

A stylized paper airplane icon is shown in flight, moving from left to right. Its path is indicated by a dashed grey line that curves upwards and then downwards. The background features large, abstract, light grey shapes that resemble the map of Malaysia.

CIVIL AVIATION DIRECTIVE – 1601

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NOISE CERTIFICATE

CIVIL AVIATION AUTHORITY OF MALAYSIA

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Introduction

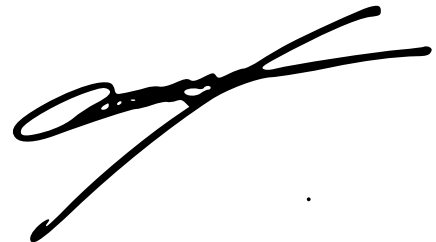
In exercise of the powers conferred by Section 24O of the Civil Aviation Act 1969 (Act 3), the Chief Executive Officer makes this Civil Aviation Directive (CAD) 1601 - Noise Certificate, pursuant to Regulation 25, 26, 31, 44, 46, 189 and 193 of the Malaysian Civil Aviation Regulation (MCAIR) 2016.

This CAD provides the procedures and requirements pertaining to a noise certificate, the requirements for a Noise Certificate to be carried on Malaysia registered aircraft and for any matters connected therewith.

This Civil Aviation Directives 1601 – Noise Certificate is published by the Chief Executive Officer under section 24O of the Civil Aviation Act 1969 (Act 3) and come into operation on 1st May 2021.

Non-compliance with this Civil Aviation Directive

Any person who contravenes any provision in this CAD commits an offence and shall on conviction be liable to the punishment under section 24O of the Civil Aviation Act 1969 (Act 3) and/ or under Malaysia Civil Aviation Regulation 2016.



(Captain Chester Voo Chee Soon)
Chief Executive Officer
Civil Aviation Authority of Malaysia

Civil Aviation Directive components and Editorial practices

This Civil Aviation Directive is made up of the following components and are defined as follows:

Standards: Usually preceded by words such as “*shall*” or “*must*”, are any specification for physical characteristics, configuration, performance, personnel or procedure, where uniform application is necessary for the safety or regularity of air navigation and to which Operators must conform. In the event of impossibility of compliance, notification to the CAAM is compulsory.

Recommended Practices: Usually preceded by the words such as “*should*” or “*may*”, are any specification for physical characteristics, configuration, performance, personnel or procedure, where the uniform application is desirable in the interest of safety, regularity or efficiency of air navigation, and to which Operators will endeavour to conform.

Appendices: Material grouped separately for convenience but forms part of the Standards and Recommended Practices stipulated by the CAAM.

Definitions: Terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.

Tables and Figures: These add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

Notes: Included in the text, where appropriate, Notes give factual information or references bearing on the Standards or Recommended Practices in question but not constituting part of the Standards or Recommended Practices;

Attachments: Material supplementary to the Standards and Recommended Practices or included as a guide to their application.

It is to be noted that some Standards in this Civil Aviation Directive incorporates, by reference, other specifications having the status of Recommended Practices. In such cases, the text of the Recommended Practice becomes part of the Standard.

The units of measurement used in this document are in accordance with the International System of Units (SI) as specified in CAD 5. Where CAD 5 permits the use of non-SI alternative units, these are shown in parentheses following the basic units. Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used exclusively.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

Throughout this Civil Aviation Directive, the use of the male gender should be understood to include male and female persons.



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1 General

1.1 Citation

1.1.1 These Directives are the Civil Aviation Directives 1601 – Noise Certificate [CAD 1601], Issue 01/Revision 00, and comes into operation on 1st May 2021.

1.1.2 This CAD 1601 Issue 01/Revision 00 will remain current until withdrawn or superseded.

1.2 Applicability

1.2.1 The following persons shall be subject to this CAD—

- a) applicant or holder of a Certificate of Airworthiness issued under Regulation 26 of MCAR;
- b) an organisation approved to manage continuing airworthiness under Regulation 31 of MCAR; and
- c) operator applying for Noise Certificate under Regulation 44.

1.3 Revocation

1.3.1 This CAD, revokes Notice 9101 – Noise Certificate, issue 1 dated 1 July 2011.

1.4 Definition

1.4.1 In this CAD, unless the context otherwise requires—

Aircraft means a machine that can derive support in the atmosphere from reactions of the air, other than reactions of the air against the surface of the earth.

Noise Certificate means a certificate issued or validated or other document approved by the competent authority of a State to the effect that the aircraft to which the certificate or other document relates complies with the applicable noise certification requirements in force in that State.

State of Design means the State having jurisdiction over the organisation responsible for the type design of an aircraft.

Type Certificate means a Type Certificate issued by the Director General under regulation 23 of the MCAR.

2 Application for the Issuance of a Noise Certificate

- 2.1 An applicant for a Noise Certificate shall submit—
- a) an application form to CAAM and accompanied by the prescribed fee;
 - b) Any relevant documents to show that the aircraft complies with the requirements that are at least equal to the applicable standards specified in CAD 16 Vol I Part II as below:
 - 1) a noise certificate issued by the State of Design;
 - 2) a statement made in the Flight Manual or Type Certificate, that the aircraft type conforms with the applicable environment requirements in CAD 16 Vol I Part II and the associated noise data in the Flight Manual or in the Type Certificate Data Sheet
 - 3) The supporting documents must contain, at the minimum, the following information:
 - i) The noise level achieved during type certification;
 - ii) The noise certification standard to which the aircraft is certificated;
 - iii) The noise certification procedures used; and
 - iv) Any additional modifications that enable the aircraft to meet the relevant noise certification requirements of the CAD 16 Vol I Part II.
 - c) Any other evidence as required by the CAAM for the consideration of the application.
- 2.2 Whenever the noise certification standard of an aircraft model has attained a more stringent level, an applicant may submit a new application for a noise recertification together with documents to support the more stringent noise certification. A noise certificate may be issued by the CAAM upon satisfaction that the aircraft meets the applicable requirements of the more stringent noise standard.
- 2.3 A Noise Certificate granted by the CAAM shall be carried on Malaysia registered aircraft.

3 Validity

- 3.1 When the ownership of an aircraft has changed but the aircraft remains on Malaysia's aircraft register, the noise certificate shall remain valid.
- 3.2 A noise certificate of an aircraft may be suspended or revoked in accordance with MCAR if the aircraft ceases to comply with the applicable noise certification standards
- 3.3 The noise certificate shall cease to be valid when an aircraft is de-registered from Malaysia's aircraft register.
- 3.4 Upon suspension or revocation of the Noise Certificate, the original certificate shall be returned to the CAAM as soon as reasonably practicable.