Found this odd note in the AOPA website –

DOES ANYONE KNOW IF IT APPLIES TO CANARDS home built after 11/17/88?

Noise operating characteristics and certifications

In May 2010, FAA added a small section to 91.703 (a) (5), Operations of civil aircraft of U.S. registry outside of the United States, requiring documents to be carried onboard the aircraft that summarize the noise characteristics of the aircraft and that demonstrate compliance with the regulation.

**FAR 91:703(a)(5)**

(a) Each person operating a civil aircraft of U.S. registry outside of the United States shall—

(5) For aircraft subject to ICAO Annex 16, carry on board the aircraft documents that summarize the noise operating characteristics and certifications of the aircraft that demonstrate compliance with this part and part 36 of this chapter.

**Explanation:**

Specifically, airplanes addressed in Annex 16 are in either Chapter 6 or 10 of Volume 1, if they meet the following criteria:

* ICAO Annex 16 - Environmental Protection, Volume 1, Chapter 6 - prop driven, 19,000 pounds or less - type certificated model on or after 1/1/75 and before 11/17/88, or an airworthiness certificate specific to the airplane issued on or after 1/1/80.
* ICAO Annex 16 - Environmental Protection, Volume 1, Chapter 10 - prop driven, 19,000 pounds or less - type certificated model on or after 11/17/88.

The noise operating characteristics are determined by the manufacturer under Part 36 (36.501(a)(2) and 36.1501(a)), and are contained in various sections of aircraft flight manuals (AFMs) for many popular U.S. production aircraft first type certificated after 1/1/75:

* Aerospatiale: Section 5 as acoustic limitation or flyover noise level
* Beechcraft: Section 4 as noise characteristics
* Cessna: Section 4 as noise abatement
* Mooney: Section 2 as noise limits
* Piper: Section 2 as noise level

Aircraft that were first type certificated prior to 1/1/75 are exempted.

**Compliance**

Compliance can be demonstrated by carrying two documents onboard the aircraft: The certificate of airworthiness, which is to be carried anyway for any number of other legal reasons, and the AFM, which is also carried onboard. Both documents together show the aircraft is in compliance with ICAO noise standards, and also meets the FAA requirement for international flight.

There was an article comparing the old Chapter 6 with the new Chapter 16 rules:

“Noise certification procedures were developed by the International Civil Aviation Organization (ICAO) for light propeller driven aero planes (with a take-off mass not exceeding 9000 kg). The established procedure following ICAO Annex 16 chapter 6 requires the aero plane to conduct four level flyers at a height of 300 m above a microphone with a maximum continuous power setting. This procedure is now replaced by a new procedure documented in Annex 16 as chapter 10 where the aircraft must conduct six take offs with maximum continuous power and fly over a microphone positioned 2.5 km past the point of brake release. In both procedures, the maximum A weighted flyover noise level is to be compared to an (aircraft mass dependent) noise limit; however, both procedures have different noise limits. A study was conducted where 10 propeller driven aero planes were measured according to both chapter 6 and chapter 10 in order to evaluate the relative practicability and noise stringency of both procedures.” **(As fast as our planes climb – I wonder how high we’d be at 2.5 KM beyond point of brake release – full throttle. Beagle)**