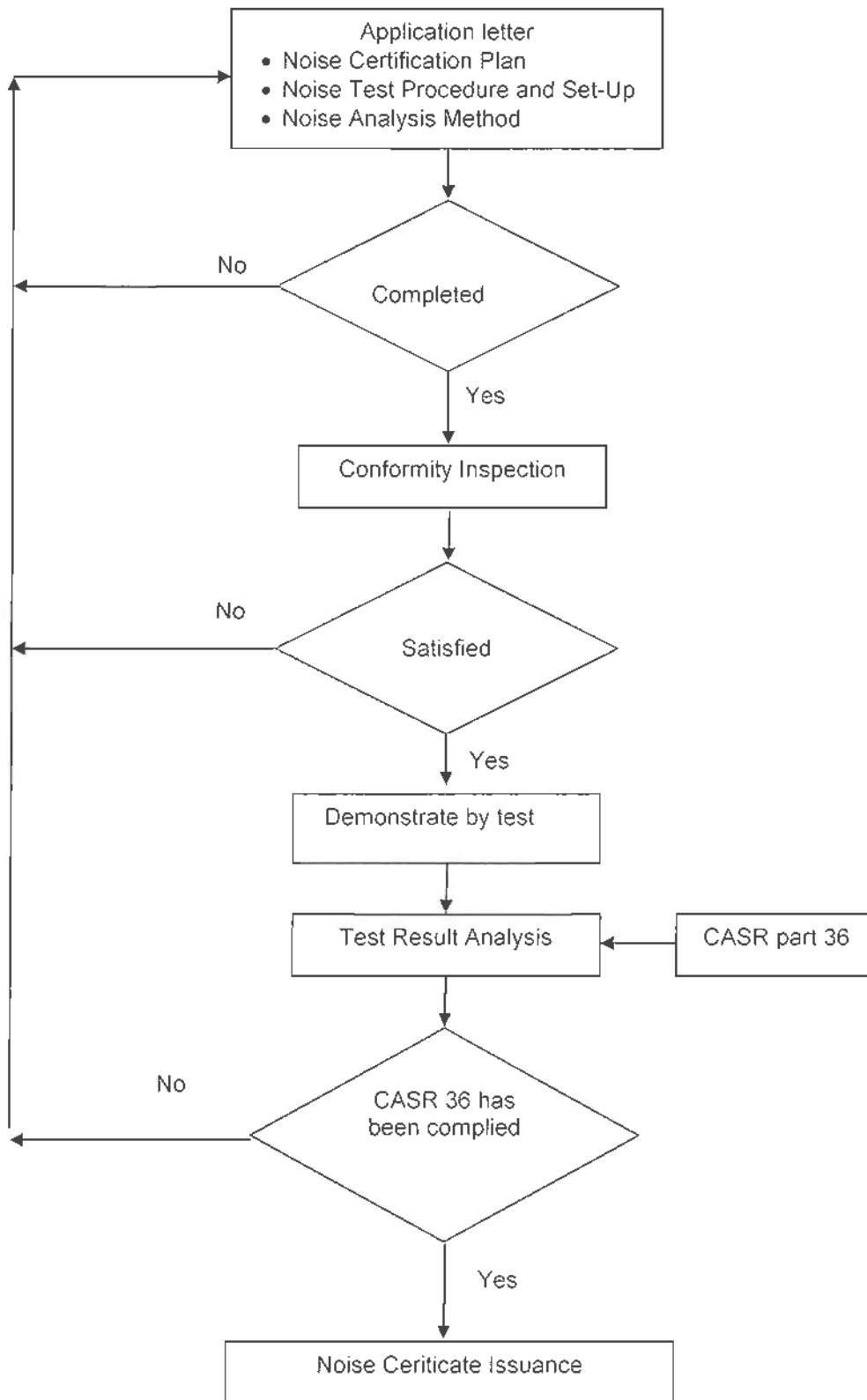
- a. The process of issuance of Noise Certificate should be initiated with the application letter from Operator.
- b. Noise/Powerplant Specialist conducts data analysis on the applicable technical documents. The data may consist of :
  - 1) TC , TCDS
  - 2) STC (for the aircraft which has had acoustical change modification, if any)
  - 3) Noise Certificate which has been issued by exporting authority for imported aircraft (if, any).
  - 4) AFM (Noise section, included the approved max. take off and landing weight).
- c. The applicant should provide complete data as required. In case of the applicant is unable to provide complete data, the application will be rejected. Compliance checklist inspection will be conducted using DAAO Form 36-01-02.
- d. Noise/Powerplant Specialists will determine that the available data comply with the regulation (CASR Part 36) and will determine noise level of the aircraft.
- e. The result of compliance inspection and findings will be written in the evaluation record document.
- f. If the requirement of CASR Part 36 has been complied, noise certificate will be issued, otherwise the application will be rejected.

### **2.4 Validity of Noise Certificate**

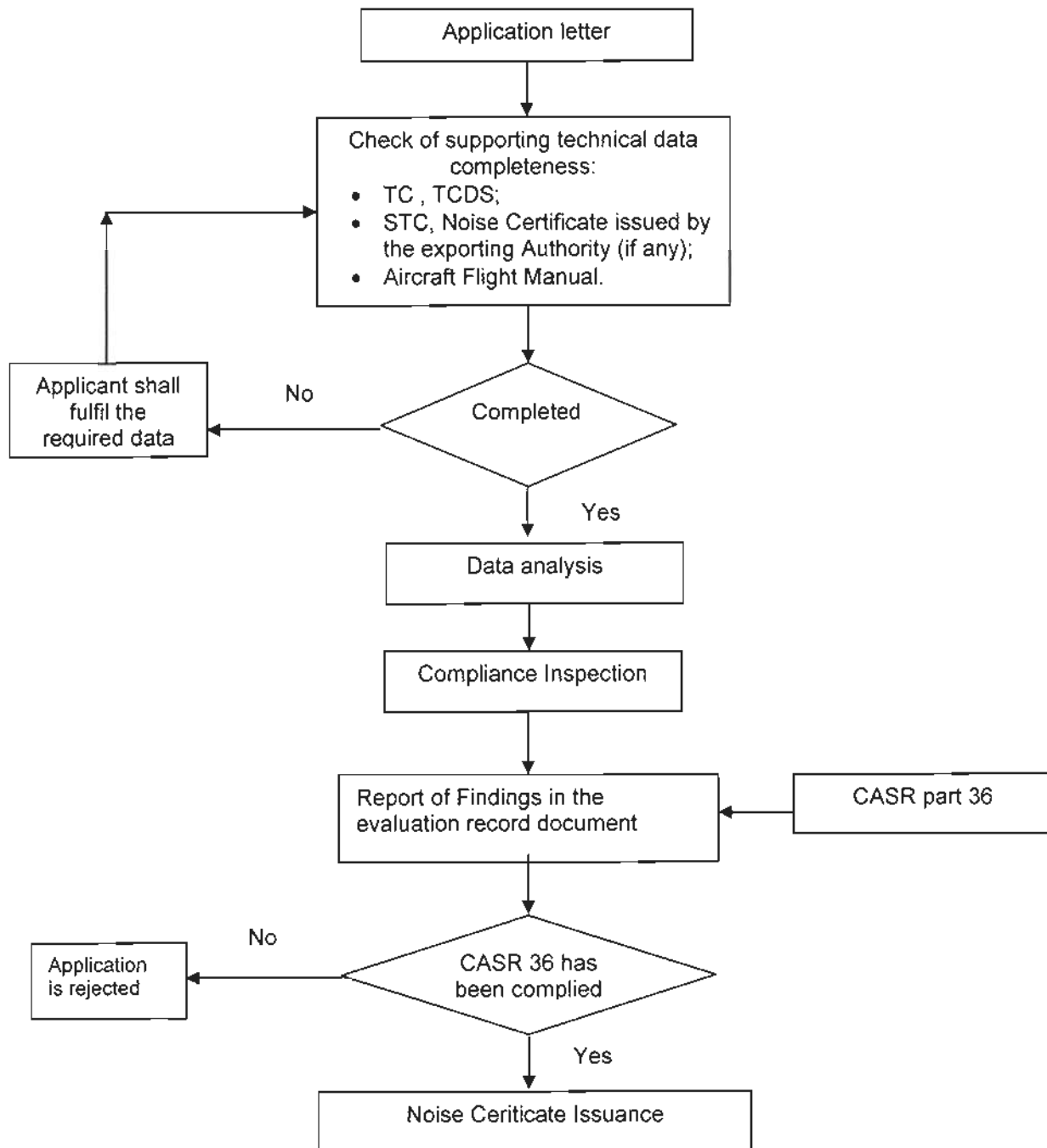
Noise Certificate is valid until the change of aircraft registration mark or there are modifications that will lead to change in noise level.



## 2.5 Flowchart of the Procedures for Certifying the Noise Certificate for Indonesian Made Aircraft



## 2.6 Flowchart of The Procedures For Issuance The Noise Certificate For Indonesian Made and Imported Aircraft.



DIRECTOR GENERAL OF CIVIL AVIATION

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SUPRASETYO

Salinan sesuai dengan aslinya  
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**APPENDICES - FORMS OR TEMPLATE**

1. Application for Approval of Noise Certificate Form 36-01-01
2. Check List of Attesting Noise Compliance Inspection Form 36-01-02
3. Noise Certificate Form 36-01-03



**MINISTRY OF TRANSPORTATION  
DIRECTORATE GENERAL OF CIVIL AVIATION  
DIRECTORATE OF AIRWORTHINESS AND AIRCRAFT OPERATIONS**

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**APPLICATION FOR APPROVAL OF NOISE CERTIFICATE**

1. Name and Address of Applicant		2. Applicability				
		Imported Aircraft <input type="checkbox"/> Indonesian-made Aircraft <input type="checkbox"/>				
		Aircraft Type		Register of Mark		Serial No.
3. Engine Type		4. Propeller Type (if applicable)		5. Modification (if any)		
6. Brief Description of Modification (if any).						
7. Documentation Check List			Required		Do not use, for Authority-use only (Fill in by DGCA)	
			Yes	No	Yes	No
Type Certificate						
Type Certificate Data Sheet						
Supplement Type Certificate (if any)						
AFM Section - Applicability						
AFM Section - Noise Characteristics						
AFM Section - Weight and Limitation						
Other (Specify) SB's/ARC's/else (if any)						
8. Previous Foreign Authority Noise Approval Reference (if any)			9. I certify that the statements made on this application are true.			
			Place and Date:			
Country/Authority		Name and Signature:				
Noise Approval Number						
Date		Position:				
Classification		Phone Number:				



**MINISTRY OF TRANSPORTATION**  
**DIRECTORATE GENERAL OF CIVIL AVIATION**  
**DIRECTORATE OF AIRWORTHINESS AND AIRCRAFT OPERATIONS**

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website: [hubud.dephub.go.id](http://hubud.dephub.go.id) ; e-mail : [daao\\_dgca@dephub.go.id](mailto:daao_dgca@dephub.go.id)

**CHECK LIST OF ATTESTING NOISE COMPLIANCE INSPECTION**

AIRCRAFT MODEL :  
REGISTRATION / SN :  
OWNED :

No	Engines Model Installed	S/N	Thrust Rating	Engines Model Listed on A/C TCDS	Engines Rating Listed on A/C TCDS

Place :

Date :

Inspected by SDE Inspector :

Sign here

Name :

NIP :



**MINISTRY OF TRANSPORTATION  
DIRECTORATE GENERAL OF CIVIL AVIATION**

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+62 21 3505137

Fax : +62 21 3505135  
+62 21 3505139  
+62 21 3507144

**REPUBLIC OF INDONESIA**

**STATEMENT ATTESTING NOISE CERTIFICATION**

**NUMBER: NXXX**

NATIONALITY AND REGISTRATION MARKS	MAKE AND MODEL	AIRCRAFT SERIAL NUMBER
<b>PK- XXX</b>	<b>XXX</b>	<b>XXX</b>
Statement of additional modification incorporated for the purpose of compliance: <b>NONE</b>		
Engine Fitted: <b>XXX</b>		
Maximum Weights Approved:		
Take-off: <b>XXX</b> kg ( <b>XXX</b> lb)		Landing: <b>XXX</b> kg ( <b>XXX</b> lb)

This is to certify that the above type of aircraft complies with the Stage **XXX** noise requirement of Indonesian CASR Part 36 Amendment 1 which is equivalent to ICAO Annex 16, Volume 1, Chapter **XXX**. This statement is issued referring to DGCA-Indonesia Type Certificate Data Sheet No **XXX** Revision **XXX** and reflected in the approved Airplane Flight Manual Document number **XXX** Section **XXX**, Noise Characteristics, page **XXX**.

This certificate is required to be carried on board the aircraft in accordance with CASR Part 91.

On behalf of the DIRECTOR GENERAL OF CIVIL AVIATION  
For the DIRECTOR OF AIRWORTHINESS AND AIRCRAFT  
OPERATION

Date:  
MM DD, YEAR

XXX  
DEPUTY DIRECTOR FOR ENGINEERING