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## TYPE-CERTIFICATE DATA SHEET FOR NOISE

No. EASA.A.064.3

for

AIRBUS A320

**Type Certificate Holder:**

**Airbus S.A.S.**

2 Rond-point Emile Dewoitine  
31700 Blagnac  
France

For models:

|          |           |
|----------|-----------|
| A320-211 | A320-251N |
| A320-212 | A320-252N |
| A320-214 | A320-253N |
| A320-215 | A320-271N |
| A320-216 | A320-272N |
| A320-231 | A320-273N |
| A320-232 |           |
| A320-233 |           |



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-211**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A2457           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.7</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.1</b>        | <b>100.7</b> | -        |
| A2458           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.1</b>        | <b>100.7</b> | -        |
| A2459           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.1</b>        | <b>100.7</b> | -        |
| A2460           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.1</b>        | <b>100.6</b> | -        |
| A2461           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.1</b>        | <b>100.6</b> | -        |
| A2462           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.1</b>        | <b>100.6</b> | -        |
| A2472           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | -        |
| A2463           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | -        |
| A2464           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | -        |
| A2465           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-211**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A16621          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.9</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.1</b>        | <b>100.4</b> | -        |
| A2466           | 004     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.1</b>        | <b>100.4</b> | -        |
| A2467           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.1</b>        | <b>100.4</b> | -        |
| A2468           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.6</b> | <b>84.0</b>        | <b>91.2</b> | <b>96.1</b>        | <b>100.3</b> | -        |
| A70013          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.6</b> | <b>84.0</b>        | <b>91.2</b> | <b>96.1</b>        | <b>100.3</b> | -        |
| A2469           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.5</b> | <b>83.0</b>        | <b>91.0</b> | <b>96.1</b>        | <b>100.2</b> | -        |
| A2470           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.4</b> | <b>82.6</b>        | <b>90.9</b> | <b>96.1</b>        | <b>100.2</b> | -        |
| A2471           | 006     | <b>66,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.4</b> | <b>82.2</b>        | <b>90.8</b> | <b>96.1</b>        | <b>100.1</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-211**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **22495 (Installation of specific buzz saw noise treatment in air inlet)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass               |                           | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup> (kg) | Landing <sup>1</sup> (kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A2548           | 012     | <b>77,000</b>              | <b>66,000</b>             | <b>93.6</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | -        |
| A2549           | 007     | <b>77,000</b>              | <b>64,500</b>             | <b>93.6</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | -        |
| A2550           | 010     | <b>77,000</b>              | <b>64,500</b>             | <b>93.6</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | -        |
| A2551           | 011     | <b>75,500</b>              | <b>66,000</b>             | <b>93.7</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | -        |
| A2552           | 003     | <b>75,500</b>              | <b>64,500</b>             | <b>93.7</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | -        |
| A2553           | 009     | <b>75,500</b>              | <b>64,500</b>             | <b>93.7</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | -        |
| A7443           | 016     | <b>73,500</b>              | <b>66,000</b>             | <b>93.7</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | -        |
| A2554           | 000     | <b>73,500</b>              | <b>64,500</b>             | <b>93.7</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | -        |
| A2555           | 008     | <b>73,500</b>              | <b>64,500</b>             | <b>93.7</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | -        |
| A2556           | 014     | <b>73,500</b>              | <b>64,500</b>             | <b>93.7</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-211**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **22495 (Installation of specific buzz saw noise treatment in air inlet)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A16623          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.0</b>        | <b>100.4</b> | -        |
| A2557           | 004     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.0</b>        | <b>100.4</b> | -        |
| A2558           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.0</b>        | <b>100.4</b> | -        |
| A2559           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>96.0</b>        | <b>100.3</b> | -        |
| A70015          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>96.0</b>        | <b>100.3</b> | -        |
| A2560           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.5</b> | <b>82.9</b>        | <b>91.0</b> | <b>96.0</b>        | <b>100.2</b> | -        |
| A2561           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>82.5</b>        | <b>90.9</b> | <b>96.0</b>        | <b>100.2</b> | -        |
| A2562           | 006     | <b>66,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>82.0</b>        | <b>90.8</b> | <b>96.0</b>        | <b>100.1</b> | -        |

<sup>1</sup> See Note 1.



|  |                             |  |                               |
|--|-----------------------------|--|-------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>   | <b>A320-211</b>               |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>   | <b>CFM56-5A1, CFM56-5A1/F</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>With or without 22495 (Engine intermix, with or without specific buzz saw noise treatment in air inlet)</b> |                               |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A9195           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.7</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.1</b>        | <b>100.7</b> | <b>2</b> |
| A9196           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.1</b>        | <b>100.7</b> | <b>2</b> |
| A9197           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.1</b>        | <b>100.7</b> | <b>2</b> |
| A9198           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.1</b>        | <b>100.6</b> | <b>2</b> |
| A9199           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.1</b>        | <b>100.6</b> | <b>2</b> |
| A9200           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.1</b>        | <b>100.6</b> | <b>2</b> |
| A9201           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | <b>2</b> |
| A9202           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | <b>2</b> |
| A9203           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | <b>2</b> |
| A9204           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | <b>2</b> |

<sup>1</sup> See Note 1.

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|  |                             |  |                               |
|--|-----------------------------|--|-------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>   | <b>A320-211</b>               |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>   | <b>CFM56-5A1, CFM56-5A1/F</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>With or without 22495 (Engine intermix, with or without specific buzz saw noise treatment in air inlet)</b> |                               |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A16624          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.9</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.1</b>        | <b>100.4</b> | <b>2</b> |
| A9205           | 004     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.1</b>        | <b>100.4</b> | <b>2</b> |
| A9206           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.1</b>        | <b>100.4</b> | <b>2</b> |
| A70016          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.6</b> | <b>84.0</b>        | <b>91.2</b> | <b>96.1</b>        | <b>100.3</b> | <b>2</b> |
| A9207           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.6</b> | <b>84.0</b>        | <b>91.2</b> | <b>96.1</b>        | <b>100.3</b> | <b>2</b> |
| A9208           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.5</b> | <b>83.0</b>        | <b>91.0</b> | <b>96.1</b>        | <b>100.2</b> | <b>2</b> |
| A9209           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.4</b> | <b>82.6</b>        | <b>90.9</b> | <b>96.1</b>        | <b>100.2</b> | <b>2</b> |
| A9210           | 006     | <b>66,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.4</b> | <b>82.2</b>        | <b>90.8</b> | <b>96.1</b>        | <b>100.1</b> | <b>2</b> |

<sup>1</sup> See Note 1.



|  |                             |  |                    |
|--|-----------------------------|--|--------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup> | <b>A320-211</b>    |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>   | <b>CFM56-5A1/F</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>None</b>                            |                    |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A9179           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.7</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.1</b>        | <b>100.7</b> | -        |
| A9180           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.1</b>        | <b>100.7</b> | -        |
| A9181           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>87.4</b>        | <b>91.7</b> | <b>96.1</b>        | <b>100.7</b> | -        |
| A9182           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.1</b>        | <b>100.6</b> | -        |
| A9183           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.1</b>        | <b>100.6</b> | -        |
| A9184           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>96.1</b>        | <b>100.6</b> | -        |
| A9185           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | -        |
| A9186           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | -        |
| A9187           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | -        |
| A9188           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-211**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5A1/F**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A16622          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.9</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.1</b>        | <b>100.4</b> | -        |
| A9189           | 004     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.1</b>        | <b>100.4</b> | -        |
| A9190           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.7</b> | <b>84.7</b>        | <b>91.3</b> | <b>96.1</b>        | <b>100.4</b> | -        |
| A70014          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.6</b> | <b>84.0</b>        | <b>91.2</b> | <b>96.1</b>        | <b>100.3</b> | -        |
| A9191           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.6</b> | <b>84.0</b>        | <b>91.2</b> | <b>96.1</b>        | <b>100.3</b> | -        |
| A9192           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.5</b> | <b>83.0</b>        | <b>91.0</b> | <b>96.1</b>        | <b>100.2</b> | -        |
| A9193           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.4</b> | <b>82.6</b>        | <b>90.9</b> | <b>96.1</b>        | <b>100.2</b> | -        |
| A9194           | 006     | <b>66,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.4</b> | <b>82.2</b>        | <b>90.8</b> | <b>96.1</b>        | <b>100.1</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-212**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **22093 (Installation of CFM56-5A3 hardware)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A17286          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.9</b>        | <b>97.0</b> | <b>87.1</b>        | <b>91.8</b> | <b>95.9</b>        | <b>100.7</b> | -        |
| A49             | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.9</b>        | <b>96.9</b> | <b>86.6</b>        | <b>91.7</b> | <b>95.9</b>        | <b>100.7</b> | -        |
| A51             | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.9</b> | <b>86.6</b>        | <b>91.7</b> | <b>95.8</b>        | <b>100.7</b> | -        |
| A54             | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.9</b> | <b>86.6</b>        | <b>91.7</b> | <b>95.8</b>        | <b>100.7</b> | -        |
| A56             | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>94.0</b>        | <b>96.9</b> | <b>85.9</b>        | <b>91.6</b> | <b>95.9</b>        | <b>100.6</b> | -        |
| A58             | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.9</b> | <b>85.9</b>        | <b>91.6</b> | <b>95.8</b>        | <b>100.6</b> | -        |
| A60             | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.9</b> | <b>85.9</b>        | <b>91.6</b> | <b>95.8</b>        | <b>100.6</b> | -        |
| A61             | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>94.1</b>        | <b>96.8</b> | <b>85.0</b>        | <b>91.5</b> | <b>95.9</b>        | <b>100.5</b> | -        |
| A2564           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.8</b> | <b>85.0</b>        | <b>91.5</b> | <b>95.8</b>        | <b>100.5</b> | -        |
| A2565           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.8</b> | <b>85.0</b>        | <b>91.5</b> | <b>95.8</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-212**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **22093 (Installation of CFM56-5A3 hardware)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A63             | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.8</b> | <b>85.0</b>        | <b>91.5</b> | <b>95.8</b>        | <b>100.5</b> | -        |
| A16625          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>94.2</b>        | <b>96.7</b> | <b>84.1</b>        | <b>91.3</b> | <b>95.9</b>        | <b>100.4</b> | -        |
| A2566           | 004     | <b>71,500</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.7</b> | <b>84.1</b>        | <b>91.3</b> | <b>95.8</b>        | <b>100.4</b> | -        |
| A2567           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.7</b> | <b>84.1</b>        | <b>91.3</b> | <b>95.8</b>        | <b>100.4</b> | -        |
| A2568           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.6</b> | <b>83.5</b>        | <b>91.2</b> | <b>95.8</b>        | <b>100.3</b> | -        |
| A70017          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.6</b> | <b>83.5</b>        | <b>91.2</b> | <b>95.8</b>        | <b>100.3</b> | -        |
| A2569           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.5</b> | <b>82.6</b>        | <b>91.0</b> | <b>95.8</b>        | <b>100.2</b> | -        |
| A2570           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.5</b>        | <b>96.4</b> | <b>82.2</b>        | <b>90.9</b> | <b>95.8</b>        | <b>100.2</b> | -        |
| A2571           | 006     | <b>66,000</b>                 | <b>64,500</b>                | <b>94.5</b>        | <b>96.4</b> | <b>81.8</b>        | <b>90.8</b> | <b>95.8</b>        | <b>100.1</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-212**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **22093, 22704 (Installation of CFM56-5A3 hardware, Buzz saw noise treatment in inlet)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A17287          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>94.0</b>        | <b>97.0</b> | <b>87.2</b>        | <b>91.8</b> | <b>96.1</b>        | <b>100.7</b> | -        |
| A2573           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>94.0</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.7</b> | <b>96.1</b>        | <b>100.7</b> | -        |
| A2574           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | -        |
| A2575           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | -        |
| A2576           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>94.1</b>        | <b>96.9</b> | <b>85.9</b>        | <b>91.6</b> | <b>96.1</b>        | <b>100.6</b> | -        |
| A2577           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.9</b> | <b>85.9</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | -        |
| A2578           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.9</b> | <b>85.9</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | -        |
| A2588           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>94.2</b>        | <b>96.8</b> | <b>85.1</b>        | <b>91.5</b> | <b>96.1</b>        | <b>100.5</b> | -        |
| A2579           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.8</b> | <b>85.1</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | -        |
| A2580           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.8</b> | <b>85.1</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-212**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **22093, 22704 (Installation of CFM56-5A3 hardware, Buzz saw noise treatment in inlet)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A2581           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.8</b> | <b>85.1</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | -        |
| A16626          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>94.3</b>        | <b>96.7</b> | <b>84.2</b>        | <b>91.3</b> | <b>96.1</b>        | <b>100.4</b> | -        |
| A2582           | 004     | <b>71,500</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.7</b> | <b>84.2</b>        | <b>91.3</b> | <b>96.0</b>        | <b>100.4</b> | -        |
| A2583           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.7</b> | <b>84.2</b>        | <b>91.3</b> | <b>96.0</b>        | <b>100.4</b> | -        |
| A2584           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.6</b> | <b>83.5</b>        | <b>91.2</b> | <b>96.0</b>        | <b>100.3</b> | -        |
| A70018          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.6</b> | <b>83.5</b>        | <b>91.2</b> | <b>96.0</b>        | <b>100.3</b> | -        |
| A2585           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.5</b>        | <b>96.5</b> | <b>82.5</b>        | <b>91.0</b> | <b>96.0</b>        | <b>100.2</b> | -        |
| A2586           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.5</b>        | <b>96.4</b> | <b>82.1</b>        | <b>90.9</b> | <b>96.0</b>        | <b>100.2</b> | -        |
| A2587           | 006     | <b>66,000</b>                 | <b>64,500</b>                | <b>94.6</b>        | <b>96.4</b> | <b>81.6</b>        | <b>90.8</b> | <b>96.0</b>        | <b>100.1</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4**  
Additional modifications essential to meet the requirements or needed to attain the **24251 (SAC combustor)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A17309          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>92.8</b>        | <b>97.0</b> | <b>85.7</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A17310          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>92.8</b>        | <b>97.0</b> | <b>85.7</b>        | <b>91.8</b> | <b>94.2</b>        | <b>100.7</b> | -        |
| A2591           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A2592           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>94.2</b>        | <b>100.7</b> | -        |
| A2593           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>94.2</b>        | <b>100.7</b> | -        |
| A2594           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.5</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A2595           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.5</b>        | <b>91.6</b> | <b>94.2</b>        | <b>100.6</b> | -        |
| A2596           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.5</b>        | <b>91.6</b> | <b>94.2</b>        | <b>100.6</b> | -        |
| A2602           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.6</b>        | <b>91.5</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A2597           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.6</b>        | <b>91.5</b> | <b>94.2</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **24251 (SAC combustor)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A2598              | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.6</b>        | <b>91.5</b> | <b>94.2</b>        | <b>100.5</b> | -           |
| A2599              | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.6</b>        | <b>91.5</b> | <b>94.2</b>        | <b>100.5</b> | -           |
| A16629             | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.2</b>        | <b>96.7</b> | <b>82.7</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -           |
| A2600              | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.2</b>        | <b>96.7</b> | <b>82.7</b>        | <b>91.3</b> | <b>94.2</b>        | <b>100.4</b> | -           |
| A2601              | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.6</b> | <b>82.1</b>        | <b>91.2</b> | <b>94.2</b>        | <b>100.3</b> | -           |
| A70023             | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.6</b> | <b>82.1</b>        | <b>91.2</b> | <b>94.2</b>        | <b>100.3</b> | -           |
| A7448              | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.5</b> | <b>81.2</b>        | <b>91.0</b> | <b>94.2</b>        | <b>100.2</b> | -           |
| A7449              | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.4</b> | <b>80.7</b>        | <b>90.9</b> | <b>94.2</b>        | <b>100.2</b> | -           |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4, CFM56-5B4/P**  
Additional modifications essential to meet the requirements or needed to attain the **Engine intermix**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A9297           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>94.3</b>        | <b>96.9</b> | <b>87.2</b>        | <b>91.7</b> | <b>95.7</b>        | <b>100.7</b> | <b>3</b> |
| A9298           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.9</b> | <b>87.2</b>        | <b>91.7</b> | <b>95.7</b>        | <b>100.7</b> | <b>3</b> |
| A9299           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.9</b> | <b>87.2</b>        | <b>91.7</b> | <b>95.7</b>        | <b>100.7</b> | <b>3</b> |
| A9300           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>94.4</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>95.7</b>        | <b>100.6</b> | <b>3</b> |
| A9301           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>95.7</b>        | <b>100.6</b> | <b>3</b> |
| A9302           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>95.7</b>        | <b>100.6</b> | <b>3</b> |
| A9303           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>94.5</b>        | <b>96.8</b> | <b>86.0</b>        | <b>91.5</b> | <b>95.7</b>        | <b>100.5</b> | <b>3</b> |
| A9304           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.5</b>        | <b>96.8</b> | <b>86.0</b>        | <b>91.5</b> | <b>95.7</b>        | <b>100.5</b> | <b>3</b> |
| A9305           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.5</b>        | <b>96.8</b> | <b>86.0</b>        | <b>91.5</b> | <b>95.7</b>        | <b>100.5</b> | <b>3</b> |
| A9306           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.5</b>        | <b>96.8</b> | <b>86.0</b>        | <b>91.5</b> | <b>95.7</b>        | <b>100.5</b> | <b>3</b> |

<sup>1</sup> See Note 1.

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|  |                             |  |                               |
|--|-----------------------------|--|-------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup> | <b>A320-214</b>               |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>   | <b>CFM56-5B4, CFM56-5B4/P</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             |  | <b>Engine intermix</b>        |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A16628          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>94.6</b>        | <b>96.7</b> | <b>85.2</b>        | <b>91.3</b> | <b>95.7</b>        | <b>100.4</b> | <b>3</b> |
| A9307           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>94.6</b>        | <b>96.7</b> | <b>85.2</b>        | <b>91.3</b> | <b>95.7</b>        | <b>100.4</b> | <b>3</b> |
| A70021          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.6</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.7</b>        | <b>100.3</b> | <b>3</b> |
| A9309           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.6</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.7</b>        | <b>100.3</b> | <b>3</b> |
| A9310           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.8</b>        | <b>96.5</b> | <b>83.7</b>        | <b>91.0</b> | <b>95.7</b>        | <b>100.2</b> | <b>3</b> |
| A9311           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.8</b>        | <b>96.4</b> | <b>83.4</b>        | <b>90.9</b> | <b>95.7</b>        | <b>100.2</b> | <b>3</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/2**  
Additional modifications essential to meet the requirements or needed to attain the **24405 (DAC combustor)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A2603           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.9</b> | <b>87.2</b>        | <b>91.7</b> | <b>94.7</b>        | <b>100.7</b> | -        |
| A2604           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.9</b> | <b>87.2</b>        | <b>91.7</b> | <b>94.6</b>        | <b>100.7</b> | -        |
| A2605           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.9</b> | <b>87.2</b>        | <b>91.7</b> | <b>94.6</b>        | <b>100.7</b> | -        |
| A2606           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>94.7</b>        | <b>100.6</b> | -        |
| A2607           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>94.6</b>        | <b>100.6</b> | -        |
| A2608           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.7</b>        | <b>91.6</b> | <b>94.6</b>        | <b>100.6</b> | -        |
| A2614           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.8</b> | <b>86.0</b>        | <b>91.5</b> | <b>94.7</b>        | <b>100.5</b> | -        |
| A2609           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>86.0</b>        | <b>91.5</b> | <b>94.6</b>        | <b>100.5</b> | -        |
| A2610           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>86.0</b>        | <b>91.5</b> | <b>94.6</b>        | <b>100.5</b> | -        |
| A2611           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.8</b> | <b>86.0</b>        | <b>91.5</b> | <b>94.6</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/2**  
Additional modifications essential to meet the requirements or needed to attain the **24405 (DAC combustor)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A16630          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.9</b>        | <b>96.7</b> | <b>85.2</b>        | <b>91.3</b> | <b>94.7</b>        | <b>100.4</b> | -        |
| A2612           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.7</b> | <b>85.2</b>        | <b>91.3</b> | <b>94.6</b>        | <b>100.4</b> | -        |
| A2613           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>94.6</b>        | <b>100.3</b> | -        |
| A70024          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>94.6</b>        | <b>100.3</b> | -        |
| A7450           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.5</b> | <b>83.7</b>        | <b>91.0</b> | <b>94.6</b>        | <b>100.2</b> | -        |
| A7451           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.4</b> | <b>83.4</b>        | <b>90.9</b> | <b>94.6</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/2P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, (26610 or 27727) (/P enhanced performance, DAC IIC combustor)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11632          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>97.0</b> | <b>86.1</b>        | <b>91.8</b> | <b>95.6</b>        | <b>100.7</b> | <b>4</b> |
| A11633          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>97.0</b> | <b>86.1</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>4</b> |
| A2426           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.9</b> | <b>85.7</b>        | <b>91.7</b> | <b>95.6</b>        | <b>100.7</b> | <b>4</b> |
| A2427           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.9</b> | <b>85.7</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>4</b> |
| A2428           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.9</b> | <b>85.7</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>4</b> |
| A2429           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.2</b>        | <b>96.9</b> | <b>85.0</b>        | <b>91.6</b> | <b>95.6</b>        | <b>100.6</b> | <b>4</b> |
| A2430           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.2</b>        | <b>96.9</b> | <b>85.0</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>4</b> |
| A2431           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.2</b>        | <b>96.9</b> | <b>85.0</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>4</b> |
| A2437           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>95.6</b>        | <b>100.5</b> | <b>4</b> |
| A2432           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>4</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/2P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, (26610 or 27727) (/P enhanced performance, DAC IIC combustor)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A2433           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>4</b> |
| A2434           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>4</b> |
| A16632          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.7</b> | <b>83.3</b>        | <b>91.3</b> | <b>95.6</b>        | <b>100.4</b> | <b>4</b> |
| A2435           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.7</b> | <b>83.3</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>4</b> |
| A2436           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.6</b> | <b>82.7</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>4</b> |
| A75237          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.6</b> | <b>82.7</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>4</b> |
| A7456           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.5</b> | <b>81.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>4</b> |
| A7457           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.4</b> | <b>81.5</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>4</b> |

<sup>1</sup> See Note 1.



|  |                             |  |                                  |
|--|-----------------------------|--|----------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>   | <b>A320-214</b>                  |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>   | <b>CFM56-5B4/2P, CFM56-5B4/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>Engine intermix (CFM56-5B4/2P with 25800 and (26610 or 27727) (/P enhanced performance, DAC IIC combustor); CFM56-5B4/3 with 37147, 27772 and 152138 (Technology Insertion Program (TIP), Improved fan frame forward panels and performance improvement package (PIP)))</b> |                                  |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A74181          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>97.0</b> | <b>86.1</b>        | <b>91.8</b> | <b>95.6</b>        | <b>100.7</b> | <b>4</b> |
| A74182          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>86.1</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>4</b> |
| A74183          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.7</b>        | <b>91.7</b> | <b>95.6</b>        | <b>100.7</b> | <b>4</b> |
| A74184          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.7</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>4</b> |
| A74185          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.7</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>4</b> |
| A74186          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.0</b>        | <b>91.6</b> | <b>95.6</b>        | <b>100.6</b> | <b>4</b> |
| A74187          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.0</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>4</b> |
| A74188          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.0</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>4</b> |
| A74189          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>95.6</b>        | <b>100.5</b> | <b>4</b> |

<sup>1</sup> See Note 1.

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|  |                             |  |                                  |
|--|-----------------------------|--|----------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>   | <b>A320-214</b>                  |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>   | <b>CFM56-5B4/2P, CFM56-5B4/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>Engine intermix (CFM56-5B4/2P with 25800 and (26610 or 27727) (/P enhanced performance, DAC IIC combustor); CFM56-5B4/3 with 37147, 27772 and 152138 (Technology Insertion Program (TIP), Improved fan frame forward panels and performance improvement package (PIP)))</b> |                                  |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A74190          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>4</b> |
| A74191          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>4</b> |
| A74192          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>4</b> |
| A74193          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.3</b>        | <b>91.3</b> | <b>95.6</b>        | <b>100.4</b> | <b>4</b> |
| A74194          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.3</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>4</b> |
| A74195          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.7</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>4</b> |
| A74196          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.7</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>4</b> |
| A74197          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>4</b> |
| A74198          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.5</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>4</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**  
Additional modifications essential to meet the requirements or needed to attain the **37147 (Technology Insertion Program (TIP))**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A17279          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>97.0</b> | <b>86.4</b>        | <b>91.8</b> | <b>95.3</b>        | <b>100.7</b> | <b>5</b> |
| A17280          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>97.0</b> | <b>86.4</b>        | <b>91.8</b> | <b>95.2</b>        | <b>100.7</b> | <b>5</b> |
| A7488           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.0</b>        | <b>91.7</b> | <b>95.3</b>        | <b>100.7</b> | <b>5</b> |
| A7483           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.0</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>5</b> |
| A7486           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.0</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>5</b> |
| A7487           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>95.3</b>        | <b>100.6</b> | <b>5</b> |
| A7481           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>5</b> |
| A7485           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>5</b> |
| A7491           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.3</b>        | <b>100.5</b> | <b>5</b> |
| A7478           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>5</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**  
Additional modifications essential to meet the requirements or needed to attain the **37147 (Technology Insertion Program (TIP))**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A7484           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>5</b> |
| A7490           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>5</b> |
| A16627          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>94.1</b>        | <b>96.7</b> | <b>83.4</b>        | <b>91.3</b> | <b>95.3</b>        | <b>100.4</b> | <b>5</b> |
| A7489           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.7</b> | <b>83.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>5</b> |
| A70084          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.6</b> | <b>82.8</b>        | <b>91.2</b> | <b>95.2</b>        | <b>100.3</b> | <b>5</b> |
| A7480           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.6</b> | <b>82.8</b>        | <b>91.2</b> | <b>95.2</b>        | <b>100.3</b> | <b>5</b> |
| A7479           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.5</b> | <b>82.0</b>        | <b>91.0</b> | <b>95.2</b>        | <b>100.2</b> | <b>5</b> |
| A7482           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.4</b> | <b>81.6</b>        | <b>90.9</b> | <b>95.2</b>        | <b>100.2</b> | <b>5</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11794          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11795          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A7515           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A6626           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A7511           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A7514           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A7509           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A7513           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A6735           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A7506           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A7512           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A7517           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16651          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A7516           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A70030          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A7508           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A7507           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A7510           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71199          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>6</b> |
| A71200          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>6</b> |
| A71202          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A71204          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A71205          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A71207          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71208          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71209          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A71210          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A71212          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.6</b> | <b>81.8</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160500 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A18196          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>92.8</b>        | <b>97.0</b> | <b>85.2</b>        | <b>91.8</b> | <b>95.2</b>        | <b>100.7</b> | <b>6</b> |
| A18197          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>92.8</b>        | <b>97.0</b> | <b>85.2</b>        | <b>91.8</b> | <b>95.1</b>        | <b>100.7</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A18198          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>6</b> |
| A18200          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>6</b> |
| A18201          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A18203          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A18204          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A18206          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A18207          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A18208          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A18209          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A70020          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.6</b> | <b>81.8</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



|  |                             |  |                    |
|--|-----------------------------|--|--------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>   | <b>A320-214</b>    |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>   | <b>CFM56-5B4/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>37147, 27772, 156757 (Technology Insertion Program (TIP), Improved fan frame forward panels, One engine fitted with ARCOCE CMC treated plug), 156757 (Installation of CMC treated Plug)</b> |                    |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 4 / Amendment 8**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A69991          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A69992          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A69993          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A69994          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A69995          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A69996          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A69997          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A69998          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A69999          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A69011          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772, 156757 (Technology Insertion Program (TIP), Improved fan frame forward panels, One engine fitted with ARCOCE CMC treated plug), 156757 (Installation of CMC treated Plug)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70000          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A70001          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A70002          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A70003          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A70004          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A70019          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A70005          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A70006          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772, 32871 (Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11796          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11797          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11798          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11799          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11800          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11801          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A11802          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A11803          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A11804          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A11805          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772, 32871 (Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11806          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A11807          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16652          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A11808          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A11809          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A70031          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A11810          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A11811          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**37147, 27772, 32871 (Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71217          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>6</b> |
| A71219          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>6</b> |
| A71220          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A71222          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A71223          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A71225          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71226          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71227          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A71228          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A71230          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.6</b> | <b>81.8</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**37147, 27772, 32871, 33987 (Engine intermix. Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71779          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>6</b> |
| A71781          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>6</b> |
| A71782          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A71784          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A71785          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A71787          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71788          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71789          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A71790          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**37147, 27772, 32871, 33987 (Engine intermix. Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71792          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.6</b> | <b>81.8</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772, 33987 (Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11812          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11813          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11814          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11815          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11816          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11817          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A11818          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A11819          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A11820          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A11821          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772, 33987 (Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11822          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A11823          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16653          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A11824          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A11825          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A70032          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A11826          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A11827          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772, 33987 (Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71235          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>6</b> |
| A71237          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>6</b> |
| A71238          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A71240          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A71241          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A71243          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71244          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71245          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A71246          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A71248          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.6</b> | <b>81.8</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772, 34155 (32871, 33987) (Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11828          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11829          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11830          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11831          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11832          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>6</b> |
| A11833          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A11834          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A11835          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A11836          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A11837          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772, 34155 (32871, 33987) (Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11838          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A11839          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16654          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A11840          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A11841          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A70033          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A11842          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A11843          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147, 27772, 34155 (32871, 33987) (Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71253          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>6</b> |
| A71255          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>6</b> |
| A71256          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A71258          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A71259          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A71261          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71262          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71263          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A71264          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A71266          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.6</b> | <b>81.8</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**  
Additional modifications essential to meet the requirements or needed to attain the **25800 (/P enhanced performance)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A17275          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>97.0</b> | <b>86.4</b>        | <b>91.8</b> | <b>95.3</b>        | <b>100.7</b> | <b>7</b> |
| A17276          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>97.0</b> | <b>86.4</b>        | <b>91.8</b> | <b>95.2</b>        | <b>100.7</b> | <b>7</b> |
| A2439           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.0</b>        | <b>91.7</b> | <b>95.3</b>        | <b>100.7</b> | <b>7</b> |
| A2440           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.0</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>7</b> |
| A2441           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.0</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>7</b> |
| A2442           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>95.3</b>        | <b>100.6</b> | <b>7</b> |
| A2443           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>7</b> |
| A2444           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>7</b> |
| A2450           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.3</b>        | <b>100.5</b> | <b>7</b> |
| A2445           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>7</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**  
Additional modifications essential to meet the requirements or needed to attain the **25800 (/P enhanced performance)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A2446           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>7</b> |
| A2447           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>7</b> |
| A16631          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>94.1</b>        | <b>96.7</b> | <b>83.4</b>        | <b>91.3</b> | <b>95.3</b>        | <b>100.4</b> | <b>7</b> |
| A2448           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.7</b> | <b>83.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>7</b> |
| A2449           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.6</b> | <b>82.8</b>        | <b>91.2</b> | <b>95.2</b>        | <b>100.3</b> | <b>7</b> |
| A70025          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.6</b> | <b>82.8</b>        | <b>91.2</b> | <b>95.2</b>        | <b>100.3</b> | <b>7</b> |
| A7462           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.5</b> | <b>82.0</b>        | <b>91.0</b> | <b>95.2</b>        | <b>100.2</b> | <b>7</b> |
| A7463           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.4</b> | <b>81.6</b>        | <b>90.9</b> | <b>95.2</b>        | <b>100.2</b> | <b>7</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772 (/P enhanced performance, Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11716          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11717          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A5206           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A5207           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A5208           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A5209           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A5210           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A5211           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A5221           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A5212           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772 (/P enhanced performance, Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A5213           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A5214           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16639          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A5216           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A5217           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A5218           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A5219           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772 (/P enhanced performance, Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71106          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>92.8</b>        | <b>97.0</b> | <b>85.2</b>        | <b>91.8</b> | <b>95.2</b>        | <b>100.7</b> | <b>8</b> |
| A71108          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>8</b> |
| A71110          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>8</b> |
| A71111          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>8</b> |
| A71113          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>8</b> |
| A71114          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>8</b> |
| A71116          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71117          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71118          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>8</b> |
| A71119          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772 (/P enhanced performance, Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |       | Flyover EPNL       |       | Approach EPNL      |       | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------|--------------------|-------|--------------------|-------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit | Level <sup>1</sup> | Limit | Level <sup>1</sup> | Limit |          |
| A71121          | 019     | 70,000                        | 64,500                       | 93.4               | 96.6  | 81.8               | 91.2  | 95.1               | 100.3 | 8        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 32871 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11718          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11719          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11720          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11721          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11722          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11723          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A11724          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A11725          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A11726          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A11727          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 32871 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11728          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A11729          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16640          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A11730          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A11731          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A70026          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A11732          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A11733          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 32871 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71124          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>92.8</b>        | <b>97.0</b> | <b>85.2</b>        | <b>91.8</b> | <b>95.2</b>        | <b>100.7</b> | <b>8</b> |
| A71126          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>8</b> |
| A71128          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>8</b> |
| A71129          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>8</b> |
| A71131          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>8</b> |
| A71132          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>8</b> |
| A71134          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71135          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71136          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>8</b> |
| A71137          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 32871 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71139          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.6</b> | <b>81.8</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**25800, 27772, 32871, 33987 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71632          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>92.8</b>        | <b>97.0</b> | <b>85.2</b>        | <b>91.8</b> | <b>95.1</b>        | <b>100.7</b> | <b>8</b> |
| A71633          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>8</b> |
| A71635          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>8</b> |
| A71636          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>8</b> |
| A71638          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>8</b> |
| A71639          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>8</b> |
| A71641          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71642          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71643          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>8</b> |
| A71644          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 32871, 33987 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71646          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.6</b> | <b>81.8</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 33987 (/P enhanced performance, Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11734          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11735          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11736          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11737          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11738          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11739          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A11740          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A11741          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A11742          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A11743          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 33987 (/P enhanced performance, Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11744          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A11745          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16645          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A11746          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A11747          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A70027          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A11748          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A11749          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 33987 (/P enhanced performance, Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71144          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>8</b> |
| A71145          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>8</b> |
| A71146          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>8</b> |
| A71147          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>8</b> |
| A71149          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>8</b> |
| A71150          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>8</b> |
| A71152          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71153          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71154          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>8</b> |
| A71155          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 33987 (/P enhanced performance, Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |       | Flyover EPNL       |       | Approach EPNL      |       | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------|--------------------|-------|--------------------|-------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit | Level <sup>1</sup> | Limit | Level <sup>1</sup> | Limit |          |
| A71157          | 019     | 70,000                        | 64,500                       | 93.4               | 96.6  | 81.8               | 91.2  | 95.1               | 100.3 | 8        |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 34155 (32871, 33987) (/P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11750          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11751          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11752          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11753          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11754          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>8</b> |
| A11755          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A11756          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A11757          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A11758          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A11759          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 34155 (32871, 33987) (/P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A11760          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A11761          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16646          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A11762          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A11763          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A70028          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A11764          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A11765          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 34155 (32871, 33987) (/P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71161          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>92.8</b>        | <b>97.0</b> | <b>85.2</b>        | <b>91.8</b> | <b>95.1</b>        | <b>100.7</b> | <b>8</b> |
| A71162          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>8</b> |
| A71164          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>8</b> |
| A71165          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>8</b> |
| A71167          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>8</b> |
| A71168          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>8</b> |
| A71170          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71171          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71172          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>8</b> |
| A71173          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **25800, 27772, 34155 (32871, 33987) (/P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71175          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.6</b> | <b>81.8</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.



|  |                             |   |                                  |
|--|-----------------------------|---|----------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-214</b>                  |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B4/P, CFM56-5B4/2P</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>27772, with or without 32871 or 33987 or 34155 (32871 and 33987)<br/>(Engine intermix, Improved fan frame forward panels, with or<br/>without Enhanced acoustic thrust reverser or Core chevron nozzle or<br/>Basic NIP (Enhanced acoustic thrust reverser and Core chevron<br/>nozzle))</b> |                                  |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 4 / Amendment 8**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A13447          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.7</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>96.0</b>        | <b>100.7</b> | <b>9</b> |
| A13448          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>96.0</b>        | <b>100.7</b> | <b>9</b> |
| A13449          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.4</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | <b>9</b> |
| A13450          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.4</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | <b>9</b> |
| A13451          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.4</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | <b>9</b> |
| A13452          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.9</b>        | <b>96.9</b> | <b>84.9</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | <b>9</b> |
| A13453          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.9</b> | <b>84.9</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | <b>9</b> |
| A13454          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.9</b> | <b>84.9</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | <b>9</b> |
| A13455          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>94.0</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | <b>9</b> |

<sup>1</sup> See Note 1.

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|  |                             |   |                                  |
|--|-----------------------------|---|----------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-214</b>                  |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B4/P, CFM56-5B4/2P</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>27772, with or without 32871 or 33987 or 34155 (32871 and 33987)<br/>(Engine intermix, Improved fan frame forward panels, with or<br/>without Enhanced acoustic thrust reverser or Core chevron nozzle or<br/>Basic NIP (Enhanced acoustic thrust reverser and Core chevron<br/>nozzle))</b> |                                  |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 4 / Amendment 8**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A13456          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | <b>9</b> |
| A13457          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | <b>9</b> |
| A13458          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | <b>9</b> |
| A16649          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>94.1</b>        | <b>96.7</b> | <b>83.4</b>        | <b>91.3</b> | <b>96.0</b>        | <b>100.4</b> | <b>9</b> |
| A13459          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.7</b> | <b>83.4</b>        | <b>91.3</b> | <b>96.0</b>        | <b>100.4</b> | <b>9</b> |
| A13460          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.6</b> | <b>82.8</b>        | <b>91.2</b> | <b>96.0</b>        | <b>100.3</b> | <b>9</b> |
| A70029          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.6</b> | <b>82.8</b>        | <b>91.2</b> | <b>96.0</b>        | <b>100.3</b> | <b>9</b> |
| A13461          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.5</b> | <b>82.0</b>        | <b>91.0</b> | <b>96.0</b>        | <b>100.2</b> | <b>9</b> |
| A13462          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.4</b> | <b>81.7</b>        | <b>90.9</b> | <b>96.0</b>        | <b>100.2</b> | <b>9</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P, CFM56-5B4/2P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **With or without 27772 or 32871 or 33987 (Engine intermix, with or without Improved fan frame forward panels or Enhanced acoustic thrust reverser or Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A9281           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>94.3</b>        | <b>96.9</b> | <b>85.6</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | <b>10</b> |
| A9282           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.9</b> | <b>85.6</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | <b>10</b> |
| A9283           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.9</b> | <b>85.6</b>        | <b>91.7</b> | <b>96.0</b>        | <b>100.7</b> | <b>10</b> |
| A9284           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>94.4</b>        | <b>96.9</b> | <b>85.0</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | <b>10</b> |
| A9285           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.9</b> | <b>85.0</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | <b>10</b> |
| A9286           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.9</b> | <b>85.0</b>        | <b>91.6</b> | <b>96.0</b>        | <b>100.6</b> | <b>10</b> |
| A9287           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>94.5</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | <b>10</b> |
| A9288           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.5</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | <b>10</b> |
| A9289           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.5</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | <b>10</b> |
| A9290           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>94.5</b>        | <b>96.8</b> | <b>84.2</b>        | <b>91.5</b> | <b>96.0</b>        | <b>100.5</b> | <b>10</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P, CFM56-5B4/2P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **With or without 27772 or 32871 or 33987 (Engine intermix, with or without Improved fan frame forward panels or Enhanced acoustic thrust reverser or Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A16687          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>94.6</b>        | <b>96.7</b> | <b>83.4</b>        | <b>91.3</b> | <b>96.0</b>        | <b>100.4</b> | <b>10</b> |
| A9291           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>94.6</b>        | <b>96.7</b> | <b>83.4</b>        | <b>91.3</b> | <b>96.0</b>        | <b>100.4</b> | <b>10</b> |
| A70034          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.6</b>        | <b>96.6</b> | <b>82.8</b>        | <b>91.2</b> | <b>96.0</b>        | <b>100.3</b> | <b>10</b> |
| A9293           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.6</b>        | <b>96.6</b> | <b>82.8</b>        | <b>91.2</b> | <b>96.0</b>        | <b>100.3</b> | <b>10</b> |
| A9294           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.8</b>        | <b>96.5</b> | <b>82.0</b>        | <b>91.0</b> | <b>96.0</b>        | <b>100.2</b> | <b>10</b> |
| A9295           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.8</b>        | <b>96.4</b> | <b>81.7</b>        | <b>90.9</b> | <b>96.0</b>        | <b>100.2</b> | <b>10</b> |

<sup>1</sup> See Note 1.



|  |                             |   |                                 |
|--|-----------------------------|---|---------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-214</b>                 |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B4/P, CFM56-5B4/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>27772, with or without 32871 or 33987 or 34155 (32871 and 33987)<br/>(Engine intermix, Improved fan frame forward panels, with or<br/>without Enhanced acoustic thrust reverser or Core chevron nozzle or<br/>Basic NIP (Enhanced acoustic thrust reverser and Core chevron<br/>nozzle))</b> |                                 |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 4 / Amendment 8**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A80326          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>97.0</b> | <b>85.8</b>        | <b>91.8</b> | <b>95.5</b>        | <b>100.7</b> | <b>11</b> |
| A9424           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>11</b> |
| A9425           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>11</b> |
| A9426           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>85.3</b>        | <b>91.7</b> | <b>95.5</b>        | <b>100.7</b> | <b>11</b> |
| A9427           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>11</b> |
| A9428           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>11</b> |
| A9429           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.9</b> | <b>84.7</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>11</b> |
| A9430           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>11</b> |
| A9431           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>11</b> |

<sup>1</sup> See Note 1.

/continued on next page



|  |                             |   |                                 |
|--|-----------------------------|---|---------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-214</b>                 |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B4/P, CFM56-5B4/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>27772, with or without 32871 or 33987 or 34155 (32871 and 33987)<br/>(Engine intermix, Improved fan frame forward panels, with or<br/>without Enhanced acoustic thrust reverser or Core chevron nozzle or<br/>Basic NIP (Enhanced acoustic thrust reverser and Core chevron<br/>nozzle))</b> |                                 |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 4 / Amendment 8**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A9432           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>11</b> |
| A9433           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.8</b> | <b>83.7</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>11</b> |
| A16650          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>11</b> |
| A9434           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.7</b> | <b>83.0</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>11</b> |
| A71178          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>11</b> |
| A9435           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>11</b> |
| A9436           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.5</b> | <b>81.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>11</b> |
| A9437           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.0</b>        | <b>96.4</b> | <b>81.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>11</b> |

<sup>1</sup> See Note 1.



|  |                             |   |                                 |
|--|-----------------------------|---|---------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-214</b>                 |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B4/P, CFM56-5B4/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>27772, with or without 32871 or 33987 or 34155 (32871 and 33987)<br/>(Engine intermix, Improved fan frame forward panels, with or<br/>without Enhanced acoustic thrust reverser or Core chevron nozzle or<br/>Basic NIP (Enhanced acoustic thrust reverser and Core chevron<br/>nozzle)), 160080 (Sharklets)</b> |                                 |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A71181          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>12</b> |
| A71183          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.1</b>        | <b>100.7</b> | <b>12</b> |
| A71184          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>12</b> |
| A71186          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>84.2</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>12</b> |
| A71187          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>12</b> |
| A71189          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>12</b> |
| A71190          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.5</b> | <b>95.1</b>        | <b>100.5</b> | <b>12</b> |
| A71191          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>12</b> |
| A71192          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.7</b> | <b>82.4</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>12</b> |

<sup>1</sup> See Note 1.

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|  |                             |   |                                 |
|--|-----------------------------|---|---------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-214</b>                 |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B4/P, CFM56-5B4/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>27772, with or without 32871 or 33987 or 34155 (32871 and 33987)<br/>(Engine intermix, Improved fan frame forward panels, with or<br/>without Enhanced acoustic thrust reverser or Core chevron nozzle or<br/>Basic NIP (Enhanced acoustic thrust reverser and Core chevron<br/>nozzle)), 160080 (Sharklets)</b> |                                 |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A71194          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.6</b> | <b>81.8</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>12</b> |

<sup>1</sup> See Note 1.



An Agency of the European Union

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P, CFM56-5B4/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27772, with or without 32871 or 33987 or 34155 (32871 and 33987)  
(Engine intermix, Improved fan frame forward panels, with or  
without Enhanced acoustic thrust reverser or Core chevron nozzle or  
Basic NIP (Enhanced acoustic thrust reverser and Core chevron  
nozzle)), 160500 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76773          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.9</b>        | <b>96.9</b> | <b>84.8</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>12</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P, CFM56-5B4/3**  
Additional modifications essential to meet the requirements or needed to attain the **Engine intermix**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A17283          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>93.6</b>        | <b>97.0</b> | <b>86.4</b>        | <b>91.8</b> | <b>95.3</b>        | <b>100.7</b> | <b>13</b> |
| A17284          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>97.0</b> | <b>86.4</b>        | <b>91.8</b> | <b>95.2</b>        | <b>100.7</b> | <b>13</b> |
| A9438           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.0</b>        | <b>91.7</b> | <b>95.3</b>        | <b>100.7</b> | <b>13</b> |
| A9439           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.0</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>13</b> |
| A9440           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.9</b> | <b>86.0</b>        | <b>91.7</b> | <b>95.2</b>        | <b>100.7</b> | <b>13</b> |
| A9441           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>95.3</b>        | <b>100.6</b> | <b>13</b> |
| A9442           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>13</b> |
| A9443           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.8</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>13</b> |
| A9444           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.3</b>        | <b>100.5</b> | <b>13</b> |
| A9445           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>13</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-214**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B4/P, CFM56-5B4/3**  
Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A9446              | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>13</b>   |
| A9447              | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.9</b>        | <b>96.8</b> | <b>84.3</b>        | <b>91.5</b> | <b>95.2</b>        | <b>100.5</b> | <b>13</b>   |
| A16657             | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>94.1</b>        | <b>96.7</b> | <b>83.4</b>        | <b>91.3</b> | <b>95.3</b>        | <b>100.4</b> | <b>13</b>   |
| A9448              | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>94.1</b>        | <b>96.7</b> | <b>83.4</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>13</b>   |
| A70022             | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.6</b> | <b>82.8</b>        | <b>91.2</b> | <b>95.2</b>        | <b>100.3</b> | <b>13</b>   |
| A9449              | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>94.2</b>        | <b>96.6</b> | <b>82.8</b>        | <b>91.2</b> | <b>95.2</b>        | <b>100.3</b> | <b>13</b>   |
| A9450              | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>94.3</b>        | <b>96.5</b> | <b>82.0</b>        | <b>91.0</b> | <b>95.2</b>        | <b>100.2</b> | <b>13</b>   |
| A9451              | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>94.4</b>        | <b>96.4</b> | <b>81.6</b>        | <b>90.9</b> | <b>95.2</b>        | <b>100.2</b> | <b>13</b>   |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 37147, 27772 (CFM56-5B5 rating, Technology Insertion Program (TIP), Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A7525           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A7521           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A7524           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A7528           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A7518           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A7523           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A7527           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16663          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A7526           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A70041          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 37147, 27772 (CFM56-5B5 rating, Technology Insertion Program (TIP), Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A7520           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A7519           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.5</b> | <b>83.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A7522           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.4</b> | <b>83.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 37147, 27772 (CFM56-5B5 rating, Technology Insertion Program (TIP), Improved fan frame forward panels), 160500 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A18403          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A18405          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A18406          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A18408          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A18409          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A18410          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A18411          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A70035          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 37147, 27772, 32871 (CFM56-5B5 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12145          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12146          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12147          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12148          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12149          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12150          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12151          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16664          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12152          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12153          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 37147, 27772, 32871 (CFM56-5B5 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70042          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A12154          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.5</b> | <b>83.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A12155          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.4</b> | <b>83.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 37147, 27772, 33987 (CFM56-5B5 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12156          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12157          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12158          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12159          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12160          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12161          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12162          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16665          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12163          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12164          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 37147, 27772, 33987 (CFM56-5B5 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70043          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A12165          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.5</b> | <b>83.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A12166          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.4</b> | <b>83.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**36297, 37147, 27772, 34155 (32871, 33987) (CFM56-5B5 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12167          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12168          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12169          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12170          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12171          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12172          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12173          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16666          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12174          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12175          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**36297, 37147, 27772, 34155 (32871, 33987) (CFM56-5B5 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70044          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A12176          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.5</b> | <b>83.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A12177          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.4</b> | <b>83.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 25800, 27772 (CFM56-5B5 rating, /P enhanced performance, Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A1308           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A1309           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A1310           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A1311           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A1312           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A1313           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A1314           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16659          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A1316           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A1317           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 25800, 27772 (CFM56-5B5 rating, /P enhanced performance, Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70037          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A1318           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.5</b> | <b>83.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A1319           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.4</b> | <b>83.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 25800, 27772, 32871 (CFM56-5B5 rating, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12112          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12113          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12114          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12115          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12116          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12117          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12118          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16660          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12119          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12120          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 25800, 27772, 32871 (CFM56-5B5 rating, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70038          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A12121          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.5</b> | <b>83.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A12122          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.4</b> | <b>83.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 25800, 27772, 33987 (CFM56-5B5 rating, /P enhanced performance, Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12123          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12124          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12125          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12126          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12127          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12128          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12129          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16661          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12130          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12131          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 25800, 27772, 33987 (CFM56-5B5 rating, /P enhanced performance, Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70039          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A12132          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.5</b> | <b>83.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A12133          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.4</b> | <b>83.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 25800, 27772, 34155 (32871, 33987) (CFM56-5B5 rating, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12134          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12135          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12136          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12137          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12138          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12139          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12140          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16662          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12141          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12142          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-215**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36297, 25800, 27772, 34155 (32871, 33987) (CFM56-5B5 rating, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70040          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A12143          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.5</b> | <b>83.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A12144          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.4</b> | <b>83.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



An Agency of the European Union

|  |                             |   |                                 |
|--|-----------------------------|---|---------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-215</b>                 |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B5/P, CFM56-5B5/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>27772, with or without 32871 or 33987 or 34155 (32871 and 33987)<br/>(Engine intermix, Improved fan frame forward panels, with or<br/>without Enhanced acoustic thrust reverser or Core chevron nozzle or<br/>Basic NIP (Enhanced acoustic thrust reverser and Core chevron<br/>nozzle))</b> |                                 |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A9452           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>14</b> |
| A9453           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>14</b> |
| A9454           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.2</b>        | <b>96.9</b> | <b>88.4</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>14</b> |
| A9455           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>14</b> |
| A9456           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>14</b> |
| A9457           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>14</b> |
| A9458           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.6</b>        | <b>96.8</b> | <b>86.5</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>14</b> |
| A16658          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>14</b> |
| A9459           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.7</b> | <b>85.4</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>14</b> |

<sup>1</sup> See Note 1.

/continued on next page

|  |                             |   |                                 |
|--|-----------------------------|---|---------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-215</b>                 |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B5/P, CFM56-5B5/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>27772, with or without 32871 or 33987 or 34155 (32871 and 33987)<br/>(Engine intermix, Improved fan frame forward panels, with or<br/>without Enhanced acoustic thrust reverser or Core chevron nozzle or<br/>Basic NIP (Enhanced acoustic thrust reverser and Core chevron<br/>nozzle))</b> |                                 |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A70036          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>14</b> |
| A9460           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.2</b>        | <b>96.6</b> | <b>84.6</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>14</b> |
| A9461           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.5</b> | <b>83.5</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>14</b> |
| A9462           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.4</b> | <b>83.0</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>14</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A7538           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A7532           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A7536           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A6686           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A7529           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A7535           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A7541           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16672          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A7540           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A70051          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A7531           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A7530           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.2</b>        | <b>96.5</b> | <b>82.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A7533           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.4</b> | <b>82.4</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71334          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A71336          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A71337          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A71339          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71340          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71341          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A71342          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A71344          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**36311, 37147, 27772 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels), 160500 or 160080 (Sharklets)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B**

Chapter<sup>1</sup>

**14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A18456          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A18458          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A18459          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A18461          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A18462          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A18463          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A18464          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A70045          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772, 32871 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12223          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12224          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12225          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12226          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12227          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12228          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12229          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16673          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12230          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12231          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772, 32871 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70052          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A12232          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.2</b>        | <b>96.5</b> | <b>82.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A12233          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.4</b> | <b>82.4</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772, 32871 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71347          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A71349          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A71350          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A71352          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71353          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71354          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A71355          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A71357          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**36311, 37147, 27772, 32871, 33987 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71616          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A71618          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A71619          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A71621          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71622          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71623          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A71624          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A71626          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772, 33987 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12237          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12238          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12239          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12240          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12241          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12242          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12243          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16674          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12244          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12245          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772, 33987 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70054          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A12246          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.2</b>        | <b>96.5</b> | <b>82.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A12247          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.4</b> | <b>82.4</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



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Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772, 33987 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71360          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A71362          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A71363          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A71365          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71366          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71367          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A71368          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A71370          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772, 34155 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12251          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12252          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12253          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>6</b> |
| A12254          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12255          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12256          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A12257          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>6</b> |
| A16675          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12258          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>6</b> |
| A12259          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 37147, 27772, 34155 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70055          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>6</b> |
| A12260          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.2</b>        | <b>96.5</b> | <b>82.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |
| A12261          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.4</b> | <b>82.4</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>6</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**36311, 37147, 27772, 34155 (CFM56-5B6 rating, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71373          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>6</b> |
| A71375          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>6</b> |
| A71376          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>6</b> |
| A71378          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71379          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>6</b> |
| A71380          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>6</b> |
| A71381          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>6</b> |
| A71383          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>6</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772 (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A1197           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A1198           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A1199           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A1200           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A1201           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A1202           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A1203           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16668          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A1205           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A1206           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772 (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70047          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A1207           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.2</b>        | <b>96.5</b> | <b>82.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A1208           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.4</b> | <b>82.4</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772 (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71269          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>8</b> |
| A71271          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>8</b> |
| A71273          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71275          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71276          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>8</b> |
| A71277          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>8</b> |
| A71279          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772, 32871 (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12181          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12182          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12183          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12184          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12185          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12186          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12187          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16669          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12188          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12189          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772, 32871 (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70048          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A12190          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.2</b>        | <b>96.5</b> | <b>82.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A12191          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.4</b> | <b>82.4</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772, 32871 (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71295          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>8</b> |
| A71297          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>8</b> |
| A71298          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>8</b> |
| A71300          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71301          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71302          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>8</b> |
| A71303          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>8</b> |
| A71305          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>

**A320-216**

Engine Manufacturer<sup>1</sup>

**CFM International SA**

Engine Type Designation<sup>1</sup>

**CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**36311, 25800, 27772, 32871, 33987 (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 160080 (Sharklets)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B**

Chapter<sup>1</sup>

**14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71629          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>8</b> |
| A71796          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>8</b> |
| A71797          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>8</b> |
| A71799          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71800          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71801          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>8</b> |
| A71802          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>8</b> |
| A71804          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772, 33987 (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12195          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12196          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12197          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12198          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12199          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12200          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12201          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16670          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12202          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12203          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772, 33987 (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70049          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A12204          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.2</b>        | <b>96.5</b> | <b>82.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A12205          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.4</b> | <b>82.4</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772, 33987 (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71308          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>8</b> |
| A71310          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>8</b> |
| A71311          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>8</b> |
| A71313          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71314          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71315          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>8</b> |
| A71316          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>8</b> |
| A71318          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772, 34155 (32871, 33987) (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12209          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12210          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12211          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>8</b> |
| A12212          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12213          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12214          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A12215          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>8</b> |
| A16671          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12216          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>8</b> |
| A12217          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **36311, 25800, 27772, 34155 (32871, 33987) (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70050          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>8</b> |
| A12218          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.2</b>        | <b>96.5</b> | <b>82.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |
| A12219          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.4</b> | <b>82.4</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>8</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-216**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**36311, 25800, 27772, 34155 (32871, 33987) (CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A71321          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>8</b> |
| A71323          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>8</b> |
| A71324          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>8</b> |
| A71326          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71327          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>8</b> |
| A71328          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>8</b> |
| A71329          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>8</b> |
| A71331          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>8</b> |

<sup>1</sup> See Note 1.



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|  |                             |   |                                 |
|--|-----------------------------|---|---------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-216</b>                 |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B6/P, CFM56-5B6/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>27772, with or without 32871 or 33987 or 34155 (32871 and 33987)<br/>(Engine intermix, Improved fan frame forward panels, with or<br/>without Enhanced acoustic thrust reverser or Core chevron nozzle or<br/>Basic NIP (Enhanced acoustic thrust reverser and Core chevron<br/>nozzle))</b> |                                 |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A9466           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>15</b> |
| A9467           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>15</b> |
| A9468           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.9</b> | <b>86.8</b>        | <b>91.6</b> | <b>95.5</b>        | <b>100.6</b> | <b>15</b> |
| A9469           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>15</b> |
| A9470           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>15</b> |
| A9471           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>15</b> |
| A9472           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.0</b>        | <b>96.8</b> | <b>85.8</b>        | <b>91.5</b> | <b>95.5</b>        | <b>100.5</b> | <b>15</b> |
| A16667          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>15</b> |
| A9473           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.5</b>        | <b>100.4</b> | <b>15</b> |

<sup>1</sup> See Note 1.

/continued on next page



|  |                             |   |                                 |
|--|-----------------------------|---|---------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-216</b>                 |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B6/P, CFM56-5B6/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>27772, with or without 32871 or 33987 or 34155 (32871 and 33987)<br/>(Engine intermix, Improved fan frame forward panels, with or<br/>without Enhanced acoustic thrust reverser or Core chevron nozzle or<br/>Basic NIP (Enhanced acoustic thrust reverser and Core chevron<br/>nozzle))</b> |                                 |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A70046          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>15</b> |
| A9474           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.1</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.5</b>        | <b>100.3</b> | <b>15</b> |
| A9475           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.2</b>        | <b>96.5</b> | <b>82.9</b>        | <b>91.0</b> | <b>95.5</b>        | <b>100.2</b> | <b>15</b> |
| A9476           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.4</b> | <b>82.4</b>        | <b>90.9</b> | <b>95.5</b>        | <b>100.2</b> | <b>15</b> |

<sup>1</sup> See Note 1.



|  |                             |   |                                 |
|--|-----------------------------|---|---------------------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>        | Aircraft Type Designation <sup>1</sup>  | <b>A320-216</b>                 |
| Engine Manufacturer <sup>1</sup>   | <b>CFM International SA</b> | Engine Type Designation <sup>1</sup>  | <b>CFM56-5B6/P, CFM56-5B6/3</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |                             | <b>36311, 27772, with or without 32871 or 33987 or 34155 (32871 and 33987) (Engine intermix, CFM56-5B6 rating, /P enhanced performance, Improved fan frame forward panels, with or without Enhanced acoustic thrust reverser or Core chevron nozzle or Basic NIP (Enhanced acoustic thrust reverser and Core chevron nozzle)), 160080 (Sharklets)</b> |                                 |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A71282          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.2</b>        | <b>100.6</b> | <b>16</b> |
| A71284          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>90.7</b>        | <b>96.8</b> | <b>86.1</b>        | <b>91.6</b> | <b>95.1</b>        | <b>100.6</b> | <b>16</b> |
| A71285          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.2</b>        | <b>100.5</b> | <b>16</b> |
| A71287          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>16</b> |
| A71288          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>90.8</b>        | <b>96.7</b> | <b>85.1</b>        | <b>91.4</b> | <b>95.1</b>        | <b>100.5</b> | <b>16</b> |
| A71289          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.2</b>        | <b>100.4</b> | <b>16</b> |
| A71290          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>90.9</b>        | <b>96.6</b> | <b>84.2</b>        | <b>91.3</b> | <b>95.1</b>        | <b>100.4</b> | <b>16</b> |
| A71292          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.0</b>        | <b>96.6</b> | <b>83.4</b>        | <b>91.2</b> | <b>95.1</b>        | <b>100.3</b> | <b>16</b> |

<sup>1</sup> See Note 1.





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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-231**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2500-A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A2616           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.3</b>        | <b>96.9</b> | <b>86.9</b>        | <b>91.7</b> | <b>96.6</b>        | <b>100.7</b> | -        |
| A2617           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.9</b> | <b>86.9</b>        | <b>91.7</b> | <b>96.5</b>        | <b>100.7</b> | -        |
| A2618           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.9</b> | <b>86.9</b>        | <b>91.7</b> | <b>96.5</b>        | <b>100.7</b> | -        |
| A2619           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>92.4</b>        | <b>96.9</b> | <b>86.3</b>        | <b>91.6</b> | <b>96.6</b>        | <b>100.6</b> | -        |
| A2620           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>92.4</b>        | <b>96.9</b> | <b>86.3</b>        | <b>91.6</b> | <b>96.5</b>        | <b>100.6</b> | -        |
| A2621           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>92.4</b>        | <b>96.9</b> | <b>86.3</b>        | <b>91.6</b> | <b>96.5</b>        | <b>100.6</b> | -        |
| A2631           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.4</b>        | <b>96.8</b> | <b>85.4</b>        | <b>91.5</b> | <b>96.6</b>        | <b>100.5</b> | -        |
| A2622           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.4</b>        | <b>96.8</b> | <b>85.4</b>        | <b>91.5</b> | <b>96.5</b>        | <b>100.5</b> | -        |
| A2623           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.4</b>        | <b>96.8</b> | <b>85.4</b>        | <b>91.5</b> | <b>96.5</b>        | <b>100.5</b> | -        |
| A2624           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.4</b>        | <b>96.8</b> | <b>85.4</b>        | <b>91.5</b> | <b>96.5</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-231**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2500-A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A16677          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.5</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>96.6</b>        | <b>100.4</b> | -        |
| A2625           | 004     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.5</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>96.5</b>        | <b>100.4</b> | -        |
| A2626           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.5</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>96.5</b>        | <b>100.4</b> | -        |
| A2627           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.6</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>96.5</b>        | <b>100.3</b> | -        |
| A70058          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.6</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>96.5</b>        | <b>100.3</b> | -        |
| A2628           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.7</b>        | <b>96.5</b> | <b>83.1</b>        | <b>91.0</b> | <b>96.5</b>        | <b>100.2</b> | -        |
| A2629           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.7</b>        | <b>96.4</b> | <b>82.7</b>        | <b>90.9</b> | <b>96.5</b>        | <b>100.2</b> | -        |
| A2630           | 006     | <b>66,000</b>                 | <b>64,500</b>                | <b>92.7</b>        | <b>96.4</b> | <b>82.3</b>        | <b>90.8</b> | <b>96.5</b>        | <b>100.1</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-231**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2500-A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **20139 (Double bogie undercarriage)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A2728           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>92.3</b>        | <b>96.9</b> | <b>86.9</b>        | <b>91.7</b> | <b>95.7</b>        | <b>100.7</b> | -        |
| A2723           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.9</b> | <b>86.9</b>        | <b>91.7</b> | <b>95.6</b>        | <b>100.7</b> | -        |
| A2726           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>92.3</b>        | <b>96.9</b> | <b>86.9</b>        | <b>91.7</b> | <b>95.6</b>        | <b>100.7</b> | -        |
| A2727           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>92.4</b>        | <b>96.9</b> | <b>86.3</b>        | <b>91.6</b> | <b>95.7</b>        | <b>100.6</b> | -        |
| A2719           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>92.4</b>        | <b>96.9</b> | <b>86.3</b>        | <b>91.6</b> | <b>95.6</b>        | <b>100.6</b> | -        |
| A2725           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>92.4</b>        | <b>96.9</b> | <b>86.3</b>        | <b>91.6</b> | <b>95.6</b>        | <b>100.6</b> | -        |
| A2731           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>92.4</b>        | <b>96.8</b> | <b>85.4</b>        | <b>91.5</b> | <b>95.7</b>        | <b>100.5</b> | -        |
| A2716           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.4</b>        | <b>96.8</b> | <b>85.4</b>        | <b>91.5</b> | <b>95.6</b>        | <b>100.5</b> | -        |
| A2724           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.4</b>        | <b>96.8</b> | <b>85.4</b>        | <b>91.5</b> | <b>95.6</b>        | <b>100.5</b> | -        |
| A2730           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>92.4</b>        | <b>96.8</b> | <b>85.4</b>        | <b>91.5</b> | <b>95.6</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-231**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2500-A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **20139 (Double bogie undercarriage)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A15344          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>92.5</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.7</b>        | <b>100.4</b> | -        |
| A2720           | 004     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.5</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.6</b>        | <b>100.4</b> | -        |
| A2729           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>92.5</b>        | <b>96.7</b> | <b>84.6</b>        | <b>91.3</b> | <b>95.6</b>        | <b>100.4</b> | -        |
| A2718           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.6</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.6</b>        | <b>100.3</b> | -        |
| A70056          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>92.6</b>        | <b>96.6</b> | <b>83.9</b>        | <b>91.2</b> | <b>95.6</b>        | <b>100.3</b> | -        |
| A2717           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>92.7</b>        | <b>96.5</b> | <b>83.1</b>        | <b>91.0</b> | <b>95.6</b>        | <b>100.2</b> | -        |
| A2721           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>92.7</b>        | <b>96.4</b> | <b>82.7</b>        | <b>90.9</b> | <b>95.6</b>        | <b>100.2</b> | -        |
| A2722           | 006     | <b>66,000</b>                 | <b>64,500</b>                | <b>92.7</b>        | <b>96.4</b> | <b>82.3</b>        | <b>90.8</b> | <b>95.6</b>        | <b>100.1</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-231**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2500-A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **22461 (Thrust bump)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 3** Chapter<sup>1</sup> **3**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A10710          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.3</b>        | <b>96.9</b> | <b>87.2</b>        | <b>91.7</b> | <b>96.6</b>        | <b>100.7</b> | -        |
| A10711          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.9</b> | <b>87.2</b>        | <b>91.7</b> | <b>96.6</b>        | <b>100.7</b> | -        |
| A10712          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.9</b> | <b>87.2</b>        | <b>91.7</b> | <b>96.6</b>        | <b>100.7</b> | -        |
| A10713          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>96.9</b> | <b>86.5</b>        | <b>91.6</b> | <b>96.6</b>        | <b>100.6</b> | -        |
| A10714          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.9</b> | <b>86.5</b>        | <b>91.6</b> | <b>96.6</b>        | <b>100.6</b> | -        |
| A10715          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.9</b> | <b>86.5</b>        | <b>91.6</b> | <b>96.6</b>        | <b>100.6</b> | -        |
| A10716          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.4</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.6</b>        | <b>100.5</b> | -        |
| A10717          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.6</b>        | <b>100.5</b> | -        |
| A10718          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.6</b>        | <b>100.5</b> | -        |
| A10719          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.4</b>        | <b>96.8</b> | <b>85.6</b>        | <b>91.5</b> | <b>96.6</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-231**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2500-A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **22461 (Thrust bump)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 3** Chapter<sup>1</sup> **3**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A16676          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.5</b>        | <b>96.7</b> | <b>84.8</b>        | <b>91.3</b> | <b>96.6</b>        | <b>100.4</b> | -        |
| A10720          | 004     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.7</b> | <b>84.8</b>        | <b>91.3</b> | <b>96.6</b>        | <b>100.4</b> | -        |
| A10721          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.7</b> | <b>84.8</b>        | <b>91.3</b> | <b>96.6</b>        | <b>100.4</b> | -        |
| A10722          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.6</b> | <b>84.1</b>        | <b>91.2</b> | <b>96.6</b>        | <b>100.3</b> | -        |
| A70057          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.5</b>        | <b>96.6</b> | <b>84.1</b>        | <b>91.2</b> | <b>96.6</b>        | <b>100.3</b> | -        |
| A10723          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.5</b> | <b>83.2</b>        | <b>91.0</b> | <b>96.6</b>        | <b>100.2</b> | -        |
| A10724          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>93.6</b>        | <b>96.4</b> | <b>82.8</b>        | <b>90.9</b> | <b>96.6</b>        | <b>100.2</b> | -        |
| A10725          | 006     | <b>66,000</b>                 | <b>64,500</b>                | <b>93.7</b>        | <b>96.4</b> | <b>82.3</b>        | <b>90.8</b> | <b>96.6</b>        | <b>100.1</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-231**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2500-A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **23408 (Improved consolidated thrust bump)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A2674           | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>85.8</b>        | <b>91.7</b> | <b>96.6</b>        | <b>100.7</b> | -        |
| A2675           | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>85.8</b>        | <b>91.7</b> | <b>96.5</b>        | <b>100.7</b> | -        |
| A2676           | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>85.8</b>        | <b>91.7</b> | <b>96.5</b>        | <b>100.7</b> | -        |
| A2677           | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>93.0</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>96.6</b>        | <b>100.6</b> | -        |
| A2678           | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>96.5</b>        | <b>100.6</b> | -        |
| A2679           | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>93.0</b>        | <b>96.9</b> | <b>85.2</b>        | <b>91.6</b> | <b>96.5</b>        | <b>100.6</b> | -        |
| A2689           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.8</b> | <b>84.4</b>        | <b>91.5</b> | <b>96.6</b>        | <b>100.5</b> | -        |
| A2680           | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>84.4</b>        | <b>91.5</b> | <b>96.5</b>        | <b>100.5</b> | -        |
| A2681           | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>84.4</b>        | <b>91.5</b> | <b>96.5</b>        | <b>100.5</b> | -        |
| A2682           | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.8</b> | <b>84.4</b>        | <b>91.5</b> | <b>96.5</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-231**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2500-A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **23408 (Improved consolidated thrust bump)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A16678          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>93.1</b>        | <b>96.7</b> | <b>83.6</b>        | <b>91.3</b> | <b>96.6</b>        | <b>100.4</b> | -        |
| A2683           | 004     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.7</b> | <b>83.6</b>        | <b>91.3</b> | <b>96.5</b>        | <b>100.4</b> | -        |
| A2684           | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>93.1</b>        | <b>96.7</b> | <b>83.6</b>        | <b>91.3</b> | <b>96.5</b>        | <b>100.4</b> | -        |
| A2685           | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.2</b>        | <b>96.6</b> | <b>83.0</b>        | <b>91.2</b> | <b>96.5</b>        | <b>100.3</b> | -        |
| A70059          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>93.2</b>        | <b>96.6</b> | <b>83.0</b>        | <b>91.2</b> | <b>96.5</b>        | <b>100.3</b> | -        |
| A2686           | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.5</b> | <b>82.3</b>        | <b>91.0</b> | <b>96.5</b>        | <b>100.2</b> | -        |
| A2687           | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.4</b> | <b>81.8</b>        | <b>90.9</b> | <b>96.5</b>        | <b>100.2</b> | -        |
| A2688           | 006     | <b>66,000</b>                 | <b>64,500</b>                | <b>93.3</b>        | <b>96.4</b> | <b>81.5</b>        | <b>90.8</b> | <b>96.5</b>        | <b>100.1</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12321          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A619            | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A616            | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A611            | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A614            | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A615            | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A610            | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A613            | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A7544           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A608            | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A612            | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A618            | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A16682          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A617            | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A609            | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A70064          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A13184          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A13185          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A71489          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | <b>17</b> |
| A71491          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.2</b>        | <b>100.7</b> | <b>17</b> |
| A71492          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | <b>17</b> |
| A71494          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.2</b>        | <b>100.6</b> | <b>17</b> |
| A71495          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | <b>17</b> |
| A71497          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | <b>17</b> |
| A71498          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | <b>17</b> |
| A71499          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | <b>17</b> |
| A71500          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.2</b>        | <b>100.4</b> | <b>17</b> |
| A71502          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.1</b>        | <b>91.2</b> | <b>94.2</b>        | <b>100.3</b> | <b>17</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12276          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A607            | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A604            | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A599            | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A602            | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A603            | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A598            | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A601            | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A7542           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A596            | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A600            | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A606            | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A16680          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A605            | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A597            | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A70061          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A13038          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A13039          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12308          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A12307          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12309          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A12310          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12311          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12312          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A12313          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A12314          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A12315          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A12316          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12317          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A12318          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A16681          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A12319          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A12320          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A70063          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A13181          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A13182          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package), 160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A18214          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.3</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | <b>17</b> |
| A18215          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.3</b>        | <b>91.8</b> | <b>94.2</b>        | <b>100.7</b> | <b>17</b> |
| A18216          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | <b>17</b> |
| A18218          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.2</b>        | <b>100.7</b> | <b>17</b> |
| A18219          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | <b>17</b> |
| A18221          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.2</b>        | <b>100.6</b> | <b>17</b> |
| A18222          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | <b>17</b> |
| A18224          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | <b>17</b> |
| A18225          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | <b>17</b> |
| A18226          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | <b>17</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package), 160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A18227          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.2</b>        | <b>100.4</b> | <b>17</b> |
| A70062          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.1</b>        | <b>91.2</b> | <b>94.2</b>        | <b>100.3</b> | <b>17</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package), 34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12262          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A12263          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12264          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A12265          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12266          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12267          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A12268          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A12269          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A12270          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A12271          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package), 34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12272          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A12273          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A16679          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A12274          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A12275          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A70060          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A13041          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A13042          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A73791          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A73792          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73793          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A73794          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73795          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73796          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A73797          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A73809          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A73798          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A73799          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A73800          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A73810          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A73802          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A73803          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A73804          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A73805          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A73806          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A73807          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868), 160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A71471          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | <b>17</b> |
| A71473          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.2</b>        | <b>100.7</b> | <b>17</b> |
| A71474          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | <b>17</b> |
| A71476          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.2</b>        | <b>100.6</b> | <b>17</b> |
| A71477          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | <b>17</b> |
| A71479          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | <b>17</b> |
| A71480          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | <b>17</b> |
| A71481          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | <b>17</b> |
| A71482          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.2</b>        | <b>100.4</b> | <b>17</b> |
| A71484          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.1</b>        | <b>91.2</b> | <b>94.2</b>        | <b>100.3</b> | <b>17</b> |

<sup>1</sup> See Note 1.



|  |  |  |                 |
|--|--|--|-----------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>                       | Aircraft Type Designation <sup>1</sup>   | <b>A320-232</b> |
| Engine Manufacturer <sup>1</sup>   | <b>International Aero Engines AG (IAE)</b> | Engine Type Designation <sup>1</sup>   | <b>V2527-A5</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |  | <b>Engine intermix, one engine with Select One package (Mod 37868), 34041 (Lift Improvement Package (LIP))</b> |                 |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A73771          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A73772          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73773          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A73774          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73775          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73776          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A73777          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A73778          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A73779          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A73780          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-232**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868), 34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A73781          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A73782          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A73784          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A73785          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A73786          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A73787          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A73788          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A73789          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12381          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A643            | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A640            | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A635            | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A638            | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A639            | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A634            | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A637            | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A7546           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A632            | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A636            | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A642            | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A16686          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A641            | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A633            | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A70069          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A13189          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A13190          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70719          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A70721          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.2</b>        | <b>100.7</b> | -        |
| A70722          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A70724          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.2</b>        | <b>100.6</b> | -        |
| A70725          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A70727          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | -        |
| A70728          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | -        |
| A70729          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A70730          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.2</b>        | <b>100.4</b> | -        |
| A70732          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.1</b>        | <b>91.2</b> | <b>94.2</b>        | <b>100.3</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12336          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A631            | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A628            | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A623            | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A626            | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A627            | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A622            | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A625            | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A7548           | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A620            | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A624            | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A630            | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A16684          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A629            | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A621            | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A70066          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A13044          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A13045          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12367          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A12368          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12369          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A12370          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12371          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12372          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A12373          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A12374          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A12375          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A12376          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12377          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A12378          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A16685          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A12379          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A12380          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A70068          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A13186          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A13187          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package), 160500 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A18250          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.3</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A18251          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.3</b>        | <b>91.8</b> | <b>94.2</b>        | <b>100.7</b> | -        |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package), 160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A18252          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A18254          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.2</b>        | <b>100.7</b> | -        |
| A18255          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A18257          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.2</b>        | <b>100.6</b> | -        |
| A18258          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A18260          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | -        |
| A18261          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | -        |
| A18262          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A18263          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.2</b>        | <b>100.4</b> | -        |
| A70067          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.1</b>        | <b>91.2</b> | <b>94.2</b>        | <b>100.3</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package), 34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12322          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A12323          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12324          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A12325          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12326          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A12327          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A12328          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A12329          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A12330          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A12331          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package), 34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A12332          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A12333          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A16683          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A12334          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A12335          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A70065          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A13047          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A13048          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A73830          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A73831          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73832          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A73833          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73834          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73835          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A73836          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A73837          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A73838          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A73839          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A73840          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A73841          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A73842          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A73843          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A73844          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A73845          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A73846          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A73847          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A70737          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A70739          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.0</b>        | <b>91.7</b> | <b>94.2</b>        | <b>100.7</b> | -        |
| A70740          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A70742          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.3</b>        | <b>91.6</b> | <b>94.2</b>        | <b>100.6</b> | -        |
| A70743          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A70745          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | -        |
| A70746          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>82.5</b>        | <b>91.4</b> | <b>94.2</b>        | <b>100.5</b> | -        |
| A70747          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A70748          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.3</b> | <b>94.2</b>        | <b>100.4</b> | -        |
| A70750          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.1</b>        | <b>91.2</b> | <b>94.2</b>        | <b>100.3</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868), 34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A73811          | 017     | <b>78,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A73812          | 015     | <b>78,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>97.0</b> | <b>84.9</b>        | <b>91.8</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73813          | 012     | <b>77,000</b>                 | <b>66,000</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.4</b>        | <b>100.7</b> | -        |
| A73814          | 007     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73815          | 010     | <b>77,000</b>                 | <b>64,500</b>                | <b>91.3</b>        | <b>96.9</b> | <b>84.6</b>        | <b>91.7</b> | <b>94.3</b>        | <b>100.7</b> | -        |
| A73816          | 011     | <b>75,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.4</b>        | <b>100.6</b> | -        |
| A73817          | 003     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A73818          | 009     | <b>75,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.8</b> | <b>83.9</b>        | <b>91.6</b> | <b>94.3</b>        | <b>100.6</b> | -        |
| A73819          | 016     | <b>73,500</b>                 | <b>66,000</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.4</b>        | <b>100.5</b> | -        |
| A73820          | 000     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-233**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527E-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868), 34041 (Lift Improvement Package (LIP))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A73821          | 008     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A73822          | 014     | <b>73,500</b>                 | <b>64,500</b>                | <b>91.4</b>        | <b>96.7</b> | <b>83.1</b>        | <b>91.4</b> | <b>94.3</b>        | <b>100.5</b> | -        |
| A73823          | 018     | <b>71,500</b>                 | <b>66,000</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.4</b>        | <b>100.4</b> | -        |
| A73824          | 013     | <b>71,500</b>                 | <b>64,500</b>                | <b>91.5</b>        | <b>96.6</b> | <b>82.3</b>        | <b>91.3</b> | <b>94.3</b>        | <b>100.4</b> | -        |
| A73825          | 002     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A73826          | 019     | <b>70,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.6</b> | <b>81.7</b>        | <b>91.2</b> | <b>94.3</b>        | <b>100.3</b> | -        |
| A73827          | 001     | <b>68,000</b>                 | <b>64,500</b>                | <b>91.6</b>        | <b>96.5</b> | <b>80.9</b>        | <b>91.0</b> | <b>94.3</b>        | <b>100.2</b> | -        |
| A73828          | 005     | <b>67,000</b>                 | <b>64,500</b>                | <b>91.7</b>        | <b>96.4</b> | <b>80.6</b>        | <b>90.9</b> | <b>94.3</b>        | <b>100.2</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77075          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.9</b>        | <b>100.7</b> | <b>18</b> |
| A71507          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A71508          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A71515          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A71516          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A71521          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A71522          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.5</b>        | <b>100.6</b> | <b>18</b> |
| A71523          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A71527          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A71529          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A71530          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>85.8</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A71534          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>85.9</b>        | <b>96.7</b> | <b>79.5</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A71537          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A71538          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.5</b>        | <b>100.4</b> | <b>18</b> |
| A71539          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A71543          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.0</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A71544          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.0</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77193          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A72006          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A72007          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A72014          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A72015          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A72020          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A72021          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>18</b> |
| A72022          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A72026          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.5</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |
| A72028          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A72029          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A72033          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>78.9</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A72036          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A72037          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.3</b> | <b>92.2</b>        | <b>100.4</b> | <b>18</b> |
| A72038          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A72042          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.0</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>18</b> |
| A72043          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.0</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A72158          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A72159          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A72166          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A72167          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A72172          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A72173          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.5</b>        | <b>100.6</b> | <b>18</b> |
| A72174          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A72178          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A72180          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A72181          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A72185          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.5</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A72188          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A72189          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.5</b>        | <b>100.4</b> | <b>18</b> |
| A72190          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A72194          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A72195          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **161038 (Booster Step 2), 23398, 162193, 162744 and 163215  
(Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74513             | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b>   |
| A74514             | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b>   |
| A74515             | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74516             | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.1</b>        | <b>91.8</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b>   |
| A74519             | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b>   |
| A74520             | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b>   |
| A74521             | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74524             | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b>   |
| A74526             | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.5</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b>   |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **161038 (Booster Step 2), 23398, 162193, 162744 and 163215**  
**(Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74532             | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b>   |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74555          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74556          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74557          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A74558          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.2</b>        | <b>91.8</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74561          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74562          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74563          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A74566          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A74568          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74574          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74597             | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74598             | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74599             | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b>   |
| A74600             | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>97.0</b> | <b>81.2</b>        | <b>91.8</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74603             | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74604             | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74605             | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b>   |
| A74608             | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b>   |
| A74610             | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b>   |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation

**A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup>

**CFM International SA**

Engine Type Designation<sup>1</sup>

**LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>  
**14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74616             | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b>   |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77091          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.9</b>        | <b>100.7</b> | <b>18</b> |
| A74083          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74084          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A74091          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74092          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A74097          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A74098          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.5</b>        | <b>100.6</b> | <b>18</b> |
| A74099          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A74103          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A74105          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74106          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>85.8</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A74110          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>85.9</b>        | <b>96.7</b> | <b>79.5</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A74113          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A74114          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.5</b>        | <b>100.4</b> | <b>18</b> |
| A74115          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A74119          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.0</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A74120          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.0</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77209          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A74001          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A74002          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A74009          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A74010          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A74015          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A74016          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>18</b> |
| A74017          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A74021          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.5</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |
| A74023          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74024          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A74028          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>78.9</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A74031          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A74032          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.3</b> | <b>92.2</b>        | <b>100.4</b> | <b>18</b> |
| A74033          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A74037          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.0</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>18</b> |
| A74038          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.0</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **161038 (Booster Step 2), 23398, 162193, 162744 and 163215  
(Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74534             | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b>   |
| A74535             | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b>   |
| A74536             | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74537             | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.1</b>        | <b>91.8</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b>   |
| A74540             | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b>   |
| A74541             | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b>   |
| A74542             | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74545             | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b>   |
| A74547             | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.5</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b>   |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **161038 (Booster Step 2), 23398, 162193, 162744 and 163215**  
**(Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74553             | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b>   |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74042          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74043          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A74050          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74051          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A74056          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A74057          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.5</b>        | <b>100.6</b> | <b>18</b> |
| A74058          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A74062          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A74064          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A74065          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74069          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.5</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A74072          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A74073          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.5</b>        | <b>100.4</b> | <b>18</b> |
| A74074          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A74078          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A74079          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74576          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74577          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74578          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A74579          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.2</b>        | <b>91.8</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74582          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74583          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A74584          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A74587          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A74589          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74595          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74618             | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74619             | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74620             | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b>   |
| A74621             | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>97.0</b> | <b>81.2</b>        | <b>91.8</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74624             | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74625             | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74626             | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b>   |
| A74629             | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b>   |
| A74631             | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b>   |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation

**A320-251N**  
**ACJ A320-251N)**

Engine Manufacturer<sup>1</sup>

**CFM International SA**

Engine Type Designation<sup>1</sup>

**LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>  
**14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74637             | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b>   |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26ER**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77174          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.9</b>        | <b>100.7</b> | <b>18</b> |
| A77126          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A77125          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A77124          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A77123          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A77140          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A77139          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.5</b>        | <b>100.6</b> | <b>18</b> |
| A77142          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A77146          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A77122          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26ER**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77121          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>85.8</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A77149          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>85.9</b>        | <b>96.7</b> | <b>79.5</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A77154          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A77153          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.5</b>        | <b>100.4</b> | <b>18</b> |
| A77156          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A77128          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.0</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A77127          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.0</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26ER**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77323          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A77221          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A77219          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A77217          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A77215          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A77249          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A77247          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>18</b> |
| A77253          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A77261          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.5</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |
| A77213          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26ER**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77211          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A77267          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>78.9</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A77277          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A77275          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.3</b> | <b>92.2</b>        | <b>100.4</b> | <b>18</b> |
| A77281          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A77225          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.0</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>18</b> |
| A77223          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.0</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26ER**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77365          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A77366          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A77373          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A77374          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A77379          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A77380          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.5</b>        | <b>100.6</b> | <b>18</b> |
| A77381          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A77385          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A77387          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A77388          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26ER**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77392          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.5</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A77395          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A77396          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.5</b>        | <b>100.4</b> | <b>18</b> |
| A77397          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A77401          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A77402          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26R**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77119          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.9</b>        | <b>100.7</b> | <b>18</b> |
| A77095          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A77544          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.6</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A77094          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A77551          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A77550          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A77101          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.5</b>        | <b>100.6</b> | <b>18</b> |
| A77600          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A77105          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A77093          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26R**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77092          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>85.8</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A77554          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>85.9</b>        | <b>96.7</b> | <b>79.5</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A77559          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A77558          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.5</b>        | <b>100.4</b> | <b>18</b> |
| A77560          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A77096          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.0</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A77563          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.0</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26R**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77301          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A77220          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A77218          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A77216          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A77214          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.7</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A77248          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A77246          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>18</b> |
| A77252          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A77260          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>79.5</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |
| A77212          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26R**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77210          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A77266          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>78.9</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A77276          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A77274          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.3</b> | <b>92.2</b>        | <b>100.4</b> | <b>18</b> |
| A77280          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A77224          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.0</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>18</b> |
| A77222          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.0</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26R**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77324          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A77325          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.6</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A77332          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A77333          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>80.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A77338          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A77339          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.5</b>        | <b>100.6</b> | <b>18</b> |
| A77340          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A77344          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.0</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A77346          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A77347          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.8</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-251N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26R**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77351          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.5</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A77354          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A77355          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.6</b> | <b>79.3</b>        | <b>91.3</b> | <b>92.5</b>        | <b>100.4</b> | <b>18</b> |
| A77356          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A77360          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A77361          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.8</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-252N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77618          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>84.6</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.9</b>        | <b>100.7</b> | <b>18</b> |
| A72380          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>84.6</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A72381          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>84.6</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A72388          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>84.7</b>        | <b>96.9</b> | <b>82.1</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A72389          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>84.7</b>        | <b>96.9</b> | <b>82.1</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A72394          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>84.7</b>        | <b>96.8</b> | <b>81.6</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A72396          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>84.7</b>        | <b>96.8</b> | <b>81.5</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A72400          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>84.8</b>        | <b>96.8</b> | <b>81.1</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A72402          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>84.8</b>        | <b>96.7</b> | <b>81.0</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A72403          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>84.8</b>        | <b>96.7</b> | <b>81.0</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-252N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A72410          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>84.9</b>        | <b>96.6</b> | <b>80.4</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A72412          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>84.9</b>        | <b>96.6</b> | <b>80.2</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A72416          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>84.9</b>        | <b>96.6</b> | <b>79.9</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A72417          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>84.9</b>        | <b>96.6</b> | <b>79.9</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-252N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77567          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>85.1</b>        | <b>97.0</b> | <b>82.8</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A72421          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.1</b>        | <b>97.0</b> | <b>82.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A72422          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.1</b>        | <b>97.0</b> | <b>82.8</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A72429          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.9</b> | <b>81.9</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A72430          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.2</b>        | <b>96.9</b> | <b>81.9</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A72435          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.8</b> | <b>81.3</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A72437          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.8</b> | <b>81.1</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A72441          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.8</b> | <b>80.7</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |
| A72443          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>96.7</b> | <b>80.5</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |
| A72444          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>85.3</b>        | <b>96.7</b> | <b>80.5</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-252N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A72451          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>96.6</b> | <b>79.7</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A72453          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.6</b> | <b>79.5</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A72457          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>18</b> |
| A72458          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.6</b> | <b>79.1</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-252N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A77481          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>85.1</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.9</b>        | <b>100.7</b> | -        |
| A72975          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.1</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | -        |
| A72976          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.1</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | -        |
| A72983          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.9</b> | <b>82.1</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | -        |
| A72984          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.2</b>        | <b>96.9</b> | <b>82.1</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | -        |
| A72989          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.8</b> | <b>81.6</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | -        |
| A72991          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.8</b> | <b>81.5</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | -        |
| A72995          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.8</b> | <b>81.1</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | -        |
| A72997          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>96.7</b> | <b>81.0</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | -        |
| A72998          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>85.3</b>        | <b>96.7</b> | <b>81.0</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | -        |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-252N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A73005          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>96.6</b> | <b>80.4</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | -        |
| A73007          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.6</b> | <b>80.2</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | -        |
| A73011          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.6</b> | <b>79.9</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | -        |
| A73012          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.6</b> | <b>79.9</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | -        |

<sup>1</sup> See Note 1.



An Agency of the European Union

Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation)

**A320-252N**  
**ACJ A320-252N**

Engine Manufacturer<sup>1</sup>

**CFM International SA**

Engine Type Designation<sup>1</sup>

**LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**161038 (Booster Step 2), 23398, 162193, 162744 and 163215  
(Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74640          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.1</b>        | <b>97.0</b> | <b>82.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A74641          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.1</b>        | <b>97.0</b> | <b>82.8</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A74646          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.9</b> | <b>81.9</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A74647          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.2</b>        | <b>96.9</b> | <b>81.9</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A74650          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.8</b> | <b>81.1</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A74652          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.8</b> | <b>80.7</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |
| A74658          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.6</b> | <b>79.5</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-252N**  
**ACJ A320-252N)**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |          |
| A74661          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.1</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | -        |
| A74662          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.1</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | -        |
| A74667          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.9</b> | <b>82.1</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | -        |
| A74668          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.2</b>        | <b>96.9</b> | <b>82.1</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | -        |
| A74671          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.8</b> | <b>81.5</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | -        |
| A74673          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>96.8</b> | <b>81.1</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | -        |
| A74679          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.6</b> | <b>80.2</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | -        |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-252N**  
**ACJ A320-252N)**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74682             | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>84.6</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74683             | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>84.6</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b>   |
| A74688             | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>84.7</b>        | <b>96.9</b> | <b>82.1</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b>   |
| A74689             | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>84.7</b>        | <b>96.9</b> | <b>82.1</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b>   |
| A74692             | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>84.7</b>        | <b>96.8</b> | <b>81.5</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b>   |
| A74694             | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>84.8</b>        | <b>96.8</b> | <b>81.1</b>        | <b>91.5</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b>   |
| A74700             | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>84.9</b>        | <b>96.6</b> | <b>80.2</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b>   |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-253N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A29**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77583          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>80.5</b>        | <b>91.9</b> | <b>92.9</b>        | <b>100.7</b> | <b>18</b> |
| A73053          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>80.5</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A73054          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>97.0</b> | <b>80.5</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A73061          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.9</b> | <b>79.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A73062          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.9</b> | <b>79.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A73067          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.8</b> | <b>79.5</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A73069          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.8</b> | <b>79.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A73075          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.9</b>        | <b>96.7</b> | <b>78.9</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A73076          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.9</b>        | <b>96.7</b> | <b>78.9</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A73083          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-253N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A29**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A73085          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>78.2</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A73089          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>77.9</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A73090          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>87.0</b>        | <b>96.6</b> | <b>77.9</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-253N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A29**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77599          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>87.1</b>        | <b>97.0</b> | <b>80.3</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A73094          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.1</b>        | <b>97.0</b> | <b>80.3</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A73095          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>87.1</b>        | <b>97.0</b> | <b>80.3</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A73102          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.2</b>        | <b>96.9</b> | <b>79.6</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>18</b> |
| A73103          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>87.2</b>        | <b>96.9</b> | <b>79.6</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A73108          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>96.8</b> | <b>79.0</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A73110          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>96.8</b> | <b>78.8</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>18</b> |
| A73116          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.7</b> | <b>78.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>18</b> |
| A73117          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>87.4</b>        | <b>96.7</b> | <b>78.3</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A73124          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.6</b> | <b>77.6</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-253N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A29**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A73126          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.5</b>        | <b>96.6</b> | <b>77.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>18</b> |
| A73130          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>87.5</b>        | <b>96.6</b> | <b>77.0</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>18</b> |
| A73131          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>87.5</b>        | <b>96.6</b> | <b>77.0</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-253N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A29**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
|                 | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>87.1</b>        | <b>97.0</b> | <b>80.5</b>        | <b>91.9</b> | <b>92.9</b>        | <b>100.7</b> | <b>18</b> |
| A73135          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.1</b>        | <b>97.0</b> | <b>80.5</b>        | <b>91.9</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A73136          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>87.1</b>        | <b>97.0</b> | <b>80.5</b>        | <b>91.9</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A73143          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.2</b>        | <b>96.9</b> | <b>79.9</b>        | <b>91.7</b> | <b>92.7</b>        | <b>100.7</b> | <b>18</b> |
| A73144          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>87.2</b>        | <b>96.9</b> | <b>79.9</b>        | <b>91.7</b> | <b>92.5</b>        | <b>100.7</b> | <b>18</b> |
| A73149          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>96.8</b> | <b>79.5</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A73151          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>96.8</b> | <b>79.3</b>        | <b>91.6</b> | <b>92.7</b>        | <b>100.6</b> | <b>18</b> |
| A73157          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.7</b> | <b>78.9</b>        | <b>91.4</b> | <b>92.7</b>        | <b>100.5</b> | <b>18</b> |
| A73158          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>87.4</b>        | <b>96.7</b> | <b>78.9</b>        | <b>91.4</b> | <b>92.5</b>        | <b>100.5</b> | <b>18</b> |
| A73165          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.3</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-253N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A29**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A73167          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.5</b>        | <b>96.6</b> | <b>78.2</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.4</b> | <b>18</b> |
| A73171          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>87.5</b>        | <b>96.6</b> | <b>77.9</b>        | <b>91.2</b> | <b>92.7</b>        | <b>100.3</b> | <b>18</b> |
| A73172          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>87.5</b>        | <b>96.6</b> | <b>77.9</b>        | <b>91.2</b> | <b>92.5</b>        | <b>100.3</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**  
Additional modifications essential to meet the requirements or needed to attain the **None**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A75597          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A71437          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A71436          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.0</b>        | <b>100.7</b> | <b>18</b> |
| A71429          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.9</b> | <b>81.3</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A71428          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.9</b> | <b>81.3</b>        | <b>91.7</b> | <b>92.0</b>        | <b>100.7</b> | <b>18</b> |
| A71423          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.8</b> | <b>80.7</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>18</b> |
| A71422          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.8</b> | <b>80.7</b>        | <b>91.6</b> | <b>92.0</b>        | <b>100.6</b> | <b>18</b> |
| A71421          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>18</b> |
| A71417          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.9</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.5</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A71415          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.9</b>        | <b>96.7</b> | <b>80.0</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A71414          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.9</b>        | <b>96.7</b> | <b>80.0</b>        | <b>91.4</b> | <b>92.0</b>        | <b>100.5</b> | <b>18</b> |
| A71410          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.9</b>        | <b>96.7</b> | <b>79.6</b>        | <b>91.4</b> | <b>92.0</b>        | <b>100.5</b> | <b>18</b> |
| A71407          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>79.2</b>        | <b>91.3</b> | <b>92.2</b>        | <b>100.4</b> | <b>19</b> |
| A71406          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>87.0</b>        | <b>96.6</b> | <b>79.2</b>        | <b>91.3</b> | <b>92.0</b>        | <b>100.4</b> | <b>19</b> |
| A71405          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>79.0</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.4</b> | <b>19</b> |
| A71401          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.3</b> | <b>19</b> |
| A71400          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>87.0</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.2</b> | <b>92.0</b>        | <b>100.3</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76959          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>19</b> |
| A72848          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A72847          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A72840          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A72839          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A72834          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A72833          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A72832          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.2</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A72828          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.8</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |
| A72826          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A72825          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A72821          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A72818          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |
| A72817          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A72816          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |
| A72812          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>19</b> |
| A72811          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74723          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A74724          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A74725          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A74726          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>97.0</b> | <b>81.4</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A74729          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A74730          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A74731          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A74734          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.2</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A74736          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.8</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74742          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77633          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>19</b> |
| A72544          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A72545          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>20</b> |
| A72552          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A72553          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>20</b> |
| A72558          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>20</b> |
| A72559          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>20</b> |
| A72560          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>20</b> |
| A72564          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>20</b> |
| A72566          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>20</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A72567          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>20</b> |
| A72571          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>20</b> |
| A72574          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>20</b> |
| A72575          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>20</b> |
| A72576          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>20</b> |
| A72580          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>20</b> |
| A72581          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>20</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74346          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A74932          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A74347          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>20</b> |
| A74933          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A74354          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A74934          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A74355          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>20</b> |
| A74362          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>20</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation

**A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74366          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>20</b> |
| A74378          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>20</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76041          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76035          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76029          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A75975          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A75969          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A75931          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A75927          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.1</b>        | <b>100.6</b> | <b>19</b> |
| A75919          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A75891          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A75875          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A75871          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>19</b> |
| A75843          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>19</b> |
| A75819          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A75815          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.1</b>        | <b>100.4</b> | <b>19</b> |
| A75811          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A75791          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>19</b> |
| A75787          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.2</b> | <b>92.1</b>        | <b>100.3</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76033          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76039          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76027          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A76009          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.8</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A75973          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A75979          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A75967          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A75917          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A75889          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A75809          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74809             | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74808             | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74810             | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.0</b>        | <b>100.7</b> | <b>18</b>   |
| A74811             | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.8</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74815             | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.9</b> | <b>81.3</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74814             | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.9</b> | <b>81.3</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74816             | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.9</b> | <b>81.3</b>        | <b>91.7</b> | <b>92.0</b>        | <b>100.7</b> | <b>18</b>   |
| A74819             | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>18</b>   |
| A74821             | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.9</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.5</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b>   |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation

**A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1127G-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74827             | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>79.0</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.4</b> | -           |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76961          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>19</b> |
| A76799          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76795          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76791          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76787          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76835          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A76833          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A76843          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.2</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A76855          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.8</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |
| A76783          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76781          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A76865          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A76879          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |
| A76877          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A76887          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |
| A76803          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>19</b> |
| A76801          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76797          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76893          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76793          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76895          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>97.0</b> | <b>81.4</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76789          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76897          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76785          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76841          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.2</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A76853          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.8</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76885          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77665          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>19</b> |
| A76565          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A76566          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>20</b> |
| A76573          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A76574          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>20</b> |
| A76579          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>20</b> |
| A76580          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>20</b> |
| A76581          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>20</b> |
| A76585          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>20</b> |
| A76587          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>20</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76588          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>20</b> |
| A76592          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>20</b> |
| A76595          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>20</b> |
| A76596          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>20</b> |
| A76597          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>20</b> |
| A76601          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>20</b> |
| A76602          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>20</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76647          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>21</b> |
| A76648          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A76649          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>21</b> |
| A76651          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A76653          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>21</b> |
| A76654          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A76655          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>21</b> |
| A76658          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>21</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation

**A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

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Chapter<sup>1</sup>

**14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76660          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>21</b> |
| A76666          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>21</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76043          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76037          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76031          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A75977          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A75971          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A75933          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A75929          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.1</b>        | <b>100.6</b> | <b>19</b> |
| A75921          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A75893          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A75877          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1-JM**  
Additional modifications essential to meet the requirements or needed to attain the **167243 (Installation of Block D combustor)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A75873          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>19</b> |
| A75845          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>19</b> |
| A75821          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A75817          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.1</b>        | <b>100.4</b> | <b>19</b> |
| A75813          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A75793          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>19</b> |
| A75789          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.2</b> | <b>92.1</b>        | <b>100.3</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1A-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76960          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>19</b> |
| A76798          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76794          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76790          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76786          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76834          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A76832          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A76842          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.2</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A76854          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.8</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |
| A76782          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1A-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76780          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A76864          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A76878          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |
| A76876          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A76886          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |
| A76802          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>19</b> |
| A76800          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1A-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76796          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76892          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76792          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76894          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>97.0</b> | <b>81.4</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76788          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76896          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76784          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76840          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.2</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A76852          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.8</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.

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| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>                   | Aircraft Type Designation <sup>1</sup><br>(Commercial Designation)   | <b>A320-271N</b><br><b>ACJ A320-271N)</b> |                    |             |                    |             |                    |              |           |
|--|--|--|---|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
| Engine Manufacturer <sup>1</sup>   | <b>International Aero Engines, LLC</b> | Engine Type Designation <sup>1</sup>   | <b>PW1127G1A-JM</b>                       |                    |             |                    |             |                    |              |           |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |  | <b>160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)</b> |   |                    |             |                    |             |                    |              |           |
| Noise Certification Basis  | <b>ICAO Annex 16, Volume I</b>         | Edition / Amendment  | <b>Edition 8 / Amendment 12</b>           |                    |             |                    |             |                    |              |           |
| Chapter <sup>1</sup>   | <b>14</b>                              |  |   |                    |             |                    |             |                    |              |           |
| EASA Record No.  | Variant                                | Maximum Mass   |   | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|  |  | Take-off <sup>1</sup><br>(kg)  | Landing <sup>1</sup><br>(kg)              | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76884   | 085                                    | <b>71,000</b>  | <b>67,400</b>                             | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1A-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77681          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>19</b> |
| A76606          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A76607          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>20</b> |
| A76614          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A76615          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>20</b> |
| A76620          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>20</b> |
| A76621          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>20</b> |
| A76622          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>20</b> |
| A76626          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>20</b> |
| A76628          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>20</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1A-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76629          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>20</b> |
| A76633          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>20</b> |
| A76636          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>20</b> |
| A76637          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>20</b> |
| A76638          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>20</b> |
| A76642          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>20</b> |
| A76643          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>20</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1A-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76671          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>21</b> |
| A76672          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A76673          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>21</b> |
| A76675          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A76677          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>21</b> |
| A76678          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A76679          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>21</b> |
| A76682          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>21</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation

**A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1127G1A-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76684          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>21</b> |
| A76690          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>21</b> |

<sup>1</sup> See Note 1.



|  |  |   |                     |
|--|--|---|---------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>                   | Aircraft Type Designation <sup>1</sup>            | <b>A320-271N</b>    |
| Engine Manufacturer <sup>1</sup>   | <b>International Aero Engines, LLC</b> | Engine Type Designation <sup>1</sup>              | <b>PW1127G1A-JM</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |  | <b>167243 (Installation of Block D combustor)</b> |                     |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76044          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76038          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76032          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A75978          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A75972          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A75934          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A75930          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.1</b>        | <b>100.6</b> | <b>19</b> |
| A75922          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A75894          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A75878          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1A-JM**  
Additional modifications essential to meet the requirements or needed to attain the **167243 (Installation of Block D combustor)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A75874          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>19</b> |
| A75846          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>19</b> |
| A75822          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A75818          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.1</b>        | <b>100.4</b> | <b>19</b> |
| A75814          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A75794          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>19</b> |
| A75790          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.2</b> | <b>92.1</b>        | <b>100.3</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1B-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combuster))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A81026          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127G1C-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combuster))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A81107          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>19</b> |

<sup>1</sup> See Note 1.



An Agency of the European Union

|  |  |  |                    |
|--|--|--|--------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>                   | Aircraft Type Designation <sup>1</sup> | <b>A320-271N</b>   |
| Engine Manufacturer <sup>1</sup>   | <b>International Aero Engines, LLC</b> | Engine Type Designation <sup>1</sup>   | <b>PW1127GA-JM</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |  | <b>None</b>                            |                    |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A75596          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A71655          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A71656          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.0</b>        | <b>100.7</b> | <b>18</b> |
| A71663          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.9</b> | <b>81.3</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b> |
| A71664          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.9</b> | <b>81.3</b>        | <b>91.7</b> | <b>92.0</b>        | <b>100.7</b> | <b>18</b> |
| A71669          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.8</b> | <b>80.7</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>18</b> |
| A71670          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.8</b> | <b>80.7</b>        | <b>91.6</b> | <b>92.0</b>        | <b>100.6</b> | <b>18</b> |
| A71671          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>18</b> |
| A71675          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.9</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.5</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |
| A71677          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.9</b>        | <b>96.7</b> | <b>80.0</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**  
Additional modifications essential to meet the requirements or needed to attain the **None**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A71678          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.9</b>        | <b>96.7</b> | <b>80.0</b>        | <b>91.4</b> | <b>92.0</b>        | <b>100.5</b> | <b>18</b> |
| A71682          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.9</b>        | <b>96.7</b> | <b>79.6</b>        | <b>91.4</b> | <b>92.0</b>        | <b>100.5</b> | <b>18</b> |
| A71685          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>79.2</b>        | <b>91.3</b> | <b>92.2</b>        | <b>100.4</b> | <b>19</b> |
| A71686          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>87.0</b>        | <b>96.6</b> | <b>79.2</b>        | <b>91.3</b> | <b>92.0</b>        | <b>100.4</b> | <b>19</b> |
| A71687          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>79.0</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.4</b> | <b>19</b> |
| A71691          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.3</b> | <b>19</b> |
| A71692          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>87.0</b>        | <b>96.6</b> | <b>78.6</b>        | <b>91.2</b> | <b>92.0</b>        | <b>100.3</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76958          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>19</b> |
| A72974          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A72973          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A72966          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A72965          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A72960          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A72959          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.4</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A72958          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.2</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A72954          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.8</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |
| A72952          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A72951          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A72947          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A72944          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |
| A72943          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A72942          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |
| A72938          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>19</b> |
| A72937          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74702          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A74703          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A74704          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A74705          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>97.0</b> | <b>81.4</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A74708          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A74709          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A74710          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A74713          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.2</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>19</b> |
| A74715          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.8</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74721          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77649          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>19</b> |
| A72503          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A72504          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>20</b> |
| A72511          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A72512          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>20</b> |
| A72517          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>20</b> |
| A72518          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>20</b> |
| A72519          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>20</b> |
| A72523          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>20</b> |
| A72525          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>20</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A72526          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.6</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>20</b> |
| A72530          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>20</b> |
| A72533          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>20</b> |
| A72534          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>20</b> |
| A72535          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>20</b> |
| A72539          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>20</b> |
| A72540          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.6</b> | <b>78.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>20</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74387          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>21</b> |
| A74929          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A74306          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>21</b> |
| A74930          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A74313          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>21</b> |
| A74931          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>20</b> |
| A74314          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>21</b> |
| A74321          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>21</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation

**A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74325          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.6</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>21</b> |
| A74337          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>21</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**  
Additional modifications essential to meet the requirements or needed to attain the **167243 (Installation of Block D combustor)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76042          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>19</b> |
| A76036          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76030          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A75976          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A75970          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A75932          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A75928          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.1</b>        | <b>100.6</b> | <b>19</b> |
| A75920          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A75892          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |
| A75876          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-271N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**  
Additional modifications essential to meet the requirements or needed to attain the **167243 (Installation of Block D combustor)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A75872          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.7</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>19</b> |
| A75844          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>86.4</b>        | <b>96.7</b> | <b>79.3</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>19</b> |
| A75820          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A75816          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.9</b>        | <b>91.3</b> | <b>92.1</b>        | <b>100.4</b> | <b>19</b> |
| A75812          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |
| A75792          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>19</b> |
| A75788          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.2</b> | <b>92.1</b>        | <b>100.3</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76034          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76040          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A76028          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.8</b>        | <b>91.9</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A76010          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>97.0</b> | <b>81.5</b>        | <b>91.8</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A75974          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A75980          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>19</b> |
| A75968          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.2</b>        | <b>96.9</b> | <b>81.1</b>        | <b>91.7</b> | <b>92.1</b>        | <b>100.7</b> | <b>19</b> |
| A75918          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.3</b>        | <b>96.8</b> | <b>80.3</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>19</b> |
| A75890          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.4</b>        | <b>96.8</b> | <b>79.9</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>19</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A75810          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>86.5</b>        | <b>96.6</b> | <b>78.7</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>19</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74787             | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74788             | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74789             | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>86.7</b>        | <b>97.0</b> | <b>82.0</b>        | <b>91.9</b> | <b>92.0</b>        | <b>100.7</b> | <b>18</b>   |
| A74790             | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>86.7</b>        | <b>97.0</b> | <b>81.7</b>        | <b>91.8</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74794             | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.9</b> | <b>81.3</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74793             | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.9</b> | <b>81.3</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>18</b>   |
| A74795             | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>86.8</b>        | <b>96.9</b> | <b>81.3</b>        | <b>91.7</b> | <b>92.0</b>        | <b>100.7</b> | <b>18</b>   |
| A74798             | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>86.8</b>        | <b>96.8</b> | <b>80.5</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>18</b>   |
| A74800             | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>86.9</b>        | <b>96.8</b> | <b>80.1</b>        | <b>91.5</b> | <b>92.2</b>        | <b>100.5</b> | <b>18</b>   |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation

**A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1127GA-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74806             | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>96.6</b> | <b>79.0</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.4</b> | -           |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A79184          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>22</b> |
| A79185          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>22</b> |
| A79227          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>22</b> |
| A79228          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>97.0</b> | <b>80.3</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>22</b> |
| A79229          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.9</b> | <b>80.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>22</b> |
| A79188          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.9</b> | <b>80.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>22</b> |
| A79230          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>87.4</b>        | <b>96.9</b> | <b>80.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>22</b> |
| A79190          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.8</b> | <b>79.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>22</b> |
| A79191          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>87.5</b>        | <b>96.8</b> | <b>78.9</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>22</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A79194          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.6</b>        | <b>96.6</b> | <b>77.9</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>22</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A79196          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>22</b> |
| A79197          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>22</b> |
| A79198          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>22</b> |
| A79200          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>97.0</b> | <b>80.3</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>22</b> |
| A79202          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.9</b> | <b>80.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>22</b> |
| A79203          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.9</b> | <b>80.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>22</b> |
| A79204          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>87.4</b>        | <b>96.9</b> | <b>80.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>22</b> |
| A79207          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.8</b> | <b>79.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>22</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation

**A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 13**

Chapter<sup>1</sup>      **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A79209          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>87.5</b>        | <b>96.8</b> | <b>78.9</b>        | <b>91.5</b> | <b>92.4</b>        | <b>100.5</b> | <b>22</b> |
| A79215          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.6</b>        | <b>96.6</b> | <b>77.9</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>22</b> |

<sup>1</sup> See Note 1.



An Agency of the European Union

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A79195          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>22</b> |
| A79238          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>22</b> |
| A79239          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>87.0</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.1</b>        | <b>100.7</b> | <b>22</b> |
| A79231          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>97.0</b> | <b>80.3</b>        | <b>91.8</b> | <b>92.3</b>        | <b>100.7</b> | <b>22</b> |
| A79242          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.1</b>        | <b>96.9</b> | <b>79.9</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>22</b> |
| A79243          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.1</b>        | <b>96.9</b> | <b>79.9</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>22</b> |
| A79244          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>87.1</b>        | <b>96.9</b> | <b>79.9</b>        | <b>91.7</b> | <b>92.1</b>        | <b>100.7</b> | <b>22</b> |
| A79247          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>87.1</b>        | <b>96.8</b> | <b>79.2</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>22</b> |
| A79249          | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>87.2</b>        | <b>96.8</b> | <b>78.9</b>        | <b>91.5</b> | <b>92.3</b>        | <b>100.5</b> | <b>22</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A79255          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>96.6</b> | <b>77.8</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>22</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A79173             | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.7</b>        | <b>97.0</b> | <b>81.0</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>23</b>   |
| A79174             | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.7</b>        | <b>97.0</b> | <b>81.0</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>23</b>   |
| A79217             | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>87.7</b>        | <b>97.0</b> | <b>81.0</b>        | <b>91.9</b> | <b>92.0</b>        | <b>100.7</b> | <b>23</b>   |
| A79175             | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>87.7</b>        | <b>97.0</b> | <b>80.6</b>        | <b>91.8</b> | <b>92.2</b>        | <b>100.7</b> | <b>23</b>   |
| A79219             | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.7</b>        | <b>96.9</b> | <b>80.3</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>23</b>   |
| A79177             | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.7</b>        | <b>96.9</b> | <b>80.3</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>23</b>   |
| A79220             | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>87.7</b>        | <b>96.9</b> | <b>80.3</b>        | <b>91.7</b> | <b>92.0</b>        | <b>100.7</b> | <b>23</b>   |
| A79179             | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>87.8</b>        | <b>96.8</b> | <b>79.5</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>23</b>   |
| A79180             | 075     | <b>74,000</b>                 | <b>67,400</b>                | <b>87.8</b>        | <b>96.8</b> | <b>79.2</b>        | <b>91.5</b> | <b>92.2</b>        | <b>100.5</b> | <b>23</b>   |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup>  
(Commercial Designation) **A320-271N**  
**ACJ A320-271N)**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup> **23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A79183             | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>88.0</b>        | <b>96.6</b> | <b>78.1</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.4</b> | <b>23</b>   |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-272N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1124G1-JM**  
Additional modifications essential to meet the requirements or needed to attain the **None**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A75612          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>85.5</b>        | <b>97.0</b> | <b>83.3</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A73639          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>97.0</b> | <b>83.3</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>24</b> |
| A73640          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.5</b>        | <b>97.0</b> | <b>83.3</b>        | <b>91.9</b> | <b>92.0</b>        | <b>100.7</b> | <b>24</b> |
| A73647          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>82.6</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>24</b> |
| A73648          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.9</b> | <b>82.6</b>        | <b>91.7</b> | <b>92.0</b>        | <b>100.7</b> | <b>24</b> |
| A73653          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.8</b> | <b>82.0</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>24</b> |
| A73654          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.8</b> | <b>82.0</b>        | <b>91.6</b> | <b>92.0</b>        | <b>100.6</b> | <b>24</b> |
| A73655          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.8</b> | <b>81.8</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>24</b> |
| A73661          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>85.8</b>        | <b>96.7</b> | <b>81.3</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>24</b> |
| A73662          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>85.8</b>        | <b>96.7</b> | <b>81.3</b>        | <b>91.4</b> | <b>92.0</b>        | <b>100.5</b> | <b>24</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-272N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1124G1-JM**  
Additional modifications essential to meet the requirements or needed to attain the **None**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A73666          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>85.8</b>        | <b>96.7</b> | <b>80.9</b>        | <b>91.4</b> | <b>92.0</b>        | <b>100.5</b> | <b>24</b> |
| A73669          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>80.5</b>        | <b>91.3</b> | <b>92.2</b>        | <b>100.4</b> | <b>24</b> |
| A73670          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>85.9</b>        | <b>96.6</b> | <b>80.5</b>        | <b>91.3</b> | <b>92.0</b>        | <b>100.4</b> | <b>24</b> |
| A73671          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>80.3</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.4</b> | <b>24</b> |
| A73675          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.9</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.3</b> | <b>24</b> |
| A73676          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>85.9</b>        | <b>96.6</b> | <b>79.9</b>        | <b>91.2</b> | <b>92.0</b>        | <b>100.3</b> | <b>24</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-272N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1124G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76977          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>24</b> |
| A73721          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>24</b> |
| A73720          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A73713          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.9</b> | <b>82.2</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>24</b> |
| A73712          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.9</b> | <b>82.2</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A73707          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.8</b> | <b>81.7</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>24</b> |
| A73706          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.8</b> | <b>81.7</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>24</b> |
| A73705          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>96.8</b> | <b>81.5</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>24</b> |
| A73699          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>96.7</b> | <b>81.0</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>24</b> |
| A73698          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>85.5</b>        | <b>96.7</b> | <b>81.0</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>24</b> |

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-272N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1124G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A73694          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>85.5</b>        | <b>96.7</b> | <b>80.6</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>24</b> |
| A73691          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>96.6</b> | <b>80.2</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>24</b> |
| A73690          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>85.6</b>        | <b>96.6</b> | <b>80.2</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>24</b> |
| A73685          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.6</b> | <b>79.6</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>24</b> |
| A73684          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.6</b> | <b>79.6</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>24</b> |

<sup>1</sup> See Note 1.



An Agency of the European Union

Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation)

**A320-272N**  
**ACJ A320-272N**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1124G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74829          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>24</b> |
| A74830          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>24</b> |
| A74831          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A74832          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>82.6</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>24</b> |
| A74835          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.9</b> | <b>82.2</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>24</b> |
| A74836          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.9</b> | <b>82.2</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>24</b> |
| A74837          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.9</b> | <b>82.2</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A74840          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>96.8</b> | <b>81.5</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>24</b> |
| A74848          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>96.6</b> | <b>80.0</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>24</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-272N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1124G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A77697          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>25</b> |
| A74428          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>25</b> |
| A74427          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>25</b> |
| A74420          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.9</b> | <b>82.3</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>25</b> |
| A74419          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.9</b> | <b>82.3</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>25</b> |
| A74414          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.8</b> | <b>81.8</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>25</b> |
| A74413          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.8</b> | <b>81.8</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>25</b> |
| A74412          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>96.8</b> | <b>81.7</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>25</b> |
| A74406          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>96.7</b> | <b>81.2</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>25</b> |
| A74405          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>85.5</b>        | <b>96.7</b> | <b>81.2</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>25</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-272N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1124G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74401          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>85.5</b>        | <b>96.7</b> | <b>80.8</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>25</b> |
| A74398          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>96.6</b> | <b>80.4</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>25</b> |
| A74397          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>85.6</b>        | <b>96.6</b> | <b>80.4</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>25</b> |
| A74392          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.6</b> | <b>79.8</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>25</b> |
| A74391          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.6</b> | <b>79.8</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>25</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation)

**A320-272N**  
**ACJ A320-272N)**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1124G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74469          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>25</b> |
| A74937          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>25</b> |
| A74468          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.3</b>        | <b>97.0</b> | <b>83.0</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>25</b> |
| A74936          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>82.6</b>        | <b>91.8</b> | <b>92.4</b>        | <b>100.7</b> | <b>25</b> |
| A74461          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.9</b> | <b>82.3</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>25</b> |
| A74935          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.9</b> | <b>82.3</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>25</b> |
| A74460          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.9</b> | <b>82.3</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>25</b> |
| A74453          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>96.8</b> | <b>81.7</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>25</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation

**A320-272N**  
**ACJ A320-272N)**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1124G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor)), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74437          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>96.6</b> | <b>80.2</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>25</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-272N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1124G1-JM**  
Additional modifications essential to meet the requirements or needed to attain the **167243 (Installation of combustor Block D)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76125          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>85.2</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>24</b> |
| A76123          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A76121          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.2</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.1</b>        | <b>100.7</b> | <b>24</b> |
| A76105          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>96.9</b> | <b>82.3</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A76103          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.3</b>        | <b>96.9</b> | <b>82.3</b>        | <b>91.7</b> | <b>92.1</b>        | <b>100.7</b> | <b>24</b> |
| A76092          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.8</b> | <b>81.8</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>24</b> |
| A76091          | 068     | <b>75,500</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.8</b> | <b>81.8</b>        | <b>91.6</b> | <b>92.1</b>        | <b>100.6</b> | <b>24</b> |
| A76089          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.8</b> | <b>81.7</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>24</b> |
| A76076          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.7</b> | <b>81.2</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>24</b> |
| A76075          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.7</b> | <b>81.2</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>24</b> |

<sup>1</sup> See Note 1.

/continued on next page

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-272N**  
Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1124G1-JM**  
Additional modifications essential to meet the requirements or needed to attain the **167243 (Installation of combustor Block D)**  
certificated noise levels<sup>1</sup>

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76067          | 078     | <b>72,500</b>                 | <b>66,300</b>                | <b>85.4</b>        | <b>96.7</b> | <b>80.8</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>24</b> |
| A76060          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>96.6</b> | <b>80.4</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>24</b> |
| A76059          | 082     | <b>71,500</b>                 | <b>66,300</b>                | <b>85.5</b>        | <b>96.6</b> | <b>80.4</b>        | <b>91.3</b> | <b>92.1</b>        | <b>100.4</b> | <b>24</b> |
| A76058          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>96.6</b> | <b>80.2</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>24</b> |
| A76052          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>96.6</b> | <b>79.8</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>24</b> |
| A76051          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>85.5</b>        | <b>96.6</b> | <b>79.8</b>        | <b>91.2</b> | <b>92.1</b>        | <b>100.3</b> | <b>24</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-272N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1124G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of combustor Block D), 23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76124          | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A76115          | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>97.0</b> | <b>82.6</b>        | <b>91.8</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A76106          | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>96.9</b> | <b>82.3</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation)

**A320-272N**  
**ACJ A320-272N)**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1124G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**167243 (Installation of combustor Block D), 23398, 162193, 162744  
and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76122          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.2</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A76120          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.2</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.9</b> | <b>92.1</b>        | <b>100.7</b> | <b>24</b> |
| A76104          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.3</b>        | <b>96.9</b> | <b>82.3</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>24</b> |
| A76102          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.3</b>        | <b>96.9</b> | <b>82.3</b>        | <b>91.7</b> | <b>92.1</b>        | <b>100.7</b> | <b>24</b> |
| A76088          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.4</b>        | <b>96.8</b> | <b>81.7</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>24</b> |
| A76057          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>96.6</b> | <b>80.2</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>24</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>  
(Commercial Designation)

**A320-272N**  
**ACJ A320-272N**

Engine Manufacturer<sup>1</sup>

**International Aero Engines, LLC**

Engine Type Designation<sup>1</sup>

**PW1124G1-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**23398, 162193, 162744 and 163215 (Corporate Jet configuration)**

Noise Certification Basis

**ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**14**

| EASA<br>Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See<br>Note |
|--------------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-------------|
|                    |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |             |
| A74850             | 110     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>97.0</b> | <b>83.3</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | -           |
| A74851             | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>85.5</b>        | <b>97.0</b> | <b>83.3</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | -           |
| A74852             | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>85.5</b>        | <b>97.0</b> | <b>83.3</b>        | <b>91.9</b> | <b>92.0</b>        | <b>100.7</b> | -           |
| A74853             | 111     | <b>78,000</b>                 | <b>67,400</b>                | <b>85.6</b>        | <b>97.0</b> | <b>82.9</b>        | <b>91.8</b> | <b>92.2</b>        | <b>100.7</b> | -           |
| A74856             | 112     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>82.6</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | -           |
| A74857             | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.9</b> | <b>82.6</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | -           |
| A74858             | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>85.7</b>        | <b>96.9</b> | <b>82.6</b>        | <b>91.7</b> | <b>92.0</b>        | <b>100.7</b> | -           |
| A74861             | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>85.7</b>        | <b>96.8</b> | <b>81.8</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | -           |
| A74869             | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>85.9</b>        | <b>96.6</b> | <b>80.3</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.4</b> | -           |

<sup>1</sup> See Note 1.



An Agency of the European Union

|  |  |  |                   |
|--|--|--|-------------------|
| Type Certificate Holder <sup>1</sup>   | <b>Airbus S.A.S.</b>                   | Aircraft Type Designation <sup>1</sup> | <b>A320-273N</b>  |
| Engine Manufacturer <sup>1</sup>   | <b>International Aero Engines, LLC</b> | Engine Type Designation <sup>1</sup>   | <b>PW1129G-JM</b> |
| Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup> |  | <b>None</b>                            |                   |

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A73956          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>87.7</b>        | <b>97.0</b> | <b>81.0</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>26</b> |
| A73957          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.7</b>        | <b>97.0</b> | <b>81.0</b>        | <b>91.9</b> | <b>92.2</b>        | <b>100.7</b> | <b>26</b> |
| A73958          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>87.7</b>        | <b>97.0</b> | <b>81.0</b>        | <b>91.9</b> | <b>92.0</b>        | <b>100.7</b> | <b>26</b> |
| A73965          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.7</b>        | <b>96.9</b> | <b>80.3</b>        | <b>91.7</b> | <b>92.2</b>        | <b>100.7</b> | <b>26</b> |
| A73966          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>87.7</b>        | <b>96.9</b> | <b>80.3</b>        | <b>91.7</b> | <b>92.0</b>        | <b>100.7</b> | <b>26</b> |
| A73971          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>87.8</b>        | <b>96.8</b> | <b>79.7</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>26</b> |
| A73973          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>87.8</b>        | <b>96.8</b> | <b>79.5</b>        | <b>91.6</b> | <b>92.2</b>        | <b>100.6</b> | <b>26</b> |
| A73979          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>87.8</b>        | <b>96.7</b> | <b>79.0</b>        | <b>91.4</b> | <b>92.2</b>        | <b>100.5</b> | <b>26</b> |
| A73980          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>87.8</b>        | <b>96.7</b> | <b>79.0</b>        | <b>91.4</b> | <b>92.0</b>        | <b>100.5</b> | <b>26</b> |
| A73987          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>87.9</b>        | <b>96.6</b> | <b>78.3</b>        | <b>91.3</b> | <b>92.2</b>        | <b>100.4</b> | <b>26</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-273N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A73989          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>88.0</b>        | <b>96.6</b> | <b>78.1</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.4</b> | <b>26</b> |
| A73993          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>88.0</b>        | <b>96.6</b> | <b>77.7</b>        | <b>91.2</b> | <b>92.2</b>        | <b>100.3</b> | <b>26</b> |
| A73994          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>88.0</b>        | <b>96.6</b> | <b>77.7</b>        | <b>91.2</b> | <b>92.0</b>        | <b>100.3</b> | <b>26</b> |

<sup>1</sup> See Note 1.



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-273N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76993          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>26</b> |
| A74304          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>26</b> |
| A74303          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>26</b> |
| A74296          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.9</b> | <b>80.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>26</b> |
| A74295          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>87.4</b>        | <b>96.9</b> | <b>80.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>26</b> |
| A74290          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.8</b> | <b>79.4</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>26</b> |
| A74288          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.8</b> | <b>79.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>26</b> |
| A74282          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>87.5</b>        | <b>96.7</b> | <b>78.7</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>26</b> |
| A74281          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>87.5</b>        | <b>96.7</b> | <b>78.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>26</b> |
| A74274          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>87.6</b>        | <b>96.6</b> | <b>78.1</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>26</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-273N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160734 (Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74272          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.6</b>        | <b>96.6</b> | <b>77.9</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>26</b> |
| A74268          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>87.6</b>        | <b>96.6</b> | <b>77.5</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>26</b> |
| A74267          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>87.6</b>        | <b>96.6</b> | <b>77.5</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>26</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-273N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74512          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.6</b>        | <b>100.7</b> | <b>27</b> |
| A74511          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>27</b> |
| A74510          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>87.3</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>27</b> |
| A74503          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.9</b> | <b>80.0</b>        | <b>91.7</b> | <b>92.4</b>        | <b>100.7</b> | <b>27</b> |
| A74502          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>87.4</b>        | <b>96.9</b> | <b>80.0</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>27</b> |
| A74497          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.8</b> | <b>79.4</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>27</b> |
| A74495          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>87.4</b>        | <b>96.8</b> | <b>79.3</b>        | <b>91.6</b> | <b>92.4</b>        | <b>100.6</b> | <b>27</b> |
| A74489          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>87.5</b>        | <b>96.7</b> | <b>78.7</b>        | <b>91.4</b> | <b>92.4</b>        | <b>100.5</b> | <b>27</b> |
| A74488          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>87.5</b>        | <b>96.7</b> | <b>78.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>27</b> |
| A74481          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>87.6</b>        | <b>96.6</b> | <b>78.1</b>        | <b>91.3</b> | <b>92.4</b>        | <b>100.4</b> | <b>27</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-273N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A74479          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.6</b>        | <b>96.6</b> | <b>77.9</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.4</b> | <b>27</b> |
| A74475          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>87.6</b>        | <b>96.6</b> | <b>77.5</b>        | <b>91.2</b> | <b>92.4</b>        | <b>100.3</b> | <b>27</b> |
| A74474          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>87.6</b>        | <b>96.6</b> | <b>77.5</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>27</b> |

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-273N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76508          | 103     | <b>79,000</b>                 | <b>68,400</b>                | <b>87.0</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.4</b>        | <b>100.7</b> | <b>26</b> |
| A76509          | 055     | <b>79,000</b>                 | <b>67,400</b>                | <b>87.0</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.3</b>        | <b>100.7</b> | <b>26</b> |
| A76537          | 054     | <b>79,000</b>                 | <b>66,300</b>                | <b>87.0</b>        | <b>97.0</b> | <b>80.7</b>        | <b>91.9</b> | <b>92.1</b>        | <b>100.7</b> | <b>26</b> |
| A76515          | 053     | <b>77,000</b>                 | <b>67,400</b>                | <b>87.1</b>        | <b>96.9</b> | <b>79.9</b>        | <b>91.7</b> | <b>92.3</b>        | <b>100.7</b> | <b>26</b> |
| A76543          | 052     | <b>77,000</b>                 | <b>66,300</b>                | <b>87.1</b>        | <b>96.9</b> | <b>79.9</b>        | <b>91.7</b> | <b>92.1</b>        | <b>100.7</b> | <b>26</b> |
| A76547          | 069     | <b>75,500</b>                 | <b>67,400</b>                | <b>87.1</b>        | <b>96.8</b> | <b>79.4</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>26</b> |
| A76521          | 071     | <b>75,000</b>                 | <b>67,400</b>                | <b>87.1</b>        | <b>96.8</b> | <b>79.2</b>        | <b>91.6</b> | <b>92.3</b>        | <b>100.6</b> | <b>26</b> |
| A76553          | 051     | <b>73,500</b>                 | <b>67,400</b>                | <b>87.2</b>        | <b>96.7</b> | <b>78.7</b>        | <b>91.4</b> | <b>92.3</b>        | <b>100.5</b> | <b>26</b> |
| A76526          | 050     | <b>73,500</b>                 | <b>66,300</b>                | <b>87.2</b>        | <b>96.7</b> | <b>78.7</b>        | <b>91.4</b> | <b>92.1</b>        | <b>100.5</b> | <b>26</b> |
| A76559          | 083     | <b>71,500</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>96.6</b> | <b>78.0</b>        | <b>91.3</b> | <b>92.3</b>        | <b>100.4</b> | <b>26</b> |

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A320-273N**

Engine Manufacturer<sup>1</sup> **International Aero Engines, LLC** Engine Type Designation<sup>1</sup> **PW1129G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **167243 (Installation of Block D combustor)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

| EASA Record No. | Variant | Maximum Mass                  |                              | Lateral EPNL       |             | Flyover EPNL       |             | Approach EPNL      |              | See Note  |
|-----------------|---------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|--------------|-----------|
|                 |         | Take-off <sup>1</sup><br>(kg) | Landing <sup>1</sup><br>(kg) | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit       | Level <sup>1</sup> | Limit        |           |
| A76560          | 085     | <b>71,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>96.6</b> | <b>77.8</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.4</b> | <b>26</b> |
| A76562          | 057     | <b>70,000</b>                 | <b>67,400</b>                | <b>87.3</b>        | <b>96.6</b> | <b>77.4</b>        | <b>91.2</b> | <b>92.3</b>        | <b>100.3</b> | <b>26</b> |
| A76535          | 056     | <b>70,000</b>                 | <b>66,300</b>                | <b>87.3</b>        | <b>96.6</b> | <b>77.4</b>        | <b>91.2</b> | <b>92.1</b>        | <b>100.3</b> | <b>26</b> |

<sup>1</sup> See Note 1.



An Agency of the European Union

### **CS-36 Amendment level**

|  |         |   |   |    |      |    |    |
|--|---------|---|---|----|------|----|----|
| ICAO, Annex 16, Volume I Amendment level | 7       | 8 | 9 | 10 | 11-B | 12 | 13 |
| Corresponding CS-36 Amendment level      | Initial | 1 | 2 | 3  | 4    | 5  | 6  |

CS-36 was discontinued after Amendment 6. The applicable noise requirements and related AMC/GM are defined in the EASA Basic Regulation and Part 21.

### **TCDSN EASA.A.064.3 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. One or both engines without 22495 (specific buzz saw noise treatment in inlet).
3. Valid for CFM56-5B4 engine (SAC combustor Mod 24251) and CFM56-5B4/P (/P enhanced performance Mod 25800 with or without HPC upgrade kit 38770).
4. Valid for CFM56-5B4/2P engines (/P enhanced performance Mod 25800, and either DAC II C step 1 Mod 26610 or DAC II C PIP Mod 27727). One or both engines with or without 27772 (Improved fan frame forward panels). One or both engines with or without 32871 (Improved thrust reverser). One or both engines with or without 33987 (Chevron nozzle). One or both engines with or without 34155 (Basic NIP).
5. Valid for engines with or without performance improvement package (PIP Mod 152138). Both engines without improved fan frame forward panel (Mod 27772), with or without improved thrust reverser (Mod 32871), with or without core chevron nozzle (Mod 33987).
6. Valid for engines with or without performance improvement package (PIP Mod 152138).
7. Valid for engines with or without HPC upgrade kit (Mod 38770). Both engines without improved fan frame forward panel (Mod 27772), with or without improved thrust reverser (Mod 32871), with or without core chevron nozzle (Mod 33987).
8. Valid for engines with or without HPC upgrade kit 38770.
9. Valid for CFM56-5B4/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B4/2P (/P enhanced performance Mod 25800, and DAC IIC combustor Mod 26610). Both engines with 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
10. Valid for CFM56-5B4/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B4/2P (/P enhanced performance Mod 25800 and DAC IIC combustor Mod 26610). One or both engines without 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
11. Valid for CFM56-5B4/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B4/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
12. Valid for CFM56-5B4/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B4/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). With or without 34155 (Basic NIP).
13. Valid for CFM56-5B4/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B4/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines without 27772 (Improved fan frame forward panels). One or both engines without 32871 (Improved thrust reverser). One or both engines without 33987 (Chevron nozzle). One or both engines without 34155 (Basic NIP).



14. Valid for CFM56-5B5/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B5/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
15. Valid for CFM56-5B6/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B6/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
16. Valid for CFM56-5B6/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B6/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). With or without 34155 (Basic NIP).
17. Also applicable for engine V2527-A5 with Select Two package
18. Also applicable to aircraft fitted with Mod 161753 (SHARP - Short AiRfield Package)
19. Also applicable to aircraft fitted with Mod 161753 (SHARP - Short AiRfield Package) and Mod 161591 (noise treatment on blocker doors)
20. Also applicable to aircraft fitted with Mod 161753 (SHARP - SHort AiRfield Package) and Mod 161591 (hardwalled blocker doors)
21. Applicable to aircraft fitted with or without Mod 161753 (SHARP - SHort AiRfield Package), with or without Mod 161591 (hardwalled blocker doors)
22. Also applicable to aircraft fitted with Mod 161591 (hardwalled blocker doors).
23. Also applicable to aircraft fitted with Mod 161591 (hardwalled blocker doors)
24. Also applicable to aircraft fitted with Mod 161591 (removal of acoustic treatment on blocker doors)
25. Applicable to aircraft fitted with or without Mod 161591 (Hardwelled Blocker door)
26. Also applicable to aircraft fitted with Mod 161591 (hardwalled blocker doors). Mod 161753 (SHARP - SHort AiRfield Package) is a pre-requisite for A320-273N.
27. Applicable to aircraft fitted with or without Mod 161591 (hardwalled blocker doors). Mod 161753 (SHARP - SHort AiRfield Package) is a pre-requisite for A320-273N.



### Change Record

| Issue    | Date              | Changes   |
|----------|-------------------|---|
| Issue 1  | 13 July 2012      | Initial Issue   |
| Issue 2  | 30 August 2012    | Variant 017 added   |
| Issue 3  | 30 November 2012  | Modification 160500 (Sharklets) added   |
| Issue 4  | 21 December 2012  | Modification 160500 (Sharklets) added for A320-231 and A320-232   |
| Issue 5  | 21 March 2014     | Removed model A320-111  |
| Issue 6  | 06 January 2015   | Added WV 019 for A320-211 / A320-212 / A320-231   |
| Issue 7  | 13 March 2015     | Added WV 019 for A320   |
| Issue 8  | 22 June 2015      | Added information about V2527-A5 Select Two package   |
| Issue 9  | 24 November 2015  | Added model A320-271n, added modification 160080 (Sharklets)  |
| Issue 10 | 31 May 2016       | Correction of A320-271N nomenclature, added Model A320-251N, revised engine manufacturer for PW1127G-JM to "International Aero Engines", clarification of Airbus S.A.S. S.A.S. as TC holder               |
| Issue 11 | 12 August 2016    | Added records for A320-271N fitted with PW1127GA-JM engines; added WVs 069 and 071 for A320-251N and -271N; added several records for A320-214 and -216 fitted with modification 160080 (Sharklets)       |
| Issue 12 | 20 October 2016   | Added WVs 078 and 082 for A320-251N and A320-271N   |
| Issue 13 | 31 May 2017       | Added WV 068 for models A320-251N and A320-271N; Added mod 161038 (LEAP-1A Booster Step 2) for model A320-251N  |
| Issue 14 | 27 June 2017      | Added records for Intermix of Leap engines for A320-251N  |
| Issue 15 | 21 July 2017      | Added note regarding Mod 161753 (SHARP - Short AiRfield Package)  |
| Issue 16 | 19 September 2017 | TC holder address revised   |
| Issue 17 | 05 January 2018   | Added model A320-252N, added engine intermix configurations (mod 163279) for model A320-271N  |
| Issue 18 | 30 January 2018   | Added engine PW1127GA-JM with mod 160734 for model A320-271N  |
| Issue 19 | 05 July 2018      | Added WV 068 for models A320-271N, A320-251N and A320-252N  |
| Issue 20 | 08 November 2018  | Added model A320-272N, added engine model LEAP-1A26E1 for A320-251N   |
| Issue 21 | 15 November 2018  | Re-added model A320-271N fitted with mod 160734 (these records were removed in Issue 20 by mistake)   |
| Issue 22 | 16 January 2019   | Recertification to Chapter 14 of various models; added A320neo corporate jet configurations (ACJ)   |
| Issue 23 | 08 March 2019     | Introduction of models A320-253N and A320-273N  |
| Issue 24 | 12 April 2019     | Removed records for ACJ A320-251N fitted with LEAP-1A26E1   |
| Issue 25 | 22 November 2019  | Added WVs 083 and 085 and records for engine intermix on A210-272N  |
| Issue 26 | 14 January 2020   | Added WVs 069 and 071 for A320-252N/-253N/-273N   |
| Issue 27 | 01 October 2020   | Revised   |
| Issue 28 | 18 November 2020  | Record A76773 added   |
| Issue 29 | 1 December 2020   | Added records for A320-271N fitted with PW1127G1-JM and PW1127G1A-JM engines with Block C3 combustor. Revised noise records for A320-271N, A320-272N and A320-273N for PW engine with Block C3 combustor. |
| Issue 30 | 16 April 2021     | Multiple records added and revised.   |
| Issue 31 | 28 May 2021       | Update of Neo PW Intermix records   |
| Issue 32 | 12 July 2021      | Correction for omitted update of some A320-271N records   |
| Issue 33 | 24 November 2022  | Revision of some engine manufacturer names, modification of some Notes related to PIP Mod 152138.   |
| Issue 34 | 09 December 2022  | Addition of several ACJNeo records  |
| Issue 35 | 08 December 2023  | Addition of ACJ A320-271N and A320-273N records with PW1129G-JM engines. Correction of erroneous Lateral noise levels for some A320-271N records.   |
| Issue 36 | 16 September 2024 | Intermix records (Mod. 163279) modified for the A320-271N and A320-272N to no longer involve BoM engines; record A80326 added.  |



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| Issue 37 | 01 October 2024 | Alignment on the Weight Variants approved in the TCDS. This includes the addition of WV103 for the A320-271N/272N/273N/251N/252N/253N, removal of WV 058, 059 and 075 for the A320-272N, removal of WV 060, 061, 066, 067, 070, 074, 076, 077, 080, 081, 084 for the A320-251N/252N/271N/272N, and removal of WV 110, 111, 112 for the A320-252N. |
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